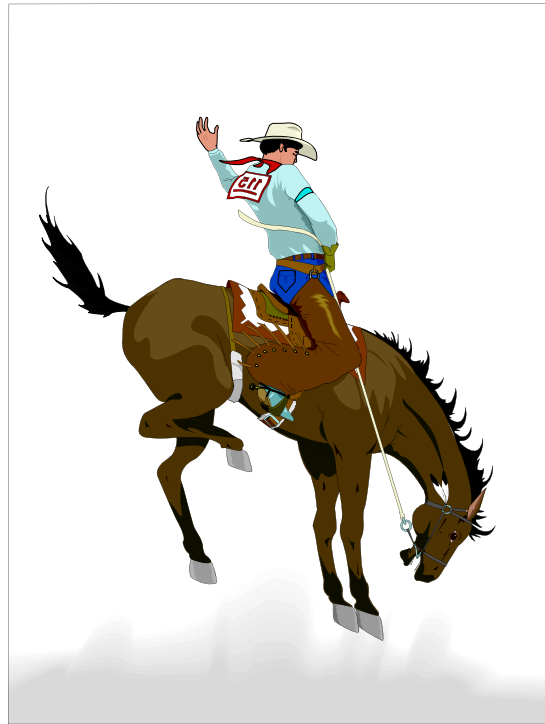


# WYOMING'S PERFORMANCE & HIGHWAY SAFETY PLAN



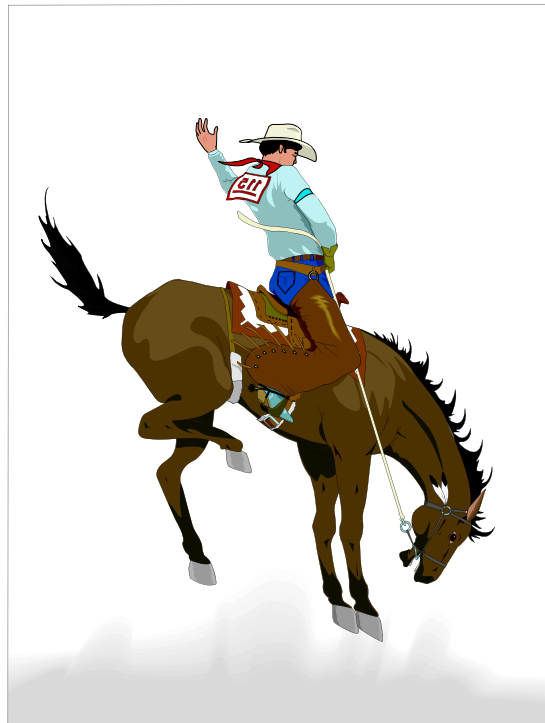
## FEDERAL FISCAL YEAR 2012

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

**MATTHEW H. MEAD**  
Governor

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

# WYOMING'S PERFORMANCE PLAN



## FEDERAL FISCAL YEAR 2012

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

**MATTHEW H. MEAD**  
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## **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

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

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 2012 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 the motoring public.

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.

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 | -- | New Grant Proposals Received   |
|                       |    | 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. |
| March-April-May       | -- | Annual Highway Safety Problem I.D. Completed   |
|                       |    | 1. Used for Benchmark Report Document, Planning Documents, and determining long and short range performance goals and time frames.   |

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

- |                                    |    |  |
|------------------------------------|----|--|
| 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> <p style="text-align: center;"><b>[no later than September 1 - NHTSA]</b></p>   |
| August 15<br>{Wyoming Target Date} | -- | <p>The following documents should have been submitted to the National Highway Traffic Safety Administration [NHTSA] for <b>information</b> and <b>approval</b>:</p> <ol style="list-style-type: none"> <li>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></li> </ol>  |
| September 30                       | -- | <p>Complete current fiscal year’s highway safety plan activities.</p> <ol style="list-style-type: none"> <li>1. End of current fiscal year.</li> </ol>   |
| December 31                        | -- | <p>Previous Fiscal Year’s Highway Safety Plan Year End Program Evaluation Report completed and submitted to NHTSA. Perform fiscal close out.</p>   |

### **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:** Matt Mead (R) (First 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:** Robert Tompkins  
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

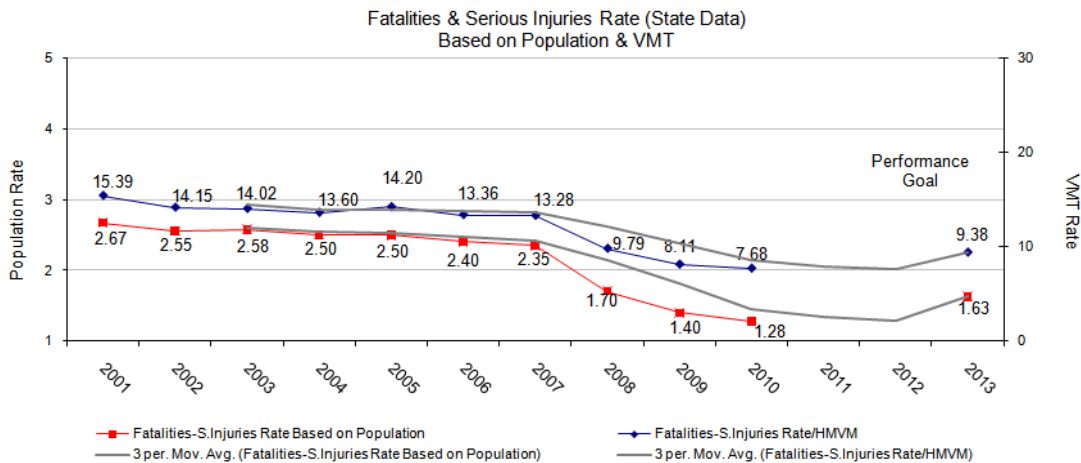
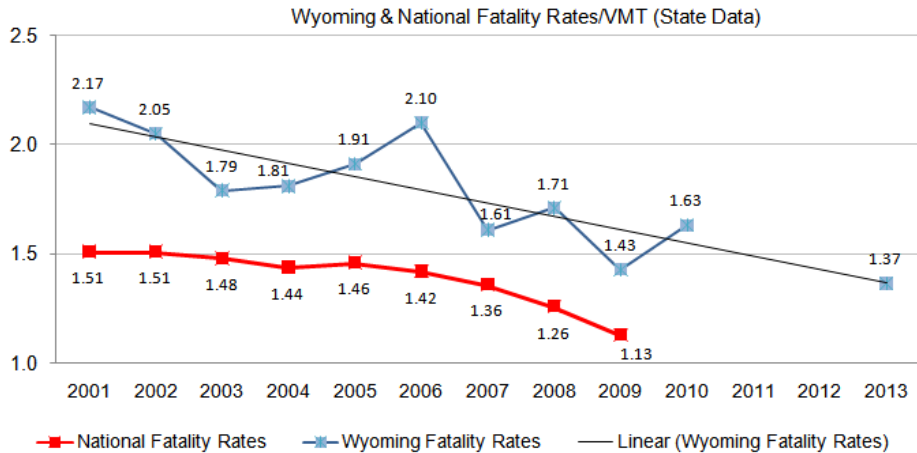
## Performance Goals, Measure of Success FFY12 Action Plans

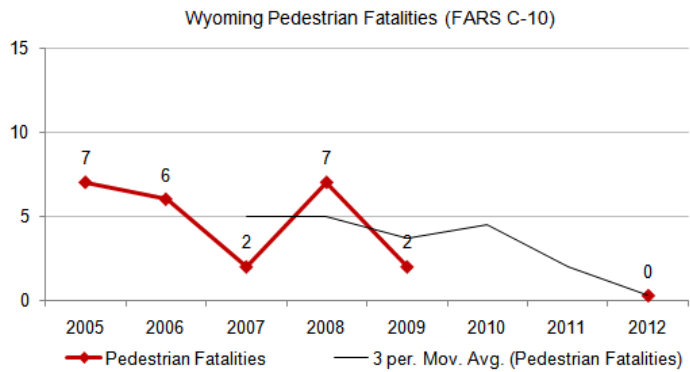
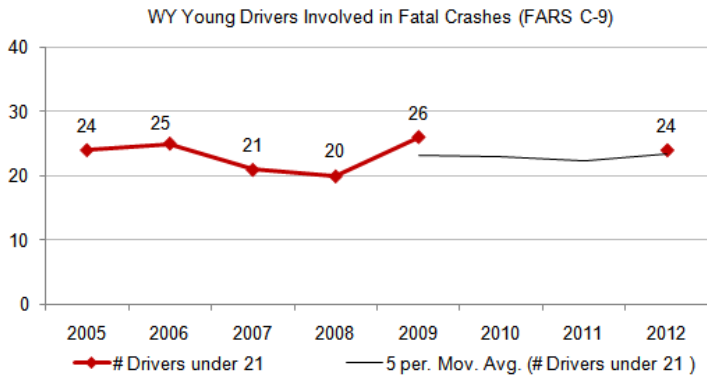
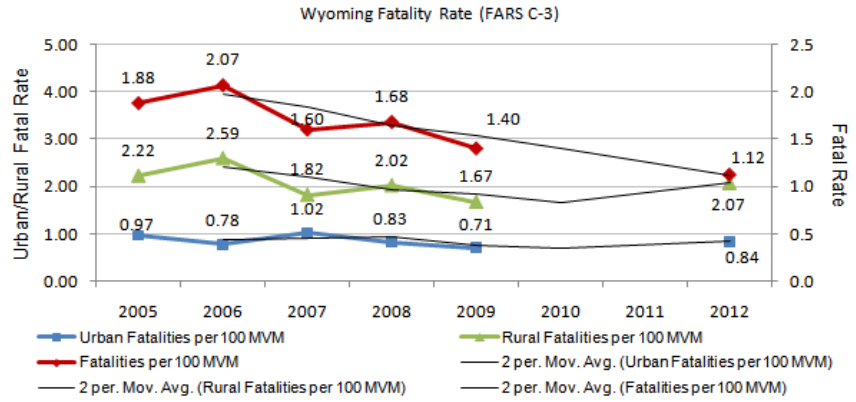
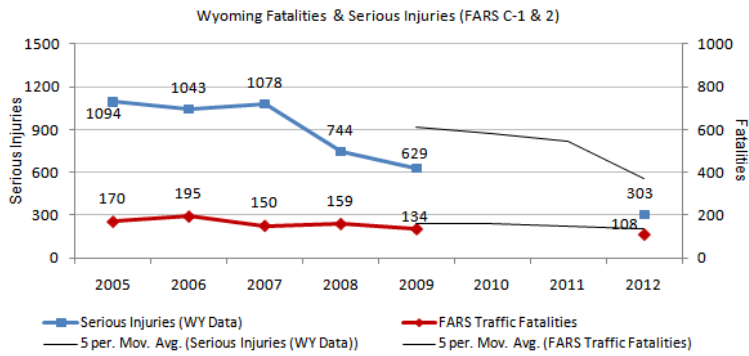
Planning & Administration
Performance Goal
<ul style="list-style-type: none"> <li>• Maintain an effective HSO staff through professional development and content training in administration of federal funds and the projects under its responsibility.</li> <li>• Monitor the activities of subgrantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved.</li> <li>• Conduct on-site 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>
Performance Measures
<p>Through the proper placement of funding to project, affect the following performance measures.</p> <ol style="list-style-type: none"> <li>1. To decrease traffic fatalities 10 percent from the 2005-2009 calendar base year average of 162 to 146 by December 31, 2012. (C-1, FARS)</li> <li>2a. To decrease Wyoming fatality/VMT 10 percent from 2005-2009 calendar base year average of 1.73 to 1.56 by December 31, 2012. ( C-3A, FARS)</li> <li>2b. To maintain the Wyoming Fatality Rate/VMT downward trend to the projected 1.37 shown for CY2013. (State - no chart included)</li> <li>2c. To maintain or decrease the rural fatalities/VMT from the 2005-2009 calendar base year average of 2.06 instead of the projected 2.07 by December 31, 2012. (C3b, FARS)</li> <li>2d. To maintain a downward trend of urban fatalities/VMT from the 2005-2009 calendar base year average of 0.86 to 0.84 by December 31, 2012. (C3a, FARS)</li> <li>3a. To decrease fatalities and serious injuries by 9 percent from 2006-2010 calendar base year average of 1,079 to 971 by December 31, 2012. (State - no chart included).</li> <li>3b. To maintain the Wyoming Fatality and Serious Injury Rate/VMT downward trend to 7.89 instead of the projected 9.38 by the end of CY2013 (State).</li> <li>4. To decrease serious traffic injuries 10 percent from the 2010 calendar base year average 584 to 526 by December 31, 2013. (C-2, FARS, State Data)</li> <li>5. To decrease young drivers, age 20 or younger, involved in fatal crashes 9 percent from the 2005-2009 calendar base year average of 23 to 21 by December 31, 2012. (C-9, FARS)</li> <li>6. To reduce pedestrian fatalities 20 percent from the 2005-2009 calendar base year average of 5 to 4 by December 31, 2012. Although the trend line suggests 0 fatalities, a 20 percent reduction is a more realistic goal. (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 Grants Tracking System (GTS) vouchers prior to the 15<sup>th</sup> of each month.
- Address any FFY2011 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) FFY2011 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.

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

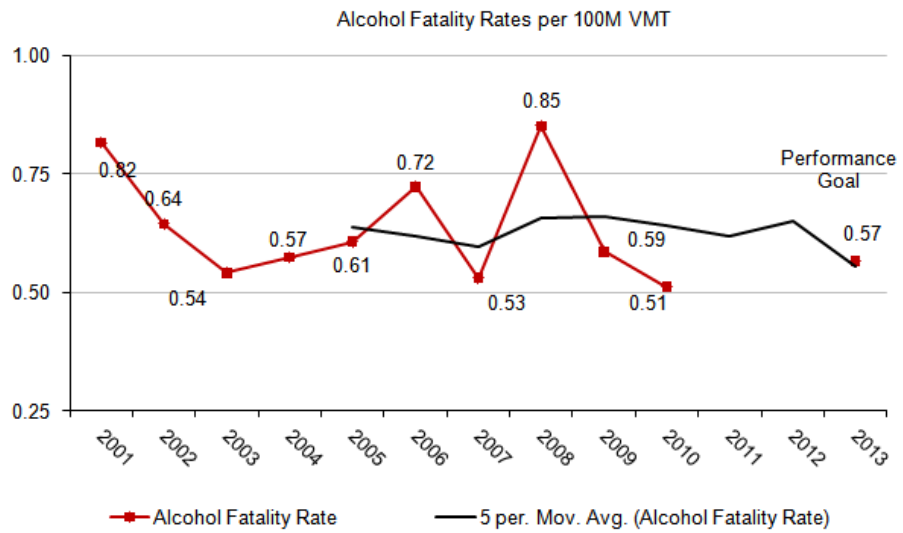
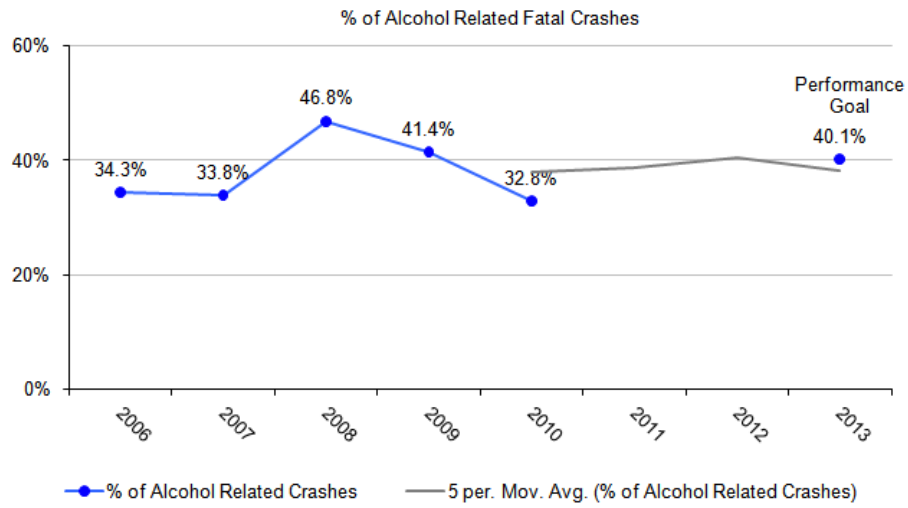
### Instrumental Projects Planned

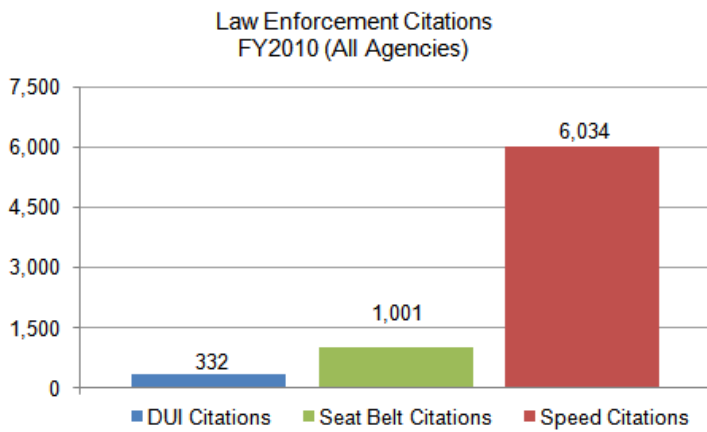
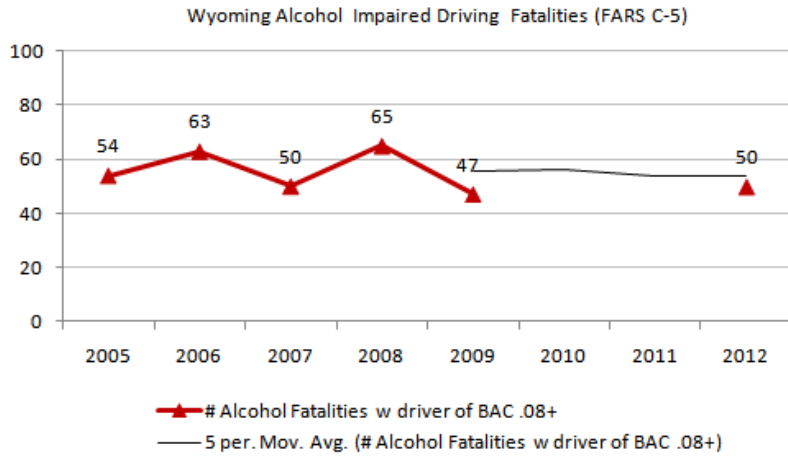
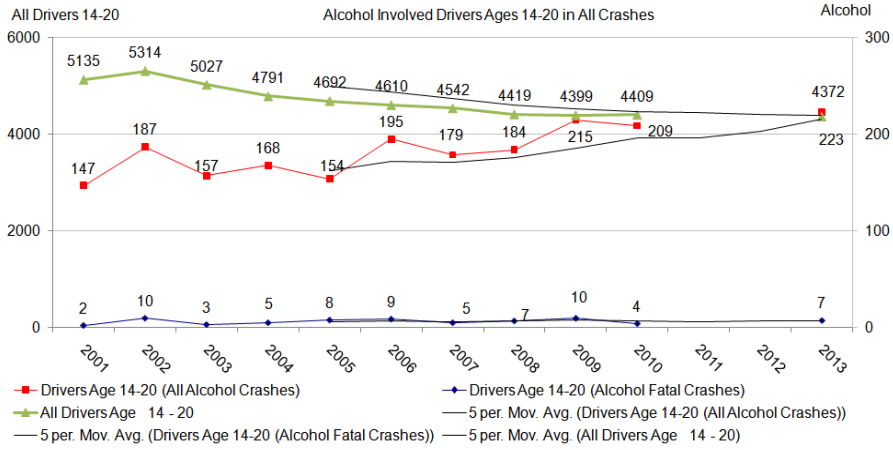
- Utilize partnership with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) to fund Selective Traffic Enforcement Program (STEP)/High Visibility Enforcement grants, associated equipment and coordinators (LEC's) to manage the grants
- Attend and fund the WASCOP Traffic Safety Committee.
- Continue assisting WASCOP with the institutionalized in-custody arrest analysis, reporting and distribution costs.
- Support WHP in equipment, training, software and overtime enforcement.

