

WYOMING'S PERFORMANCE & HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2013

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

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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. It is 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 Wyoming's top traffic safety problem areas. 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 Identification 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 April 15 - 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 must be received by the Highway Safety Program by April 15 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 April 15 | - | New Grant Proposals Received |
| | 1. | February/March/April - 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 April 15. |
| March-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]

April/May	-	<p>Review Federal Highway Safety Grant Proposals Received - Evaluate Problem I.D.</p> <ol style="list-style-type: none"> 1. Select HSP Program areas to be addressed & 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].
May/June	--	<p>Organize and Complete Annual Performance Plan</p> <ol style="list-style-type: none"> 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.
June/July	--	<p>Organize and Complete Wyoming’s Annual Highway Safety Plan</p> <ol style="list-style-type: none"> 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. Prepared for NHTSA review by July 15.
August 15 {Wyoming Target Date}	--	<p>The following documents must be submitted to the National Highway Traffic Safety Administration [NHTSA] for informational and program reference purposes:</p> <ol style="list-style-type: none"> 1. Annual Highway Safety Problem I.D. Report-May 31 2. Annual Highway Safety Plan - August 15 [no later than September 1 - NHTSA]
August 15 {Wyoming Target Date}	--	<p>The following documents should have been submitted to the National Highway Traffic Safety Administration [NHTSA] for information and approval:</p> <ol style="list-style-type: none"> 1. Annual Performance Plan - will be completed and submitted with the annual Highway Safety Plan - August 15. [no later than September 1 - NHTSA]
September 30	--	<p>Complete current fiscal year’s highway safety plan activities.</p> <ol style="list-style-type: none"> 1. End of current fiscal year.
December 31	--	<p>Annual Report completed and submitted to NHTSA. Fiscal close out completed for previous fiscal year.</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 Identification "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 developing a Highway Safety Plan each year that allocates Federal Highway Safety Funds in a meaningful data driven manner. 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 crashes 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 to that end.

Wyoming Information & Demographics

Governor: Matthew H. 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

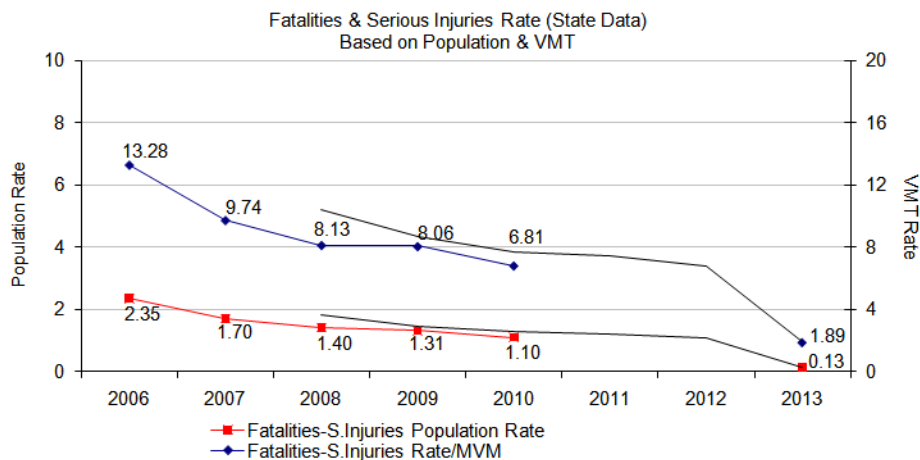
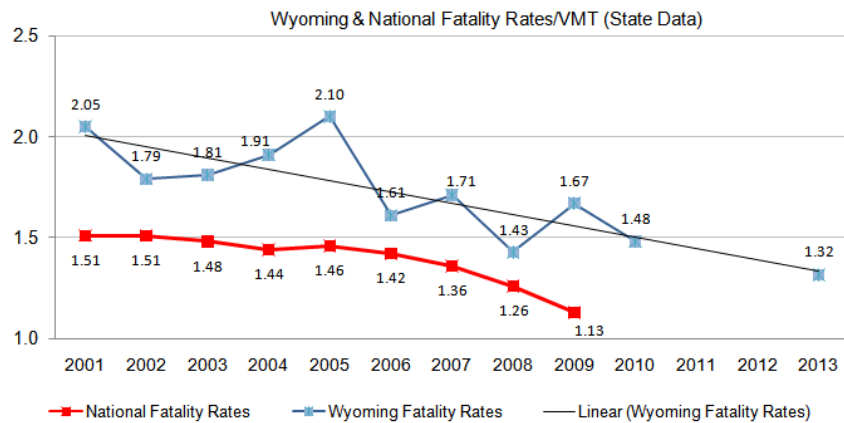
Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section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

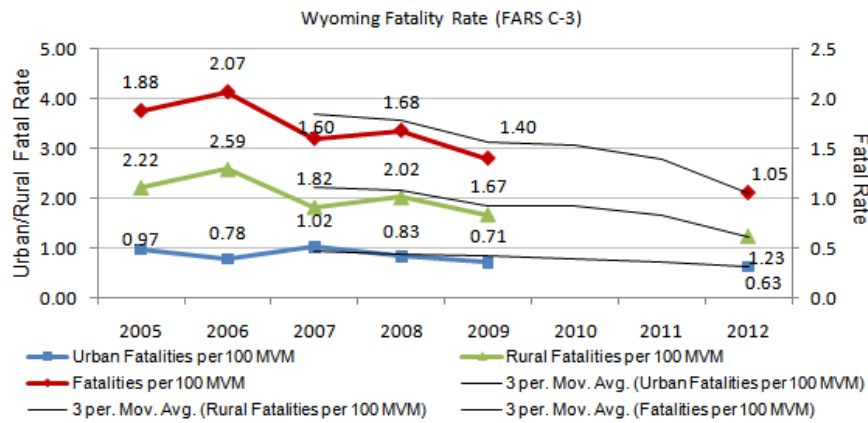
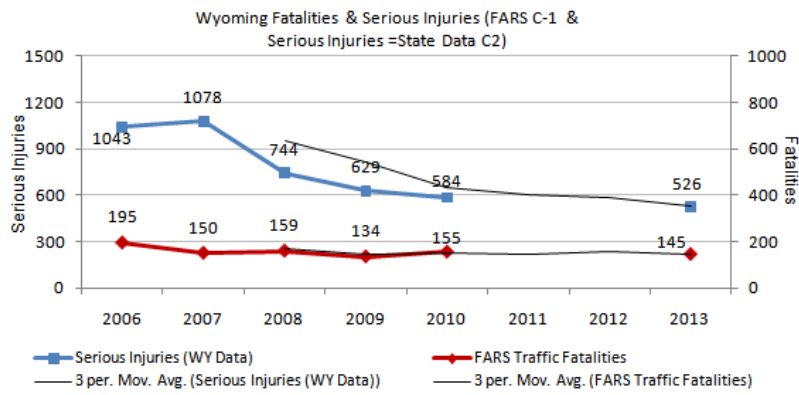
**PERFORMANCE GOALS, MEASURE OF SUCCESS
FFY13 ACTION PLAN**

PLANNING & ADMINISTRATION
<p>Performance Goal</p> <ul style="list-style-type: none"> • 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 monitoring of all sub-recipients with grants at minimum once per year. • Conduct desk monitoring of all activities and expenditures upon each reimbursement request.
<p>Performance Measures</p> <p>Through prudent project funding and effective grant management, affect the following performance measures.</p> <ol style="list-style-type: none"> 1. To decrease traffic fatalities 9 percent from the 2006-2010 calendar base year average of 159 to 145 by December 31, 2013. (C-1, FARS) 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) NOTE: 2010 Fatality Rates not available. 2b. To maintain the Wyoming Fatality Rate/VMT downward trend to the projected 1.32 for CY2013. (State - no chart included) 2c. To decrease the rural fatalities/VMT 10 percent from the 2005-2009 calendar base year average of 2.06 to 1.86 by December 31, 2012 instead of the projected 1.23. (C3B, FARS) NOTE: 2010 FARS Fatality, Urban and Rural rates are not available. 2d. To maintain a downward trend of urban fatalities/VMT from the 2005-2009 calendar base year average of 0.86 to 0.63 by December 31, 2012. (C3A, FARS) NOTE: 2010 FARS Fatality, Urban and Rural rates are not available. 3a. To decrease fatalities and serious injuries by 10 percent from 2007-2011 calendar base year average of 878 to 790 by December 31, 2013. (State - no chart included). 3b. To maintain or decrease the Wyoming Fatality and Serious Injury Rate/VMT trend from the 2007-2011 base year average of 9.50 to 8.29 by the end of CY2013 (State). 4. To decrease serious traffic injuries 10 percent from the 2010 calendar base year average 623 to 561 by December 31, 2013. (C-2, FARS, State Data) 5. To decrease young drivers, age 20 or younger, involved in fatal crashes 10 percent from the 2006-2010 calendar base year average of 21 to 19 by December 31, 2012. (C-9, FARS) 6. To reduce pedestrian fatalities 25 percent from the 2006-2010 calendar base year average of 4 to 3 by December 31, 2013. (C-10, FARS)

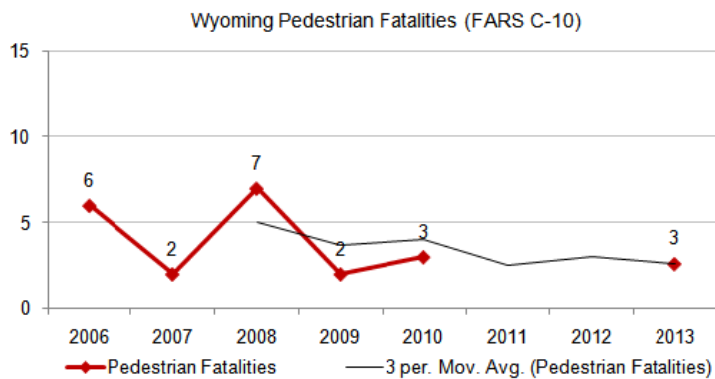
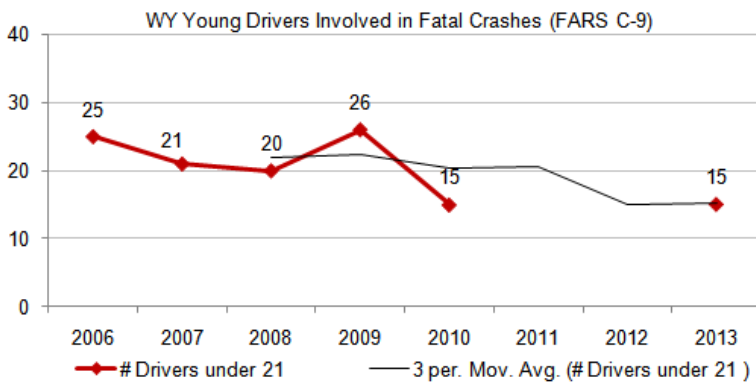
P&A Tasks

- Place highway safety projects with partners capable of driving down the fatality and injury rates in Wyoming.
- Obligate funds in Grants Tracking System (GTS) within 30 days of receipt.
- Submit GTS vouchers prior to the 15th of each month.
- 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 selected Traffic Safety Institute (TSI) courses; Governor's Highway Safety Association (GHSA) courses; and NHTSA and state regional meetings to advance HSO staff knowledge.
- Submit required documents of the HSO: 1) FY2013 Highway Safety Performance Plan and Highway Safety Plan (HSP) no later than September 1, 2012 and 2) FY2012 Highway Safety Annual Report, no later than December 31, 2012.





Note: FARS Fatality Rates not available for 2010.



POLICE TRAFFIC SERVICES

Performance Goal

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

ALCOHOL

Performance Goal

- Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes.

Note: Alcohol projects are funded by 410 and 154AL transfer funds.

Performance Measure

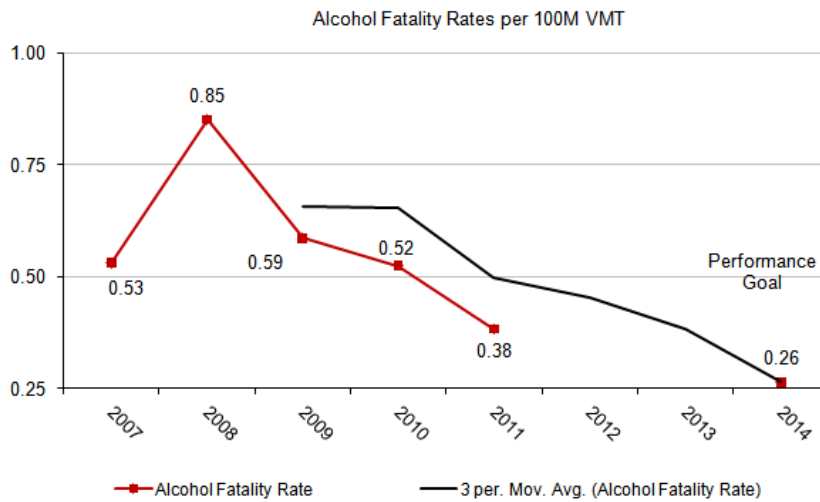
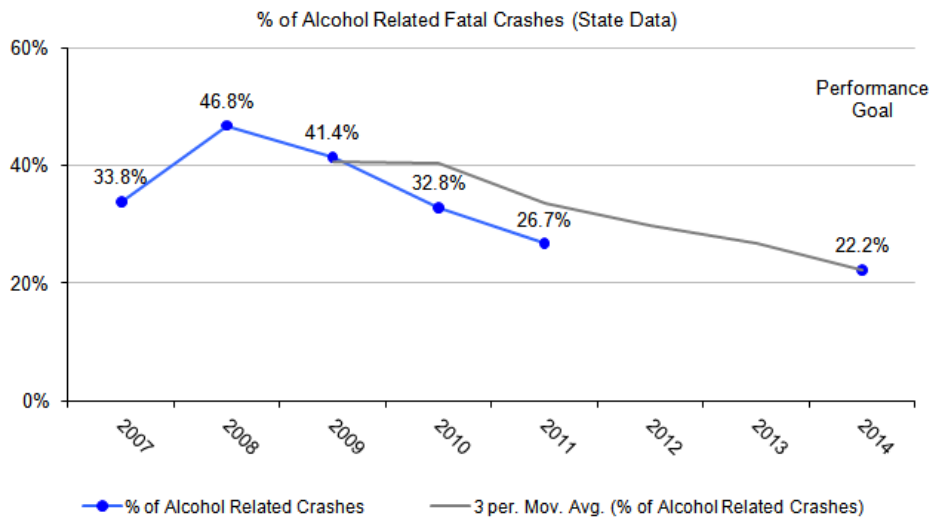
1. To decrease alcohol impaired driving fatalities 5 percent from the 2006-2010 base year average of 56 to 52 by December 31, 2013. (C-5 FARS). **Note:** Impaired driving is based off of BAC results = .08+.
2. To maintain or decrease the percentage of alcohol involved drivers and pedestrians in fatal crashes from 36.1% from the 2007-2011 base year average instead of the projected 22.2% by December 31, 2013. (State). **Note: The terminology, alcohol related, utilizes drivers or pedestrians with any BAC, or officer suspected alcohol involvement.**
3. To decrease the alcohol involved fatality rate per 100M VMT from 0.38 in CY 2011 to 0.26 by December 31, 2014. (State)
4. To decrease the number of alcohol involved drivers age 15-20 from 214 in CY 2011 to less than the projected 248 by December 31, 2014. (State)
5. To maintain or decrease the number of alcohol involved drivers age 15-20 in fatal crashes from 3 in CY 2011 to zero (0) by December 31, 2014. (State)