<b>Alcohol</b>
<b>Performance Goal</b>
<ul style="list-style-type: none"> <li>Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes.</li> </ul> <p>Note: Alcohol projects are funded by 410 and 154AL transfer funds.</p>
<b>Performance Measure</b>
<ol style="list-style-type: none"> <li>To decrease alcohol impaired driving fatalities 5 percent from the 2005-2009 base year average of 56 to 50 by December 31, 2012. (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 37.8% from the 2006-2010 base year average instead of the projected 40.1% by December 31, 2013. (State). <b>Note: The terminology, alcohol related, utilizes drivers or pedestrians with any BAC, or officer suspected alcohol involvement.</b></li> <li>To decrease the alcohol involved fatality rate per 100M VMT from 0.51 in CY 2010 to 0.46 by December 31, 2013. (State)</li> <li>To decrease the number of alcohol involved drivers age 15-20 from 209 in CY 2010 to less than the projected 223 by December 31, 2013. (State)</li> <li>To maintain or decrease the number of alcohol involved drivers age 15-20 in fatal crashes from 4 in CY 2010 to zero (0) by December 31, 2013. (State)</li> </ol>
<b>Activity Measure</b>
<ul style="list-style-type: none"> <li>The number of impaired driving arrests made during grant-funded enforcement activities was 332. (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 CLICK 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 FY2012 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, Chemical Testing Program, etc.
- Equipment will be provided law enforcement agencies in the form of stationary breath testing devices, PBTs and video cameras.
- 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.
- Addressing needs identified in the FFY2010 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 baseline 16.2 days in FY2010 to 14 days in FY2011.
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 CY2008 to 3 in CY2010 with a final goal of 0 in CY2011.  
  
To increase the number of roadway features that are available for use in safety analyses from 25 in CY2010 to 30 in CY2011.
3. System - Crash  
To increase integration ability by having crash locations automatically geo-located. Increase from 54% in CY2010 to 75% in CY2011. To increase the percentage of MMUCC compliance of crash data for use in safety studies from 76% in CY2010 to 87% in CY2011.
4. System - EMS  
To improve the timeliness of the EMS Injury Surveillance system by decreasing the number of days, from incident to database, from baseline 100 days in FY2010 to 50 days in CY2011.
5. Update Wyoming Traffic Records Project site on TSIS website prior to 408 application deadline June 15, 2012.

### Instrumental Projects Planned

- EMS data collection equipment, system maintenance and support.
- Report Beam Map Module will allow for improvement of automatic geo-location of crashes, accuracy and officer satisfaction.
- WHP Crash Reconstruction software upgrade and maintenance.
- Crash Data Quality Control/ Crash Reporting System.



## 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 78.9% 2010 observational level to 81.1% by August 31, 2013. (State)
2. To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions, 5 percent from the 2005-2009 calendar base year average of 81 to 77 by December 31, 2012. (C-4, FARS)
3. To reduce the percentage of unrestrained fatalities from 67.9% in CY2010 crashes to 66.8% in CY2013. (State)
4. To increase the proper restraint use of children age 1-8 from 23.8% to 30.3%, as demonstrated by the CPS Check-Up Tracker, by December 31, 2013. (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 78.9 percent to 81.1 percent by December 31, 2013. (B-1, State.)

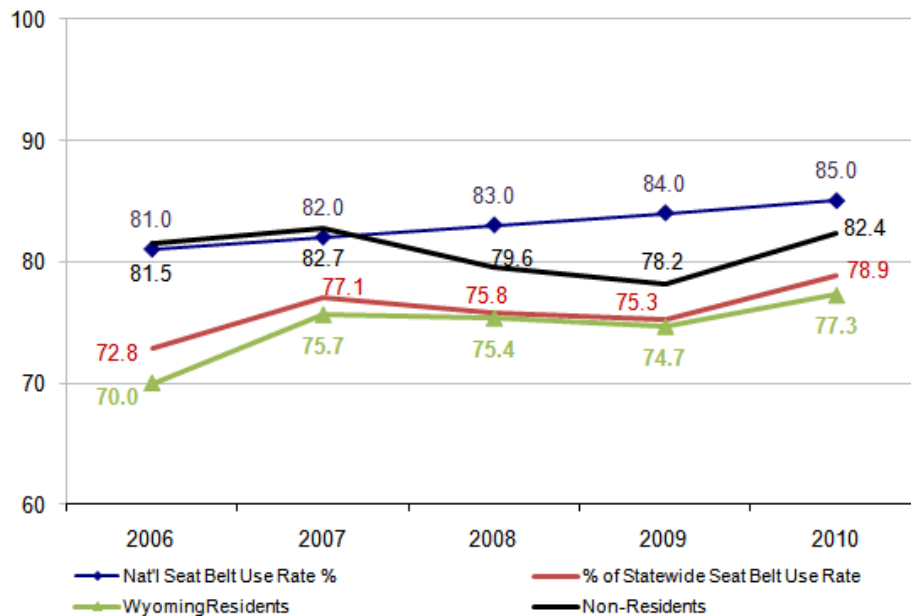
### Activity Measure

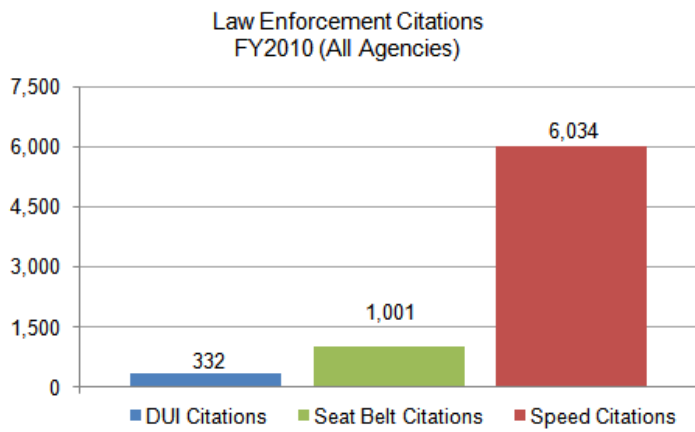
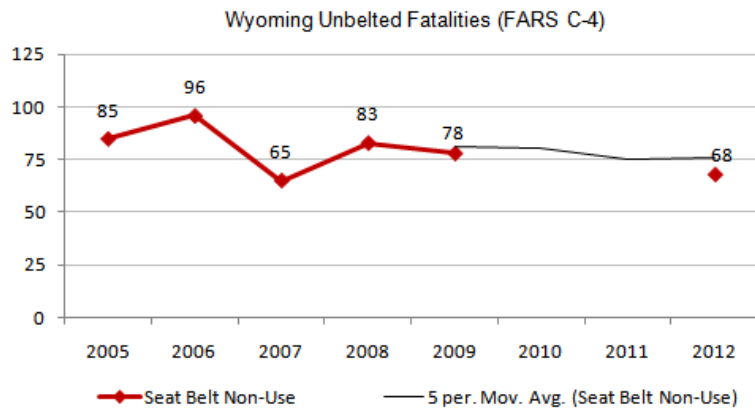
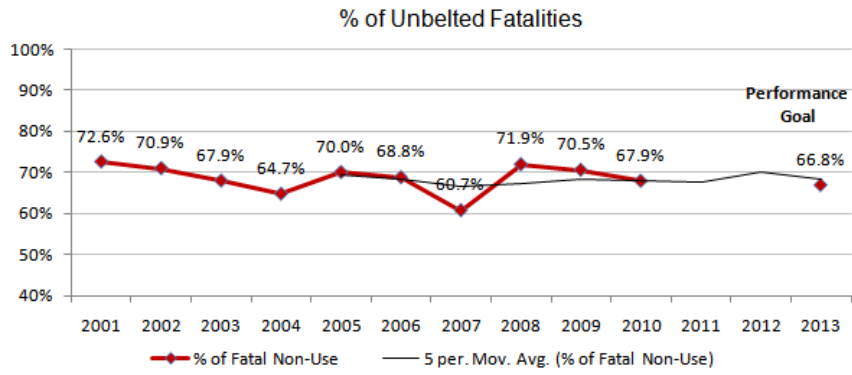
- The number of seat belt citations issued during the FFY2010 grant funded enforcement activities was 1,001.

### 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 projects and partnerships, OP visibility through a dedicated website, social media 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 Child Passenger Safety (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 city 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.

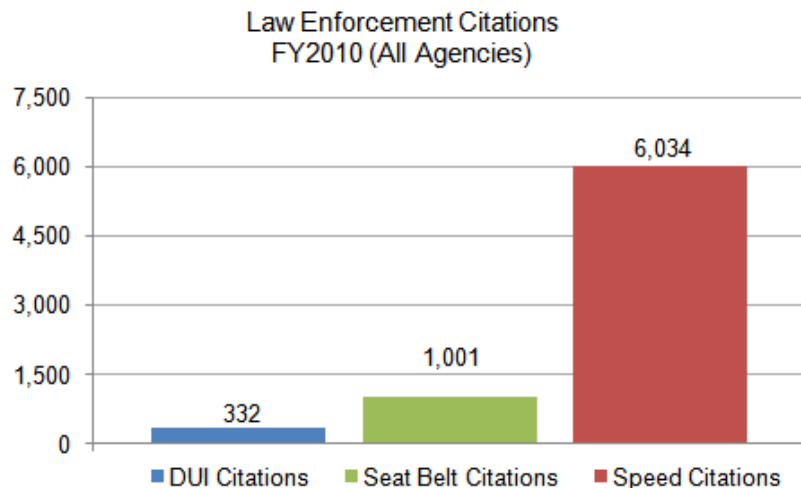
Statewide & National Observational Survey Results



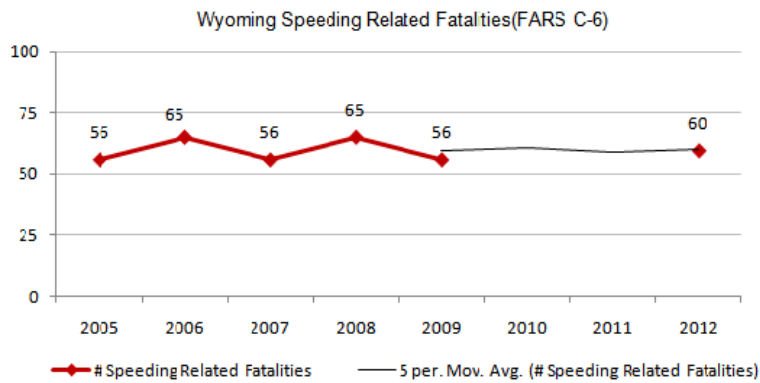
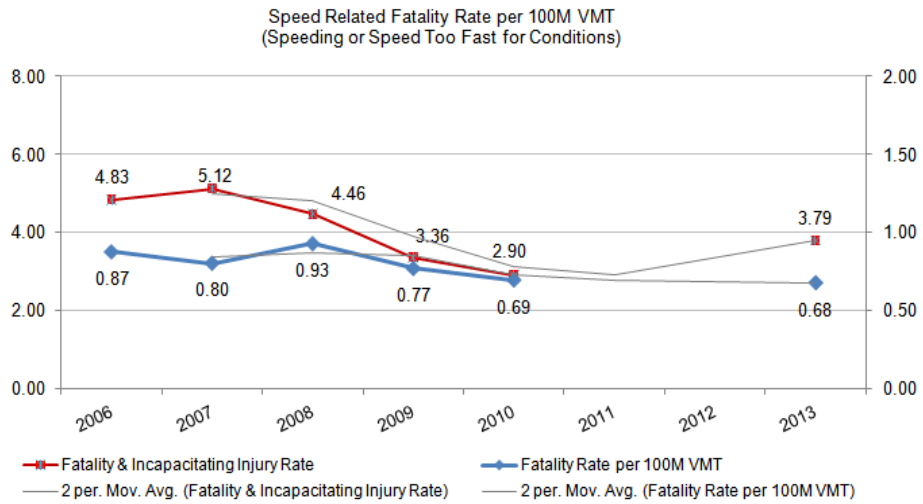
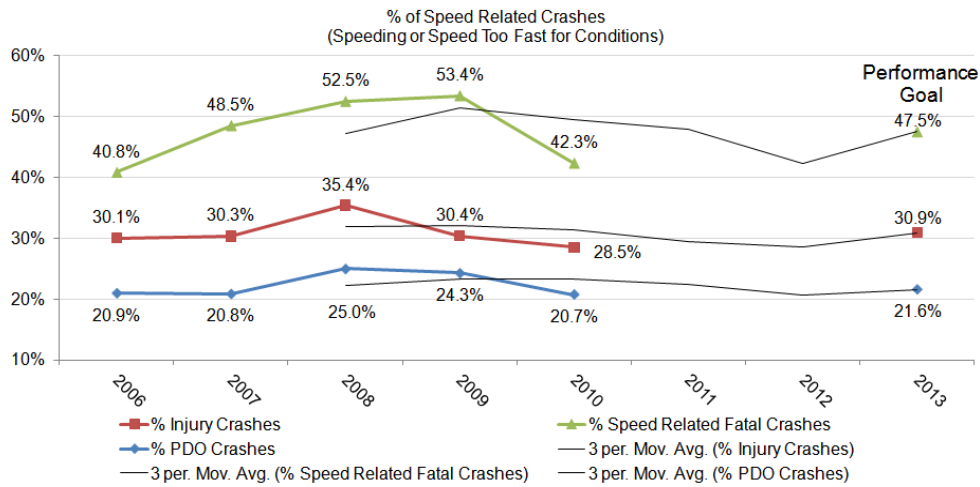


Source - FY2010 Annual Report

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 2005-2009 calendar base year average of 59 to 56 by December 31, 2012. (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 speed related fatal crashes 3% from the 2006-2010 base year average of 47.5% to 46.0% in CY2013. (State).</li> <li>To reduce the speed related fatality rate per 100M VMT from 0.69 in CY 2010 to less than the projected rate of 0.68 in CY2013. (State)</li> <li>To reduce the fatal and serious injury rate per 100M VMT from the 2006-2010 base year average of 4.13 to 3.79 in CY2013. (State)</li> </ol>
<b>Activity Measures</b>
<ul style="list-style-type: none"> <li>The number of speed citations issued during the FFY2010 grant funded enforcement activities was 6,034. The WHP issued 2,284 citations and local law enforcement agencies issued 3,750.</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 traffic safety summits, speed alert trailers, etc.</li> </ul>



Source: FFY2010 Annual Report



# Motorcycles

## Performance Goal

- Reduce persons killed or seriously injured in motorcycle crashes.

## Performance Measure

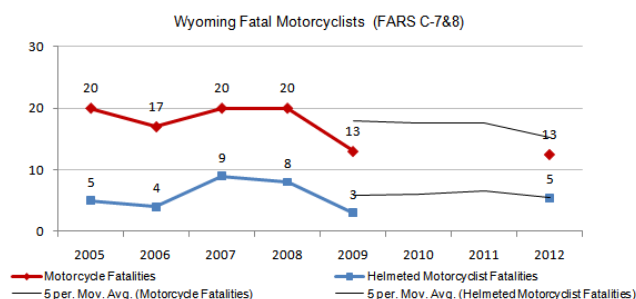
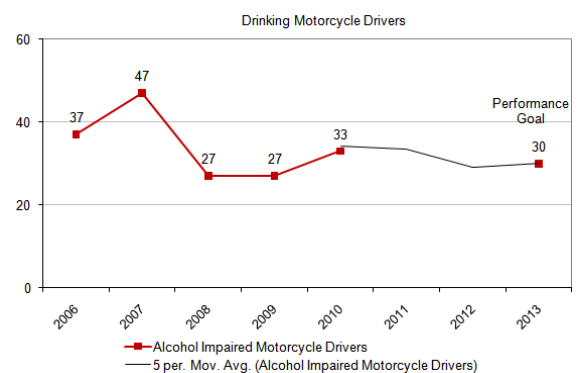
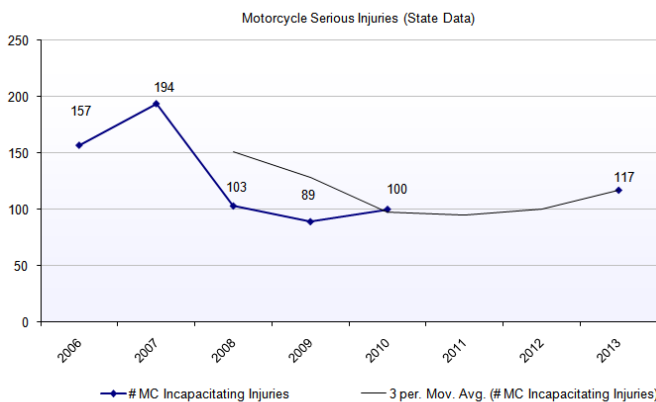
- To decrease motorcyclist fatalities 11 percent from the 2005-2009 calendar base year average of 18 to 16 by December 31, 2012. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is less inclusive.
- To decrease the number of motorcyclist killed or seriously injured by 10 percent from the 2005-2009 calendar base year average of 150 to 135 by December 31, 2013. (State).

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

- To decrease unhelmeted motorcyclist fatalities 10 percent from the 2005-2009 calendar base year average of 12 to 11 by December 31, 2012. (C-8, FARS)
- To reduce the upward trend of alcohol impaired motorcycle drivers by 10 percent from the 2006-2010 base year average of 34 to 30 in CY2013. (State)

## Instrumental Projects Planned

- WYDOT Public Affairs Office will utilize S. 2011 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.
- Billboards, 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 10 percent from the 2005-2009 calendar base year average of 162 to 146 by December 31, 2012.

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 2010 calendar base year average 584 to 526 by December 31, 2013.

See Planning & Administration Performance Measure 4 page 6

### Fatalities/VMT (FARS/FHWA)

(C-3A) To decrease Wyoming fatality/VMT 10 percent from 2005-2009 calendar base year average of 1.73 to 1.56 by December 31, 2012.

See Planning & Administration Performance Measure 2a page 6

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

(C-3b) To maintain or decrease the rural fatalities/VMT from the 2005-2009 calendar base year average of 2.06 instead of the projected 2.07 by December 31, 2012.

See Planning & Administration Performance Measure 2c page 6

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

(C-3a) To maintain a downward trend of urban fatalities/VMT from the 2005-2009 calendar base year average of 0.86 to 0.84 by December 31, 2012.

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 2005-2009 calendar base year average of 81 to 77 by December 31, 2012.

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 2005-2009 base year average of 56 to 50 by December 31, 2012.. **Note:** Impaired driving is based off of BAC results = .08+.

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)

(C6) To decrease speed-related fatalities 5 percent from the 2005-2009 calendar base year average of 59 to 56 by December 31, 2012. (C6, FARS). **Note:** Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.

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 11 percent from the 2005-2009 calendar base year average of 18 to 16 by December 31, 2012. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is less inclusive.

See Motorcycle Performance Measure 1 page 20

#### Unhelmeted Motorcyclist Fatalities (FARS)

(C-8) To decrease unhelmeted motorcyclist fatalities 10 percent from the 2005-2009 calendar base year average of 12 to 11 by December 31, 2012.

See Motorcycle Performance Measure 3 page 20

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

(C-9) To decrease young drivers, age 20 or younger, involved in fatal crashes 9 percent from the 2005-2009 calendar base year average of 23 to 21 by December 31, 2012.

See Planning & Administration Performance Measure 5 page 6

#### Pedestrian Fatalities (FARS)

(C-10) To reduce pedestrian fatalities 20 percent from the 2005-2009 calendar base year average of 5 to 4 by December 31, 2012.

See Planning & Administration Performance Measure 6 page 6

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

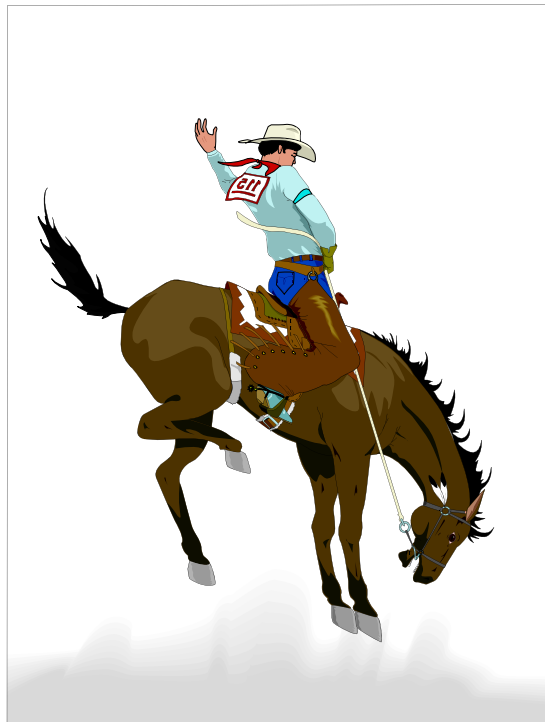
#### Seat Belt Use Rate (Observed Seat Belt Use Survey)

(B-1) To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.2 percent point(s) from the 78.9% 2010 observational level to 81.1% by August 31, 2013.

See Occupant Protection Performance Measure 1 page 15



# WYOMING'S HIGHWAY SAFETY PLAN



## FEDERAL FISCAL YEAR 2012

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

**MATTHEW H. MEAD**  
Governor

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



## Data Executive Summary 2006 - 2010

Wyoming's average statistics are as follows.

Average Crashes:

- 139 Fatal Crashes
- 3,781 Injury Crashes
- 12,174 Property Damage Only (PDO) Crashes

Average Injuries:

- 158 fatalities
- 816 incapacitating injuries
- 2,169 non-incapacitating injuries
- 2,657 possible injuries

Average Teen (age 15-20) driver involvement:

- 21 Fatal Crashes
- 1,019 Injury Crashes
- 2,764 Property Damage Only (PDO) Crashes

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 seat belt usage by injury severity is:

Fatal injury: 32.3% use	Incapacitating injury: 57.6%
Non-incapacitating injury: 73.2%	Possible injury: 83.0%
No injury: 84.7%	

2008 Observed Usage: 75.8% (Normal activity and media)  
2009 Observed Usage: 75.3% (Normal activity and media)  
2010 Observed Usage: 78.9% (Normal activity and media)

Alcohol Involvement for past 5 years 2006, 2007, 2008, 2009, 2010 respectively:

Fatal crashes: 34.3%, 33.8%, 46.8%, 36.2%, 32.9%  
Injury crashes: 11.4%, 11.7%, 13.6%, 13.9%, 12.0%  
Property Damage Only (PDO) crashes: 4.3%, 4.3%, 4.7%, 5.5%, 4.3%

Average Fatalities: 60  
Average Incapacitating injuries: 162  
Average Non-incapacitating: 301  
Average Possible injury: 240

Grant Applicants:

In FY 2011 the Highway Safety Office managed 62 grant applicants and 6 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	3,711	12,693	16,542	159	5,320	888	233	413	340
2009	116	3,335	11,428	14,879	134	4,838	756	223	314	276
2010	137	3,158	11,358	14,653	153	4,461	721	160	272	253

\*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	178.35	57.35	1.71	1.26
2009	9,384	544,270	429,790	902,414	158.55	51.55	1.43	1.13
2010	9,384*	563,626	443,634	876,310	156.15*	47.54	1.63*	1.13*

\*2010 U.S. Fatality Rate Per 100 Mil. Veh. Miles based on 2009 data. 2010 data not yet available. Source: Traffic Safety Facts publication of USDOT, NHTSA, and FARS.

## **FY 2010 Performance Goals**

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

### **Planning and Administration Performance Goal:**

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

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

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

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-12-PA-01	PLANNING AND ADMINISTRATION	\$ .00	\$256,152.50	\$ .00	\$ .00	\$ .00	\$ .00
Planning and Administration			\$ .00	\$256,152.50	\$ .00	\$ .00	\$ .00	\$ .00
	Total							
Occupant Protection								
	OP-2012-12-OP-01	COMPREHENSIVE OP	\$9,740.70	\$ .00	\$9,740.70	\$ .00	\$9,740.70	\$4,870.35
	OP-2012-12-OP-02	WHP ALIVE @ 25	\$162,345.00	\$ .00	\$162,345.00	\$ .00	\$162,345.00	\$162,345.00
	OP-2012-12-OP-03	CRMC - BUCKLE UP KIDS	\$124,476.50	\$ .00	\$124,476.50	\$ .00	\$124,476.50	\$124,476.50
	OP-2012-12-OP-04	CPS TRAINING	\$6,000.00	\$ .00	\$6,000.00	\$ .00	\$6,000.00	\$6,000.00
	OP-2012-12-OP-05	PROTECT OUR FUTURE - WIND RIVER RES.	\$21,250.00	\$ .00	\$21,250.00	\$ .00	\$21,250.00	\$ .00
	OP-2012-12-OP-06	WSBC / STRATEGIC SB PLAN	\$117,429.55	\$ .00	\$117,429.55	\$ .00	\$117,429.55	\$ .00
	OP-2012-12-OP-07	SAFE KIDS CONVERSE CO.	\$4,500.00	\$ .00	\$4,500.00	\$ .00	\$4,500.00	\$ .00
	Occupant Protection Total		\$445,741.75	\$ .00	\$445,741.75	\$ .00	\$445,741.75	\$297,691.85
Police Traffic Services								
	PT-2012-12-PT-01	WASCOP - LEC	\$145,425.00	\$ .00	\$145,425.00	\$ .00	\$145,425.00	\$145,425.00
	PT-2012-12-PT-02	WASCOP TRAFFIC SAFETY COMMITTEE	\$8,250.00	\$ .00	\$8,250.00	\$ .00	\$8,250.00	\$8,250.00
	PT-2012-12-PT-03	WASCOP LOCAL HVE O/T ENFORC.	\$525,000.00	\$ .00	\$525,000.00	\$ .00	\$525,000.00	\$525,000.00
	PT-2012-12-PT-04	WASCOP MEDIA COORDINAT	\$107,000.00	\$ .00	\$107,000.00	\$ .00	\$107,000.00	\$107,000.00
	Police Traffic Services Total		\$785,675.00	\$ .00	\$785,675.00	\$ .00	\$785,675.00	\$785,675.00
Roadway Safety								
	RS-2012-12-RS-01	SMS PROJECTS	\$21,646.00	\$ .00	\$21,646.00	\$ .00	\$21,646.00	\$10,823.00
	RS-2012-12-RS-02	WINTER DRIVING SAFETY CAMPAIGN	\$38,692.23	\$ .00	\$38,692.23	\$ .00	\$38,692.23	\$ .00
	RS-2012-12-RS-03	NATIVE AMERICAN OUTREACH / PD MEDIA	\$86,584.00	\$ .00	\$86,584.00	\$ .00	\$86,584.00	\$86,584.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	RS-2012-12-RS-04	INCENTIVE ITEMS	\$21,646.00	\$0.00	\$21,646.00	\$0.00	\$21,646.00	\$0.00
	RS-2012-12-RS-05	INCENTIVES / SPORTS PROJECTS	\$16,234.50	\$0.00	\$16,234.50	\$0.00	\$16,234.50	\$0.00
	Roadway Safety Total		\$184,802.73	\$0.00	\$184,802.73	\$0.00	\$184,802.73	\$97,407.00
Safe Communities								
	SA-2012-12-SA-01	NATRONA CO. SAFE COMMUNITIES	\$20,000.00	\$0.00	\$20,000.00	-\$20,000.00	\$0.00	\$0.00
	SA-2012-12-SA-02	NATRONA CO. SAFE COMMUNITIES	\$80,000.00	\$0.00	\$80,000.00	\$0.00	\$80,000.00	\$80,000.00
	SA-2012-12-SA-03	LARAMIE CO. SAFE COMMUNITIES	\$80,000.00	\$0.00	\$80,000.00	\$0.00	\$80,000.00	\$80,000.00
	SA-2012-12-SA-04	FREMONT CO. SAFE COMMUNITIES	\$77,063.00	\$0.00	\$77,063.00	\$0.00	\$77,063.00	\$77,063.00
	SA-2012-12-SA-05	SAFETY CAMPAIGN CALENDAR	\$53,364.00	\$0.00	\$53,364.00	\$0.00	\$53,364.00	\$53,364.00
	SA-2012-12-SA-06	SAFETY TEAM CAMPAIGN CALENDAR	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00	\$0.00
	SA-2012-12-SA-07	CHEYENNE MPO	\$42,600.00	\$0.00	\$42,600.00	\$0.00	\$42,600.00	\$42,600.00
	SA-2012-12-SA-08	ALBANY CO. SAFE COMMUNITIES	\$71,889.00	\$0.00	\$71,889.00	\$0.00	\$71,889.00	\$71,889.00
	SA-2012-12-SA-09	DISTRACTED DRIVING CAMPAIGN	\$364,302.18	\$0.00	\$364,302.18	-\$364,302.18	\$0.00	\$0.00
	SA-2012-12-SA-10	ATTITUDE AND AWARENESS SURVEY	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$30,000.00	\$0.00
	Safe Communities Total		\$824,218.18	\$0.00	\$824,218.18	-\$384,302.18	\$439,916.00	\$404,916.00
Speed Enforcement								
	SE-2012-12-SE-01	WHP SPEED O/T ENFORCEMENT	\$304,938.03	\$0.00	\$304,938.03	\$0.00	\$304,938.03	\$0.00
	Speed Enforcement Total		\$304,938.03	\$0.00	\$304,938.03	\$0.00	\$304,938.03	\$0.00
Paid Advertising								
	PM-2012-12-PM-01	PAID MEDIA - WYDOT PAO	\$270,575.00	\$0.00	\$270,575.00	\$0.00	\$270,575.00	\$27,057.50
	PM-2012-12-PM-02	SPORTS TARGETED PAID MEDIA	\$200,000.00	\$0.00	\$200,000.00	\$0.00	\$200,000.00	\$0.00
	PM-2012-12-PM-03	TRAFFIC SAFETY SPORTS CAMPAIGN	\$320,144.34	\$0.00	\$320,144.34	\$0.00	\$320,144.34	\$0.00
	PM-2012-12-PM-04	DISTRACTED DRIVING CAMPAIGN	\$364,302.18	\$0.00	\$364,302.18	\$0.00	\$364,302.18	\$364,302.18
	Paid Advertising Total		\$1,155,021.52	\$0.00	\$1,155,021.52	\$0.00	\$1,155,021.52	\$391,359.68

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	NHTSA 402 Total		\$3,700,397.21	\$256,152.50	\$3,700,397.21	-\$384,302.18	\$3,316,095.03	\$1,977,049.53
405 OP SAFETEA-LU								
	K2-2012-12-K2-01	DLN - SB SURVEY "METHODOLOGY"	\$115,000.00	\$0.00	\$115,000.00	\$0.00	\$115,000.00	\$0.00
	405 Occupant Protection Total		\$115,000.00	\$0.00	\$115,000.00	\$0.00	\$115,000.00	\$0.00
	405 OP SAFETEA-LU Total		\$115,000.00	\$0.00	\$115,000.00	\$0.00	\$115,000.00	\$0.00
408 Data Program SAFETEA-LU								
	K9-2012-12-TR-01	REPORT BEAM MAP MODULE	\$36,021.11	\$0.00	\$36,021.11	\$0.00	\$36,021.11	\$0.00
	K9-2012-12-TR-02	CRASH DATA/QUALITY REPORTING SYST.	\$54,115.00	\$0.00	\$54,115.00	\$0.00	\$54,115.00	\$0.00
	K9-2012-12-TR-03	CRASH/CITATION DATA CAPTURE TOOLS	\$325,006.42	\$0.00	\$325,006.42	\$0.00	\$325,006.42	\$0.00
	K9-2012-12-TR-04	EMS ELECTRONIC DATA SYSTEM	\$180,000.00	\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$0.00
	K9-2012-12-TR-05	TRAFFIC RECORDS PROJECT MANAGER	\$176,414.90	\$0.00	\$176,414.90	\$0.00	\$176,414.90	\$0.00
	K9-2012-12-TR-06	GIS/LRS	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
	K9-2012-12-TR-07	WHP CRASH INVES. SOFTWARE UPGRADE	\$10,276.44	\$0.00	\$10,276.44	\$0.00	\$10,276.44	\$0.00
	408 Data Program Incentive Total		\$881,833.87	\$0.00	\$881,833.87	\$0.00	\$881,833.87	\$0.00
	408 Data Program SAFETEA-LU Total		\$881,833.87	\$0.00	\$881,833.87	\$0.00	\$881,833.87	\$0.00
410 High Fatality Rate								
	K8FR-2012-12-HF-R1	CTP TESTING EQUIPMENT	\$10,701.90	\$0.00	\$10,701.90	\$0.00	\$10,701.90	\$0.00
	K8FR-2012-12-HF-R2	ELECTRONIC DUI REPORTING/DEVELOP.	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00	\$0.00
	K8FR-2012-12-HF-R3	GOVERNOR'S COUNCIL MEDIA DEVELOP.	\$610,989.82	\$0.00	\$610,989.82	\$0.00	\$610,989.82	\$0.00
	K8FR-2012-12-HF-R4	WASCOP ALCOHOL FACTORS	\$70,400.00	\$0.00	\$70,400.00	\$0.00	\$70,400.00	\$70,400.00
	K8FR-2012-12-HF-R5	CTP EQUIPMENT/SOFTWARE UPGRADE	\$9,657.95	\$0.00	\$9,657.95	\$0.00	\$9,657.95	\$0.00
	K8FR-2012-12-HF-R6	WHP DUI EDUCATION	\$87,558.07	\$0.00	\$87,558.07	\$0.00	\$87,558.07	\$0.00
	K8FR-2012-12-HF-R7	IPR DUI MONITORING	\$67,817.00	\$0.00	\$67,817.00	-\$1,500.00	\$66,317.00	\$66,317.00
	410 High Fatality Rate Total		\$1,007,124.74	\$0.00	\$1,007,124.74	-\$1,500.00	\$1,005,624.74	\$136,717.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
410 High Visibility								
	K8HV-2012-12-HV-E1	CITY OF LARAMIE "DRE" CLASS	\$85,603.00	\$0.00	\$85,603.00	\$0.00	\$85,603.00	\$0.00
	K8HV-2012-12-HV-E2	WASCOP LOCAL DUI O/T / VIDEO EQUIP.	\$679,680.79	\$0.00	\$679,680.79	\$0.00	\$679,680.79	\$679,680.79
	K8HV-2012-12-HV-E3	WASCOP LEC	\$145,425.00	\$0.00	\$145,425.00	\$0.00	\$145,425.00	\$145,425.00
	K8HV-2012-12-HV-E4	MULTI YR PLANNING - LOCAL DUI O/T	\$238,071.08	\$0.00	\$238,071.08	\$0.00	\$238,071.08	\$0.00
	410 High Visibility Total		\$1,148,779.87	\$0.00	\$1,148,779.87	\$0.00	\$1,148,779.87	\$825,105.79
2010 Motorcycle Safety								
	K6-2012-12-MC-01	MOTORCYCLE SAFETY PROJECTS - WYDOT	\$129,876.00	\$0.00	\$129,876.00	\$0.00	\$129,876.00	\$0.00
	K6-2012-12-MC-02	MC. PD MEDIA BILL BOARD	\$59,526.50	\$0.00	\$59,526.50	\$0.00	\$59,526.50	\$0.00
	K6-2012-12-MC-03	MC AWARENESS AND EDUCATION	\$10,858.77	\$0.00	\$10,858.77	\$0.00	\$10,858.77	\$0.00
√	2010 Motorcycle Safety Incentive Total		\$200,261.27	\$0.00	\$200,261.27	\$0.00	\$200,261.27	\$0.00
	2010 Motorcycle Safety Total		\$200,261.27	\$0.00	\$200,261.27	\$0.00	\$200,261.27	\$0.00
154 Transfer Funds								
	154AL-2012-12-AL-01	DUI POLICY COORDINATOR	\$120,000.00	\$0.00	\$120,000.00	\$0.00	\$120,000.00	\$0.00
	154AL-2012-12-AL-02	INTOXIMETERS AND ALCO SENSOR EQUIP.	\$32,500.00	\$0.00	\$32,500.00	\$0.00	\$32,500.00	\$32,500.00
	154AL-2012-12-AL-03	WLEA SFST TRAINING CLASS	\$14,200.00	\$0.00	\$14,200.00	\$0.00	\$14,200.00	\$10,852.27
	154AL-2012-12-AL-04	ALCOHOL IMPAIRED DRIVING TRAINING	\$10,000.00	\$0.00	\$10,000.00	-\$10,000.00	\$0.00	\$0.00
	154AL-2012-12-AL-05	WHP DUI ENFORCEMENT	\$113,316.81	\$0.00	\$113,316.81	\$0.00	\$113,316.81	\$113,316.81
	154AL-2012-12-AL-06	CTP ELIGIBLE TRAINING	\$12,100.00	\$0.00	\$12,100.00	\$0.00	\$12,100.00	\$0.00
	154AL-2012-12-AL-07	CTP TESTING EQUIPMENT	\$9,657.95	\$0.00	\$9,657.95	-\$9,657.95	\$0.00	\$0.00
	154AL-2012-12-AL-08	COMPREHENSIVE ALCOHOL PROGRAM	\$15,000.00	\$0.00	\$15,000.00	\$0.00	\$15,000.00	\$7,500.00
	154AL-2012-12-AL-09	TSRP	\$130,000.00	\$0.00	\$130,000.00	\$0.00	\$130,000.00	\$130,000.00
	154AL-2012-12-AL-10	SW CO. DUI SUPERVISED PROBATION	\$15,548.55	\$0.00	\$15,548.55	\$0.00	\$15,548.55	\$15,548.55
	154AL-2012-12-AL-11	GOVERNORS COUNCIL IMPAIRED DRIVING	\$242,723.35	\$0.00	\$242,723.35	\$0.00	\$242,723.35	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	154AL-2012-12-AL-12	HIGHWAY SAFETY JUDICIAL EDUCATOR	\$90,000.00	\$0.00	\$90,000.00	\$0.00	\$90,000.00	\$0.00
	154AL-2012-12-AL-13	DUI SUPERVISED PROBATION	\$20,282.00	\$0.00	\$20,282.00	-\$20,282.00	\$0.00	\$0.00
	154AL-2012-12-AL-14	WHP DUI EDUCATION	\$87,558.07	\$0.00	\$87,558.07	-\$87,558.07	\$0.00	\$0.00
	154AL-2012-12-AL-15	WASCOP ALCOHOL FACTORS	\$70,400.00	\$0.00	\$70,400.00	-\$70,400.00	\$0.00	\$0.00
	154AL-2012-12-AL-16	NA CO. SAFE COMMUNITIES	\$34,200.00	\$0.00	\$34,200.00	\$0.00	\$34,200.00	\$34,200.00
	154AL-2012-12-AL-17	LA CO. SAFE COMMUNITIES	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$30,000.00	\$30,000.00
	154AL-2012-12-AL-18	FR. CO. SAFE COMMUNITIES	\$28,563.00	\$0.00	\$28,563.00	\$0.00	\$28,563.00	\$28,563.00
	154AL-2012-12-AL-19	AL. CO. SAFE COMMUNITIES	\$23,035.00	\$0.00	\$23,035.00	\$0.00	\$23,035.00	\$23,035.00
	154 Alcohol Total		\$1,099,084.73	\$0.00	\$1,099,084.73	-\$197,898.02	\$901,186.71	\$425,515.63
	154 Paid Media							
∞	154PM-2012-54-PM-01	WYDOT PAO ALCOHOL MEDIA	\$216,460.00	\$0.00	\$216,460.00	\$0.00	\$216,460.00	\$0.00
	154PM-2012-54-PM-02	WORST NIGHT EVER CAMPAIGN	\$49,918.00	\$0.00	\$49,918.00	\$0.00	\$49,918.00	\$49,918.00
	154 Paid Media Total		\$266,378.00	\$0.00	\$266,378.00	\$0.00	\$266,378.00	\$49,918.00
	154 Hazard Elimination							
	154HE-2012-54-HE-01	FISCAL YEAR 2009	\$7,830,892.89	\$0.00	\$7,830,892.89	\$0.00	\$7,830,892.89	\$0.00
	154HE-2012-54-HE-02	FISCAL YEAR 2010	\$3,626,200.08	\$0.00	\$3,626,200.08	\$0.00	\$3,626,200.08	\$0.00
	154HE-2012-54-HE-03	FISCAL YEAR 2011	\$1,980,686.00	\$0.00	\$1,980,686.00	\$0.00	\$1,980,686.00	\$0.00
	154HE-2012-54-HE-04	FISCAL YEAR 2012	\$4,829,664.00	\$0.00	\$4,829,664.00	\$0.00	\$4,829,664.00	\$0.00
	154 Hazard Elimination Total		\$18,267,442.97	\$0.00	\$18,267,442.97	\$0.00	\$18,267,442.97	\$0.00
	154 Transfer Funds Total		\$19,632,905.70	\$0.00	\$19,632,905.70	-\$197,898.02	\$19,435,007.68	\$475,433.63
	164 Transfer Funds							
	164HE-2012-64-HE-01	FISCAL YEAR 2009	\$12,600,626.03	\$0.00	\$12,600,626.03	\$0.00	\$12,600,626.03	\$0.00
	164HE-2012-64-HE-02	FISCAL YEAR 2010	\$4,582,010.26	\$0.00	\$4,582,010.26	\$0.00	\$4,582,010.26	\$0.00
	164HE-2012-64-HE-03	FISCAL YEAR 2011	\$2,475,858.00	\$0.00	\$2,475,858.00	\$0.00	\$2,475,858.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	164HE-2012-64-HE-04	FISCAL YEAR 2012	\$5,829,664.00	\$0.00	\$5,829,664.00	\$0.00	\$5,829,664.00	\$0.00
	164 Hazard Elimination	Total	\$25,488,158.29	\$0.00	\$25,488,158.29	\$0.00	\$25,488,158.29	\$0.00
	164 Transfer Funds	Total	\$25,488,158.29	\$0.00	\$25,488,158.29	\$0.00	\$25,488,158.29	\$0.00
		NHTSA Total	\$52,174,460.95	\$256,152.50	\$52,174,460.95	-\$583,700.20	\$51,590,760.75	\$3,414,305.95
		Total	\$52,174,460.95	\$256,152.50	\$52,174,460.95	-\$583,700.20	\$51,590,760.75	\$3,414,305.95

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## **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(l)).**

**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 (FFATA)**

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

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

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).