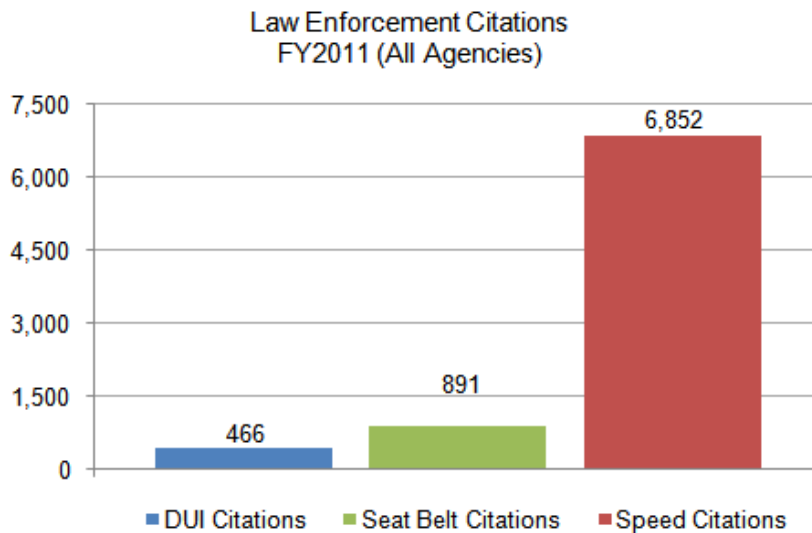
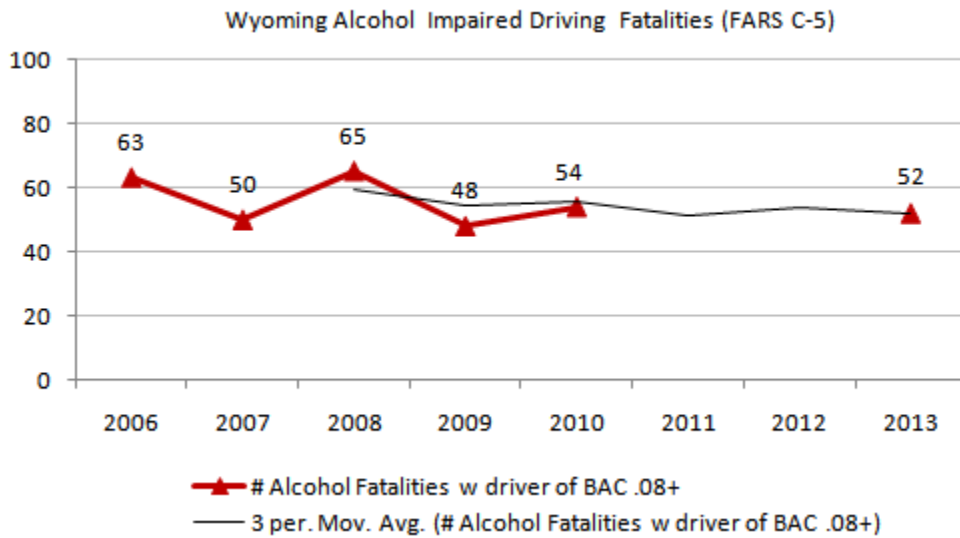
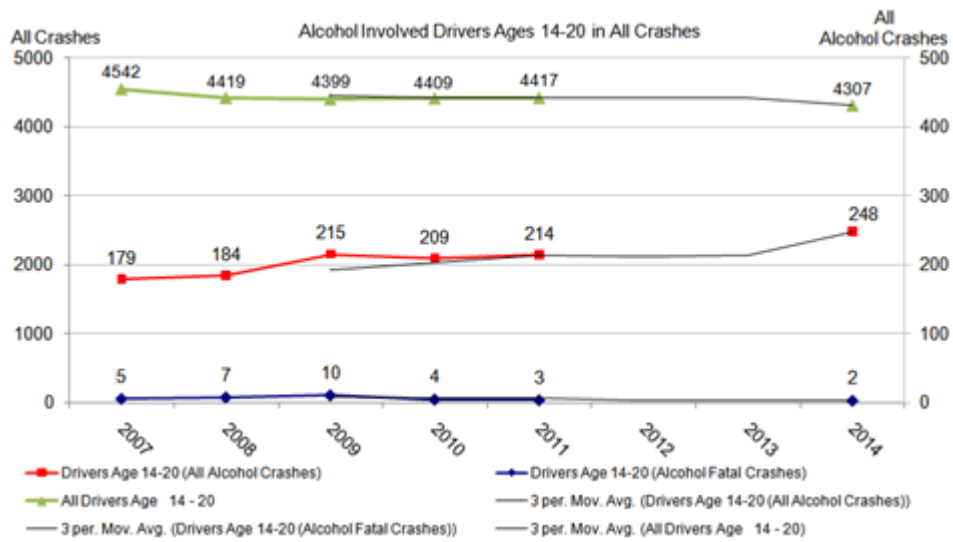
Activity Measure

- The number of impaired driving arrests made during grant-funded enforcement activities was 466. (A-2 State)

Instrumental Projects Planned

- The Governor's Council on 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 educates youth about 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 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 continuing to fund a traffic safety resource prosecutor (TSRP).
- Funds have been planned for a Judicial Outreach Liaison in the hope that FY2013 will be the year Wyoming is successful in having active 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.
- 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 FY2011 to 10.4 days in FY2013.
2. System - Roadway
To increase the number of routes in the LRS table from FY2010 baseline of 5,184 to 12,779 in FY2013
3. 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 FY2011 to 25 days in CY2012.
4. Update Wyoming Traffic Records Project site on TSIS website prior to 408 application deadline June 15, 2013.

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 will expand the capability To extract information from the vehicles' on-board computer for use in crash investigation.
- Crash Data Quality Control/ Crash Reporting System will significantly improve the overall Quality assurance process.
- WYDOT Integration of Safety Project Planning and Asset Management.
- GIS/LRS complete naming validation for all cities and municipalities in all Wyoming counties.
- Driver License record updates with Ignition Interlock violations, additional time requirements, dates imposed, Supreme Court DUI dismissal information updates and updated tracking start to finish on DUI charges.
- Crash & Citation Data Analysis will address extraction information from the citation database and integrate with the crash data. Project will be a pilot system for the Wyoming Highway Patrol to apply data-driven decision making regarding enforcement efforts.
- NEMSIS Assessment will assess the current level of NEMSIS compliance in Wyoming, to Form the basis for corrective actions to address the most important deficiencies identified.

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 82.6% 2011 observational level to 85.0% by August 31, 2014. (B-1State)
2. To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions, 5 percent from the 2006-2010 calendar base year average of 78 to 77 by December 31, 2013. (C-4, FARS)
3. To reduce the percentage of restrained fatalities from 36.9% in CY2011 crashes to 32.8% in CY2014. (State)
4. To increase the proper restraint use of children age 1-8 from 28.0% to 38.5%, as demonstrated by the CPS Check-Up Tracker, by December 31, 2014. (State)

Behavior Measure

- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.4 percentage points from the 2011 calendar base year usage rate of 82.6 percent to 85.0 percent by December 31, 2014. (B-1, State.)

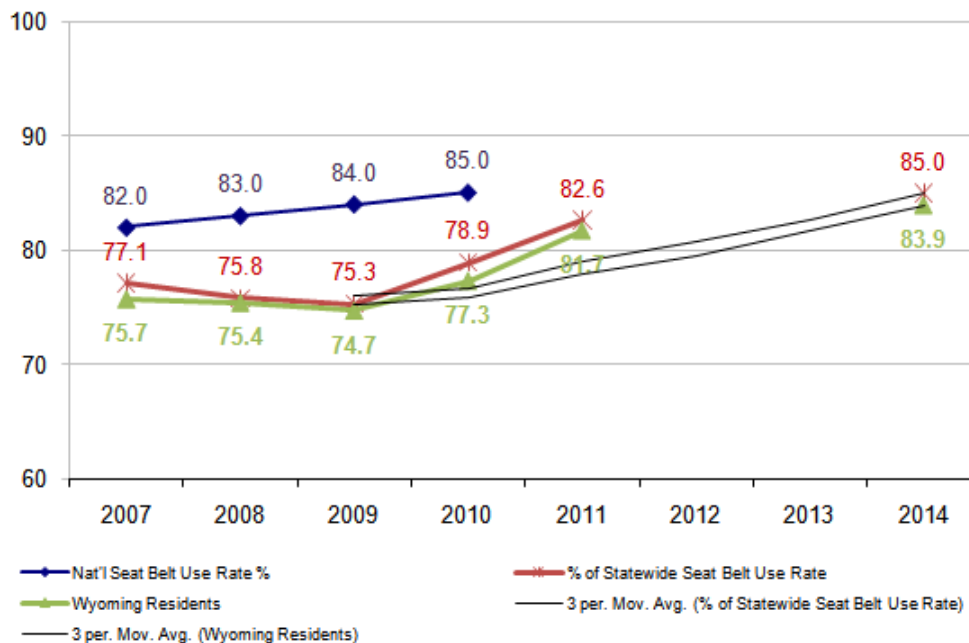
Activity Measure

- The number of seat belt citations issued during the FFY2011 grant funded enforcement activities was 891.

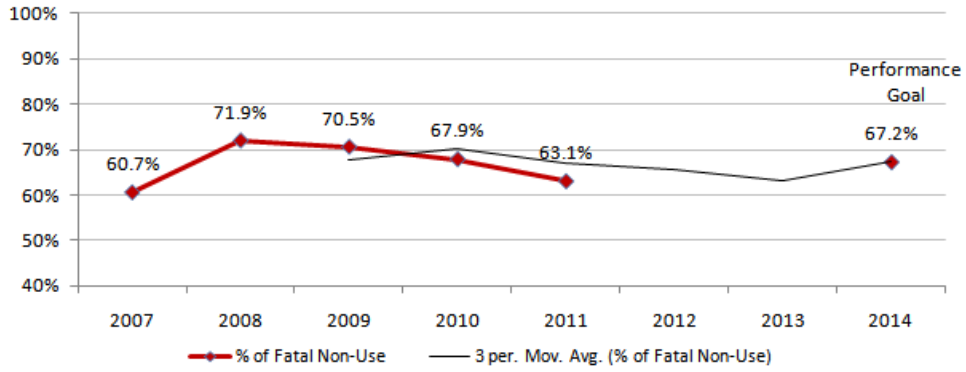
Instrumental Projects Planned

- 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.
- Fund Safe Community efforts to target restraint usage since it is a state priority. Programs will be funded in the City of Cheyenne serving regionally Albany, Carbon, Goshen and Laramie counties and funded in the City of Casper serving regionally Converse, Natrona Niobrara and Platte counties.
- 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.

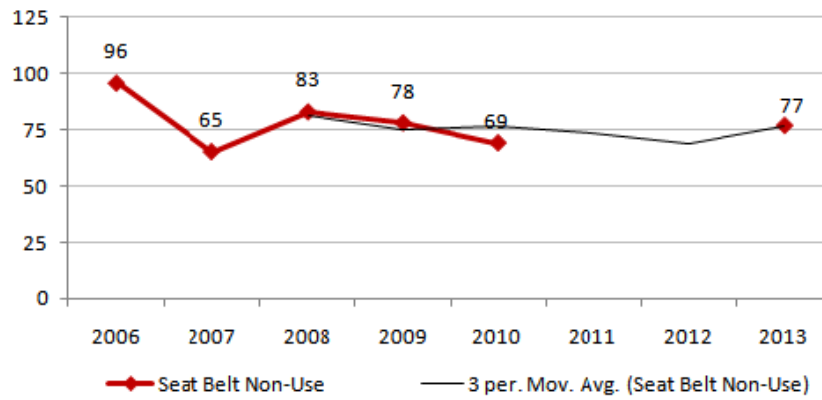
Statewide & National Observational Survey Results



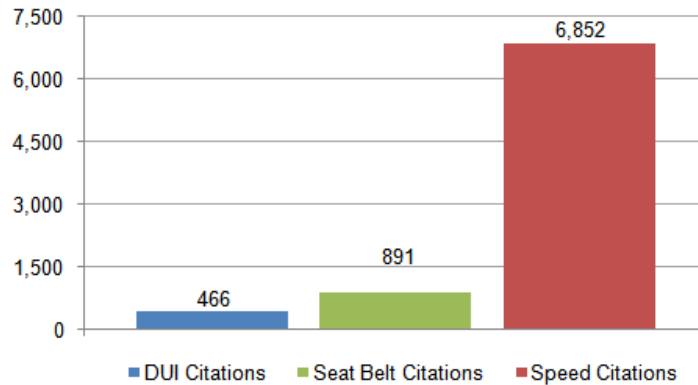
% of Unbelted Fatalities



Wyoming Unbelted Fatalities (FARS C-4)



Law Enforcement Citations
FY2011 (All Agencies)



SPEED

Performance Goal

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

Performance Measure

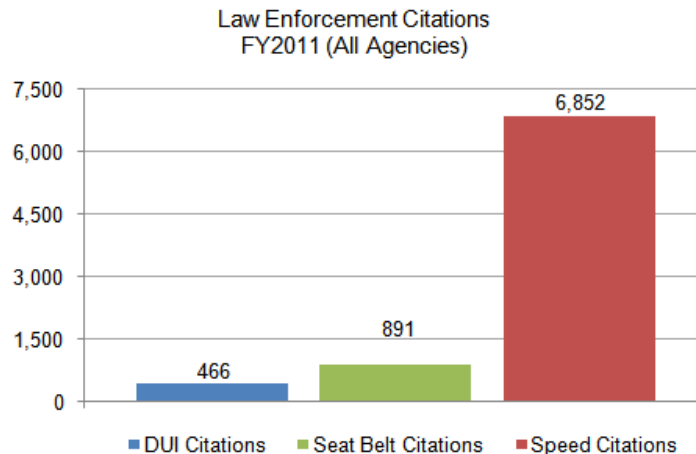
1. To decrease speed-related fatalities 7percent from the 2006-2010 calendar base year average of 60 to 56 by December 31, 2013. (C6, FARS). **Note:** Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.
2. To reduce speed related fatal crashes 10% from the 2007-2011 base year average of 51.3% to 46.3% in CY2014 instead of the projected trend of 57.7%. (State).
3. To reduce the speed related fatality rate per 100M VMT from 0.86 in CY 2011 to the projected rate of 0.77 in CY2014. (State)
4. To reduce the fatal and serious injury rate per 100M VMT 10 percent from the 2007-2011 base year average of 3.9 to 3.5 in CY2014. (State)

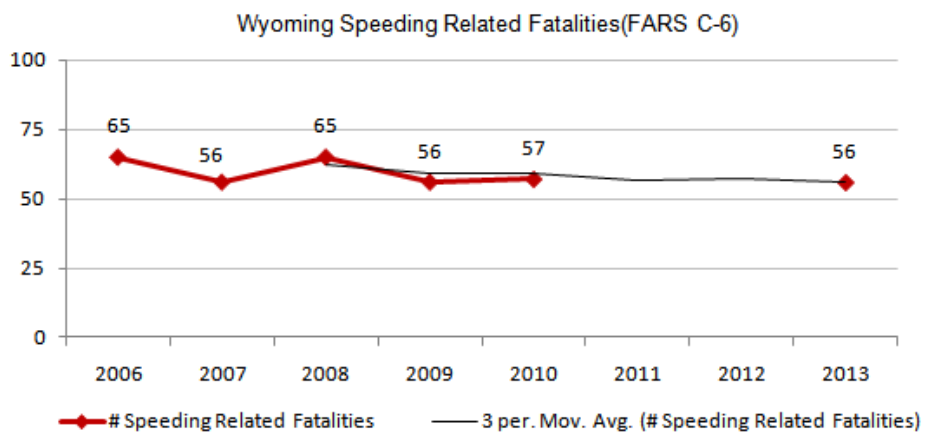
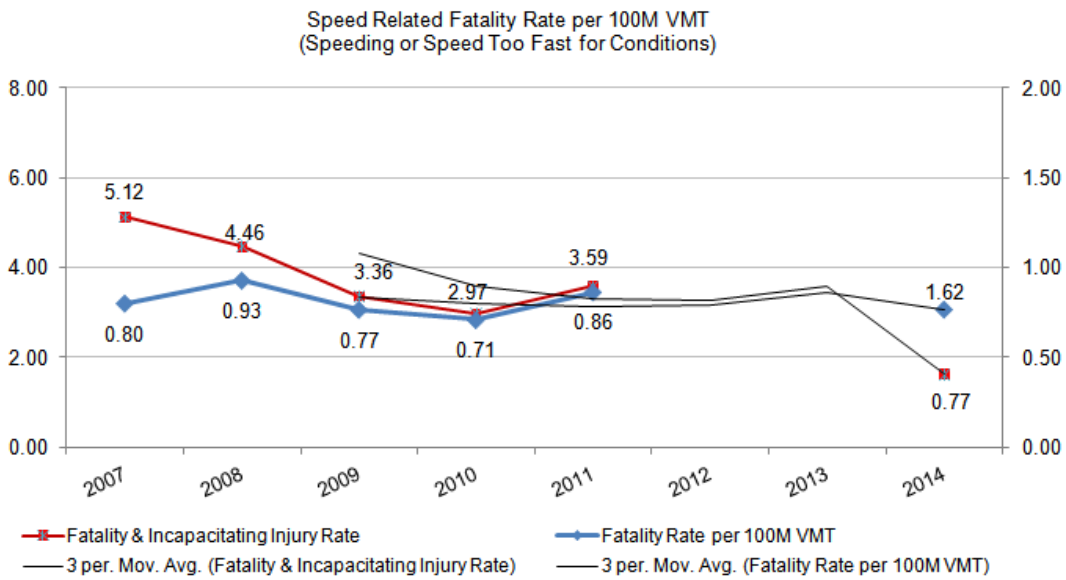
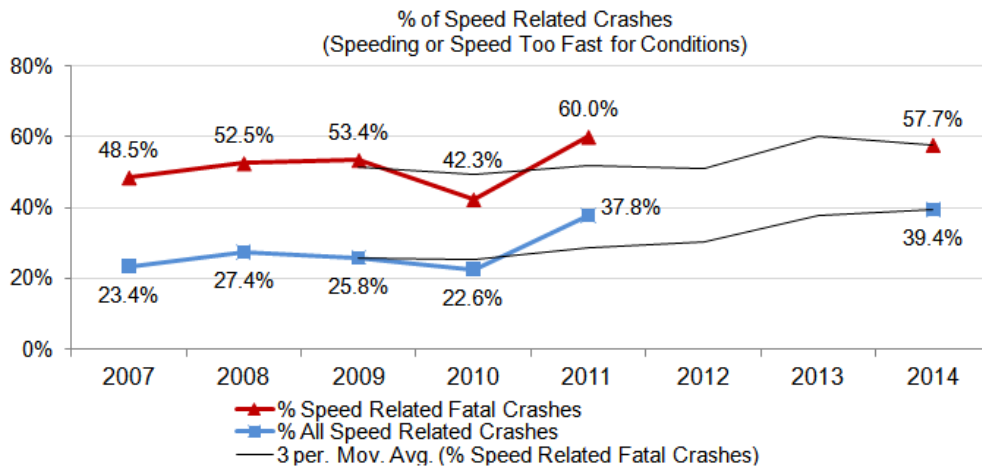
Activity Measures

- The number of speed citations issued during the FFY2011 grant funded enforcement activities was 6,852. The WHP issued 2,910 citations and local law enforcement agencies issued 3,942.

Instrumental Projects Planned

- 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.
- 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.





MOTORCYCLES

Performance Goal

- Reduce persons killed or seriously injured in motorcycle crashes.

Performance Measure

1. To decrease motorcyclist fatalities from the 2006-2010 calendar base year average of 21 to 16 by December 31, 2013. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is more inclusive, beginning with FARS data in 2008.

2. To decrease the number of motorcyclists killed or seriously injured by 10 percent from the 2007-2011 calendar base year average of 138 to 124 by December 31, 2014. (State).

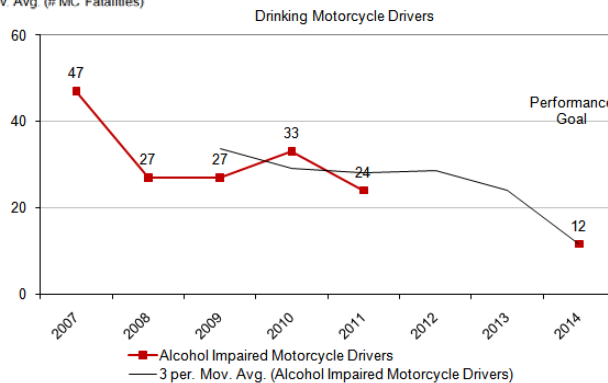
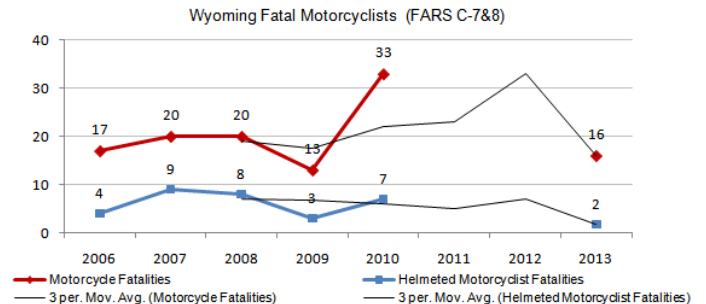
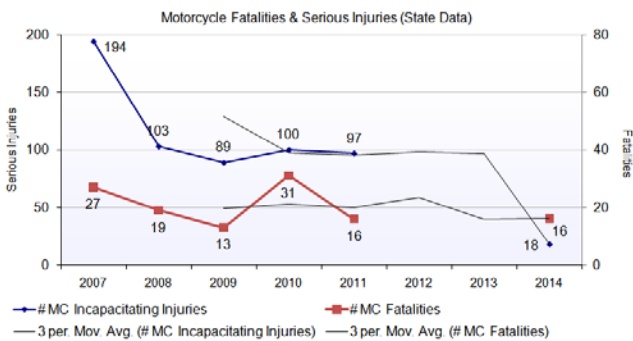
Note: Unlike FARS, the state includes the following vehicles in the motorcycle category: ATV's prior to 2008.

3. To decrease unhelmeted motorcyclist fatalities 10 percent from the 2006-2010 calendar base year average of 14 to 13 by December 31, 2013. (C-8, FARS)

4. To reduce alcohol impaired motorcycle drivers by 10 percent from the 2007-2011 base year average of 32 to 29 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 9 percent from the 2006-2010 calendar base year average of 159 to 145 by December 31, 2013.

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 2007-2011 calendar base year average 623 to 561 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 2006-2010 calendar base year average of 78 to 77 by December 31, 2013.

See Occupant Protection Performance Measure 2 page 15

Alcohol-Impaired Driving Fatalities (FARS)

(C-5) To decrease alcohol impaired driving fatalities 7 percent from the 2006-2010 base year average of 56 to 52 by December 31, 2013. **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 7 percent from the 2006-2010 calendar base year average of 60 to 56 by December 31, 2013. (C6, FARS).

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 from the 2006-2010 calendar base year average of 21 to 16 by December 31, 2013. (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 2006-2010 calendar base year average of 14 to 13 by December 31, 2013.

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 10 percent from the 2006-2010 calendar base year average of 21 to 19 by December 31, 2013.

See Planning & Administration Performance Measure 5 page 6

Pedestrian Fatalities (FARS)

(C-10) To reduce pedestrian fatalities 25 percent from the 2006-2010 calendar base year average of 4 to 3 by December 31, 2013.

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 2.4percent point(s) from the 82.6% 2011 observational level to 85.0% by August 31, 2014

See Occupant Protection Performance Measure 1 page 15

WYOMING'S HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2013

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
2007 - 2011**

Wyoming's average statistics are as follows.

Average Crashes:

- 130 Fatal Crashes
- 3,516 Injury Crashes
- 12,017 Property Damage Only (PDO) Crashes

Average Injuries:

- 146 fatalities
- 705 incapacitating injuries
- 1,942 non-incapacitating injuries
- 2,504 possible injuries

Average Teen (age 14-20) driver involvement:

- 19 Fatal Crashes
- 913 Injury Crashes
- 2,654 Property Damage Only (PDO) Crashes

Known Safety Equipment Usage Self or Officer reported averaged 91.7% per year. However, as injury severities increased, the use of safety equipment decreased. The seat belt usage by injury severity is:

Fatal injury: 35.9% use	Incapacitating injury: 57.5%
Non-incapacitating injury: 74.9%	Possible injury: 85.0%
No injury: 94.3%	

- 2007 Observed Usage: 77.1% (Normal activity and media)
- 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)
- 2011 Observed Usage: 82.6% (Normal activity and media)

Alcohol Involvement for past 5 years 2007, 2008, 2009, 2010, 2011 respectively:

- Fatal crashes: 33.8%, 46.8%, 36.2%, 32.9%, 26.7%
- Injury crashes: 11.7%, 13.6%, 13.9%, 12.0%, 13.1%
- Property Damage Only (PDO) crashes: 4.3%, 4.7%, 5.5%, 4.3%, 4.8%

- Average Fatalities: 53
- Average Incapacitating injuries: 157
- Average Non-incapacitating: 293
- Average Possible injury: 250

Grant Applicants:

In FY 2012 the Highway Safety Office managed 78 grant projects and 2 Hazard Elimination grants.

WYOMING ROADWAY CRASH STATISTICS

Calendar Year	Crashes				Injuries			Alcohol	Speed Related	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	334	598
1995	138	3,819	10,468	14,425	170	6,061	1,375	291	466	703
1996	121	4,223	12,148	16,492	143	6,601	1,329	262	404	644
1997	117	4,130	12,388	16,635	137	6,390	1,359	256	369	650
1998	129	3,858	12,124	16,111	154	5,887	1,179	241	336	554
1999	162	4,071	11,203	15,436	189	6,280	1,374	261	361	610
2000	132	4,030	11,319	15,481	152	6,117	1,324	215	376	514
2001	155	3,779	11,269	15,203	186	5,759	1,320	241	400	561
2002	151	4,084	11,468	15,703	176	6,264	1,273	265	412	516
2003	141	4,107	12,062	16,310	165	6,239	1,294	237	391	432
2004	142	3,960	11,472	15,574	164	6,114	1,235	212	398	420
2005	147	3,977	11,758	15,882	170	6,112	1,260	212	385	395
2006	169	4,336	12,463	16,968	195	6,658	1,239	245	377	433
2007	136	4,366	12,927	17,429	149	6,620	1,227	240	398	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
2011	120	3,011	11,679	14,810	135	4,151	623	155	328	213

Calendar Year	VMT	Population	Licensed Drivers	Vehicle Registrations	Crash Rate Per 100 M VMT	Wyoming Fatality Rate Per 100 M VMT	U.S. Fatality Rate Per 100 M VMT*
1994	6,691	480,283	-	-	212.61	2.15	1.73
1995	7,045	485,160	-	625,155	204.74	2.41	1.73
1996	7,339	488,167	-	634,970	224.70	1.95	1.69
1997	7,649	489,451	-	643,319	217.45	1.79	1.64
1998	7,991	490,787	-	652,490	201.58	1.93	1.58
1999	7,796	491,780	-	644,310	197.96	2.42	1.55
2000	8,067	493,782	407,520	610,473	191.88	1.88	1.53
2001	8,576	494,045	412,032	710,407	177.27	2.17	1.51
2002	8,576	499,045	405,209	714,155	174.56	2.05	1.51
2003	9,232	501,915	392,413	736,679	176.77	1.79	1.48
2004	9,081	505,887	404,178	758,891	171.48	1.81	1.44
2005	8,899	509,294	397,716	782,687	178.41	1.91	1.46
2006	9,266	515,004	404,731	801,178	183.12	2.10	1.42
2007	9,236	522,830	411,788	834,319	188.10	1.61	1.36
2008	9,275	532,668	418,244	880,726	190.17	1.71	1.26
2009	9,384	544,270	423,471	902,414	163.22	1.43	1.14
2010	9,146	563,626	443,634	876,310	160.21	1.67	Not available
2011	9,146	568,158	459,801	885,965	161.92*	1.48*	Not available

*2011 Wyoming Fatality Rate Per 100 Mil. Veh. Miles based on 2010 data. 2011 VMT data not currently available.

Source: Traffic Safety Facts publication of USDOT, NHTSA, FARS, WY WECRS.

FY2013 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 sub grantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved

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

Alcohol Performance Goal:

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

Occupant Protection Performance Goal:

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

Speed Performance Goal:

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

Traffic Records Performance Goal:

Support efforts to 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.