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**Governor's Representative for Highway Safety**

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Wyoming  
**State or Commonwealth**

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FFY2012  
**For Fiscal Year**

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**Date**

# SECTION 402

The following projects will be funded with Section 402 monies.

FFY2011 Carry Forward:	\$744,138.00
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**PROGRAM AREA: PA01**

**PLANNING &  
ADMINISTRATION**

<b>Project Number</b>	<b>FFY2012-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 training 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	\$256,152.50
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>FFY2012 –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 compliments other prevention and education efforts aimed at saving lives in Wyoming through the increased use of seat belt and child restraint systems. In 2010, young adults 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. Materials will be developed with targeted buckle up messaging to educate drivers 21 – 44 years of age. Materials will be distributed through the Safe Communities programs, the Wyoming Seat Belt Coalition and the Wyoming Highway Patrol. The Highway Safety Office will partner to spread the buckle up message to all ages statewide.

The Project coordinator will work with safety partners to plan and implement seat belt awareness events for the May Mobilization statewide and Child Passenger Safety Awareness Week in September.

Evaluation Measures	Report collaboration efforts with all safety partners 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	\$9,000.00
	Indirect Cost (8.23%)	<u>\$ 740.70</u>
	Total	\$9,740.70

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>FFY2012 – 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 2010, approximately sixty eight percent (68%) of the fatalities were not properly restrained. Approximately sixty seven percent (67%) of these fatalities were Wyoming residents. Young drivers are a leading cause of motor vehicle crashes in the nation and it is no different in Wyoming. Young drivers can be persuaded to change their driving behaviors and attitudes through education.

The WHP will continue to teach the “Alive-At-25” Program. The funding will be used to train WHP Troopers and for the instruction of 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. Travel expenses will be covered when required for instructors.

Currently the Wyoming Highway Patrol (WHP) utilizes a variety of programs and displays to promote seat belt and child restraint usage. WHP’s efforts include the Seat Belt Convincers, Rollover machines, public services announcements, and incentive items. Troopers use safety education displays at fairs, with civic groups, and in elementary, junior high and senior high schools to educate as many people as possible about the importance of seat belt usage.

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. Advertisement will be placed in newspapers, radio, movie theaters, on the Internet, etc. to bring more public awareness for the Alive-At-25 classes and for availability of the classes.

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 October 15, 2012 which will comprise of: 1) size of audience reach, 2) the number of “Alive At 25” paid airings or print ads that occurred, 3) the number of free airings or print ads that occurred, if any; 4) the size of audience reached in free airings or print ads if separation of paid versus free is available.
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Program Area Code	402 OP	
Cost Summary	Personal Services	\$ 50,000.00
	Materials/Supplies	\$ 37,000.00
	Training/Travel	\$ 25,000.00
	Media (Purchase & Production)	\$ 35,000.00
	Equipment Maintenance	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 12,345.00</u>
	Total	\$162,345.00
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>FFY2012 – OP03</b>
<b>Program Name</b>	<b>CRMC - Buckle Up Kids</b>
<b>Subgrantee</b>	<b>Cheyenne Regional Medical Center Foundation</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Motor vehicle crashes kill more children and young adults than any other single cause in the United States. These crashes are the leading cause of death from unintentional injury for persons of all ages. Motor vehicle crashes account for nearly 42% of all unintentional childhood injury-related deaths (0-14). In 2010, Wyoming had 28 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.

The Buckle up Kids Program, in partnership with Safe Kids USA, the WYDOT Highway Safety Program, the Wyoming Department of Health, Safe Kids Wyoming, and the Cheyenne Regional Medical Center Foundation, is a comprehensive statewide initiative that works with local communities to train and certify volunteers to provide child safety seat checks in their communities. The program offers training for technicians and community advocates and offers technical support with one statewide data center for checkers, certified trainers, advocates and checkup results. The data center will evaluate statewide misuse of child restraints to help direct information to improve this problem and it will also track the driver use of seat belts.

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 2010, the misuse rate in Wyoming for child restraints was 76%. This misuse rate has consistently decreased from 84% and 89% in 2009 and 2008 respectively. Seatbelt usage by parents increased from 84% in 2009 to 85% in 2010 according to the CPS event data. In 2010, the child passenger safety programs resulted in over \$2 million in health care savings statewide. In 2010, 2,469 child restraints were inspected in Wyoming. In addition in 2010, over 600 child restraints were distributed to families, and 347 check-up events/workshops were conducted that reached more than 7,536 parents/caregivers through check up events. 577 technicians attended events and 33 new CPS technicians were certified. At least two Standardized Child Passenger Safety Technician Training classes are scheduled each year, one in the winter and one in the summer. Regional refresher and renewal technician training will be provided throughout the year to ensure technician retention. All incentive items must be approved by the Highway Safety Office prior to purchase.

<b>Evaluation Measure</b>	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 a report from the review of data to determine if a change in behavior is being reflected. A final report is to be provided to the HSO by October 15, 2012 with the final reimbursement.
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<b>Program Area Code</b>	<b>402 OP</b>
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Cost Summary	Personal Services	\$ 67,476.50
	Materials/Supplies	\$ 15,000.00
	Training/ Travel	\$ 39,500.00
	Non-Major Equipment 50%	<u>\$ 1,250.00</u>
	Total	\$124,476.50

Local Benefit 100%

Non-Major Equipment Laptop Computer (\$2,500)

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



<b>Project Number</b>	<b>FFY2012 – 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 restraint. 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/Lifesavers 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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<b>Project Number</b>	<b>FFY2012-OP05</b>
<b>Program Name</b>	<b>Wind River 'Protect Our Future' Program</b>
<b>Subgrantee</b>	<b>Injury Prevention Resources (IPR)</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

Fremont County is the home to the third largest Indian Reservation in the nation. Encompassing 2.2 million acres, the Wind River Indian Reservation (WRIR) is home to the Eastern Shoshone and the Northern Arapaho Tribes. Current census data reports that there are 5,953 Arapaho tribal members and 2,650 Shoshone tribal members. In the last three years the following crash fatalities involving Native Americans have occurred on the WRIR: 2008- 11 fatalities; 2009- 11 fatalities; 2010 - 6 fatalities. Over the past 21 years, 100% of all crash fatalities on the WRIR have been unbuckled, until 2010. In 2010, the WRIR had their first buckled fatality. In 2010, the seat belt rate on the WRIR was at 32%. IPR has established many partnerships who are working on the problem of the lack of seat belt usage.

The Protect Our Future Programs initiated by IPR target the younger children and help them to form positive habits that stay with them for a lifetime. The program involves the parents/caregivers through every step of the many programs with the message to buckling up for all in the vehicles. The program provides a strong message to the children/ caregiver to travel with all occupants belted and/or with the use of a child safety seat. The program content and graphics will be updated and may be geared more toward the Native culture which it is now addressing. Media will also be purchased in the Reservation's "Wind River News" and on the local Reservation radio talk shows to reinforce the messaging taking place in the schools for both the children and the adults. All incentive items must be approved by Highway Safety Office prior to purchase.

Evaluation Measures	A post seat belt survey will be done in summer of 2012 to Determine if the school programs have helped to change the usage rate on the WRIR. The final report will provide both the survey results as well as anecdotal stories to help measure the increase in usage of seatbelts and their acceptance of this new habit.
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Program Area Code	402 OP
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Local Benefit	100%
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Cost Summary	Personal Services	\$ 9,400.00
	Office Expense (Actual)	\$ 5,350.00
	Project Media	\$ 750.00
	Project Supplies	\$ 2,500.00
	Travel/ Training	<u>\$ 3,250.00</u>
	Total	\$21,250.00

Capitol Equipment	None
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Performance Measures	This project will address Occupant Protection performance measures 1-4.
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<b>Project Number</b>	<b>FFY2012-OP06</b>
<b>Program Name</b>	<b>Wyoming Seat Belt Coalition</b>
<b>Subgrantee</b>	<b>Johnson &amp; Associates</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

The 2010 Seat Belt Observational Survey results were 78.9% usage overall. Wyoming resident usage was 77.3% with out-of-state usage at 82.4%. By gender, male seat belt usage is at 75.7% while female usage is at 83.1%. Wyoming is below the national average of 85% seat belt usage. The purpose of the Wyoming Seat Belt Coalition (WYSBC) is to provide a forum for discussion, planning and implementation 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. WYSBC is a broad-based grassroots coalition of organizations, agencies, individuals and businesses. WYSBC advocates for necessary legislative changes, creates and implements a unified statewide, OP enforcement strategy and messages to increase safety belt usage. WYSBC also promotes statewide participation in national safety belt mobilizations for law enforcement and the public. In doing so, WYSBC recruits participation from diverse ethnic, cultural and religious populations. Each new project will be submitted to NHTSA for approval prior to incurring expenditures.

Phase two of the strategic plan to increase seatbelt usage involves the assessment of an assortment of seatbelt initiatives that are currently in progress by various entities in the state - many of which are being funded by the Highway Safety Office. This will help to eliminate duplication, provide for existing gaps in services and strengthen seatbelt initiatives statewide.

Evaluation Measure	To continue the seat belt coalition’s work in 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 October 15, 2012.
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Program Area Code	402 OP/405 OP
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Local Benefit	40%
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Cost Summary	Contractual Services	\$ 62,000.00
	Travel Cost	\$ 4,000.00
	Meeting Cost	\$ 9,000.00
	Coalition Project Cost	\$ 33,500.00
	A. Junior High School Project	
	B. Law Enforcement Incentive Project	
	C. Website	
D. Marketing		
E. Other Projects to be determined		
	Indirect Costs (8.23%)	<u>\$ 8,929.55</u>
	Total	\$117,429.55

Capital Equipment	None
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Performance Measures	This project will address Occupant Protection performance measures 1-4.
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<b>Project Number</b>	<b>FFY2012-OP07</b>
<b>Program Name</b>	<b>Converse County Safe Kids</b>
<b>Subgrantee</b>	<b>Memorial Hospital of Converse County</b>
<b>Longevity of Grant</b>	<b>1<sup>st</sup> Year</b>

The Memorial Hospital of Converse County Safe Kids Chapter is comprised of people from the Douglas Police Department, local Highway Patrol, and some employees of the hospital. One of the biggest problems in Converse County is young children unrestrained in vehicles. Through the Safe Kids Chapter, child safety restraints are provided to those in need at a discounted price or at no charge based on each families need. The goal is to make sure each child is safer upon departure from the child seat checkup event.

The funds will be used to purchase at least 75 child safety restraints for the communities served by Converse County Safe Kids. 100% of this funding will be used to purchase child safety restraints. Every seat distributed is done by a certified CPS technician educating the parent/caregiver on the proper use of the seat for the child and proper vehicle installation.

Evaluation Measure	To purchase and distribute the child safety restraints to unrestrained or inappropriately restrained children. To provide a summary report on the number of seats distributed, the locations of each checkup event, the number of parents and children contacted with the correct usage message and for the adults to be buckled up in a vehicle when traveling.
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Program Area Code	402 OP
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Local Benefit	100%
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Cost Summary	Project Supplies (75 Child Safety Restraints + S&H) \$ 4,500.00
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Capitol Equipment	None
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Performance Measures	This project will address Occupant Protection performance measures 1-4.
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**PROGRAM AREA: PT**

**POLICE TRAFFIC SERVICES**

**Project Number:** FFY2012-PT01, PT02, PT03  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police in the past. The Association has had experience with Highway Safety grants and management of grant distribution with EUDL funds. This project, previously contracted 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 FY2012. 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 as 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.

- Evaluation
- a. Administrative - contact information for all participating agencies and assigned staff.
  - b. Performance - Committee identified issues and action items, and

**Project Number:** FFY2012-PT01, PT02, PT03  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) – continued

- Evaluation
- c. Impact - Implementation of recommended strategies by law enforcement or involved agencies, and Wyoming traffic Crash Report, Evaluation of Alcohol factors in Custodial Arrests, Seatbelt Observation Surveys.
  - d. Performance - Project data analysis efforts
  - f. Impact - Recommended strategies by law enforcement agencies, and reduction of alcohol involved arrests.
  - g. Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement. Provide final reporting of all equipment such as; Video Camera Systems, Radar Units, and PBT's.
  - h. Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement.  
Provide final reporting of all equipment such as; Video Camera Systems, Radar Units, and PBT's.

Program Area Code 402 PT / 410HVE

Cost Summary	Johnson and Associates /	
	LEC Contractor	\$135,500.00
	Indirect Costs (Negotiated 5%)	<u>6,925.00</u>
	SUB TOTAL	\$145,425.00
	Traffic Safety Committee	\$ 7,500.00
	Indirect Cost (not to exceed 10%)	<u>750.00</u>
	SUB TOTAL	\$ 8,250.00
	Local STEP/HVE	\$500,000.00
	(Includes Radar Units w/access.)	
	Indirect Cost (Negotiated 5%)	<u>25,000.00</u>
	SUB TOTAL	\$525,000.00
	<b>GRAND TOTAL</b>	<b>\$678,675.00</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.

**Note:** See all individual break out below

**Project Number:** FFY2012-PT01  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police  
**(WASCOP) Law Enforcement Coordination**  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Continuous

Johnson and Associates, (J&A) a Wyoming based management consulting firm, will continue to provide the staffing resources necessary to effectively administer the law enforcement grant process. In addition, assigned staff will continue to coordinate law enforcement initiatives and strategies in accordance with grant requirements, and will facilitate the flow of information between WYDOT Highway Safety Office (HSO) and Wyoming law enforcement agencies. This new effort will maintain the officer-to-officer communication and, if necessary, motivation in the areas of traffic safety.

Provide monthly activity reports and supporting documentation for reimbursement requests. Maintain STEP Agency website and Statewide event summaries. Meet with Highway Safety Office at least quarterly. Meetings may be in conjunction with the WASCOP Traffic Safety Committee meetings.

Program Area Code	402 PT /410HVE	
Cost Summary	Professional Services (6 staff members)	\$ 98,312.50
	Travel	\$ 14,187.50
	Meetings	\$ 5,000.00
	Communications	\$ 1,200.00
	Materials/Media/Supplies	\$ 19,800.00
	5% Indirect Costs	<u>\$ 6,925.00</u>
	Total	\$145,425.00
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:** FFY2012-PT02  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police  
**(WASCOP) Traffic Safety Committee**  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Year 2

Traffic Safety Committee: The Traffic Safety committee will continue to focus and make recommendations on an assortment of issues involving traffic safety that are of concern at this time, as well as concerns which may be identified in the future. Issues currently identified include: 1) The new electronic crash report and the interfaces needed for the various records management systems currently in use; 2) The refinement of the funding formulas and evaluation templates for DUI; 3) High visibility enforcement grants that are available from the Highway Safety Office; and 4) A host of enforcement strategies aimed at increasing traffic safety in Wyoming.

Evaluation

- a. Administrative - contact information for all participating agencies and assigned staff.
- b. Performance - Committee identified issues and action items, and progress reports of committee efforts on identified issues.
- c. Impact - Implementation of recommended strategies by law enforcement or involved agencies, and Wyoming traffic Crash Report, Evaluation of Alcohol factors in Custodial Arrests, Seatbelt Observation Surveys.

Program Area Code 402 PT

Cost Summary	Traffic Safety Committee	\$7,500.00
	Indirect Cost (not to exceed 10%)	<u>\$ 750.00</u>
	Total	\$8,250.00

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:** FFY2012-PT03  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police  
**(WASCOP) Local STEP / HVE Grants**  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

Local Selective Traffic Enforcement Program: WASCOP would like to provide Administration and Coordination of the Selective Traffic Enforcement Grant Program in FY2011. This will entail a Contractual Agreement with Johnson and Associates to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant related law enforcement strategies in accordance with grant requirements 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 oversight and reporting directly to the membership. It will provide a mechanism for making those objectives and goals part of the WASCOP strategic plan which have been made priorities by the Traffic Safety Committee. Radar units purchased will support the overtime high visibility enforcement effort.

**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

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

**Local Benefit** 100%

**Capital Equipment** 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.

**Project Number** FFY2012 – PT04  
**Program Name** Highway Safety Media Dissemination and Coordination  
**Subgrantee** Wyoming Association of Sheriffs and Chiefs of Police  
**Longevity of Grant** 2<sup>nd</sup> Year

The Wyoming Association of Sheriffs and Chiefs of Police is currently under contract to administer all law enforcement highway safety grants and coordinate all grant funded enforcement activities in the state. At present, fifty law enforcement agencies in 22 counties have active selective enforcement grants with the Association. The efforts to reduce crashes and increase traffic safety in the communities could be greatly enhanced by a well coordinated and effective, high-visibility communications and outreach effort.

The Association will establish a method by which every county will have a grant funded traffic safety media coordinator. This individual(s) will be responsible for localizing the statewide branded messaging, and for coordinating the enhanced local earned-media activities. The Association will coordinate the statewide media messaging by dividing the state into five districts using the WYDOT current districts and conduct three meetings a year at each location. The statewide communication plan will be shared with all participants, which will provide better coordination throughout the year and will prepare media materials to be distributed efficiently.

The statewide media efforts will be enhanced by including a number of individuals and entities who are currently involved in similar efforts but are currently working independently. The meetings will include members of the Wyoming Seat Belt Coalition, Safe Community coordinators, the WYDOT District public information officers, various prevention coalitions, along with state and local law enforcement.

The funds will be utilized to cover the meetings, travel, coordination and media materials.

Evaluation Measures	To summarize the district meetings with the number of agencies and other organizations collaborating on these highway safety issues throughout the year. All copies of the media materials will be provided to the Highway Safety Office grant manager before publication to ensure the messaging is as proposed. To report all earned media through this effort for each of the law enforcement campaigns throughout the year.	
Program Area Code	402 PT	
Cost Summary	Personal Services, meeting expenses, travel, and media materials.	\$107,000.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project will address performance measures: Planning & Administration 1-6, Police Traffic Safety 1-2, Alcohol 1-5, Occupant Protection 1-4, Speed 1-4 and Motorcycle 1-4.	

**PROGRAM AREA: RS**

**TRAFFIC ENGINEERING  
SERVICES/  
ROADWAY SAFETY**

**Project Number:** FFY2012-RS01  
**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 consideration of behavioral issues 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. Traffic Safety Summits will continue to be encouraged. To date, traffic safety summits have been held in three prominent locations: Cheyenne, Casper and Fremont County/Wind River Reservation. These summits have addressed the need for high population areas of the State.

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	\$19,864.53
	Indirect Costs (8.23%)	<u>\$ 1,781.47</u>
	Total	\$21,646.00
Local Benefit	50%	
Capital Equipment	None	
Performance Measures	This project will address performance measures: Planning and Administration 1-2, Alcohol 1-5, Speed 1-4.	

**Project Number:** FFY2012-RS02  
**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, are motorists who drive too fast for roadway conditions. In 2009, the months of January and December average an On-System crash rate of 2.91 compared to July and August with an average crash rate of 1.36. For 2010, winter road conditions were involved in 29% of fatal and 13% of injury crashes.

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. Incentive items will be part of the media messaging campaign.

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

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	Radio Advertising/Print Media	\$25,000.00
	Incentive Items	\$10,000.00
	Production Costs	\$ 750.00
	Indirect Costs (8.23%)	<u>\$ 2,942.23</u>
	Total	\$38,692.23
Local Benefit	0%	
Capital Equipment	None	
Performance Measures	This project directly impacts Speed measures 1-4.	

**Project Number:** FFY2012-RS03  
**Project Name:** Native American Media Outreach & Paid Media  
**Subgrantee:** WYDOT - District 5 Public Involvement Specialist  
**Longevity of Grant:** 3rd Year

Included within the borders of Fremont County is the Wind Indian Reservation comprised of the Northern Arapahoe and Eastern Shoshone tribes. Getting safety related messages to this targeted population has been difficult. Fremont County ranks number one in Wyoming for its alcohol related fatality rate based on vehicles miles traveled (VMT) and population. Fremont County also ranks above the statewide average for driver safety equipment Non-usage and VMT crash rate. Fremont County has consistently ranked as the #1 county with the most fatalities (total and alcohol related). However, in the last year, fatalities have declined by 29% from 2009.

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	\$77,000.00
	Survey	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 6,584.00</u>
	Total	\$86,584.00

**Local Benefit:** 100%

**Capital Equipment:** None

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

**Project Number:** FFY2012-RS04  
**Project Name:** Traffic Safety Information and Communication Advertising  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Continuous

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries, and millions of dollars in property damage. The Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) is working to make the public aware of identified traffic safety issues related to the tragedy of traffic crashes and other roadway issues. The traffic safety issues to be addressed may be determined either directly by WYDOT staff, a WYDOT safety committee, or other undetermined methods.

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified. The PAO will be responsible for the collection and assimilation of information into the format determined acceptable for public communication. WYDOT PAO will also focus on University of Wyoming sports events. This includes printing highway safety messages on t-shirts for distribution at sporting events. To utilize the funding for materials/supplies and production costs of items determined appropriate for the preparation of the identified traffic safety issues for public communication efforts with indirect costs also included.