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

State: Wyoming

Highway Safety Plan Cost Summary

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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-2013-13-PA-00	PLANNING AND ADMINISTRATION	\$.00	\$129,876.00	\$.00	\$.00	\$.00	\$.00
	Planning and Administration Total		\$.00	\$129,876.00	\$.00	\$.00	\$.00	\$.00
Occupant Protection								
	OP-2013-13-OP-00	OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$270,465.00	\$270,465.00	\$270,465.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$270,465.00	\$270,465.00	\$270,465.00
Police Traffic Services								
	PT-2013-13-PT-00	POLICE TRAFFIC SERVICES	\$.00	\$.00	\$.00	\$424,293.15	\$424,293.15	\$424,293.15
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$424,293.15	\$424,293.15	\$424,293.15
Roadway Safety								
	RS-2013-13-RS-00	ROADWAY SAFETY	\$.00	\$.00	\$.00	\$102,818.50	\$102,818.50	\$94,701.25
	Roadway Safety Total		\$.00	\$.00	\$.00	\$102,818.50	\$102,818.50	\$94,701.25
Safe Communities								
	SA-2013-13-SA-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$253,710.33	\$253,710.33	\$218,710.33
	Safe Communities Total		\$.00	\$.00	\$.00	\$253,710.33	\$253,710.33	\$218,710.33
Paid Advertising								
	PM-2013-13-PM-00	402 PAID MEDIA	\$.00	\$.00	\$.00	\$506,082.00	\$506,082.00	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$506,082.00	\$506,082.00	\$.00
	NHTSA 402 Total		\$.00	\$129,876.00	\$.00	\$1,557,368.98	\$1,557,368.98	\$1,008,169.73
405 OP SAFETEA-LU								
	K2-2013-13-K2-00	405 OP	\$.00	\$.00	\$.00	\$263,161.02	\$263,161.02	\$.00
	405 Occupant Protection Total		\$.00	\$.00	\$.00	\$263,161.02	\$263,161.02	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 263,161.02	\$ 263,161.02	\$.00
408 Data Program SAFETEA-LU								
	K9-2013-13-K9-00	408 TR	\$.00	\$.00	\$.00	\$ 1,046,471.49	\$ 1,046,471.49	\$.00
408 Data Program Incentive Total			\$.00	\$.00	\$.00	\$ 1,046,471.49	\$ 1,046,471.49	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 1,046,471.49	\$ 1,046,471.49	\$.00
410 High Fatality Rate								
	K8FR-2013-13-FR-00	410 HFR	\$.00	\$.00	\$.00	\$ 755,353.68	\$ 755,353.68	\$.00
410 High Fatality Rate Total			\$.00	\$.00	\$.00	\$ 755,353.68	\$ 755,353.68	\$.00
410 High Visibility								
	K8HV-2013-13-HV-00	410 HVE	\$.00	\$.00	\$.00	\$ 702,519.60	\$ 702,519.60	\$.00
410 High Visibility Total			\$.00	\$.00	\$.00	\$ 702,519.60	\$ 702,519.60	\$.00
2010 Motorcycle Safety								
	K6-2013-13-MC-00	2010 MC	\$.00	\$.00	\$.00	\$ 200,262.00	\$ 200,262.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$ 200,262.00	\$ 200,262.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$ 200,262.00	\$ 200,262.00	\$.00
154 Transfer Funds								
	154AL-2013-13-AL-00	154AL	\$.00	\$.00	\$.00	\$ 1,645,158.99	\$ 1,645,158.99	\$ 791,619.20
154 Alcohol Total			\$.00	\$.00	\$.00	\$ 1,645,158.99	\$ 1,645,158.99	\$ 791,619.20
154 Paid Media								
	154PM-2013-13-PM-00	154AL PM	\$.00	\$.00	\$.00	\$ 333,889.00	\$ 333,889.00	\$.00
154 Paid Media Total			\$.00	\$.00	\$.00	\$ 333,889.00	\$ 333,889.00	\$.00
154 Hazard Elimination								
	154HE-2013-13-54-HE	154HE	\$.00	\$.00	\$.00	\$ 4,829,664.00	\$ 4,829,664.00	\$.00
154 Hazard Elimination Total			\$.00	\$.00	\$.00	\$ 4,829,664.00	\$ 4,829,664.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
154 Transfer Funds Total			\$.00	\$.00	\$.00	\$ 6,808,711.99	\$ 6,808,711.99	\$ 791,619.20
164 Transfer Funds								
	164HE-2013-13-64-HE	164HE	\$.00	\$.00	\$.00	\$ 5,829,664.00	\$ 5,829,664.00	\$.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$ 5,829,664.00	\$ 5,829,664.00	\$.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$ 5,829,664.00	\$ 5,829,664.00	\$.00
NHTSA Total			\$.00	\$ 129,876.00	\$.00	\$ 17,163,512.76	\$ 17,163,512.76	\$ 1,799,788.93
Total			\$.00	\$ 129,876.00	\$.00	\$ 17,163,512.76	\$ 17,163,512.76	\$ 1,799,788.93

DC 9-18-12

Robert [Signature]
"APPROVED _____ **DATE"** 9-18-12

Verifying 2013-HSP-1

Verification Results for Wyoming 2013-HSP-1

No Errors



Email for Approval

View Report

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BEGINNING FFY 2013 REPORT				
MONTHLY DETAIL SUMMARY REPORT				
HIGHWAY SAFETY GRANT MONTHLY EXPENDITURES				Tuesday, September 18, 2012
HSP PROGRAM AREA	PROJECT NUMBER	ACTIVITY CODING	DESCRIPTION OF CONTRACT	HCS OBLIGATED BALANCE
PA2013-13-PA01	HSPA013	HSPA	Planning / Administraton	\$129,876.00
			Sub Total P/A	\$129,876.00
OP2013-13-OP-01	HSOP013	OPOC	Comprehensive Safety Belt Program	\$9,740.00
OP2013-13-OP-02	"	OP25	WHP Alive @ 25	\$135,287.00
OP2013-13-OP-03	"	OPBK	CRMC - Buckle UP Kids	\$125,438.00
			Sub Total OP	\$270,465.00
PM2013-13-PM-01	HSPM013	PMPM	WYDOT Public Affairs Office	\$290,597.00
PM2013-13-PM-02	"	DSWY	Drive Safe Wyoming	\$215,485.00
			Sub Total PM	\$506,082.00
PT2013-13-PT-01	HSPT013	WLEC	Law Enforcement Coordinator (LEC)	\$150,535.93
PT1013-13-PT-02	"	WTSC	Traffic Safety Committee (TSC)	\$8,117.25
PT2013-13-PT-03	"	WOTE	WASCOP - Enhanced O/T Enforcement - w/equipment	\$150,000.00
PT2013-13-PT-04	"	WPMC	WASCOP - Media Dissemination/Coordination	\$115,639.97
PT2013-13-PT-05	"	WHPO	WHP Enhanced O/T Enforcement - w/ equipment	\$100,000.00
			Sub Total PT	\$424,293.15
RS1013-13-RS-01	HSRS013	RSMS	Safety Mangement System (SMS)	\$16,234.50
RS2013-13-RS-02	"	RSNA	Native American Media Outreach/Paid Media	\$86,584.00
			Sub Total RS	\$102,818.50
SA2013-13-SA-01	HSSA013	LCSC	Region One Safe Communities - CRMCF	\$53,932.00
SA2013-13-SA-02	"	NCSC	Region Two Safe Communities - WMCF	\$93,539.33
SA2013-13-SA-03	"	ASSU	Attitude & Awareness Survey	\$30,000.00
SA2013-13-SA-04	"	CLCK	CLICK Program - LCSD #1	\$71,239.00
SA2013-13-SA-05	"	HSCC	HSO Events Calendar	\$5,000.00
			Sub Total SA	\$253,710.33
			TOTAL 402 FUNDS	\$1,557,368.98
K22013-13-K2-01	HS40513	DLNS	WYO SeatBelt Survey	\$124,464.00
K22013-13-K2-02	"	WYSB	WYSBC	\$138,697.02
			405 TOTAL	\$263,161.02
K92013-13-TR-01	HS40813	CRHO	Crash Reporting/Hosting @ WYDOT	\$54,115.00
K92013-13-TR-02	"	CDQS	Crash Data Quality Control	\$108,230.00
K92013-13-TR-03	"	EMSS	EMS Electronic Data System	\$194,814.00
K92013-13-TR-04	"	TRPM	Traffic Records Project Manager	\$213,100.49
K92013-13-TR-05	"	GISL	GIS/LRS	\$108,230.00
K92013-13-TR-06	"	DLRU	Driver License Record Update	\$27,057.50
K92013-13-TR-07	"	CCDT	Crash/Citation Data Analysis	\$70,349.50
K92013-13-TR-08	"	CISE	Enhanced CARE Analysis/Reporting	\$270,575.00
			408 TOTALS	\$1,046,471.49

				BEGINNING FFY 2013 REPORT	
				MONTHLY DETAIL SUMMARY REPORT	
				HIGHWAY SAFETY GRANT MONTHLY EXPENDITURES	Tuesday, September 18, 2012
HSP PROGRAM AREA	PROJECT NUMBER	ACTIVITY CODING	DESCRIPTION OF CONTRACT	HCS OBLIGATED BALANCE	
K8FR2013-13-HF-R1	HS41013	CTPE	CTP Testing Equipment		\$12,987.60
K8FR2012-13-HF-R2	"	CTPT	CTP Eligible Training		\$10,823.00
K8FR2013-13-HF-R3	"	WAFD	WASCOP - Alcohol Factors		\$65,387.43
K8FR2013-13-HF-R4	"	LDRE	DRE/ARIDE Conference		\$70,890.65
K8FR2013-13-HF-R5	"	GCUD	GCID - Media Campaign		\$595,265.00
K8VE2013-13-HV-E1	HS41013	WOTE	WASCOP - Enhanced O/T Enforcement - w/equipment		\$702,519.60
410 TOTALS					\$1,457,873.28
154AL2013-13-AL-01	HS15413	INTX	Local Intoximeters		\$16,234.50
154AL2013-13-AL-02	"	LEAS	SFST Training - WLEA		\$8,874.00
154AL2013-13-AL-03	"	ALCP	Comprehensive Alcohol Program		\$15,000.00
154AL2013-13-AL-04	"	SDSP	SW Co. DSP Program		\$19,109.00
154AL2013-13-AL-05	"	WSBK	WASCOP - Blood Kits		\$16,849.38
154AL2013-13-AL-06	"	IPRW	BAC WRIR - IPR		\$73,612.00
154AL2013-13-AL-07	"	TSRP	TSRP		\$129,876.00
154AL2013-13-AL-08	"	WSVD	WASCOP - Video Camera w/accessories		\$217,268.34
154AL2013-13-AL-09	"	IRPM	IPR - DUI Monitoring		\$82,413.00
154AL2013-13-AL-10	"	WDUI	WHP DUI Education		\$58,335.00
154AL2013-13-AL-11	"	GIDC	GCID - Facilitator		\$203,851.21
154AL2013-13-AL-12	"	GVPC	GCID - Policy Coordinator		\$129,876.00
154AL2013-13-AL-13	"	GEEI	GCID - Enhanced Enforcement Initiative		\$97,407.00
154AL2013-13-AL-14	"	WHPO	WHP Enhanced O/T Enforcement - w/ equipment		\$423,476.00
154AL2013-13-AL-15	"	LCSC	Region One Safe Communities - CRMCF		\$90,618.00
154AL2013-13-AL-16	"	NCSC	Region Two Safe Communities - WMCF		\$62,359.56
154PM2012-54-PM-01	"	ALPM	Alcohol Paid Media - WYDOT PAO		\$333,889.00
154AL TOTAL					\$1,979,047.99
K62013-13-MC-01	HS20113	MCPR	Motorcycle Safety Projects		\$200,262.00
2010 MC TOTAL					\$200,262.00
154HE-2010 HAZARD ELIMINATION					\$4,829,664.00
154HE TOTALS					\$4,829,664.00
164HE-07 HAZARD ELIMINATION					\$5,829,664.00
164HE TOTALS					\$5,829,664.00
GRAND TOTAL					\$17,293,388.76

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 (as amended by Pub. L. 112-141)

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

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

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(j)).

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) 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 crashed caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

WYOMING
State or Commonwealth

FY2013
For Fiscal Year

8-6-12
Date

SECTION 402

**PLANNING &
ADMINISTRATION
(P & A)**

Project Number	PA-2013-13-PA-01
Program Name	Planning and Administration
Subgrantee	Highway Safety Program
Longevity of Grant	Annually

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

HSO staff salaries are not funded with Planning and Administration funds at present, but because of state funding constraints, some of the staff salaries may be paid through these funds as needed. 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 HSO's Highway Safety Plan. One member of the HSO staff will attend Lifesavers with this funding.

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 partner assistance or attendance in training or meetings will be on file.

Evaluation	Submit NHTSA required documents of the Highway Safety Office, 1) Performance Plan; 2) Highway Safety Plan; and 3) Annual Report.	
Program Area Code	402 PA	
Cost Summary	Planning and Administrative Expenses	\$120,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00
Local Benefit	0%	
Equipment	Non-major equipment as needed	
Performance Measures	Planning and Administration Performance Measures 1-6.	

OCCUPANT PROTECTION (OP)

Project Number	OP-2013-13-OP-01
Program Name	Comprehensive Safety Belt Program
Subgrantee	WYDOT Highway Safety Program
Longevity of Grant	Continuous

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 2011, adults 21-49 years of age, were 58 percent (93/161) of those killed in motor vehicle crashes in Wyoming. Of those killed in this age bracket, 66 percent (29/44) were unrestrained. Materials will be distributed through the Safe Communities, Media Coordinators, the Wyoming Seat Belt Coalition and the Wyoming Highway Patrol. The Highway Safety Office will partner with the many traffic safety advocates 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 the 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 21-49. Summarize the Awareness Events for both the May Mobilization and Child Passenger Safety Awareness Weeks.
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Program Area Code	402 OP
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Cost Summary	Materials/Supplies	\$9,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 740.00</u>
	Total	\$9,740.00

Local Benefit	0%
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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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Project Number	OP-2013-13-OP-02
Program Name	Alive at 25/ Occupant Protection Education
Subgrantee	Wyoming Highway Patrol
Longevity of Grant	Continuous

Every year Wyoming has a large number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2011, approximately sixty one percent (61%) of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 61%, approximately seventy one percent (71.2%) were Wyoming residents. Almost fifty-five percent (54.55%) of the Wyoming deaths under 21 years of age were not properly restrained. Young drivers are among the leading cause of motor vehicle crashes in the nation. In Wyoming, drivers between the ages of 14 and 24 were involved in twenty six percent (26.8%) of vehicle crashes during 2011. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

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

The Wyoming Highway Patrol will continue to teach the "Alive-At-25" Program. The funding will be used to train WHP Troopers and to instruct the "Alive-At-25" Program. The program is designed to make young drivers (14 to 24 years of age) aware of safe driving practices, understand teen behaviors, understand the consequences of their decisions, and the proper use of seatbelts. Overtime is utilized by troopers, sergeants and lieutenants to teach the "Alive-At-25" class, Occupant Restraint use, and Child Passenger Safety.

The Alive at 25 program works with community businesses to provide space for the classes with the average cost for rented space of \$50/class. Teen Divergence Counselors from five locations (Cheyenne, Rawlins, Evanston, Worland and Gillette) are using the AA25 program for their clients. At present approximately 23 District/City/County Attorneys and Judges refer teen drivers to the class to help correct their driving behavior with a fee of \$35/student. The funds are used to cover the cost of the website at \$3/completed student, lease fees for videos from the National Safety Council at \$150/instructor and the Colorado State Patrol Family Foundation at \$150/instructor year for the DVD lease. The WHP began in 2012 to invite community/business leaders to attend the class to show them the benefits for the community and business and how they can become sponsors.

When requests are made for Occupant Safety education events, travel may be required by troopers to accommodate these requests. All lodging and meals associated with these events/classes will be covered at the state per diem rates.

The WHP will advertise for the Alive-at-25 classes to bring more public awareness for the availability of the classes statewide. This will include but not be limited to newspapers, radio, movie theaters, and internet. A variety of materials and equipment will be purchased to educate teen drivers from the age of 14 to 24 years old. All of the safety equipment will be utilized to educate all ages of drivers and passengers.

The Wyoming Highway Patrol 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 to make the public more aware of their enforcement and safety activities. All of safety items will be used to educate Wyoming residents or travelers passing through about the use of safety belts and how the individual plays an important part of occupant safety. Most efforts will be focused on the 14-24 year old drivers.

Project Number: OP-2013-13-OP-02
Project Name: Alive at 25/ Occupant Protection Education - (continued)

Evaluation Measures Evaluation of this project will be done by reviewing the objectives, and providing a final project report submitted to the Highway Safety Program by October 15, 2013. The report will summarize the entire project and the effects statewide listing organizations and locations receiving materials.

Program Area Code 402 OP

Cost Summary	Personal Services (\$60/hr)	\$ 50,000.00
	Overtime for Alive at 25 classes (5 hrs)	
	Overtime for Occupant Restraint Education	
	Materials/ Supplies	\$ 27,000.00
	(Display Supplies; Banners/ Books/Posters Child restraints/ Incentive Items)	
	Maintenance	\$ 3,000.00
	Projectors, Rollover Machine, Seatbelt Convincers, Crash Car Trailers, Little Convincers	
	Training/Travel (In-state/Out-of-State)	\$ 25,000.00
	Media Costs (Production & purchase)	\$ 20,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 10,287.00</u>
	Total Budget	\$135,287.00

Local Benefit 0%

Capital Equipment None

Performance Measures This project will address performance measures in Planning & Administration 1-6, Alcohol 1-5 and Occupant Protection 1-4.

Project Number	OP-2013-13-OP-03
Program Name	Buckle Up Kids
Subgrantee	Cheyenne Regional Medical Center Foundation
Longevity of Grant	Continuous

Motor vehicle related injuries kill more children and young adults than any other single cause in the United States. 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 2011, Wyoming had 21 people (0-21 years) killed in motor vehicle crashes. Of those lives lost (0-21 years), 13 failed to use proper restraints. A total of 135 deaths occurred in Wyoming due to motor vehicle crashes and of that 65.2% were NOT restrained. (*Wyoming's 2011 Report on Traffic Crashes.*) According to the Safe Kids Wyoming database from check-up events being held across the state of Wyoming 77.68% of parents/caregivers used their seatbelts in 2011. NHTSA estimates that if Wyoming were to pass a primary seat belt law, usage could rise by approximately 13 percentage points. With a primary seat belt law, each year Wyoming could save about 12 lives, 80 serious injuries and \$26 million in costs.

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 misuse rate of child restraints was at 72.68% in 2011 compared to 76.25% in 2010. (*Safe Kids Wyoming Database*) If we are to make a difference in our county and in our 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.

The Buckle Up Kids Program and the training provided to the certified technicians as well as the expired technicians has grown dramatically in the past year. Rock Springs, Laramie and Jackson all have requested the Certification Course to be held in their community. Classes were held in Laramie and Rock Springs in the past year with the majority of the expenses for the class being paid through the local Fire Departments. The need for the classes has become more evident, along with the community support of the agencies. The amount of classes being held in a grant year has increased from 2-3 classes a year to 5-6 classes.

The Buckle Up Kids Program through a partnership with Safe Kids USA, WYDOT Highway Safety Program, Wyoming Department of Health, Safe Kids Wyoming, and Cheyenne Regional Medical Center Foundation is a comprehensive statewide initiative that works with local communities to train and certify volunteer personnel 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 on checkers, certified trainers, advocates and the checkup results. The data center will evaluate misuse of child restraints from across the state to help direct information to improve this problem and will also track the use of seat belts by the driver.

Effective child passenger safety training also raises awareness for parents/caregivers of the importance of proper occupant restraint usage for all riding with children. The misuse rate for child restraints in Wyoming continues to drop from 84.02% in 2009 to 72.68% in 2011. Seatbelt usage by parents is also tracked at the Safe Kids Wyoming check-up events. In 2011, the child passenger safety programs resulted in over \$2 million in health care savings statewide. In 2011, 1901 car seats were inspected and 704 distributed to families and 378 checkup events and workshops were conducted that reached more than 9000 children and parents/caregivers.

Project Number
Program Name

OP-2013-13-OP-03
Buckle Up Kids – (continued)

Four hundred fifty-one technicians attended events and 29 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, with three additional locations requesting classes, but subsidized mainly through their agencies, showing community support of the program. Regional refresher and renewal technician training will be provided throughout the year to ensure technician retention. Wyoming was ranked 2nd in the nation for technician retention with a percentage of 76.9%.

Evaluation

A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request. Some of the measurable objectives include:

1) The number of training classes conducted (with a minimum of two CPS technician classes with a maximum per class of 25 technician candidates certified and/or recertified), number of new technicians certified and re-certified, and number of parents and/or caregivers trained. The number of car seats checked and number of replacement seats provided. 2) Copies of the Buckle Up Express newsletter published and mailed/ emailed. 3) Amount of supplies and materials provided to CPS technicians in their communities. 4) Evaluations will be conducted following all car seat checks. Data will be collected and reviewed on numbers of seats checked/distributed and percentage of misuse and leading misuse problems. Data on adult usage will also be collected and reported on incoming vehicles to the checkup events.

Program Area Code

402 OP

Cost Summary

Personal Services	\$ 75,725.00
Materials/ Supplies	\$ 10,175.00
Training	\$ 25,000.00
Travel	<u>\$ 5,000.00</u>
Total	\$115,900.00
WYDOT Indirect Cost (8.23%)	<u>\$ 9,538.00</u>
Total Budget	\$125,438.00

Local Benefits

100%

Capital Equipment

None

Performance Measures

This project will address performance measures in Planning & Administration 1-6 and Occupant Protection 1-4.

PAID MEDIA (PM)

Project Number	PM-2013-13-PM-01
Program Name	402 Highway Safety Media Campaigns
Subgrantee	WYDOT Public Affairs Office
Longevity of Grant	Continuous

WYDOT Public Affairs (PAO) highway safety efforts are undertaken on a statewide basis with the cooperation of various partners, including WYDOT District Public Involvement Specialists. The population of Wyoming as of 2010 was 563,628 people. (Population source: U.S. Census Bureau 2010) According to WYDOT Highway Safety statistics for 2011, alcohol was involved in 35 of the fatalities on Wyoming roads and 65.2% of the fatalities were not using proper occupant restraints. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

In Wyoming there are a total of 26,904.51 miles of public roadways; 6,759.26 miles on state maintained roadways; 14,261.88 miles on county-maintained roadways; 2,032.16 miles on city maintained roadways; 697.28 miles on other type local roadways; and 3,153.93 miles on national roads. In 2011, 14,794 traffic crashes occurred on Wyoming roadways, killing 135 persons and injuring non-fatally another 4,154.

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries and millions of dollars in property damage. 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 working to integrate the messaging into the event based law enforcement efforts. The Public Affairs Office will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items with prior approval from the Highway Safety Office and printing for the Public Affairs Office or public information specialists.

Evaluation	WYDOT Public Affairs will contract with a third party to conduct a state-wide survey to gauge the results of the campaigns listed above. The results of said survey will be provided to WYDOT Highway Safety.
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Program Area Code	402PM
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Cost Summary	Production (Materials/supplies/professional services)	\$ 10,000.00
	Public Involvement Specialists Safety Campaigns	\$ 50,000.00
	Winter Driver Safety Campaign	\$ 30,000.00
	Paid Media – Regular	\$100,000.00
	Sports Campaign (schools, youth teams, etc.)	\$ 65,000.00
	Travel/Training (Traffic Safety Conference)	\$ 1,000.00
	Overall Survey Costs	<u>\$ 12,500.00</u>
	Total	\$268,500.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 22,097.00</u>
	Total Budget	\$290,597.00

Project Number	PM-2013-13-PM-01
Program Name	402 Highway Safety Media Campaigns – (continued)
Program Name	402 Highway Safety Media Campaigns
Local Benefit	0%
Capital Equipment	None
Performance Measures	Project addresses Performance Measures: Planning and Administration 1-6, Alcohol 1-4, Motorcycle 1-3, Speed 1-4 and Occupant Protection 1-4.

Project Number	PM-2013-13-PM-02
Program Name	Drive Safe Wyoming
Subgrantee	Montgomery Broadcasting
Longevity of Grant	2nd Year

Drive Safe Wyoming was started by the Cowboy State News Network and the Day Weather Network with a Highway Safety Grant in FY2012. Our goal is to educate Wyoming citizens about the dangers of distracted driving. This effort is based in Cheyenne but targets the entire state of Wyoming with the distracted driving message.

Wyoming has only recently begun recording distractions as contributing factors in crash reports, but it is known that nationally, in 2009, there were 5,474 people killed in U.S. roadways and an additional 448,000 (approximate) were injured in motor vehicle crashes that were reported to have involved distracted driving. Distracted driving is a very serious issue. It has been learned that using a cell phone while driving, whether it's handheld or hands-free, delays a driver's reactions as much as having a blood alcohol concentration at the legal limit of .08 percent. What is especially concerning is that the age group with the greatest proportion of distracted drivers was the under-20 age group. 16% of all drivers younger than 20 involved in fatal crashes were reported to have been distracted while driving.

The target audience is driving adults. Drivers under 20 are most at risk because of their overall inexperience behind the wheel, but adults are a better target audience to influence change because of their ability to shape young drivers' behaviors. The slogan has been "The road is no place for distractions," which is incorporated on the website, DriveSafeWyoming.com, into every radio commercial, as well as on every promotional item.

The main function of Drive Safe Wyoming has been to use paid and earned media to educate people about the dangers of distracted driving and influence them to improve their driving habits. The great success has been with statewide radio because it is inexpensive and has the ability to reach such a large number of people in the state, but would like to include other types of media as well as more promotional opportunities at events that attract large audiences. Drive Safe Wyoming also aims to have a presence at events attracting large numbers of people from all around the state. Signage and interesting promotional items are used to engage people about the dangers of distracted driving.

Some of the partnerships Drive Safe Wyoming has formed in its first year include working with radio stations around the state to promote the cause in their local high schools. They did this by distributing mini footballs and basketballs at high school games, and also having PA announcements read during these games. Many stations were able to work with student groups such as "Click Club" in Cheyenne and the "WATCH" group in Sheridan. Other stations coordinated with a Safe Communities coordinator, including those in Laramie and Casper. Drive Safe Wyoming also had a presence at the State FBLA Convention, a UW Women's Basketball conference game, the State High School Football Championships, and has plans for a display at a UW Football Tailgate Party event. Drive Safe Wyoming coordinated with radio stations around the state once again in April for Distracted Driving Awareness Month, where each station is creating their own local promotion and giveaway of promotional items. We also worked with the Governor's office to have Drive Safe Wyoming radio commercials voiced by Governor Mead and the First Lady. Other partnerships include working with the WYDOT Public Affairs Office, The Wyoming Seatbelt Coalition, Wyoming Highway Patrol, Alive At 25, Wyoming High School Activities Association and Wyoming Safe Communities.

Project Number: PM-2013-13-PM-02
Project Name: Drive Safe Wyoming - (continued)

The project coordinator will open discussion with Wyoming's law enforcement community through the Wyoming Highway Patrol (WHP) and WASCOP as well as with the WASCOP media coordinators about the problems with distracted driving and how law enforcement can be a part of the solution. The three communities (Rock Springs, Riverton & Cheyenne) with cell phone restrictions will be the starting point of this effort.

Evaluation Crash report data for distracted driving is still very new, but will use the Arbitron ratings to report the estimated number of people reached with the radio messages. Provide a summary of all the examples of how the media became engaged in the campaign.

Program Area Code 402 PM

Cost Summary	Statewide media placement	\$190,100.00
	Promotional Items	\$ 3,000.00
	Development, Design & Production	\$ 4,000.00
	Travel & Training	
	(Traffic Safety Related Conference)	<u>\$ 2,000.00</u>
	Total	\$199,100.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 16,385.00</u>
	Total Budget	\$215,485.00

Local Benefit 0%

Capital Equipment None

Performance Measures This project will address Planning and Administration 1-6.

**POLICE TRAFFIC
SERVICES
(PT)**

Project Number: PT-2013-13-PT-01
Project Name: Law Enforcement Coordination
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

Johnson and Associates (J&A) will contract through WASCOP to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant-related law enforcement initiatives and strategies in accordance with grant requirements. In addition, J&A staff will facilitate the flow of information between the Highway Safety Office, the Association and Wyoming law enforcement agencies to include:

1. Assume the administration of all authorized law enforcement grants
2. Continue to assess and improve existing law enforcement grants management system
3. Maintain the online/consolidated grant reporting system currently in use
4. Provide all grant announcements, information and follow-up
5. Monitor and evaluate event activity reports submitted by grantee agencies
6. Review vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments.
7. Ensure that all necessary and required grant documentation is reported and recorded
8. Provide campaign media/events assistance to local law enforcement agencies – (this will include web applications, print media materials, travel expenses and staff time)
9. Coordinate all state activities with national initiatives
10. Assist coordination of all local and state traffic safety initiatives
11. Conduct on-site visits to grantee agencies as required
12. Submit a monthly administrative overview and summary report of all grant activity to HSO
13. Schedule and coordinate/facilitate regional meetings for all law enforcement grantee agencies
14. Handle the grant application process for FY 2014 – (A to Z)
15. Provide technical assistance and coordination services upon request of grantee agencies or as directed by the Association or HSO
16. Provide technical assistance and staffing services for the Association’s standing committee on traffic safety
17. Provide a communication/project management system for all participants
18. Schedule periodic meetings of designated representatives of the HSO, WASCOP and J&A to review the status of the grant administration process and to discuss relative issues or concerns

J&A will provide monthly activity reports and supporting documentation for reimbursement requests.

Evaluation: J & A will provide a final summarized report of all activities by October 15, 2013.

Program Area Code: 402

Cost Summary:	Professional Services	\$ 98,312.50
	Travel	\$ 5,000.00
	Meetings	\$ 3,000.00
	Communications	\$ 1,200.00
	Materials & Supplies	\$ 19,800.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 11,776.41</u>
	WASCOP Total	\$139,088.91
	WYDOT Indirect Charges (8.23%)	<u>\$ 11,447.02</u>
	Total	\$150,535.93

Project Number: PT-2013-13-PT-01
Project Name: Law Enforcement Coordination - (continued)

Local Benefit: 0%

Capital Equipment None

Performance Measures: This project addresses Performance Measures P&A 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4, Alcohol 1-5 and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

Project Number: PT-2013-13-PT-02
Project Name: Traffic Safety Committee
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: 3rd Year

The Association's standing committee on traffic safety will consist of approximately eight to twelve members - with equal representation by county and municipal enforcement - and will involve representatives from the Highway Safety Office. Further, it is anticipated that the committee will meet a minimum of four times per year – although additional meetings may be necessary initially.