**Evaluation Measures:** To provide all fiscal requirements identified in the grant agreement utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

**Program Area Code:** 402 RS

<b>Cost Summary:</b>	Materials/Supplies	\$20,000.00
	Indirect Costs (8.23%)	<u>\$ 1,646.00</u>
	Total	\$21,646.00

**Local Benefit:** 0%

**Capital Equipment:** None

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



**Project Number:** FFY2012-RS05  
**Project Name:** Sports Incentives for Projects  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Annual

Wyoming roadways experience traffic crashes which result in death and non-fatal injuries due to alcohol and lack of seat belt usage. The 2010 observed seat belt usage rate for Wyoming was at 78.9% which is far below the national average of 85%. During 2010, Wyoming fatalities failed to use safety equipment 68% 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. This is an expanded effort to support law enforcement and safe communities. The incentive items will be provided as part of media events. 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. During 2010, ninety-five percent (95%) of 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 40% of all alcohol related fatal crashes.

**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.

**PROGRAM AREA: SA**

**SAFE COMMUNITY**

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

**FFY2012 – SA01**  
**Natrona County Safe Communities**  
**Wyoming Medical Center Foundation**  
**3rd Year**

Natrona County is located in the mid-eastern part of Wyoming. The population as of 2010, was 75,450 people. The county accounts for roughly 13.4% of the population of Wyoming. In 2010, Natrona was first in the total number of crashes in Wyoming resulting in 14.8% of all crashes statewide. Natrona County led the state in the number of alcohol related injury crashes at 22.6% of the total number in the state. In Natrona County, 60.66% of all arresting criminal offenses involved alcohol in 2010. Natrona County has a battle with alcohol.

In 2010, there were 112 lives lost in motor vehicle traffic crashes in Wyoming where vehicle restraints were available. Of those lives lost, 68% were not wearing a seat belt. Natrona County has the dubious distinction of having one of the lowest rates of seat belt use in the state. To make a difference in Natrona county and in the state, a unified effort must be made to educate and create awareness to every citizen of what we risk and lose when restraints are not used.

Noting that over half of all crime in Natrona County is alcohol-related, action must be taken to address the problem. The following will be conducted:

- \* Continued involvement with the Natrona County Alcohol Task Force and with the "You Drink & Drive. You Lose. of Natrona County", who are working together toward a unified attack on the culture of drinking too much and then driving.
- \* Continued support and revision of Topsy Taxi, making it sustainable for the community. Educating the public on responsibility on consumption and designating a driver is the first priority of the Topsy Taxi campaign.
- \* Developing the campaign "It's Not Just About You, It's About Them" emphasizing the dangers of drunk driving and lack of seat belt use.
- \* P.A.R.T.Y. (Prevent Alcohol Risk Related Trauma in Youth) is gaining a respect in Natrona County, giving teens the ability to make wise decisions. Utilizing a mock crash site, fatal vision and community law and emergency personnel, the course engages youth in simulated real life situations related to alcohol abuse and the importance of wearing a seat belt.
- \* High profile campaigns to educate and raise awareness on drunk driving and seat belt use:
  - ~ Thanksgiving through January 1, 2012
  - ~ St. Patrick's Day
  - ~ May Mobilization
  - ~ Central Wyoming Fair & Rodeo
  - ~ July 4<sup>th</sup> Holiday
  - ~ Labor Day

Wyoming was in the bottom third in the country for people not wearing their seat belt in 2010. The following programs will be conducted and continued to increase occupant protection in Natrona County.

- \* Monthly Car Seat Checks with adult belt usage recorded, education delivered.
- \* Little Convincer program in every kindergarten classroom in N.C.S.D. #1.
- \* Junior High Project, a seat belt campaign in junior high schools in N.C.S.D.#1

- \* Seat Belt Challenge Competition at junior high level.
- \* High School Seat Belt Campaigns (fall and spring)
- \* Presentations to local organizations (Rotary, Kiwanis)
- \* Wyoming Medical Center Campaign reaching 1400 employees
- \* Gift of a Mother's Love to promote family occupant protection
- \* Safe Kids Day: Occupant Protection and Texting Education/Awareness Event within.
- \* May Mobilization Campaign to educate and raise awareness for seat belt usage
- \* "It's Not Just About You, It's About them" campaign
- \* City of Casper (window clings) - commitment to seat belt use city wide.

Operation costs (such as telephone, partial salary, etc.) will be supplemented by the Wyoming Medical Center Foundation. Grant funds will be used for salary and benefits for two half-time employees, planning projects and activities, materials and supplies as well as education and travel. All incentive items must be approved by the Highway Safety Office prior to purchase. Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming and is supported by a coalition of 49 individuals who represent a wide range of organizations.

**Evaluation Measures**                      Numbers will be used to 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) Has the coalition narrowed the 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 the legislature 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 October 15, 2012.

**Program Area Code**                      402 SA/154AL [402 Funding=\$45,800 /154AL=\$34,200]

Cost Summary	Total Program	402 Funding
Personal Services	\$48,150.00	\$29,150.00
Office Expenses	\$ 3,550.00	\$ 1,750.00
Travel/ Training	\$ 3,750.00	\$ 2,000.00
Materials/ Supplies	\$ 9,150.00	\$ 7,900.00
Media (Radio & Billboards)	<u>\$15,400.00</u>	<u>\$ 5,000.00</u>
<b>Total</b>	<b>\$80,000.00</b>	<b>\$45,800.00</b>

**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** FFY2012 – SA02  
**Program Name** Laramie County Safe Communities  
**Subgrantee** Cheyenne Regional Medical Center Foundation  
**Longevity of Grant** 3rd Year

In Laramie County, from 2004 through 2010 there were 85 fatal crashes with 92 fatalities. In 2010, there were twelve fatal crashes in Laramie County with five involving alcohol. There were 459 incapacitating injury crashes in Laramie County from 2004 through 2010 resulting in 576 incapacitating injuries. Out of the 459 crashes, 283 persons (283/436) were buckled. According to the 2010 Statewide Seat Belt Observational Survey, Laramie County seat belt usage had decreased from the high in 2006 of 85.2% to 80.5% in 2010 which is just barely above the state usage rate of 78.9%. In 2010 there were 83 bicyclists involved in crashes in Wyoming with 8 having incapacitating injuries, 37 non-incapacitating and 38 possible. Wyoming follows the national trend: unintentional injury is the leading cause of death among our children, and nearly 75% of those deaths resulted from traffic crashes. In 2010, Laramie County accounted for roughly 16.3% of the population of the State and in traffic crashes 13.1% and 10.4% of the traffic fatalities.

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. 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 other times selected by the coalition where the data shows a need. The CRMC Injury Prevention Program will expand the new partnership with the 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, the CLICK Program 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 Youth Occupant Protection Program and Bicycle Safety Programs in the county, following many aspects of the "Protect Our Future" program which is 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. Through a partnership with the CLICK Program, children, tweens and parents will be targeted in schools and at community events to form the life-saving habits of child safety seats and seat belt usage. Children and tweens, when properly prepared, can assume a powerful role in positively influencing safety belt use by family members and friends. All incentive items must be approved by the Highway Safety Office prior to purchase. The program coordinator will also assist with Laramie County Safe Kids Chapter/Child Passenger Safety Programs in Laramie County.

**Evaluation Measures** Measuring the completion of the objectives will provide the evaluation of this program to be provided to the Highway Safety Program on or before October 15, 2012. Provide a summary of activities during Awareness Weeks to the HSO. Track the number of events held 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/ 154AL [402 funding= \$50,000/ 154AL= \$30,000]

Cost Summary	Total Program	402 Funding
Personal Services	\$52,514.52	\$30,545.80
Office Supplies	\$ 1,000.00	\$ 1,000.00
Travel	\$ 3,000.00	\$ 3,000.00
Training	\$ 500.00	\$ 500.00
Media (production and purchase)	\$ 8,565.81	\$ 5,065.81
Laptop Computer 25%	\$ 1,250.00	\$ 625.00
Incentives/ Partners	<u>\$13,169.67*</u>	<u>\$ 9,263.39</u>
Total	\$80,000.00	\$50,000.00

\*Bicycle Safety Incentives \$1,500.00

Local Benefit 100%

Non Major Equipment Laptop Computer (\$2,500 / 25%)

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

**Project Number** FFY2012 – SA03  
**Program Name** Fremont County Safe Communities  
**Subgrantee** Injury Prevention Resources (IPR)  
**Longevity of Grant** 2nd Year

Fremont County ranks in the 13.9% poverty level while the state of Wyoming ranks in the 9% level. At present, the seat belt usage rate is 66% (done by IPR) which is far below the State’s average of 78.9% (the reservation is currently at 32%). Fremont County, when the Tribal Court is added, has an average of almost 700 DUIs in the last three years. Eighty-seven percent of those who died in a crash in the county in 2010 were not buckled, and 54% were under the influence.

IPR will examine local crash data through a citizen coalition; develop community partnerships and participate in the May Mobilization(seat belts) and the August Crackdown(impaired driving). The programs will be marketed by reaching out to local radio, television, newspapers and through the partners who will become an extension of the messaging. The funding for impaired driving will be used to implement the following projects: 1) Victim Impact Panels on the Reservation; 2) Safe Ride/ Topsy Taxi (during New Year’s Eve); and 3) DUI data collection. For the youth impaired driving, the funding will help implement these programs: 1) Ghost Out; Prime for Life High School and College (4 hour curriculum); and 2) ad campaign for Parents Who Host Lose the Most prior to Prom and Graduation. The funds will be used to improve the seat belt usage for adults through the following programs: 1) An annual seat belt survey in Fremont County; 2) a seat belt survivor program; 3) helping companies establish seat belt policies; and 4) plan and implement a Buckle Those You Love Campaign focusing on pickup trucks. To improve Youth Passenger Safety, the funding will implement the following: High School Seat Belt Competition and a Child Safety Seat Day. To deal with the issue of Distracted Driving, IPR will do the following programs: 1) Local Data Collection to determine the problem; 2) assist with local ordinances; 3)assist businesses to establish cell phone policies in reference to their vehicles.

**Evaluation Measures** Motor vehicle crashes, alcohol related and distracted driving data 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 October 15, 2012.

**Program Area Code** 402 SA/ 154AL [402 funding=\$48,500 / 154AL =\$28,563]

Cost Summary	<u>Total</u>	<u>402 Funding</u>
Personal Services	\$50,098.00	\$34,000.00
Contractual Services	\$ 5,250.00	\$ 5,250.00
Office Supplies	\$ 2,850.00	\$ 750.00
Printing	\$ 2,600.00	\$ 850.00
Project Expenses	\$ 3,000.00	\$ 2,000.00
Project Media	\$ 4,950.00	\$ 2,450.00
Office Expense (Actual)	\$ 6,650.00	\$ 2,500.00
Travel/ Training	<u>\$ 1,665.00</u>	<u>\$ 700.00</u>
<b>Total</b>	<b>\$77,063.00</b>	<b>\$48,500.00</b>

**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.

<b>Project Number</b>	<b>FFY2012 – SA04</b>
<b>Program Name</b>	<b>Cheyenne CLICK</b>
<b>Subgrantee</b>	<b>Laramie County School District #1</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Wyoming saw a decrease in teen (15-18 years of age) fatalities in 2010 with 8 fatalities compared to 17 in 2009 (87.5% were not restrained). Inexperienced drivers need reminders to buckle up and to ride with only sober drivers. The CLICK Program consists of recruiting junior high and high school students to serve as presenters who believe in making positive lifestyle choices. These students would promote the importance of seat belt usage, to ride only with sober drivers and other issues pertaining to traffic safety relevant to elementary, Junior High and High School students.

The students are examples to not only the children they speak to in elementary schools, but also to their peers and teachers. The CLICK Program is in the three Junior Highs and the four High Schools in the City of Cheyenne. In 2010-2011 school year, the CLICK began a new venture by providing highway safety classroom presentations in 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 where the students reinforce the message to always buckle up and ride only with sober drivers. As a data driven program, CLICK will address their efforts to the Junior High and High Schools as their main focus with a much smaller portion still meeting the needs in the elementary schools.

The CLICK Program will partner with Laramie County Safe Communities, the Wyoming Seat Belt Coalition and the media coordinators and work together on traffic safety education in all seven secondary schools. The facilitator will provide the link for them to get into the schools with additional traffic safety programs in collaboration with CLICK.

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 October 15, 2012. The CLICK Program students will plan and implement activities around the national emphasis campaigns while in school in partnership with Safe Communities and HSO such as the Thanksgiving, Christmas & New Years Holidays, May Mobilization and Child Passenger Safety Awareness Week.	
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Program Area Code	402 SA
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Cost Summary	Personal Services (30 hrs/wk)	\$35,000.00
	Benefits	\$12,864.00
	Travel (In-state & Out-of-state)	\$ 3,500.00
	Materials/ Printing	<u>\$ 2,000.00</u>
	Total	\$53,364.00

Local Benefit	100%
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Capitol Equipment	None
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Performance Measures	These programs may address performance measures in Alcohol 1-5 and Occupant Protection 1-4.
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<b>Project Number</b>	<b>FFY2012-SA05</b>
<b>Program Name</b>	<b>Safety 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 (NHTSA) 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 Measures	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	\$4,619.79
	Indirect Costs (8.23%)	<u>\$ 380.21</u>
	Total	\$5,000.00

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** FFY2012 – SA06  
**Program Name** Transportation Safety Management Plan Implementation  
**Subgrantee** Cheyenne Metropolitan Planning Organization  
**Longevity of Grant** 3rd Year

According to the 2009 National Household Travel Survey (NHTS), the total number of trips by older adults increased by 10 percent nationally between 2001 and 2009. The total number of miles driven by people age 65 and older increased by 7 percent. In Wyoming, 12 percent of the population is age 65 or older. Given the limited options for older people to take alternative modes of transportation, it can be expected that seniors will seek to continue to drive for as long as possible to retain their independence and mobility.

Crashes among young drivers represent a significant proportion of the total safety picture in the Cheyenne area. Multiple factors may play a role in serious young driver crashes, including lack of safety belt use and impairment. From 2000-2009, eight fatal and more than 1,500 injury crashes, involved young drivers (ages 14-20) in the Cheyenne area. Persons ages 18-24 were involved in 15 percent of all unbelted crashes in Cheyenne from the same time frame. From 2004-2009, there were four fatal crashes and 1125 injury crashes involving an impaired driver under age 25.

This year, the Cheyenne MPO will use the funds to conduct training for and implement a CarFit event. CarFit is an educational program created by the American Society on Aging, and developed in collaboration with AARP, AAA, and the American Occupational Therapy Association. The goals of this program are to: 1) Help older drivers improve the “fit” of their vehicles for safety and comfort.; 2) Promote conversations among older drivers and their families about driving safety and the continued need for mobility options to keep people participating in the communities; 3) Link adults with relevant, local resources that can help ensure they drive safely longer. The MPO will also work with the Laramie County Community College student groups, professors and school leadership to conduct an event at LCCC to highlight the importance of wearing seatbelts. A seatbelt survey will be conducted before and after the campaign to track improvement in safety belt use. There will be an awareness campaign to increase belt usage with the follow-up survey. This campaign will be at least four weeks in length. The MPO will support the student group with posters and other methods of communication through the school and through the general media.

**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 improve the communications about the risks of driving or riding unbuckled; to improve the seat belt usage rate for the students at LCCC over the length of the campaign. A summary of all the activities and surveys results will be provided to the HSO with the list of community partners generated by the two projects. The number of older adults and college students participating in each event.

**Program Area Code** 402 SA

Cost Summary	Consultant Services	\$24,000.00
	Printing Costs	\$ 1,500.00
	Incentives (e.g. gift cards)	\$ 2,000.00
	CarFit Toolkit (vests)	\$ 200.00
	Media Purchases	<u>\$ 500.00</u>
	Total	\$42,600.00
Local Benefits	100%	
Capital Equipment	None	
Performance Measures	These programs may address performance measures in Occupant Protection 1-3.	

**Project Number** FFY2012 – SA07  
**Program Name** Albany County Safe Communities  
**Subgrantee** Coalition To Prevent Substance Abuse  
**Longevity of Grant** 3rd Year

Albany County, in 2008-2010, had 21 fatal crashes with 24 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 18 alcohol related fatal/serious injury crashes in which there were 26 persons fatally or seriously injured. These are the top three traffic safety areas involved in the Albany County traffic crash data. According to the FY2010 Seat Belt Survey, Wyoming's seat belt usage rate is now 78.9%. In Albany County, the seat belt usage rate of 79.8% in 2010 is an increase from 74.9% in 2009.

The Coalition to Prevent Substance Abuse (CoPSA) will be doing the following programs to reduce adult impaired driving in Albany County: 1) Saturation Patrols in collaboration with the Laramie PD during high volume drinking times; 2) support the planning and implementation of the Victim Impact Panels held every other month; 3) support the growth and development of the SafeRide program through media resources, training drivers, incentives.

To increase youth/community awareness of youth impaired driving the following projects will be implemented: 1) the P.A.R.T.Y. Program (Prevent Alcohol Risk Related Trauma in Youth); 2) the fatal vision goggles and the go-cart demonstration will be utilized with youth prior to high-risk drinking times; 3) conduct a Mock Car Crash and also the Every 15 Minutes program with high school students before prom; 4) check the feasibility of an MIP Victim Impact Panel as a part of youth sentencing; 5) assist with the After Prom Party; and 6) work with other communities to put on a youth conference which would include impaired driving, distracted driving and seat belt usage.

CoPSA will work to increase adult seat belt use by increasing public awareness around seat belt use and changing the social norm around using seat belts. The following projects will be implemented: 1) An Employer Incentive Program; 2) a seat belt survivor program with collaboration with Iverson Memorial Hospital ER staff, Fire Dept., and the Laramie PD; 3) help local businesses establish company seat belt policies; 4) establish a peer to peer incentive program to increase seat belt use at WYO Tech; and 5) collaborate with the other Safe Communities on UW game days to wear seat belts when traveling to the game.

To increase child passenger safety a partnership with the public service agencies in the community will be established. The following projects will be implemented: 1) CoPSA will help the Fire Department with advertising and organizing events for Gimme a Boost to encourage booster seat use; 2) support the Wyoming Highway Patrol with their Little Convincer Program; 3) introduce the 100 Mile Challenge in at least two elementary schools in the county; 4) introduce and implement the Junior High Project through Mr. Deal; 5) with Laramie Choice (Youth Group) CoPSA will support their efforts to do the high school seat belt competition between classes since there is only one high school; 6) participate in the After-Prom Party since the UW graduation and prom are on the same night it creates a higher risk for the youth; and 7) work with other communities to put on a youth driven conference dealing with many issues including traffic safety. The funding will also be used to reduce distracted driving by collecting data on citations written and crash data where distractions were a causal factor, recognize businesses who have cell phone policies, and educate Albany County residents about the state-wide texting and driving law and about other distracted driving. All incentive items must be approved by the Highway Safety Office prior to purchase.

Evaluation Measures Motor vehicle crash data in Albany County will be collected and analyzed, as well as, arrest data, conviction data and recidivism data. Media coverage and the climate surrounding impaired driving will also be assessed. Youth participation data from the mock car crash, P.A.R.T.Y., after Prom Party will be reviewed and the seat belt pledges compiled and the WYRBS (Wyoming Risk Behaviors Survey) utilized. Also, seat belt surveys, hospital data and the media coverage/ climate changes will be analyzed. 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 October 15, 2012.

Program Area Code 402 SA/ 154AL [402 funds=\$48,854.00/154ALfunds=\$23,035.00]

Cost Summary	<u>Total Program</u>	<u>402</u>
Personal Services & Benefits	\$18,904.00	\$13,544.00
Office Costs	\$ 660.00	\$ 660.00
Project Expenses (Printing, advertising, travel expenses, meeting, events and other expenses related to project goals and objectives)	\$22,500.00	\$12,500.00
Travel/Training (Lifesavers, other training)	\$13,000.00	\$ 8,600.00
Media (production and purchase)	\$11,500.00	\$10,000.00
Albany County Resource Center		
Fiscal Agent (Acct, mktg, oversight)	<u>\$ 5,325.00</u>	<u>\$ 3,550.00</u>
Total	\$71,889.00	\$48,854.00

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:** FFY2012-SA08  
**Project Name:** Attitude and Awareness Survey  
**Subgrantee:** WYDOT-Highway Safety Program  
**Longevity of Grant:** 3rd 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 association with the Strategic Performance Improvement Program, the Highway Safety Office will oversee the work associated with conducting the 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, 2012. The report will summarize the results of the survey. Results will be provided in the FY2012 Annual Report	
Program Area Code	402	
Cost Summary	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 Planning & Administration measures 1 & 2.	

**PROGRAM AREA: SE**

**SPEED**

**Project Number:** FFY2012-SE01  
**Project Name:** WHP High Visibility Occupant Protection 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. As a result, crashes involving commercial vehicles and passenger vehicles have also increased. 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 safety concerns with commercial vehicle traffic. 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 crashes have occurred and 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 project will be accomplished with organized deployments statewide. The speed enforcement request will also assist in the funding for the troopers to have educational meetings with their supervisors to more effectively implement WHP's plan for High Visibility Enforcement. 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 the grant period.