The staff support for committee work will be accomplished by involving the current Law Enforcement Highway Safety Grants Coordinator – as well as involving traffic safety grants management consultants and staff as needed or requested. The committee will create and maintain an internet-based project management website that will be accessible to all participants. This site will provide information and the means by which issues can be updated and discussed as the committee work progresses.

This project has one primary goal: to provide financial support to the Wyoming Association of Sheriffs and Chiefs of Police standing committee on traffic safety in order to assist this committee in identifying and addressing traffic safety issues and concerns in Wyoming. The following objectives are related to this goal:

1. To identify and resolve traffic safety related data collection issues;
2. To develop and recommend an effective funding formula for distribution of selective traffic enforcement Highway Safety grant funds;
3. To develop and recommend a template or criteria for evaluating the effectiveness/ productivity of Highway Safety grant participants;
4. To identify and address traffic safety related issues and concerns in Wyoming;

Evaluation: A final report summarizing all project activities occurring during the project is due by October 15, 2013.

Cost Summary:	Traffic Safety Committee	\$7,500.00
	WASCOP Indirect Charges (0%)	<u>\$ 0.00</u>
	WASCOP Total	\$7,500.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 617.25</u>
	Total	\$8,117.25

Local Benefit: 0%

Capital Equipment None

Performance Measures: This project addresses Performance Measures P&A 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4, Alcohol 1-5 and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

Project Number: PT-2013-13-PT-03/ K8VE-2013-13-HV-E1/154AL-2013-13-AL-17
Project Name: Local Enhanced Overtime Enforcement
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The Local Enhanced Overtime Enforcement project will be managed by WASCOP and it will continue the contract with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for grant agencies.

WASCOP will provide overtime opportunities to all local law enforcement agencies in the State. The grants will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; emphasis will vary by campaign and may include multiple focus areas. Radar units will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into local overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As such, 154AL funds will be used for both overtime enforcement and radar units. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems.

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 update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

Evaluation: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.

Program Area Code: 410HVE/402/154AL

Cost Summary:	Overtime	\$1,018,000.00
	Radar Units w/accessories	\$ 64,000.00
	Indirect Charges (9.25%)	\$ 100,085.00
	WASCOP Total	\$1,182,085.00
	WYDOT Indirect Charges (8.23%)	\$ 97,285.60
	Total	\$1,279,370.60

Project Number: PT-2013-13-PT-03/ K8VE-2013-13-HV-E1/154AL-2013-13-AL-17
Project Name: Local Enhanced Overtime Enforcement – (continued)

Local Benefit: 100%

Equipment Non-Major only; Radar Units w/accessories

Performance Measures: This project addresses Performance Measures P&A 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4, Alcohol 1-5 and the recommended counter-measure to increase enforcement participation in traffic safety endeavors.

Project Number: PT-2013-13-PT-04
Project Name: Media Dissemination and Coordination
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: 2nd Year

The Highway Safety Office seeks to continue the coordinated effort to localize highway safety media messaging on a statewide basis to make increased enforcement efforts more visible to the public.

WASCOP proposes to continue a method by which every county would have a grant-funded traffic safety media coordinator. This individual(s) will be responsible for localizing the statewide branded messaging and for coordinating and enhancing local earned-media activities. WASCOP will coordinate the statewide media messaging by dividing the state into five districts (similar to WYDOT's current districting) and conducting three meetings a year to coordinate the statewide communications.

This project has one primary goal: To enhance the overall effectiveness of grant-funded traffic safety enforcement efforts statewide. This will be accomplished by: 1) more effectively coordinating and localizing statewide media messaging efforts for NHTSA's May Mobilization, August Crackdown, holidays and local campaigns and 3) making the increased enforcement efforts more visible to the local public.

Evaluation: A final report summarizing all project activities occurring during the project period is due by October 15, 2013.

Program Area Code: 402

Cost Summary:	Professional/Contractual	\$ 25,000.00
	County Media Coordinators	\$ 57,500.00
	Printing & Marketing Materials	\$ 5,000.00
	Materials & Supplies	\$ 300.00
	Travel	\$ 10,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 9,046.50</u>
	WASCOP Total	\$106,846.50
	WYDOT Indirect Charges (8.23%)	<u>\$ 8,793.47</u>
	Total	\$115,639.97

Local Benefit: 100%

Capital Equipment: None

Performance Measures: This project addresses Performance Measures P&A 1-6, Police Traffic Services 1-2, Occupant Protection 1-4, Speed 1-4, Motorcycle 1-4, Alcohol 1-5.

Project Number	PT-2013-13-PT-05/154AL-2013-13-AL-16/ K8VE-2013-13-HV-E2
Program Name	WHP Enhanced Overtime Enforcement
Subgrantee	Wyoming Highway Patrol (WHP)
Longevity of Grant	Continuous

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol in the past. WHP has experience with Highway Safety grants and the management of grant fund distribution. WHP will provide overtime opportunities to all divisions in the State. The grant will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; the emphasis will vary by campaign and may include multiple focus areas. Radar units, blood kits and PBTs will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into the patrol overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. Funding distribution will be based on data driven decision making. The 402 funds will be used for the May Mobilization efforts by Patrol. All other expenses will be utilized through the project in 154AL.

Large volumes of motorcycle traffic are associated with special events such as Ham and Jam (in conjunction with Sturgis). WHP Special Services Squad along with added troopers from around the state are needed to provide safety for the motoring public and the citizens of Wyoming during the last week of July through the middle of August.

WHP will send a maximum of two officers to DUI training conferences pertaining to enhanced overtime issues in order to learn the latest enforcement techniques being used nationally. The funding for the conference would include travel, registration fees and subsistence expenses with prior Highway Safety Office approval.

WHP will purchase blood kits and distribute statewide to all divisions as needed according to the number of DUI arrests in a particular area to support overtime DUI Enforcement done. Funds will provide portable breath testing devices as needed.

This program will be available to Troopers based on their enforcement efforts for the last year with the cutoff of September 7th, 2013 to accommodate the fiscal closeout.

Evaluation	Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.
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Program Area Code	410HVE/402/154AL
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Project Number
Program Name

PT-2013-13-PT-05/154AL-2013-13-AL-16/ K8VE-2013-13-HV-E2
WHP Enhanced Overtime Enforcement – (continued)

Cost Summary	Overtime (Portion of this will be 402 funds TBD)	\$290,000.00
	High Visibility Enforcement Meeting	\$ 13,000.00
	Training/Travel (Traffic Safety conferences)	\$ 6,700.00
	Blood kits	\$ 12,000.00
	PBTs	\$ 11,970.00
	50 Radars with accessories	<u>\$150,000.00</u>
	Total	\$483,670.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 39,806.00</u>
	Total	\$523,476.00
Local Benefits	0%	
Equipment	None	
Performance Measures	This project directly impacts Alcohol Measures 1-5, Speed 1-2, Motorcycle Safety Measures 1-4, Occupant Protection 1-4 and Police Traffic Safety 1-2.	

**TRAFFIC ENGINEERING
SERVICES/
ROADWAY SAFETY
(RS)**

Project Number: RS-2013-13-RS-01
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 WYDOT's Strategic Highway Safety Plan goals to reduce injuries and deaths on Wyoming's 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.

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 by October 15, 2013.	
Program Area Code	402 RS	
Cost Summary	SMS Projects	\$15,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50
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: RS-2013-13-RS-02
Project Name: Native American Media Outreach and Paid Media
Subgrantee: WYDOT – District 5 Public Involvement Specialist
Longevity of Grant: 4th Year

Wyoming Department of Transportation District 5 is located in the central part of Wyoming and includes residents of Fremont County and the Wind River Indian Reservation. The estimated population in Fremont County as of 2010 was 40,123 people. Fremont County accounts for about 7.1 percent of the population of the state. Based on a three-year average, there were 894 traffic crashes (669 property damage only crashes, 208 injury crashes and 17 fatal crashes) in Fremont County. Statewide, this data represents 5.5 percent of the property damage only crashes, 6 percent injury crashes, and 12.8 percent fatal crashes. There were 50 fatal crashes in Fremont County in the three-year period, and fatal multi-vehicle crashes accounted for 18 of the 50 fatal traffic crashes. Of the 166 Fremont County fatally or seriously injured vehicle occupants involved in traffic crashes in the three-year period, 102 (61 percent) were unbelted vehicle occupants; of those in pickup trucks, 72 percent were unbelted; of the 34 unbelted pickup truck occupants, 26 were male and 18 were between the ages of 18-34; and the unbelted and serious injuries during the three-year period in Fremont County accounted for 11.9 percent of the state's problem.

There were 62 alcohol-related fatal/serious injury crashes in which there were 81 persons fatally or seriously injured between 2008-2010 in Fremont County. Alcohol related crashes from 2008-2010 in Fremont County represent 6.7 percent property damage only crashes, 8.7 percent injury crashes and 19 percent fatal crashes in the entire state of Wyoming. Sixteen percent of all alcohol-related fatal/serious injury crashes were urban in Fremont County, and the remaining happened in rural areas. Alcohol was involved 80.8 percent of the time in arrests between July 1, 2009, and June 30, 2010, in Fremont County.

In statistics from the Fremont County Sheriff's Office from 2011, there were 112 citations for DUI, and the vast majority of DUI arrests in Fremont County are made north of the Big Wind River and near Riverton. Riverton Police Department statistics back the county statistics: 181 people were arrested for DUI in Riverton during 2011 (121 were males, 60 were females). This Riverton arrest number would have likely been higher without a patrol shortage.

Noting the continued high incidence of traffic crashes and fatal crashes, continued lack of seat belt use and high incidence of alcohol use in crime, action must be taken to address the problem as it relates to driving on Wyoming highways throughout Fremont County. The following will be conducted:

- Continued involvement with the Fremont County DUI Task Force (Wind River Project) in attempting to deter citizens from drinking and driving related to Fremont County and the Wind River Reservation. This will involve an ongoing partnership with Injury Prevention Resources and county and reservation law enforcement agencies. The partners in this project are working toward a unified attack on the culture of drinking too much and then driving. These partners realize the importance of reaching our youth and adults within the community. Continued work on the encouraging good decisions will be part of this effort. This will be a high-profile campaign.
- Continued involvement with Fremont County partners, including the Wind River Reservation and its residents, in encouraging everyone to buckle their seat belts. Again, these messages will focus on families and friends encouraging their friends and family to buckle their seat belts every time they ride or drive in a vehicle. This will be high-profile campaign using reservation residents to advocate for buckling seat belts.

Project Number: RS-2013-13-RS-02
Project Name: Native American Media Outreach and Paid Media – (continued)

- Developing two campaigns centered around school bus safety for drivers and pedestrian safety for drivers will be two added-emphasis areas on the Wind River Reservation.

WYDOT District 5 will continue to partner with local media (TV, radio, newspapers), Injury Prevention Resources, Lamar Advertising, county law enforcement, and other groups and students to reinforce these messages which are all centered around the premise of “making good choices.”

Evaluation: A survey will be conducted to will evaluate progress and success of projects (activities) created and launched. How many people are reached by each project? Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seat belt? What is the rate of DUI arrests? Is the rate of alcohol related crashes down on the Wind River Reservation/Fremont County? Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Program Area Code: 402

Cost Summary:	Paid Media	\$58,000.00
	Design/Creative Services	\$10,000.00
	Travel Expenses	\$ 2,000.00
	Materials/Supplies	\$ 2,000.00
	Incentive Items	\$ 5,000.00
	Post-Work Survey	<u>\$ 3,000.00</u>
	Native American Outreach Total	\$80,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 6,584.00</u>
	Total	\$86,584.00

Local Benefit: 100%

Capital Equipment: None

Performance Measures: This program addresses Performance Measures Planning & Administrations 1-4, Occupant Protection 1-3, Alcohol 1-5.

SAFE COMMUNITIES (SA)

Project Number SA-2013-13-SA-01 / 154AL – 2013-13-AL-15
Program Name Regional One Safe Communities
Subgrantee Cheyenne Regional Medical Center Foundation
Longevity of Grant Year One

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1 in Laramie County, Albany County, Carbon County and Goshen County resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in these counties by participating in the NHTSA National Campaigns of; the May Mobilization and the August Crackdown plus the Sturgis Motorcycle Rally and other times selected by the coalition where the data shows a need.

The program will expand the partnership with the National Highway Traffic Safety Administration Wyoming Media Coordinators, the school districts in the Region, community colleges and the University of Wyoming, the Cheyenne Metropolitan Planning Office to assist them in the Transportation Safety Management Plan implementation for adult/youth impaired driving and seatbelts, as well as partnerships with the Laramie County Safe Kids Coalition/Inspection Station, the Click Program and the Laramie County Community Partnership organization. Throughout Safe Communities/Region #1, the program will also partner with 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. One Third (1/3) of the funding is to be dedicated to three (3) campaigns which include: May Mobilization, Sturgis and August Crackdown. The remaining Two Thirds (2/3) of the funding will be dedicated for local project within the region. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for Highway Safety approved conferences and training as needed and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

All of the local events held in Laramie County will be presented to volunteers and safety advocates in Albany County, Goshen County and Carbon County to implement in their communities. Assistance will be offered by this office in any/all of the programs. Local events in these communities will increase as strong networking opportunities are created.

Evaluation Measures A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 402 Funds / 154AL Funds

Project Number
Program Name

SA-2013-13-SA-01 / 154AL – 2013-13-AL-15
Regional One Safe Communities – (continued)

Cost Summary: \$144,550.00
Indirect Cost (8.23%) \$ 11,896.46
TOTAL \$156,446.46

	<u>402 Funds</u>	<u>154 Funds</u>
Personal Services	\$29,432.00	\$40,118.00
Office Expenses	\$ 2,500.00	\$ 2,500.00
Travel/Training	\$ 6,000.00	\$ 6,000.00
Projects/Incentives	\$ 9,000.00	\$19,000.00
Media	<u>\$ 7,000.00</u>	<u>\$23,000.00</u>
TOTAL	\$53,932.00	\$90,618.00

TOTAL BUDGET- \$144,550.00

Personal Services	\$69,550.00	
Program Director (10hrs x 52wks @ \$35.00/hr)		\$18,200.00
Administrative Assistant (8 hrs x 52wks @\$15.00/hr)		\$ 6,240.00
Safe Communities Coordinator (40hrs x 52wks @\$15.00/hr)		\$31,200.00
Employee benefits (Program Director 25% of time worked)		\$ 4,550.00
(Administrative Assistant 25% of time worked)		\$ 1,560.00
(Administrative Assistant 25% of time worked)		\$ 7,800.00

Office Expenses \$5,000.00
including cell phone usage

Travel/Training \$12,000.00
In-state or Out-of-State Travel
Includes professional conference
for program coordinator and assistant
(per diem & mileage at the rate determined on
the website: www.gsa.gov for Domestic Per diem rates.