**Program Area Code** 402 SE

<b>Cost Summary</b>	Personal Services	\$125,000.00
	HVE Meetings	\$ 12,000.00
	Radar Units w/accessories	\$144,750.00
	[ \$2,850.00 ea/50 radar w/access.]	
	Indirect Costs (8.23%)	<u>\$ 23,188.03</u>
	<b>Total</b>	<b>\$304,938.03</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 ADVERTISING**

**Project Number:** FFY2012-PM01  
**Project Name:** PAO - Paid Media  
**Subgrantee:** Wyoming Department of Transportation  
**Longevity of Grant:** Continuous

The Wyoming Department of Transportation will work with the Wyoming Broadcaster's Association, Mountain West, UW Sports Properties, 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 Highway Safety Office will coordinate with the district public involvement specialists to provide the desired local participation and flavor to media campaigns.

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified. The PAO will be responsible for the collection and assimilation of information into the format determined acceptable for public communication. PAO will plan to focus on the national crackdowns and local efforts with the public involvement specialists. They will also develop pieces for safety pushes in May, August, September and the holidays. WYDOT PAO must always be aware that the public is constantly bombarded by messaging of all kinds, and must compete for their attention.

As requested by the State Highway Safety Program Manager/Governor's Representative, the WYDOT PAO will coordinate with WYDOT's district public involvement specialists, local law enforcement and other entities on highway safety education opportunities.

**Evaluation Measures:** To provide all fiscal requirements identified in the grant agreement utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

**Program Area Code:** 402 PM

<b>Cost Summary:</b>	Paid Media Advertising	\$250,000.00
	Indirect Costs (8.23%)	<u>\$ 20,575.00</u>
	Total	\$270,575.00

**Local Benefit:** 10%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures: Occupant Protection 1-3, Motorcycles 1-3.

**Project Number:** FFY2012-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 2010, 68% of all fatalities were not using safety equipment. Wyoming averages 5,579 injuries per year in traffic crashes. The 2010 observed seat belt usage rate for Wyoming was at 78.9% which is far below the national average of 85%. Safety partners (Highway Safety Program, Wyoming Highway Patrol and SMS Committee) are tasked with addressing key safety issues and targeting audiences.

WYDOT, serving as PI&E, will work with the Mountain Sports Network, Cowboy State News Network, University of Wyoming /Learfield Sports, 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 TV, radio, print to include DMS, jumbo screens, rotating signage, internet, etc.

Males who are between the ages of 18-34 are a demographic we target with our messaging. During 2010, ninety-five percent (95%) of pickup drivers killed in Wyoming traffic crashes did not use safety equipment and male drinking drivers involved in fatal crashes account for 91% of the alcohol related drivers.

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	\$183,540.00
	Indirect Costs (8.23%)	<u>\$ 16,460.00</u>
	Total	\$200,000.00

Local Benefit: 0%

Capital Equipment: None

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

**Project Number:** FFY2012-PM03  
**Project Name:** Traffic Safety Sports Campaign  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Annual

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries, and millions of dollars in property damage. The Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) is working to make the public aware of identified traffic safety issues related to the tragedy of traffic crashes and other roadway issues.

The Public Affairs Office will coordinate the efforts to provide public communication for traffic safety issues as identified. The PAO will be responsible for the collection and assimilation of information into the format determined acceptable for public communication. Paid media will be utilized under this grant project. We will use federal campaigns such as, but not limited to: “**Over the Limit, Under Arrest**”, “**Click It Don’t Risk It**” and “**Buzzed Driving is Drunk Driving**”, combined with a University of Wyoming or other school sports campaign.

**Evaluation Measures:** A report will be provided to the Highway Safety Office summarizing the targeted campaigns. To also summarize the development and distribution of communication-related traffic safety information determined important for the Wyoming traveling public through various sporting and outdoors activity venues and media outlets (to include weather reporting).

**Program Area Code:** 402 PM

<b>Cost Summary:</b>	KFBC & Day Weather	\$163,800.00
	The Mountain Sports Network	\$ 40,000.00
	UW Learfield Sports	\$ 86,000.00
	Northern Ag - Network Broncos	\$ 6,000.00
	Indirect Costs (8.23%)	\$ <u>24,344.34</u>
	<b>Total</b>	<b>\$320,144.34</b>

**Local Benefit:** 0%

**Capital Equipment:** None

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

**Project Number:** FFY2012-PM04  
**Project Name:** Distracted Driving Radio Campaign – (Development)  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Year One

Distracted driving refers to anything that takes your focus off of the road, and there are three main types: manual, visual and cognitive. It can be as simple as reaching for something on the passenger’s seat (manual), glancing at a map or GPS device (visual), or having a conversation with a passenger or someone on your cell phone (cognitive). Texting while driving is especially dangerous because it incorporates all three types of distractions.

The Cowboy State News Network and DayWeather Network recently held a focus group to discuss the issue of distracted driving and identify a target audience. The group felt that while young drivers are at a greater risk because of their cell phone habits and inexperience behind the wheel, the problems caused by texting while driving affect everyone, and the message needs to start with adult drivers modeling safe driving habits. The Cowboy State Network has already generated interest in partnering on this project from businesses such as State Farm Insurance, and it is The Cowboy State News Network’s hope that they can create a widely promoted movement to stop texting and driving on Wyoming roads. Funds will be used for the development of a logo and website, producing, and airing statewide radio commercials, and putting incentive items into the hands of drivers all around the state.

The Cowboy State News Network and Day Weather Network will create a statewide campaign called “**Drive Safe Wyoming**”. The campaign will educate drivers about the dangers of all types of distracted driving, encourage them to improve their own driving habits, and foster discussion about safe driving habits with the young drivers they potentially influence. Along with the statewide campaign the developed logo is to be distributed at venues where a large number of people are present, such as UW and high school football and basketball games, as well as through community partners around the state.

**Evaluation Measures** To provide all fiscal requirements identified in the grant agreement utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

**Program Area Code** 402 PM

<b>Cost Summary</b>	Paid Media Advertising	\$288,600.00
	Incentive Items	\$ 30,000.00
	Professional Services	\$ 10,000.00
	(writing and production of radio message)	
	Professional Services	\$ 8,000.00
	(logo design and website design)	
	Indirect Costs (8.23%)	<u>\$ 27,702.18</u>
	<b>Total</b>	<b>\$364,302.18</b>

**Local Benefit** 100%

**Capital Equipment** None

**Performance Measures** Project addresses performance measures: Occupant Protection 1-3, Motorcycles 1-3.

# PROGRAM AREA: K2

## 405 Funding

The following projects will be funded with Section 405 monies.

FY2011 Carry forward:	\$75,558.00
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<b>Project Number</b>	<b>FFY2012-40501</b>
<b>Program Name</b>	<b>Seat Belt Survey</b>
<b>Subgrantee</b>	<b>To Be Determined</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 new NHTSA guidelines with input from the Regional Office and other appropriate agencies or individuals which will identify the sample for the survey. The process will also provide a way to ensure a low error factor in the sampling thus making it capable of being done on an annual basis. The new methodology will be established using the fatalities segment with 3, 4 or 5 years of FARS data and the state roadway segments provided by NHTSA. This methodology will be submitted to NHTSA by January 2012 or earlier for review and approval for the FY2012 Seat Belt Observational Survey. The baseline results from June 2012 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 as well as on-site monitoring of observers. The current seat belt usage rate reported for FY2010 is 78.9%.

Evaluation Measure	Complete Seat Belt Survey methodology within specifications to NHTSA by January 2012. Provide the on-site training and monitoring as required for the statewide survey. Submitting the final report with the analysis of the statewide survey to the HSO no later than October 15, 2012 with the statewide usage rate by September 1, 2012.
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Program Area Code	405OP
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Cost Summary	Contractual Services	\$106,255.20
	Indirect Costs (8.23%)	<u>\$ 8,744.80</u>
	Total	\$115,000.00

Local Benefit	0%
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Capitol Equipment	None
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Performance Measures	This project will address performance measure Occupant Protection 1-3.
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# PROGRAM AREA: TR

## Traffic Records

The following projects will be funded with **Section 408 Funds**

### Section 408

FY2010 Section 408 Carry Forward:	\$	381,833.87
FY2011 Section 408 Carry Forward:	\$	<u>500,000.00</u>
Total	\$	881,833.87

Projects TR02-TR09

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

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



**Project Number:** FFY2012-TR01 through TR07  
**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 2011 WYTRCC meeting.

**Project Number:** FFY2012-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:** FFY2012-TR02 (TSIS Project ID = TRPCrash)  
**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:** FFY2012-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	\$298,258.39
Indirect Costs (8.23)	<u>\$ 26,748.03</u>
	\$325,006.42

**Project Number:** FFY2012-TR04(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 software and equipment in fostering support for an electronic system.

EMS Electronic Data System – Hardware/Software \$180,000.00

**Project Number:** FFY2012-TR05 (TSIS Project ID = TRP5Manger) **\$176,414.90**  
**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 Traffic Records Project Manager, projects will be advanced, ensuring that the various project director’s daily urgencies don’t undermine the work required in active projects.

Consulting Fees \$161,895.95  
 Indirect Costs (8.23) \$ 14,518.95  
 \$176,414.90

**Project Number:** FFY2012-TR06(TSIS Project ID = TRP10ERP)  
**Project Name:** GIS/LRS

As noted in the 2010 Traffic Records Assessment, the state is in need of an LRS/GIS system to enhance crash analysis. Currently, the LRS geo-coded system incorporates state highways and county roadways. City streets are needed to complete both strip/corridor and spot analysis state wide. This project will fund a consultant to create all the necessary data sets to convert city street crash locations to an LRS/GIS standard.

GIS/LRS \$ 91,770.00  
 Indirect Costs (8.23) \$ 8,230.00  
 \$100,000.00

**Project Number:** FFY2012-TR07(TSIS Project ID = TRPERP)  
**Project Name:** WHP Crash Investigation Analysis Software Upgrade

The Wyoming Highway Patrol has a long history of investigating traffic crashes to aid in determining causation and the development of prevention strategies. With the increased demands and complexity of investigating and reconstructing crashes, it is necessary to maintain the level of expertise to perform the investigations thoroughly and accurately. The WHP established the crash investigative team to aid in the investigation of serious and complex crashes.

A major component of the crash investigation involves determining the change in velocity of vehicles. To aid in this process, the WHP would renew the software licensing for the Crash Data Retrieval System (CDRS). This system will enable the team members with much of the statistical data needed for the change in velocity of vehicles and forces involved in crashes. The CDRS collects data at the scene or later, reducing the need for lengthy calculations and obtains data that otherwise could be lost.

WHP Crash Investigation Analysis Software Upgrade \$ 9,495.00  
 Indirect Costs (8.23) \$ 781.44  
 \$10,276.44

Evaluation	Individual Evaluation Measures are available on TRIPRS website at <a href="http://www.nhtsa-tsis.net/TRIPRS/">www.nhtsa-tsis.net/TRIPRS/</a> .	
Program Area Code	408	
Cost Summary	Report Beam Map Module	\$ 36,021.11
	Crash Data Quality Control	\$ 54,115.00
	Electronic Crash/Citation Data Capture Tools	\$325,006.42
	Traffic Records Project Manager	\$176,414.90
	EMS Electronic Data System-Hardware	\$180,000.00
	GIS/LRS Project	\$100,000.00
	WHP Crash Investigation Software Upgrade	<u>\$ 10,276.44</u>
	Total	\$881,833.87
Local Benefit	0%	
Capital Equipment	Non-Major	
Performance Measures	This program addresses Traffic Record Measures 1-5.	

# Alcohol Impaired Driving Prevention Program

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

## 410 Funds

FFY2010 Carry forward HVE:	\$1,053,033.58
FFY2011 Carry forward HFR:	<u>\$ 772,989.82</u>
Total	\$1,826,023.40

## 154AL/PM

FFY2011 Carry forward:	<u>\$2,079,910.83</u>
Total	\$2,079,910.83

**Alcohol Impaired Driving  
Prevention Program  
410**

**Project Number:** FFY2012-410 HF-R1  
**Project Name:** Wyoming Chemical Testing Program-Equipment  
**Subgrantee:** Department of Health (DOH), Chemical Testing Program (CTP)  
**Longevity of Grant:** Annually

The Wyoming Chemical Testing Program (WCTP) staff partners with the Wyoming Department of Transportation (WYDOT) Highway Safety Office to get impaired drivers off the road.

The project will provide the purchase of a Nitrogen Generator for the 6410 Triple Quadrupole LC/MS (Liquid Chromatographer/Mass Spectrometer) System. The LC/MS System quickly detects and identifies drugs with high sensitivity and specificity, to support the statewide law enforcement Drug Recognition Expert (DRE) Program. The Nitrogen Generator will allow for improved services.

Evaluation	To purchase Nitrogen Generator for the 6410 Triple Quadrupole LC/MS (Liquid Chromatographer/Mass Spectrometer) System.
Program Area Code	410 HFR
Cost Summary	\$10,701.90
Local Benefit	0%
Capital Equipment	Major Equipment
Performance Measures	This project directly impacts Alcohol measures 1-5.

**Project Number:** 2011-410 HF-R2  
**Project Name:** Electronic DUI Reporting  
**Subgrantee:** Governor's Council on Impaired Driving  
**Longevity of Grant:** Year 1

Processing a misdemeanor DUI is more time consuming for law enforcement officers than most other crimes. Misdemeanor DUI cases require an officer to complete extensive written reports, appear for court hearings, and appear for driver license suspension hearings. If the time is taken to process a misdemeanor DUI could be reduced, officers would have significantly more time to patrol the streets.

Currently, an officer must complete several reports for a DUI arrest, each of which requires the same information to be manually reproduced multiple times. These documents include the officer's signed statement, probable cause affidavit, driver license suspension form, and the DUI arrest report. A uniform electronic arrest report would enable an officer to enter the information once and populate the information into all the required documents. Considerable efficiency could be gained by streamlining the arrest report process and using electronic citations, electronic reporting, and electronic driver license suspension forms. Electronic arrest reports will also save considerable time for prosecutors, the courts and the state hearing examiners because arrest reports will be more completed and quickly available to the agencies that require them.

**Evaluation:** A uniform electronic format DUI arrest report will be developed and used by all Wyoming peace officers. The officers' time required to process a misdemeanor DUI offense will be significantly reduced, allowing for additional time to patrol Wyoming's roadways. Omissions and errors in officers' DUI arrest reports will be reduced. Driver license suspension hearings conducted by the Office of Administrative Hearings will be conducted more efficiently, saving time and cost because officers' arrest reports will be more complete and accessible.

Program Area Code	410 HFR		
Cost Summary	Professional Services		<u>\$150,000.00</u>
		<b>TOTAL</b>	\$150,000.00
Local Benefit	0%		
Capital Equipment	None		
Performance Measures	This project will address Alcohol 1-5.		

**Project Number:** FFY2012-410 HF-R3  
**Project Name:** Governor's Leadership Team - Alcohol Media  
**Subgrantee:** Governor's Leadership Team  
**Longevity of Grant:** Multiyear

One of the most effective evidence based strategies for reducing impaired driving is a sustained, paid, statewide media campaign with messaging that creates a perceived risk of apprehension. Extensive state and national research has demonstrated that mass media anti-DUI campaigns coupled with highly visible law enforcement campaigns can reduce alcohol impaired driving on average by 13%. Statewide media demonstrates the importance of the impaired driving problem which increases public support.

This project would pay for a carefully planned, well designed and executed alcohol media campaign. The campaign would be implemented in conjunction with ongoing prevention activities with safety partners to include WHP, local law enforcement, Tribal Government leaders, Wyoming Trauma Coalition, Wyoming Department of Health, local prevention coalitions, etc.

Television spots will provide closed captioning.

How will the funds be used: Development costs, TV, radio, print media.

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: 410 HFR

Cost Summary:	Paid Media Development & Advertising	\$600,989.82
	Assessment	<u>\$ 10,000.00</u>
	Total	\$610,989.82

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Addresses Alcohol performance measures 1-5.



**Project Number:** FFY2012-410 (HF-R4, HV-E2)  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

The Highway Safety Office (HSO) has successfully worked with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) in the past. The Association has had experience with Highway Safety grants and management of grant distribution with EUDL funds. This project, previously contracted 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 FY2012. The grant application process, approval, documentation, reporting and oversight will satisfy the National Highway Traffic Safety Administration (NHTSA) and Wyoming Department of Transportation (WYDOT) requirements and 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 as 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.

- Evaluation
- a. Administrative - contact information for all participating agencies and assigned staff.
  - b. Performance - Committee identified issues and action items, and progress reports of committee efforts on identified issues.
  - c. Impact - Implementation of recommended strategies by law enforcement or involved agencies, and Wyoming traffic Crash Report, Evaluation of Alcohol factors in Custodial Arrests, Seatbelt Observation Surveys.

- d. Performance - Project data analysis efforts
- f. Impact - Recommended strategies by law enforcement agencies, and reduction of alcohol involved arrests.
- g. Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement. Provide final reporting of all equipment such as; Video Camera Systems, Radar Units, and Portable Breath Testers (PBT).
- h. Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement.

Provide final reporting of all equipment such as; Video Camera Systems, Radar Units, and PBT's.

Program Area Code

410 HFR / 410 HVE

Cost Summary

Program Area Code - 410 HFR		
Evaluation of Alcohol Factors		\$64,000.00
Indirect Costs (Negotiated 5%)		<u>\$ 6,400.00</u>
	SUB TOTAL	\$70,400.00
Program Area Code - 410 HVE		
Video Camera System w/access.		\$183,750.00
Indirect Costs (Negotiated 5%)		<u>\$ 1,430.79</u>
	SUB TOTAL	\$185,180.79
Program Area Code - 410 HVE		
Law Enforcement DUI		\$472,000.00
(Includes PBT's w/access.)		
Indirect Costs (Negotiated 5%)		<u>\$ 22,500.00</u>
	SUB TOTAL	\$494,500.00
	<b>GRAND TOTAL</b>	<b>\$750,080.79</b>

Local Benefit

100%

Capital Equipment

Video Cameras and accessories if purchase price exceeds \$5,000.00

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.

**Note:**

***Individual projects to follow.***

**Project Number:** FFY2012-410 HF – R4  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police  
Evaluation of Alcohol Factors in DUI Arrests  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

The Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) has received grant funding from the Wyoming Department of Transportation – Highway Safety Program (WYDOT – HSP) since 2006 in order to collect and evaluate alcohol-related data in custodial arrests in Wyoming. This effort was initiated in order to gather and analyze arrest data for the 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. The goal of this project is to continue to assist law enforcement administrators and community leaders in Wyoming in their efforts to allocate resources and direct law enforcement services in a more effective manner by providing an annual alcohol-related arrest data report.

The Association proposes to involve community leaders across Wyoming in addressing issues and finding solutions to the increasing number of alcohol-involved arrests, public intoxication and driving under influence incidents that are occurring. The Association plans to conduct Policymakers Forums in selected counties in Wyoming as a catalyst to finding local and state solutions. The Association plans to conduct 15 to 20 Policymakers Forums/group presentations between October 1, 2011 through September 30, 2012.

Evaluation During the contract period (October 1, 2011 through September 30, 2012), the project director shall submit to the Highway Safety Program a monthly report consisting of the following:

Administrative Objective measures:

1. Contact information for all participating agencies and assigned staff
2. Progress of project data analysis efforts.
3. Preliminary data will be made available as it is analyzed and a PDF of the two final reports provided by March 31, 2012.
4. Report will be printed and disseminated to designated agencies by June 1, 2012.
5. Reports of all scheduled presentations to various governmental entities and community leaders.

Impact Objective Measures:

1. Implementation of recommended strategies by law enforcement agencies and community leaders.
2. Reduction of alcohol involved arrests.

Program Area Code	410 HFR	
Cost Summary	Professional/Contractual	\$44,500.00
	Printing and Dissemination	\$ 5,000.00
	Materials and Supplies	\$ 250.00
	Forum Expenses	\$ 8,750.00
	Travel	\$ 5,500.00
	Indirect Cost (not to exceed 10%)	<u>\$ 6,400.00</u>
	Total	<u>\$70,400.00</u>
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:** FFY2012-410 HF – R5  
**Project Name:** Wyoming Chemical Testing Program-  
Testing Equipment and Software Upgrade  
**Subgrantee:** Department of Health (DOH), Chemical Testing Program (CTP)  
**Longevity of Grant:** Annually

The Wyoming Chemical Testing Program staff partners with the Wyoming Department of Transportation - Highway Safety Office (WYDOT – HSO) by selecting sites in need of stationary alcohol testing equipment software upgrade.

This project would the purchase licensure and peripheral, equipment to connect 40 of the Intoximeter evidential breath alcohol instruments to the ethernet, spread throughout the State, to the latest version of Intoxnet software system. This would allow CTP to perform troubleshooting, file maintenance and certain repair functions from their office which would eliminate equipment down time.

Evaluation	To purchase equipment and licensure for the Intoxnet software.
Program Area Code	410 HFR
Cost Summary	\$9,657.95
Local Benefit	0%
Capital Equipment	None
Performance Measures	This project directly impacts Alcohol measures 1-5

**Project Number:** FFY2012-410 HF – R5  
**Project Name:** Wyoming Chemical Testing Program-  
 Testing Equipment and Software Upgrade  
**Subgrantee:** Department of Health (DOH), Chemical Testing Program (CTP)  
**Longevity of Grant:** Annually

The Wyoming Chemical Testing Program staff partners with the Wyoming Department of Transportation - Highway Safety Office (WYDOT – HSO) by selecting sites in need of stationary alcohol testing equipment software upgrade.

This project would the purchase licensure and peripheral, equipment to connect 40 of the Intoximeter evidential breath alcohol instruments to the ethernet, spread throughout the State, to the latest version of Intoxnet software system. This would allow CTP to perform troubleshooting, file maintenance and certain repair functions from their office which would eliminate equipment down time.

Evaluation	To purchase equipment and licensure for the Intoxnet software.
Program Area Code	410 HFR
Cost Summary	\$9,657.95
Local Benefit	0%
Capital Equipment	Major Equipment Software Upgrade for existing equipment purchased in FY2011/
Performance Measures	This project directly impacts Alcohol measures 1-5

<b>Project Number</b>	<b>FFY2012 – 410 HF – R6</b>
<b>Program Name</b>	<b>WHP DUI Education</b>
<b>Subgrantee</b>	<b>Wyoming Highway Patrol</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Wyoming’s alcohol-involved traffic crashes in the past two years have been steady despite enforcement efforts. The data from 2006-2009 has a steady trend of fatal traffic crashes involving an impaired driver average at 37.8% per year. In 2010, 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 2010 over 5,000 Driving Under the Influence arrests were made in the state by all law enforcement officers with 1,100 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: 1) educate Wyoming residents to the dangers of impaired driving; 2) to provide travel expenses for Troopers who travel outside their division to teach and to also attend the Governor’s DUI Conference; 3) to update the Fatal Vision Goggles due to the age of the current goggles in each division; and 4) purchase promotional items to emphasize the R.E.D.D.I. program and the DUI Educational programs. As the lead agency for training all law enforcement officers on the detection and arrest of impaired drivers, the funds will also be used to purchase two HawkEye HGN (Horizontal Gaze Nystagmus) Training aids. The HawkEye is a device that allows other students to see the violator’s eyes as the officer is performing the HGN test. This will help our instructors properly evaluate their students on correct HGN detection. All incentive items must be approved by Highway Safety Office prior to purchase.

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 October 15, 2012.
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Program Area Code	410 HFR
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Cost Summary	Personal Services	\$25,000.00
	Travel Expenses	\$ 5,000.00
	Incentive Items	\$15,000.00
	Printed Materials/ Signs	\$ 4,000.00
	Media (Purchase and Production)	\$ 5,000.00
	Non-major equipment (20 Fatal Vision Goggles)	\$17,500.00
	Major Equipment (2 HawkEye Training Aids)	\$12,400.00
	Indirect Costs (8.23%)	<u>\$ 6,658.07</u>
	Total	\$87,558.07

Local Benefit	100%
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Capitol Equipment	(2) HawkEye Training Aids \$6,200 @
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Performance Measures	This project will address performance measures in Alcohol 1-5 and Speed 1-4.
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**Project Number** FFY2012 – 410 HF – R7  
**Program Name** DUI Monitoring  
**Subgrantee** Injury Prevention Resources  
**Longevity of Grant** 2nd Year

Between 2004 and 2010, Fremont County had 110 fatal crashes with 129 fatalities. Of those killed, 87.5% had access to seat belts but were not buckled. Additionally, impaired driving was involved in 64% of the fatal crashes and with 64% of the deaths. In 2010, Fremont County had nearly 700 DUI offenses (including Tribal Court), and the numbers did not decrease from the 2008 or 2009 reports. Fremont County has both a DUI Supervised Probation (DSP) Program (run by IPR) and Drug Court (run by the CAST Program) along with active Probation and Parole. Our detention center is overcrowded meaning many multiple DUI offenders do only their minimum time and then are released onto supervised probation. IPR has 1,613 monitoring days on 21 clients. The average length of monitoring days a client has on a bracelet at this point is 76.8 days. There is a 76% compliancy rate for these clients and to date, not one has been revoked. The compliancy rate tends to go up for clients who have completed their time on SCRAM<sub>x</sub>, however, we have not been in operation long enough to have a meaningful sample to determine those rates. What we do know is that for clients currently on SCRAM<sub>x</sub> and for the few who have completed the program, it is working to keep them from drinking (the national average is 75% compliancy rate so IPR is right on target at 76%).

The program is 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 is set for who will receive priority for services by a team made up of Judges, attorneys and mental health professionals. The overall program would be worked through IPR as the agency for the SCRAM receiving the data directly. The SCRAM<sub>x</sub> bracelets are now dual function with both alcohol and home monitoring abilities. IPR will be using the second function of the bracelet and base station this year – the home monitoring system and is a self pay model for the client. In this way, the client must pay the monitoring fee a month in advance. Clients also sign a contract making them responsible for any intentional or negligent damage to the bracelet. There is no additional cost to IPR as far as training, nor does it cost any more for the client who is already on the alcohol monitoring portion. With SCRAM<sub>x</sub> becoming a larger part of the services we provide the county, for the safety of our employees and the privacy of our clients it will be necessary to move locations. The grant will help fund the cost of the move and supplement the first year of rent and utilities.

**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 continue to train IPR staff on use of SCRAM and number of clients who used the units; determine a change in recidivism.

**Program Area Code** 410 HFR

<b>Cost Summary</b>	Personal Services	\$27,900.00
	Alcohol Monitoring Expense	\$ 597.00
	SCRAMx Kits (10 units)	\$15,000.00
	SCRAMx bracelets (5 units)	\$ 6,000.00
	Office Expense (Actual)	<u>\$16,820.00</u>
	Total	\$66,317.00



Local Benefit	100%
Non-Major Equipment	SCRAMx Kits & bracelets (\$1,500/unit)
Performance Measures	This project will address performance measures in Alcohol 1-5.

**Project Number:** FFY2012-410 HV – E1  
**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. This project would bring Wyoming up to over 110 trained DRE's of which 24 are DRE Instructors. 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 travel and meeting expenses for both students and instructors. In addition, relevant books (e.g. Drug Identification Bible) as well as replacement supplies for medical kits and coordinated clothing (DRE shirts, patches, etc.) will be purchased.

**Evaluation** To host 24 officers plus Instructors 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 costs.

**Program Area Code** 410 HVE

**Cost Summary** Training/Travel Expenses \$85,603.00

**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:** FFY2012-410 HV – E2  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Local Video Cameras  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

Typically one third of Wyoming fatal crashes are alcohol involved. From 2008 to 2009 the percentage of alcohol related fatal crashes in Wyoming decreased from 47% to 36%. That said, alcohol continues to be a significant factor in fatal and serious injury crashes in Wyoming. Finding and arresting impaired drivers is key to reducing the number of drunk drivers and persons killed on Wyoming’s roadways. Another issue is the conviction of the offender. Video cameras assist by visually supporting an officer’s probable cause for the stop and field sobriety tests. Only recently have officers wanted this tool in their tool belt. The Highway Safety Office applauds their interest and use of the devices.

This project provides funding for approximately 36 video cameras and accessories to Wyoming local law enforcement agencies/departments to assist in DUI arrests and court convictions. Video cameras are also known to improve officer safety. Numerous agencies have requested funding. Priorities of camera grant placement will be based on high DUI fatality locations, high alcohol involved crash locations, high citation areas and/or participation in DUI HVE.

**Evaluation** 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** 410 HVE

<b>Cost Summary</b>	Video Camera System w/access.	\$183,750.00
	Indirect Costs (Negotiated 5%)	<u>1,430.79</u>
	<b>Total</b>	<b>\$185,180.79</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 counter-Measure to increase enforcement participation in traffic safety endeavors.

**Project Number:** FFY2012-410 HV – E2  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police  
 (WASCOP) Local DUI Grants  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

Local Selective Traffic Enforcement Program: WASCOP would like to provide Administration and Coordination of the Selective Traffic Enforcement Grant Program in FY2011. This will entail a Contractual Agreement with Johnson and Associates to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant related law enforcement strategies in accordance with grant requirements 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 oversight and reporting directly to the membership. It will provide a mechanism for making those objectives and goals part of the WASCOP strategic plan which have been made priorities by the Traffic Safety Committee.

**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** 410 HVE

<b>Cost Summary</b>	Law Enforcement DUI	\$472,000.00
	(Includes PBT's w/access.)	
	Indirect Costs (Negotiated 5%)	<u>22,500.00</u>
	Total	<u>\$494,500.00</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 counter-measure to increase enforcement participation in traffic safety endeavors.

**Project Number:** FFY2012-410 HV – E3  
**Project Name:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Subgrantee:** Law Enforcement Coordination  
**Longevity of Grant:** WASCOP  
**Longevity of Grant:** Continuous

Johnson and Associates, (J&A) a Wyoming based management consulting firm, will continue to provide the staffing resources necessary to effectively administer the law enforcement grant process. In addition, assigned staff will continue to coordinate law enforcement initiatives and strategies in accordance with grant requirements, and will facilitate the flow of information between WYDOT Highway Safety Office (HSO) and Wyoming law enforcement agencies.

This new effort will maintain the officer-to-officer communication and, if necessary, motivation in the areas of traffic safety.

Provide monthly activity reports and supporting documentation for reimbursement requests. Maintain STEP Agency website and Statewide event summaries. Meet with Highway Safety Office at least quarterly. Meetings may be in conjunction with the WASCOP Traffic Safety Committee meetings.

Program Area Code            402 PT /410HVE

Cost Summary	Professional Services (6 staff members)	\$ 98,312.50
	Travel	\$ 14,187.50
	Meetings	\$ 5,000.00
	Communications	\$ 1,200.00
	Materials/Media/Supplies	\$ 19,800.00
	5% Indirect Costs	\$ <u>6,925.00</u>
	Total	\$145,425.00

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:** FFY2012-410 HV-E4  
**Project Name:** Multi-year Local DUI High Visibility Enforcement  
**Subgrantee:** Various Local Agencies  
**Longevity of Grant:** Continuous

The Highway Safety Office is committed to high visibility enforcement as an effective countermeasure in traffic safety. Since enforcement projects are vital and costly, it is important to capitalize on multi-year planning. This project will fund at least a portion of the local high visibility enforcement projects in FY2012.

**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** 410 HVE

**Cost Summary** \$238,071.08

**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.

**Alcohol Impaired Driving  
Prevention Program  
154AL/PM**

<b>Project Number</b>	<b>FFY2012 - 154AL01</b>
<b>Program Name</b>	<b>DUI Policy Coordinator</b>
<b>Subgrantee</b>	<b>To be determined</b>
<b>Longevity of Grant</b>	<b>1st Year</b>

Multiple communities, councils, task forces, agencies, organizations, and programs are working to address alcohol issues and reduce impaired driving in Wyoming. Many initiatives cut across state agencies (Departments of: Transportation, Health, Family Services, Corrections, Education, Revenue, etc), and many funding opportunities require partnerships between various state and local agencies. Yet, because many state and local programs work independently of each other, resources are frequently duplicated, funding opportunities are often missed, messages and timing are confused, resulting in an overall reduction in the effectiveness of the initiatives. Maximum and sustained reductions in impaired driving cannot be realized without coordinated efforts.

A DUI Policy Coordinator position is to be developed with a comprehensive job description and establish a screening committee to review applications if requested by the Governor. The DUI Policy Coordinator would coordinate state efforts with local initiatives which would ensure the state and local efforts compliment and reinforce each other. The position would be placed in the Governor’s Office given authority to effectively deliver the Governor’s policy directives on impaired driving and work closely with state agency department heads to identify and implement the most effective impaired driving countermeasures, eliminate redundancy, and leverage each agency’s budget to more effectively reduce impaired driving. The Coordinator would provide or coordinate training for various service providers (law enforcement, prosecuting attorneys, judges, liquor license holders, etc.), inform state and local providers about potential grant opportunities, and inform state and local policy makers about the status of the impaired driving problem in Wyoming.

Evaluation Measures	As a performance/outcome-based strategy the State and local impaired driving prevention efforts will compliment and reinforce each other, reducing duplication of resources and services. The public will be made aware of policies designed to reduce impaired driving. Funding to prevent impaired driving will support evidence-based best practices. Impaired driving crashes, fatalities and injuries in Wyoming will be reduced.
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Program Area Code	154AL
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Cost Estimate	Personal Services	\$120,000
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Local Benefits	0%
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Capitol Equipment	None
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Performance Measures	These programs may address performance measures in Alcohol 1-5.
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**Project Number:** FFY2012-154AL02  
**Project Name:** Intoximeters and Alco Sensor equipment  
**Subgrantee:** Local Law Enforcement Agencies  
**Longevity of Grant:** Annually - funding dependent

This project will replace alcohol testing equipment, such as the Intoximeter, for large sample demand or Alco Sensor IV, for locations with smaller demand. Placement or replacement is determined by the Department of Health (DOH), Chemical Testing Program (CTP) as they evaluate equipment location, age, ability to service and sample demand. CTP will review locations by timeliness of officer to a testing site. One hour is targeted as the maximum travel time any testing site. A member of the CTP staff services all alcohol testing equipment to ensure equipment delivers accurate BAC results and trains officers on the correct usage of the equipment. Agencies that have requested funding are: Hot Springs County Sheriff's Office, 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 requestors, sends a letter of intent, first to Tom Johnson and then to Dalene Call at the Wyoming Department of Transportation – Highway Safety Office (WYDOT – HSO). Within the letter, Dalene requires 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 WYDOT's Highway Safety Office 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:** FFY2012-154AL03  
**Project Name:** SFST Trainer Prerequisite and Certification Courses  
**Subgrantee:** Wyoming Law Enforcement Academy (WLEA)  
**Longevity of Grant:** Year 2

The Wyoming Law Enforcement Academy (WLEA) is requesting that the Wyoming Department of Transportation Highway Safety Office (WYDOT – HSO) provide funding for a Standardized Field Sobriety Testing Trainer Certification Course (SFST Trainer) for peace officers within 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 our 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 development of 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** None

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

**Project Number:** FFY2012-154AL04  
**Project Name:** WHP 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. The data from 2006 to 2010 show a steady trend of fatal traffic crashes involving impaired drivers. In 2010, 39.55% of the fatalities involved alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major contributing factor in Wyoming's fatal crashes each year.

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

<b>Cost Summary</b>	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

**Project Number:** FFY2012-154AL05  
**Project Name:** Eligible Training – Wyoming Chemical Testing Program  
**Subgrantee:** Department of Health (DOH), Chemical Testing Program (CTP)  
**Longevity of Grant:** Annually

The Wyoming Chemical Testing Program staff partners with the Wyoming Department of Transportation – Highway Safety Office (WYDOT – HSO) 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 five different types of training:

1. Two employees to an Agilent Technologies GC/MS and LC/MS operator, trouble shooting and maintenance school.
2. One employee to the Society of Forensic Toxicologists annual meeting.
3. One employee to Indiana University for the Robert F. Borckenstein Course on DUID: The Effects of Drugs on Human Performance and Behavior.
4. One employee to the International Association for Chemical Testing annual meeting.
5. One employee to Missouri for the Intoximeters Inc. breath alcohol instrument repair and maintenance course.

**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

<b>Cost Summary</b>	5 Trainings w/ all travel expenses	\$10,000.00
	21% Indirect Charge	<u>\$ 2,100.00</u>
	<b>Total</b>	<b>\$12,100.00</b>

**Local Benefit** 0%

**Capital Equipment** None

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

**NOTE: Indirect charge of 21% is charged to all travel/office expenses. Any equipment purchased is excluded per documentation in Highway Safety Office.**

**Project Number:** FFY2012 - 154AL06  
**Program Name:** Comprehensive Alcohol Program  
**Subgrantee:** WYDOT-Highway Safety Program  
**Longevity of Grant** Continuous

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

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

**Program Area Code** 154AL

<b>Cost Summary</b>	Materials/ Supplies	\$13,859.37
	Indirect Costs (8.23%)	<u>\$ 1,140.63</u>
	Total	\$15,000.00

**Local Benefit** 50%

**Capital Equipment** None

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

<b>Project Number</b>	<b>FFY2012 - 154AL07</b>
<b>Program Name</b>	<b>Traffic Safety Resource Prosecutor</b>
<b>Subgrantee</b>	<b>Wyoming County and Prosecuting Attorneys Association</b>
<b>Longevity of Grant</b>	<b>3rd Year</b>

The State of Wyoming’s Traffic Safety Resource Prosecutor (hereafter referred to as “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. 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 monthly, [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. Continue the listserv for prosecutors to exchange questions, answers and resources on traffic safety issues;
10. Complete other duties as they relate to traffic safety.

Evaluation Measure	The TSRP is 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.
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Program Area Code	154AL
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Cost Summary	Professional Services	\$100,000.00
	Travel	\$ 25,000.00
	Non-major Equipment	<u>\$ 5,000.00</u>
	Total	\$130,000.00

Local Benefit	100%
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Capitol Equipment	Non-major equipment
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Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-6.
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**Project Number** FFY2012- 154AL08  
**Program Name** Sweetwater County DUI Supervised Probation (DSP) Program  
**Subgrantee** Sweetwater County Juvenile Probation  
**Longevity of Grant** 4th Year

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

**Evaluation Measure** To evaluate the program through the reduction in the number and percent of repeat DUI offenders in Sweetwater County and provide this as a final report to the HSO by October 15, 2012. 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		
		WYDOT	Sweetwater Co.Total Cost
<b>Cost Summary</b>	Personal Services		\$59,544.22
	Non-major Equipment		500.00
	Materials/ Supplies		1,500.00
	Travel		<u>650.00</u>
	<b>Total</b>	\$15,548.55	<u>\$62,194.22</u>

**Local Benefits** 100%

**Capital Equipment** Non-major equipment

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



<b>Project Number</b>	<b>FFY2012 - 154AL09</b>
<b>Program Name</b>	<b>Governor's Council to Prevent Impaired Driving</b>
<b>Subgrantee</b>	<b>LP Consulting</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

The Council is charged to take the multi-agency strategic plan to prevent impaired driving and move the recommendations forward and will include stakeholders and advocates in this process. The Council will meet quarterly to identify gaps in how the state's administrative system manages DUI.

With the new Governor, a new Executive Order that created the Leadership Team will be changed to re-establish the Council. The recommendations included in the report can be implemented or coordinated by the Council to Prevent Impaired Driving. The Council will meet quarterly to begin implementing the recommendations and will include the stakeholders and advocates in this process.

One project the Council will coordinate is the Impaired Driving Conference in the spring of 2012. The funds will be used for the quarterly meetings, personal services, communication expenses, training and the conference. The funds will also be used to establish a DUI Supervised Probation Task Force, a Task Force for MIP's and the Media Task Force.

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 October 15, 2012.
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Program Area Code	154AL
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Cost Summary	Personal Services (LP Consulting)	\$114,500.00
	Indirect Cost (8.23% thru Eng. Serv.)	\$ 9,423.35
	Contractual Services	\$ 12,500.00
	Meeting Costs	\$ 28,000.00
	Communication	\$ 3,000.00
	Training (Lifesavers)	\$ 8,000.00
	Impaired Driving Conference	\$ 22,000.00
	Media Task Force	\$ 11,600.00
	DUI Supervised Probation Task Force	\$ 17,100.00
	MIP Task Force	<u>\$ 16,600.00</u>
	Total	\$242,723.35

Local Benefit	0%
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Capitol Equipment	None
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Performance Measures	This project will address performance measures in Alcohol 1-5.
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<b>Project Number</b>	<b>FFY2012-154AL10</b>
<b>Project Name</b>	<b>Highway Safety Judicial Educator</b>
<b>Subgrantee</b>	<b>To be determined</b>
<b>Longevity of Grant</b>	<b>Year 1</b>

Typically one third of Wyoming fatal crashes are alcohol involved. Finding and arresting impaired drivers is key to reducing the number of drunk drivers and persons killed on Wyoming's roadways. Another issue 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.