Projects/Incentives \$ 28,000.00
Including PARTY Program – (10% of the total cost of grant
will be allowed for incentive items)

Media \$30,000.00

Local Benefits: 100%

Capital Equipment None

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

Project Number	SA-2013-13-SA-02 / 154AL-2013-13-AL16
Program Name	Region Two Safe Communities
Subgrantee	Wyoming Medical Center Foundation
Longevity of Grant	Year One

Safe Communities Region II – Converse, Natrona, Niobrara, and Platte Counties – covers long stretches of Wyoming roads located in the mid-eastern part of Wyoming as they encompass 14,306 square miles. These counties vary greatly in population density as they range from 1.0 to 14.4 people per square mile. In 2010, the combined population was estimated at 100,434 people – nearly 1/5 of Wyoming’s total population.

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming’s population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 464 accidents in 2011 – 3 fatal accidents that resulted in 3 deaths and 70 crashes that involved injuries that resulted in 79 people being hurt. Of the 54 fatally or seriously injured vehicle occupants, 32, or 59% were unbelted. There were 10 alcohol related fatal/serious injury crashes in which there were 11 persons that were fatally or seriously injured. There were 151 DUI arrests in Converse County in 2011, of which, 3.31% were underage DUI arrests. There were 22 traffic crashes involving motorcycles between 2009 and 2011. Of these, alcohol was involved in 4 accidents; there was 1 fatality, 3 incapacitating injuries, and 73% were not wearing a helmet.

Natrona County

Natrona County is home to Casper, the state’s 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15% of the total in Wyoming. There were a total of 2,244 accidents in 2011 – 13 fatal accidents that resulted in 14 deaths, and 504 crashes that involved injuries and resulted in 701 people being hurt. Of the 165 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 83, or 50%, that were unbelted. There were 53 alcohol related fatal/serious injury accidents in which there were 69 people who fatally or seriously injured. There were 803 DUI arrests of which 6.48% were underage. There were 144 motorcycle crashes between 2009 and 2011. Of these, alcohol was involved in 19 accidents; there were 4 fatalities, 22 incapacitating injuries, and 81% were not wearing a helmet.

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming’s population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 86 accidents in 2011 – 3 fatal crashes that resulted in 4 deaths and 20 crashes that involved injuries that resulted in 28 people being hurt. Of the 17 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 2, or 12%, that were unbelted. There was 1 alcohol related serious injury crash in which 1 person was seriously injured. There were 15 DUI arrests, of which 6.67% were underage. There were 14 motorcycle crashes between 2009 and 2011. Of these, alcohol was not involved in any; there were 4 fatalities, 8 incapacitating injuries, and 68% were not wearing a helmet.

Project Number
Program Name

SA-2013-13-SA-02 / 154AL-2013-13-AL16
Region Two Safe Communities – (continued)

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.6% of the total in Wyoming. There were a total of 390 accidents in 2011 – 2 fatal crashes that resulted in 2 deaths and 74 crashes that involved injuries that resulted in 90 people being hurt. Of the 69 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 16, or 24%, that were unbelted. There were 18 alcohol related fatal/serious injury crashes in which there were 21 persons fatally or seriously injured. There were 67 DUI arrests, in which 7.46% were underage. There were 15 motorcycle crashes between 2009 and 2011. Of these, alcohol was involved in 1 accident; there were 2 fatalities, 8 incapacitating injuries, and 88% were not wearing a helmet.

Region 2

Cumulatively, Region 2 – Converse, Natrona, Niobrara, and Platte Counties accounted for 21.5%, of the crashes in Wyoming. Furthermore, 17% of the fatalities from crashes, 26% of the alcohol related crashes, and 63% of the crashes involving motorcycles occurred within these 4 counties. One Third (1/3) of the funding is to be dedicated to three (3) campaigns which include: May Mobilization, Sturgis and August Crackdown. The remaining Two Thirds (2/3) of the funding will be dedicated for local project within the region. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for Highway Safety approved conferences and training as needed and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

Evaluation Measures A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 402 Funds (60%)/ 154AL Funds (40%)

Cost Summary: \$134,804.48
Indirect Cost (8.23%) \$ 11,094.89
TOTAL \$155,898.89

Personnel Services

	Hours	Wages	Total	Benefits	Total
Safe Communities Coordinator	15 hrs x 52 wks	\$23.30	\$18,174.00	\$6,433.60 (35.4%)	\$24,607.60
Safe Communities Coordinator	20 hrs x 52 wks	\$18.00	\$18,720.00	\$6,626.88 (35.4%)	\$25,346.88
Safe Communities Contractor	10 hrs x 52 wks	\$40.00	\$15,600.00		\$15,600.00
Total					\$65,554.48
Travel and Training					
5,000 miles		@ \$0.55 per mile		\$2,750.00	
Trainings – CPS trainings, etc.				\$3,000.00	
Life Savers Conference				\$1,500.00	
Total				\$7,250.00	
Computers				\$3,000.00	
Supplies				\$1,000.00	
Total				\$4,000.00	
Media				\$25,000.00	
Programs				\$33,000.00	
Total Budget				\$134,804.48	

Project Number SA-2013-13-SA-02 / 154AL-2013-13-AL16
Program Name Region Two Safe Communities - Continued

Local Benefits: 100%

Capital Equipment None

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

Project Number: SA-2013-13-SA-03
Project Name: Attitude & Awareness Survey
Subgrantee: WYDOT-Highway Safety Program
Longevity of Grant: Continuous

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 developed and tested 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 developed a core set containing 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 October 15, 2013. The report will summarize the results of the survey. Results will be provided in the FY2013 Annual Report.

Program Area Code 402

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

Local Benefit 0%

Capital Equipment None

Performance Measures This program addresses Planning & Administration measures 1 & 2.

Project Number SA-2013-13-SA-04
Program Name CLICK PROGRAM
Subgrantee Laramie County School District #1
Longevity of Grant Continuous

The Click Program is a school based program which consists of recruiting junior high and high school students to serve as presenters and good role models on the importance of traffic safety. The main objectives of the Click program are seatbelt safety, distracted driving, helmet safety, weather and road conditions, graduated and hardship driver's license, and driving under the influence. The Click students promote and speak about all these objectives in elementary, junior and senior high schools, traffic safety activities, and community events. These students serve as examples to not only the children in elementary schools, but also to their peers and teachers.

The Click program is active and will continue in the following schools in Cheyenne: Central High School, East High School, South High School, Triumph High School, Carey Jr. High, Johnson Jr. High, and McCormick Jr. High. Click will continue to partner and work with the following organizations and committees: Laramie County Safe Communities Injury Prevention, East High School FBLA, LCSD#1 Elementary school presentations, Wyoming Seat Belt Coalition, Cheyenne Police Department, Cowboy Network for Distracted Driving, May Mobilization, Alive at 25 Program, Safe Kids Day, Health and Fitness Day on Traffic Safety and Life After Prom.

The Click coordinator will travel to 3 counties (Goshen, Carbon, & Albany) in partnership with the Region 1 Safe Community coordinator to conduct campaigns and presentations for the Highway Safety program. The purpose of visits will be to establish communication and awareness in local schools of the above mentioned messages.

Evaluation The results of the seat belt observational surveys done at the high schools will be provided to the Highway Safety Office (HSO) as part of the summary report of all projects and objectives completed no later than October 15, 2013. The Click Program students will plan and implement activities around the national emphasis campaigns while in school in partnership with Safe Communities and the HSO such as the Holidays, May Mobilization and Child Passenger Safety Awareness Week.

Program Area Code 402 SA

Cost Summary	Personal Services (120 hr/month)	\$40,000.00
	Benefits	\$14,522.00
	Training/Travel	\$ 5,500.00
	Non-major equipment	\$ 2,200.00
	Project Costs	
	(Printing, Educational Materials & t-shirts)	\$ 3,000.00
	Operation Costs (Cell phone \$50/mo)	\$ 600.00
	Total	\$65,822.00
	WYDOT Indirect Costs (8.23%)	\$ 5,417.00
	Total	\$71,239.00

Project Number	SA-2013-13-SA-04
Program Name	CLICK PROGRAM – (continued)
Local Benefit	100%
Capital Equipment	Non-major equipment (lap-top computer and accessories)
Performance Measures	This program may address performance measures in Alcohol 1-5 and Occupant Protection 1-4.

Project Number	SA-2013-13-SA-05
Program Name	HSO Events Calendar
Subgrantee	Highway Safety Program
Longevity of Grant	Continuous

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 planning with partners such as WYDOT Public Affairs Office, Wyoming Highway Patrol, and Wyoming Association Sheriffs and Chiefs of Police and others. The calendar is distributed to law enforcement partners, community leadership, Safe Kids Coalitions/Partners, Safe Communities, legislators, coalition members, public health and other advocates as a focus device for community event planning.

Evaluation	To distribute the calendar on a timely basis to the above safety partners and advocates and provide this list for review in file. 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	\$4,620.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 380.00</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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**SECTION 405
OCCUPANT PROTECTION
(K2)**

Project Number	K2-2013-13-K2-01
Program Name	Wyoming Statewide Seat Belt Survey
Subgrantee	DLN Consulting
Longevity of Grant	Continuous

An annual statewide seat belt survey will be conducted to measure progress of occupant protection programs and state legislation. The safety belt usage survey will cover drivers and front seat outboard passengers in passenger motor vehicles (passenger cars, pickup trucks, vans and sport utility vehicles), registered in state and out-of-state, traveling on all road segments (U.S., State and Local). The process for the survey will be according to the new NHTSA approved methodology in FY2012. The survey will be done in the 16 selected counties. The baseline result was established from the June 2012 survey. The funding will provide an annual on-site training for the observers, on-site monitoring of observers and, the cost of the observers. The consultant will locate any new observers as needed. The project expenses will include direct labor costs for observers, clerical, analysis of the survey results.

Evaluation	Provide the on-site training and monitoring as required for the statewide survey. Submit the final report with the analysis of the statewide survey to the HSO no later than October 15, 2013 with the statewide usage rate by September 1, 2013.
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Program Area Code	405 OP
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Cost Summary	Contractual Services	\$115,000.00
	WYDOT Indirect Costs	<u>\$ 9,464.00</u>
	Total Budget	\$124,464.00

Local Benefit	0%
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Capital Equipment	None
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Performance Measures	This project will address performance measure Occupant Protection 1-4.
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Project Number: K2-2013-13-K2-02
Project Name: Wyoming Seat Belt Coalition (WYSBC)
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

Wyoming has a history of low seatbelt usage by its residents. The usage is well below the national average and the state also has consistently had the highest fatality rate in the nation for all vehicle crashes involving passenger vehicles. There were 135 vehicle related deaths in Wyoming in 2011 and 63% of the persons killed were not wearing a seatbelt.

WASCOP is a not-for-profit association dedicated to providing services and resources to enhance the health and safety of citizens in the state of Wyoming. WASCOP intends to sub-contract with Johnson and Associates (J&A) to manage and provide the identified services for this project. This consulting firm has provided the facilitation and coordination services for the Coalition continuously since the project's original implementation. J&A will assign a project manager and additional staff as required, in order to accomplish all project duties and responsibilities.

J&A will be responsible for the day-to-day functions of the WYSBC, will schedule meetings for participants, develop meeting agendas in concert with the WYSBC management team; distribute agendas and reports to the members, facilitate presentations and discussions at meetings; take minutes of meetings and distribute to members, will coordinate all related activities and initiatives, respond to requests for information, and will work to resolve issues or concerns of all participants.

Toward this end, the project manager will create and maintain an internet-based project management website that will be accessible to all participants. This site will provide essential information and will be the means by which issues can be discussed and all WYSBC initiatives can be tracked and updates provided.

This project has one overarching goal: to develop and implement a series of state, community and business strategies to increase seatbelt usage and improve safety on Wyoming's roads and highways.

Evaluation: A final report summarizing all project activities occurring during the project period is due by October 15, 2013.

Program Area Code: 405

Cost Summary:	Professional/Contractual	\$ 55,000.00
	Printing & Dissemination	\$ 4,000.00
	Materials & Supplies	\$ 300.00
	Meeting Expenses	\$ 10,000.00
	Travel	\$ 2,500.00
	Coalition Projects	\$ 45,500.00
	Indirect Charges (9.25%)	<u>\$ 10,850.25</u>
	WASCOP Total	\$128,150.25
	WYDOT Indirect Charges (8.23%)	<u>\$ 10,546.77</u>
	Total	\$138,697.02

Local Benefit: 0%

Capital Equipment: None

Performance Measures: This project addresses Occupant Protection Performance Measures 1-4

**SECTION 408
TRAFFIC RECORDS**

Project Number: K9-2013-13-TR-01 through TR-08
Project Name: Various – See below
Subgrantee: WYDOT-Wyoming Traffic Records Coordinating Committee
and Wyoming Traffic Records Oversight Committee (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 2013 WYTRCC meeting.

Project Number: K9-2013-13-TR-01
Project Name: Crash Reporting/Hosting at WYDOT

In order to perform all the Quality Assurance monitoring that WYDOT wishes to perform on the crash data, and the ability to integrate the crash data with other data (ie., citations) and systems (Wyoming Electronic Crash Reporting System-WECRS), WYDOT needs more complete access to crash report reporting system data. This project would pursue migration of hosting the WECRS Database to facilities managed by WYDOT which will improve Traffic Records data through data completeness of monitoring crash reports, integration through easier access to crash/operational data, and accessibility as analysts will be able to access the data directly versus through a synchronized copy.

Hosting of WECRS	\$50,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 4,115.00</u>
Total	\$54,115.00

Project Number: K9-2013-13-TR-02
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. The Highway Safety Office is launching an initiative to significantly improve the overall Quality Assurance process covering the Crash data, moving beyond the basic field-oriented edit checks during data entry and after-the-fact quality checks.

Crash Data Quality Control	\$100,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 8,230.00</u>
Total	\$108,230.00

Project Number: K9-2013-13-TR-03
Project Name: EMS Electronic Data System – Hardware/Software/Training

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, equipment and training in fostering support for continued increased compliance of ambulance companies to submit EMS run data electronically.

EMS Electronic Data System –	
Associated Hardware/Software	\$139,100.00
Travel/Training Expenses	\$ 25,000.00
DOH Indirect Costs (21.5%) excludes hardware	<u>\$ 15,900.00</u>
EMS Total	\$180,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 14,814.00</u>
Total	\$194,814.00

Project Number: K9-2013-13-TR-04
Project Name: Traffic Records Project Manager

Based on the Traffic Records Assessment and Strategic Plan, the Highway Safety Office 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 directors daily urgencies don't undermine the work required in active projects.

Overall, the project manager will assist in project planning, coordinating, tracking and reporting of Traffic Records projects. The Project Manager works in concert with each project director in order to assist with creation, updating and completion of specific milestones. The greatest effort is focused on active projects.