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|--------------------|--|
| Evaluation Measure | <ol style="list-style-type: none"> <li>1) Contact the NHTSA Region 8 for a speaker list.</li> <li>2) Review the Association's calendar and request time on the agenda.</li> <li>3) Document the resource needs identified from the meeting.</li> <li>4) Determine if the Association's needs could be met with a highway safety judicial educator.</li> <li>5) Submit a draft contract or grant agreement for the region's input.</li> <li>6) If appropriate contract with another state's Judicial Educator.</li> <li>7) Report judicial findings and activities while assessing state judges.</li> </ol> |
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Program Area Code	154AL
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Cost Summary	\$90,000
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Local Benefit	0%
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Capital Equipment	None
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Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-2.
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<b>Project Number</b>	<b>FFY2012 – 154AL11</b>
<b>Program Name</b>	<b>Natrona County Safe Communities</b>
<b>Subgrantee</b>	<b>Wyoming Medical Center Foundation</b>
<b>Longevity of Grant</b>	<b>3rd Year</b>

Natrona County is located in the mid-eastern part of Wyoming. The estimated population as of 2010, was 75,450 people. The county accounts for roughly 13.4% of the population of Wyoming. In 2010, Natrona was first in the total number of crashes in Wyoming resulting in 14.8% of all crashes statewide. Natrona County led the state in the number of alcohol related injury crashes at 22.6% of the total number in the state. In Natrona County, 60.66% of all arresting criminal offenses involved alcohol in 2010. Natrona County has a battle with alcohol.

In 2010, there were 112 lives lost in motor vehicle traffic crashes in Wyoming where vehicle restraints were available. Of those lives lost, 68% were not wearing a seat belt. Natrona County has the dubious distinction of having one of the lowest rates of seat belt use in the state. To make a difference in Natrona county and in the state, a unified effort must be made to educate and create awareness to every citizen of what we risk and lose when restraints are not used.

Noting that over half of all crime in Natrona County is alcohol-related, action must be taken to address the problem. The following will be conducted:

- \* Continued involvement with the Natrona County Alcohol Task Force and with the "You Drink & Drive. You Lose. of Natrona County", who are working together toward a unified attack on the culture of drinking too much and then driving.
- \* Continued support and revision of Topsy Taxi, making it sustainable for the community. Educating the public on responsibility on consumption and designating a driver is the first priority of the Topsy Taxi campaign.
- \* Developing the campaign "It's Not Just About You, It's About Them" emphasizing the dangers of drunk driving and lack of seat belt use.
- \* P.A.R.T.Y. (Prevent Alcohol Risk Related Trauma in Youth) is gaining a respect in Natrona County, giving teens the ability to make wise decisions. Utilizing a mock crash site, fatal vision and community law and emergency personnel, the course engages youth in simulated real life situations related to alcohol abuse and the importance of wearing a seat belt.
- \* High profile campaigns to educate and raise awareness on drunk driving and seat belt use:
  - ~ Thanksgiving through January 1, 2012
  - ~ St. Patrick's Day
  - ~ May Mobilization
  - ~ Central Wyoming Fair & Rodeo
  - ~ July 4<sup>th</sup> Holiday
  - ~ Labor Day

Wyoming was in the bottom third in the country for people not wearing their seat belt in 2010. The following programs will be conducted and continued to increase occupant protection in Natrona County.

- \* Monthly Car Seat Checks with adult belt usage recorded, education delivered.
- \* Little Convincer program in every kindergarten classroom in N.C.S.D. #1.
- \* Junior High Project, a seat belt campaign in junior high schools in N.C.S.D.#1
- \* Seat Belt Challenge Competition at junior high level.
- \* High School Seat Belt Campaigns (fall and spring)
- \* Presentations to local organizations (Rotary, Kiwanis)
- \* Wyoming Medical Center Campaign reaching 1400 employees
- \* Gift of a Mother's Love to promote family occupant protection

- \* Safe Kids Day: Occupant Protection and Texting Education/Awareness Event within.
- \* May Mobilization Campaign to educate and raise awareness for seat belt usage
- \* "It's Not Just About You, It's About them" campaign
- \* City of Casper (window clings) - commitment to seat belt use city wide.

Operation costs (such as telephone, partial salary, etc.) will be supplemented by the Wyoming Medical Center Foundation. Grant funds will be used for salary and benefits for two half-time employees, planning projects and activities, materials and supplies as well as education and travel. Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming and is supported by a coalition of 49 individuals who represent a wide range of organizations.

**Evaluation Measures**                      Numbers will be used to 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) Has the coalition narrowed the 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 the legislature 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 October 15, 2012.

**Program Area Code**                      402 SA/154AL [402 Funding=\$45,800 /154AL=\$34,200]

<b>Cost Summary</b>		<u>Total</u>	<u>Alcohol</u>
	Personal Services	\$48,150.00	\$19,000.00
	Office Expenses	\$ 3,550.00	\$ 1,800.00
	Travel/ Training	\$ 3,750.00	\$ 1,750.00
	Materials/ Supplies	\$ 9,150.00	\$ 1,250.00
	Media (Radio & Billboards)	<u>\$15,400.00</u>	<u>\$10,400.00</u>
	<b>Total</b>	<b>\$80,000.00</b>	<b>\$34,200.00</b>

**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.

<b>Project Number</b>	<b>FFY2012 – 154AL12</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>3rd Year</b>

In Laramie County, from 2004 through 2010 there were 85 fatal crashes with 92 fatalities. In 2010, there were twelve fatal crashes in Laramie County with five involving alcohol. There were 459 incapacitating injury crashes in Laramie County from 2004 through 2010 resulting in 576 incapacitating injuries. Out of the 459 crashes, 283 persons (283/436) were buckled. According to the 2010 Statewide Seat Belt Observational Survey, Laramie County seat belt usage had decreased from the high in 2006 of 85.2% to 80.5% in 2010 which is just barely above the state usage rate of 78.9%. In 2010 there were 83 bicyclists involved in crashes in Wyoming with 8 having incapacitating injuries, 37 non-incapacitating and 38 possible. Wyoming follows the national trend: unintentional injury is the leading cause of death among our children, and nearly 75% of those deaths resulted from traffic crashes. In 2010, Laramie County accounted for roughly 16.3% of the population of the State and in traffic crashes 13.1% and 10.4% of the traffic fatalities.

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. 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 other times selected by the coalition where the data shows a need. The CRMC Injury Prevention Program will expand the new partnership with the 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, the CLICK Program 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 Youth Occupant Protection and Bicycle Safety Programs in the county, following many aspects of the "Protect Our Future" program which is 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. Through a partnership with the CLICK Program, children, tweens and parents will be targeted in schools and at community events to form the life-saving habits of child safety seats and seat belt usage. Children and tweens, when properly prepared, can assume a powerful role in positively influencing safety belt use by family members and friends. The program coordinator will also assist with Laramie County Safe Kids Chapter/Child Passenger Safety Programs in Laramie County.

<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 October 15, 2012. Provide a summary of activities during Awareness Weeks to the HSO. Track the number of events held 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.
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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/ 154AL [402 funding= \$50,000/ 154AL= \$30,000]

Cost Summary

	<u>Total</u>	<u>Alcohol</u>
Personal Services	\$52,514.52	\$21,968.72
Office Supplies	\$ 1,000.00	\$ 0.00
Travel	\$ 3,000.00	\$ 0.00
Training	\$ 500.00	\$ 0.00
Media (production and purchase)	\$ 8,565.81	\$ 3,500.00
Laptop Computer 25%	\$ 1,250.00	\$ 625.00
Incentives/ Partners	<u>\$13,169.67</u>	<u>\$ 3,906.28</u>
Total	\$80,000.00	\$30,000.00

Local Benefit 100%

Non Major Equipment Laptop Computer (\$2,500 / 25%)

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

**Project Number** FFY2012 – 154AL13  
**Program Name** Fremont County Safe Communities  
**Subgrantee** Injury Prevention Resources (IPR)  
**Longevity of Grant** 2nd Year

Fremont County ranks in the 13.9% poverty level while the state of Wyoming ranks in the 9% level. At present, the seat belt usage rate is 66% (done by IPR) which is far below the State's average of 78.9% (the reservation is currently at 32%). Fremont County, when the Tribal Court is added, has an average of almost 700 DUIs in the last three years. Eighty-seven percent of those who died in a crash in the county in 2010 were not buckled, and 54% were under the influence.

IPR will examine local crash data through a citizen coalition; develop community partnerships and participate in the May Mobilization (seat belts) and the August Crackdown(impaired driving). The programs will be marketed by reaching out to local radio, television, newspapers and through the partners who will become an extension of the messaging. The funding for impaired driving will be used to implement the following projects: 1) Victim Impact Panels on the Reservation; 2) Safe Ride/ Topsy Taxi (during New Year's Eve); and 3) DUI data collection. For the youth impaired driving, the funding will help implement these programs: 1) Ghost Out; Prime for Life High School and College (4 hour curriculum); and 2) ad campaign for Parents Who Host Lose the Most prior to Prom and Graduation. The funds will be used to improve the seat belt usage for adults through the following programs: 1) An annual seat belt survey in Fremont County; 2) a seat belt survivor program; 3) helping companies establish seat belt policies; and 4) plan and implement a Buckle Those You Love Campaign focusing on pickup trucks. To improve Youth Passenger Safety, the funding will implement the following: High School Seat Belt Competition and a Child Safety Seat Day. To deal with the issue of Distracted Driving, IPR will do the following programs: 1) Local Data Collection to determine the problem; 2) assist with local ordinances; 3)assist businesses to establish cell phone policies in reference to their vehicles.

**Evaluation Measures** Motor vehicle crashes, alcohol related and distracted driving data 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 October 15, 2012.

**Program Area Code** 402 SA/ 154AL [402 funding=\$48,500 / 154AL =\$28,563]

<b>Cost Summary</b>		<u>Total</u>	<u>Alcohol</u>
	Personal Services	\$50,098.00	\$16,098.00
	Contractual Services	\$ 5,250.00	\$ 0.00
	Office Supplies	\$ 2,850.00	\$ 2,100.00
	Printing	\$ 2,600.00	\$ 1,750.00
	Project Expenses	\$ 3,000.00	\$ 1,000.00
	Project Media	\$ 4,950.00	\$ 2,500.00
	Office Expense (Actual)	\$ 6,650.00	\$ 4,150.00
	Travel/ Training	<u>\$ 1,665.00</u>	<u>\$ 965.00</u>
	<b>Total</b>	<b>\$77,063.00</b>	<b>\$28,563.00</b>

**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.

<b>Project Number</b>	<b>FFY2012 – 154AL14</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>3rd Year</b>

Albany County, in 2008-2010, had 21 fatal crashes with 24 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 18 alcohol related fatal/serious injury crashes in which there were 26 persons fatally or seriously injured. These are the top three traffic safety areas involved in the Albany County traffic crash data. According to the FY2010 Seat Belt Survey, Wyoming's seat belt usage rate is now 78.9%. In Albany County, the seat belt usage rate of 79.8% in 2010 is an increase from 74.9% in 2009.

The Coalition to Prevent Substance Abuse (CoPSA) will be doing the following programs to reduce adult impaired driving in Albany County: 1) Saturation Patrols in collaboration with the Laramie PD during high volume drinking times; 2) support the planning and implementation of the Victim Impact Panels held every other month; 3) support the growth and development of the SafeRide program through media resources, training drivers, incentives; 4) collaborate with the Albany Co. Tobacco Prevention to provide SBIRT screening training for healthcare providers (no grant funds will be used); 5) continue the DUI data collection in Municipal and Circuit Courts.

To increase youth/community awareness of youth impaired driving the following projects will be implemented: 1) the P.A.R.T.Y. Program (Prevent Alcohol Risk Related Trauma in Youth); 2) the fatal vision goggles and the go-cart demonstration will be utilized with youth prior to high-risk drinking times; 3) conduct a Mock Car Crash and also the Every 15 Minutes program with high school students before prom; 4) check the feasibility of an MIP Victim Impact Panel as a part of youth sentencing; 5) assist with the After Prom Party; and 6) work with other communities to put on a youth conference which would include impaired driving, distracted driving and seat belt usage.

CoPSA will work to increase adult seat belt use by increasing public awareness around seat belt use and changing the social norm around using seat belts. The following projects will be implemented: 1) An Employer Incentive Program; 2) a seat belt survivor program with collaboration with Ivins Memorial Hospital ER staff, Fire Dept., and the Laramie PD; 3) help local businesses establish company seat belt policies; 4) establish a peer to peer incentive program to increase seat belt use at WYO Tech; and 5) collaborate with the other Safe Communities on UW game days to wear seat belts when traveling to the game.

To increase child passenger safety a partnership with the public service agencies in the community will be established. The following projects will be implemented: 1) CoPSA will help the Fire Department with advertising and organizing events for Gimme a Boost to encourage booster seat use; 2) support the Wyoming Highway Patrol with their Little Convincer Program; 3) introduce the 100 Mile Challenge in at least two elementary schools in the county; 4) introduce and implement the Junior High Project through Mr. Deal; 5) with Laramie Choice (Youth Group) CoPSA will support their efforts to do the high school seat belt competition between classes since there is only one high school; 6) participate in the After-Prom Party since the UW graduation and prom are on the same night it creates a higher risk for the youth; and 7) work with other communities to put on a youth driven conference dealing with many issues including traffic safety. The funding will also be used to reduce distracted driving by collecting data on citations written and crash data where distractions were a causal factor, recognize businesses who have cell phone policies, and educate Albany County residents about the state-wide texting and driving law and about other distracted driving.



Evaluation Measures Motor vehicle crash data in Albany County will be collected and analyzed, as well as, arrest data, conviction data and recidivism data. Media coverage and the climate surrounding impaired driving will also be assessed. Youth participation data from the mock car crash, P.A.R.T.Y., after Prom Party will be reviewed and the seat belt pledges compiled and the WYRBS (Wyoming Risk Behaviors Survey) utilized. Also, seat belt surveys, hospital data and the media coverage/ climate changes will be analyzed. 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 October 15, 2012.

Program Area Code 402 SA/154AL [402 funds=\$48,854.00/154ALfunds=\$23,035.00]

Cost Summary	<u>Total Program</u>	<u>154AL</u>
Personal Services & Benefits	\$18,904.00	\$5,360.00
Office Costs	\$ 660.00	\$ 0.00
Project Expenses (Printing, advertising, travel expenses, meeting, events and other expenses related to project goals and objectives)	\$22,500.00	\$10,000.00
Travel/Training (Lifesavers, other training)	\$13,000.00	\$ 4,400.00
Media (production and purchase)	\$11,500.00	\$ 1,500.00
Albany County Resource Center		
Fiscal Agent (Acct, mktg, oversight)	<u>\$ 5,325.00</u>	<u>\$ 1,775.00</u>
Total	\$71,889.00	\$23,035.00

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:** FFY2012-154PM01  
**Project Name:** Alcohol Paid Media  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Continuous

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries, and millions of dollars in property damage. The Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) is working to make the public aware of identified traffic safety issues related to the tragedy of traffic crashes and other roadway issues. The traffic safety issues to be addressed may be determined either directly by WYDOT staff, a WYDOT safety committee, or other undetermined methods.

As requested by the State Highway Safety Program Manager/Governor's Representative, the WYDOT PAO will coordinate with WYDOT's district public involvement specialists, local law enforcement and other entities on highway safety education opportunities.

**Evaluation Measures:** To provide all fiscal requirements indentified in the grant agreement utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

**Program Area Code:** 154PM

<b>Cost Summary:</b>	Paid Media Advertising	\$200,000.00
	Indirect Costs (8.23%)	<u>\$ 16,460.00</u>
	Total	\$216,460.00

**Local Benefit:** 0%

**Capital Equipment:** None

**Performance Measures:** Addresses Alcohol performance measures 1-5.

**Project Number:** FFY2012-154ALPM02  
**Project Name:** DUI Media Campaign - 'Worst Night Ever'  
**Subgrantee:** Coalition to Prevent Substance Abuse  
**Longevity of Grant:** 1st Year

The Coalition to Prevent Substance Abuse is a comprehensive coalition in Laramie. The goal of the Coalition is to change the social norm around alcohol use in the community. Laramie was the first community in the State to pass a stiffer DUI ordinance at the municipal level. Policy change is very effective in changing behavior, but part of its effectiveness is educating the public on what it means to them.

This project would pay for a DUI messaging campaign that would last a year. The costs include production and development costs as well as the purchase of media. The targeted demographic includes multiple DUI offenders because they are responsible for eighty percent of DUI arrests in Laramie, students attending the University of Wyoming, LCCC-ACC and Wyo Tech, and adults who drive from around the State who overindulge with alcohol on game days.

The messaging would not only educate the public on the new ordinance in Laramie and remind them of the consequences of being arrested and possible conviction but it would also inform the community about the SafeRide option. This is an ongoing project and has SafeRide neon signs distributed to local bars and t-shirts distributed with the Coalition's website and top five consequences of receiving a DUI.

**Evaluation Measures:** A report will be provided that summarizes media activities which includes number of paid TV and radio airings.

**Program Area Code:** 154AL PM

<b>Cost Summary:</b>	Paid Media Advertising/ Production and Development Costs	\$46,220.00
	Indirect Costs (8%)	<u>\$ 3,698.00</u>
	Total	\$49,918.00

**Local Benefit:** 100%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures: Planning & Administration 1-2, Occupant Protection 1-3, Alcohol 1-5.

# MOTORCYCLE SAFETY

The following projects will be funded with Section 2010 monies.

FFY2011 Carry forward:	\$ 41,205.70
FFY2011 Anticipated:	<u>\$100,000.00</u>
Total	\$141,205.70

**Project Number** FFY2012 – MC01-03  
**Program Name** Motorcycle Safety  
**Subgrantee** WYDOT - Highway Safety Program  
**Longevity of Grant:** Continuous

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. Motorcycle fatalities increased in 2010 to 31 from 13 in 2009. The Highway Safety Program has applied for 2010 funding to reverse this increase 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-seven percent of the fatally injured motorcyclists in 2010, were not wearing a helmet.

Working directly with the Motorcycle Safety Coordinator for safety projects beyond training classes, a media campaign will include billboards, television, radio spots plus internet banners. Funds will be used for posters and other project specific items using the branding from the TV and billboards. A new campaign will be replicated to focus on the motorists during the four weeks around the Sturgis Motorcycle Rally to increase awareness of motorcyclists.

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

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

<b>Cost Summary</b>	Project funding	\$185,033.70
	Indirect Costs (8.23%)	<u>\$ 15,228.27</u>
	Total	\$200,261.97

**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	\$ 5,000.00
	Indirect Charges (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00

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	Same as above.	
Cost Summary	Media Development Costs	\$ 5,000.00
	Public Awareness Media	\$50,000.00
	Indirect Charges (8.23%)	<u>\$ 4,526.50</u>
	Total	\$59,526.50

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	\$10,033.70
	Indirect Charges (8.23%)	<u>\$ 825.77</u>
	Total	\$10,859.47

Local Benefit 100%

Capital Equipment None

**154 HE  
HAZARD ELIMINATION  
(TRANSFER FUNDS)**

## **154HE FUNDS**

The TEA-21 Restoration Act established a new transfer program to encourage states to enact Open Container laws, Section 154. States that did 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 failure to comply. 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: FY2009 - 154HE01  
Project Name: FY2009 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$7,830,892.89

Project Number: FY2010 - 154HE01  
Project Name: FY2010 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$3,626,200.08

Project Number: FY2011 - 154HE01  
Project Name: FY2011 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$1,980,686.00

Project Number: FY2012 - 154HE01  
Project Name: FY2012 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$4,829,664.00



**164 HE  
HAZARD ELIMINATION  
(TRANSFER FUNDS)**

## **164HE FUNDS**

The TEA-21 Restoration Act established a new Transfer program to encourage states to enact Repeat Intoxicated Driver laws, section 164. States that did 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 failure to comply. 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: FY2009 - 164HE01  
Project Name: FY09 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$12,600,626.03

Project Number: FY2010 - 164HE02  
Project Name: FY2010 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$4,582,010.26

Project Number: FY2011 - 164HE01  
Project Name: FY2011 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$2,475,858.00

Project Number: FY2012 - 164HE01  
Project Name: FY2012 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$5,829,664.00

**154AL**

**FY12 FUNDS  
for FY13 PROJECTS**

### FY 154AL Funds for FY2013 Alcohol Projects

As dependency on 410 funds increases, availability of 154AL decreases. Therefore, it is prudent to perform multi-year planning for vital projects. FY 154AL funding will fund the following alcohol-related projects for FY2013.

Project Description	Cost	Federal Share to Local
Governor's Council on Impaired Driving	\$91,050.00	\$91,050.00
Governor's Impaired Driving Conference	\$66,000.00	\$66,000.00
Laramie Co. DUI Court	\$34,000.00	\$34,000.00
Traffic Safety Resource Prosecutor	\$130,000.00	\$130,000.00
Judicial Educator	\$90,000.00	
DRE Training	\$55,000.00	\$55,000.00
SFST Training	\$10,000.00	\$10,000.00
Laramie County CLICK Program	\$40,000.00	\$40,000.00
Alcohol Paid Media	\$160,000.00	
DUI Supervised Probation Expansion	\$76,000.00	\$76,000.00
Law Enforcement DUI Toolkit (PBTs, Video Cameras, etc)	\$51,570.40	\$51,570.40
<b>Total</b>	<b>\$918,620.40</b>	<b>\$578,620.40</b>