Consulting Fees	\$196,895.95
WYDOT Indirect Charges (8.23%)	<u>\$ 16,204.54</u>
Total	\$213,100.49

Project Number: K9-2013-13-TR-05
Project Name: GIS/LRS

The main goal of the project is to complete the public road GIS/LRS with the addition of all public roads in a manner that addresses the stakeholder needs. Over the next 6 to 10 months build system and populate tables to attach common names to the road geometries. In the next 4 to 12 months correct the geometries that are still in error and correct the LRS of fundamental issues as identified in the consultant report submitted in 2011.

Quality: A) Completeness; all cities, municipalities and all of Wyoming counties and begin federal roads (NPS, BLM, USFS), B) Compatibility; with the existing highway and with county and city mapping. C) Quality Assurance; verify correction operation as part of the overall GIS/LRS, verify proper outputs for use by the various stakeholders.

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

Project Number: K9-2013-13-TR-06
Project Name: Driver License Record Update (continued)

This project would update the Driver Services Program Revenue Information System (RIS) with conviction data of Wyoming's Ignition Interlock Law with programming updates. The project would also include when additional time requirements are added, dates imposed and any modifications. Educating the public and law enforcement on these changes require brochures, posters and a check list for law enforcement personnel.

Additional work includes updating the driver record with information from Wyoming's Supreme Court regarding DUI dismissals after driver compliance with deferral probation, amended DUI's to another charge which will assist with reporting arrests and convictions to better track DUI's from start to finish.

This information moves the database to a more complete driver license record and assists law enforcement/Wyoming courts in a more timely and accurate manner.

Cost Summary	Ignition Interlock Law RIS Updates	\$ 3,280.00
	Ignition Interlock Law Violation RIS Updates	\$ 3,736.00
	Ignition Interlock Date RIS Updates	\$ 3,736.00
	Automation of Supreme Court DUI Dismissal/Other Charge Records	\$ 5,124.00
	DUI RIS Updates	\$ 5,124.00
	Public/Law Enforcement Educational Materials	\$ 4,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 2,057.50</u>
	Total	\$27,057.50

Project Number: K9-2013-13-TR-07
Project Name: Crash & Citation Data Analysis

This project is to address extraction information from the citation database and to integrate the citation data with crash data. This project will put in place a pilot system for the Wyoming Highway Patrol (WHP) to apply data-driven decision making regarding enforcement efforts using information from integrating crash and citation data. This will drive WHP enforcement efforts related to reducing the frequency and severity of crashes.

Cost Summary	Crash & Citation Data Analysis	\$65,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 5,349.50</u>
	Total	\$70,349.50

Project Number: K9-2013-13-TR-08
Project Name: Enhanced CARE Analysis and Reporting (CARE IIIb)

This project is to build on the underlying CARE/WebCARE platform, adding multiple services that can be invoked by a safety analyst as well as by other users in applications. Included would be training for basic and advanced analysts/users (inside/outside WYDOT), to provide the basis for a comprehensive inventory of all intersections in the State, to provide various web services that can be access in various ways, to provide the capability to display information from multiple data sets along a Straight-Line Diagram (stacked graph) and to streamline the execution of the Extract, Transfer and Load (ETL) to create datasets used by analysts improving the timely availability of the data for analysis purposes.

Cost Summary	Enhanced Analysis and Reporting	\$250,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 20,575.00</u>
	Total	\$270,575.00

Project Number: K9-2013-13-TR-01-08
Project Name: Traffic Records Projects - (continued)

Evaluation Individual Evaluation Measures will be available on the TRIPRS website at: www.nhtsa-tsis.net/TRIPRS/.

Program Area Code 408

Cost Summary	Crash Reporting/Hosting at WYDOT	\$ 54,115.00
	Crash Data Quality Control	\$ 108,230.00
	Electronic Crash/Citation Data Capture Tools	\$ 54,115.00
	EMS Electronic Data System –	
	Hardware/Software/Training	\$ 194,814.00
	Traffic Records Project Manager	\$ 213,100.49
	GIS/LRS Project	\$ 108,230.00
	WHP Crash Investigation Analysis	
	Equipment and Training	\$ 127,711.40
	Driver License Record Update	\$ 27,057.50
	Crash & Citation Data Analysis	\$ 70,349.50
	Enhanced Analysis and Reporting (CARE IIIb)	<u>\$ 270,575.00</u>
		\$1,228,297.89

Local Benefit 0%

Capital Equipment Non-Major

Performance Measures This program addresses Traffic Record Measures 1-5.

SECTION 410
ALCOHOL
(HF)

Project Number: K8FR-2013-13-HF-R1
Project Name: Chemical Testing Equipment
Subgrantee: Wyoming Department of Health Chemical Testing
Longevity of Grant: Continuous

The Wyoming Chemical Testing Program staff partners with the Wyoming Department of Transportation, Highway Safety Program by selecting sites in need of stationary alcohol testing devices (e.g. Intoximeters, LC/MS equipment).

This project provides for the purchase of two (2) Intoximeters ECIR2 breath alcohol testing instruments for operator training and loaning to law enforcement agencies during instrument absence while awaiting completion of repairs and/or for occasions when law enforcement agencies require additional breath alcohol testing equipment.

Evaluation	To purchase Intoximeter/ECIR2 Testing Equipment.	
Program Area Code	410	
Cost Summary	Intoximeter/ECIR2 Testing Equipment	\$12,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 987.60</u>
	Total	\$12,987.60
Local Benefit	0%	
Capital Equipment	Intoximeters (2)	
Performance Measures	This program addresses Performance Measures Alcohol 1-5	

Project Number: K8FR-2013-13-HF-R2
Project Name: Eligible Training-Chemical Testing Program
Subgrantee: Wyoming Department of Health Chemical Testing Program
Longevity of Grant: Continuous

The Wyoming Chemical Testing Program staff partners with the Wyoming Department of Transportation – Highway Safety Office by selecting sites in need of stationary alcohol testing devices (e.g. Intoximeters, LC/MS equipment). Program staff requires knowledge to configure, calibrate, repair and train on complex equipment.

This project provides for the technical and educational training of the Chemical Testing Program staff to ensure they remain experts for drug and alcohol court testimony and on all related instruments. The Chemical Testing Program staff requires training to be current on equipment specifications, repair techniques and 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 (5) different types of training as listed below:

1. Agilent Technologies GC/MS and LC/MS Operator, Trouble Shooting and Maintenance School.
2. Society of Forensic Toxicologists annual meeting.
3. Indiana University for Robert F. Borkestein DUID Courses that provide instruction regarding the effects of drugs and alcohol on human performance, DUID litigation and traffic safety.
4. International Association for Chemical Testing Annual meeting.
5. 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. A trip report will be provided for all trainings/conferences with reimbursement request.

Program Area Code 410

Cost Summary	Travel/Training/Educational Expenses	\$10,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 823.00</u>
	Total	\$10,823.00

Local Benefit 0%

Capital Equipment None

Performance Measures This program addresses Performance Measures Alcohol 1-5

Project Number: K8FR-2013-13-HF-R3
Project Name: Alcohol Factors
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

WASCOP will analyze the alcohol-related data for all custodial arrests from January 1 through December 31, 2012. This Information is being collected at the time of book-in at the twenty-three county detention facilities in the state, as well as at the Fremont County Alcohol Crisis Center.

Johnson and Associates will be responsible for coordinating all related activities, developing and presenting formal presentations, responding to requests for information, and resolving issues or concerns of all participants. Toward this end, the project manager will create and maintain an internet-based project management website that will be accessible to all participants. This site will provide information and will be the means by which issues can be discussed as the project progresses.

This project has three primary goals: (1) to analyze the alcohol-related data on custodial arrests in Wyoming in order to devise more effective strategies to reduce alcohol related crimes and traffic crashes; (2) to produce and disseminate a year-end report of the essential findings and conclusions to the general public and state and community leaders; and (3) to present the findings of the data collected to various governmental and community groups.

Evaluation: A final report summarizing all project activities occurring during the project period is due by October 15, 2013.

Program Area Code: 410

Cost Summary:	Professional/Contractual	\$40,000.00
	Printing & Dissemination	\$ 5,000.00
	Materials & Supplies	\$ 300.00
	Forum Expenses	\$ 5,000.00
	Travel	\$ 5,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 5,115.25</u>
	WASCOP Total	\$60,415.25
	WYDOT Indirect Charges (8.23%)	<u>\$ 4,972.18</u>
	Total	\$65,387.43

Local Benefit: 0%

Capital Equipment: None

Performance Measures: This project addresses Performance Measures Alcohol 1-5 and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

Project Number: K8FR-2013-13-HF-R4
Project Name: DRE /ARIDE Technical Training and Impaired Driving Conference
Subgrantee: Laramie Police Department
Longevity of Grant: Continuous

Wyoming's alcohol involved traffic crashes in the past two years have been steady despite enforcement efforts. Data shows that between 2007-2011, alcohol related fatalities averaged 36.3%. Alcohol and drug-involved fatal crashes continue to be a major factor in Wyoming's fatal traffic crashes each year. In addition, 570 of the 4,796 injury crashes or almost 12% , involved alcohol and/or drugs. In 2011, there were 5,199 Driving Under the Influence arrests were made in the state by all law enforcement officers.

Wyoming's Drug Evaluation and Classification Program (DECP) began in 2006. Currently, there are 80 Drug Recognition Experts (DRE's) stationed throughout the state, working for various law enforcement agencies. Officers who attend DRE training are taught how to detect and apprehend drug impaired drivers, an ever-increasing problem on the highways of our state. This is a nationally recognized program. In order to become certified as a DRE, an officer must complete two weeks of intensive classroom training and pass a written examination with a score of 80 percent or higher. Once an officer has successfully completed the classroom training, they are required to complete 12 DRE evaluations on drug impaired subjects. A DRE evaluation is a 12-step process where the officer first conducts a preliminary interview to determine if the impairment is caused by a medical condition. Peace officers who successfully complete the rigorous course are certified by the International Association of Chiefs of Police (IACP). During the first five years of the program, Wyoming's DREs have completed at least 644 training evaluations and another 793 enforcement evaluations. The program continues to be highly successful. DREs are required to undergo a minimum of eight hours of refresher training every two years to remain certified as DREs.

The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was developed by the National Highway Traffic Safety Administration (NHTSA) with input from the IACP Technical Advisory Panel (TAP) and the Virginia Association of Chiefs of Police. ARIDE was created to address the gap in training between the Standardized Field Sobriety Testing (SFST) and the DECP. The SFST program trains officers to identify and assess drivers suspected of being under the influence of alcohol while the DECP provides more advanced training to evaluate suspected drug impairment. The SFST assessment is typically employed at roadside, while an officer trained as a DRE through the DECP conducts a drug evaluation in a more controlled environment such as a detention facility. ARIDE is intended to bridge the gap between these two programs by providing officers with general knowledge related to drug impairment and by promoting the use of DREs in states that have the DECP.

One of the more significant aspects of ARIDE is its review and required student demonstration of the SFST proficiency requirements. The ARIDE program also stresses the importance of securing the most appropriate biological sample in order to identify substances likely causing impairment. ARIDE is a 16-hour training course and may only be taught by DRE instructors. The training is conducted under the control and approval of the DECP State Coordinator.

In previous years, an Impaired Driving Conference was held during the spring of every odd year in Wyoming. This conference provided an opportunity to bring law enforcement officers and prosecutors together for updated training and networking opportunities. This Impaired Driving Conference will provide an opportunity to bring law enforcement officers, prosecutors and other key stakeholders together for updated training and networking opportunities in the

Project Number: K8FR-2013-13-HF-R4
Project Name: DRE /ARIDE Training and Impaired Driving Conference - (continued)

spring/summer of FY2013. While the former Wyoming Governor's Council on Impaired Driving had coordinated previous conferences, it is not within the goals of the current Council to organize a conference.

There is an established need for updated and ongoing training to provide law enforcement with the skills necessary to detect and apprehend impaired drivers. In addition, the IACP highly recommends that the DECP State Coordinator attend the Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving. Additional key personnel within the Wyoming DECP should also attend. The DECP State Coordinator would attend the annual Lifesavers National Conference on Highway Safety Priorities and should continue attending this important training.

Evaluation: Submission of a Year End Summary Report of all purchases, buys, activities, etc., no later than October 15, 2013.

Program Area Code: 410

Cost Summary:	Impaired Driving Conference (supplies, facility, printing, postage, speakers...)	\$40,000.00
	Conference Travel/Training Expense	\$10,500.00
	ARIDE Training/travel/printing	\$ 5,000.00
	Materials/Supplies	<u>\$10,000.00</u>
	DRE/ARIDE Total	\$65,500.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 5,390.65</u>
	Total	\$70,890.65

Local Benefit: 0%

Capital Equipment: None

Performance Measures: This project addresses Performance Measures Alcohol 1-5

Project Number: K8FR-2013-13-HF-R5
Project Name: Impaired Driving Media Campaign
Subgrantee: Governor's Council on Impaired Driving
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. The funds may be used for development costs, TV, radio, print media.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 410 HFR

Cost Summary: \$550,000.00
Indirect Cost (8.23%) \$ 45,265.00
\$595,265.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Addresses Alcohol performance measures 1-5.

SECTION 410
ALCOHOL
(HVE)

Project Number: K8VE-2013-13-HV-E1/154AL-2013-13-AL-17/PT-2013-13-PT-03
Project Name: Local Enhanced Overtime Enforcement
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The Local Enhanced Overtime Enforcement project will be managed by WASCOP and it will continue the contract with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for grant agencies.

WASCOP will provide overtime opportunities to all local law enforcement agencies in the State. The grants will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; emphasis will vary by campaign and may include multiple focus areas. Radar units will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into local overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As such, 154AL funds will be used for both overtime enforcement and radar units. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems.

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 update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

Evaluation: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.

Program Area Code: 410HVE/402/154AL

Cost Summary:	Overtime	\$1,018,000.00
	Radar Units w/accessories	\$ 64,000.00
	Indirect Charges (9.25%)	\$ 100,085.00
	WASCOP Total	\$1,182,085.00
	WYDOT Indirect Charges (8.23%)	\$ 97,285.60
	Total	\$1,279,370.60

Local Benefit: 100%

Equipment Non-Major only; Radar Units w/accessories

Performance Measures: This project addresses Performance Measures P&A 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4, Alcohol 1-5 and the recommended counter-measure to increase enforcement participation in traffic safety endeavors.

Project Number	K8VE-2013-13-HV-E2/154AL-2013-13-AL-14/PT-2013-13-PT-05
Program Name	WHP Enhanced Overtime Enforcement
Subgrantee	Wyoming Highway Patrol (WHP)
Longevity of Grant	Continuous

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol in the past. WHP has experience with Highway Safety grants and the management of grant fund distribution. WHP will provide overtime opportunities to all divisions in the State. The grant will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; the emphasis will vary by campaign and may include multiple focus areas. Radar units, blood kits and PBTs will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into the patrol overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. Funding distribution will be based on data driven decision making. The 402 funds will be used for the May Mobilization efforts by Patrol. All other expenses will be utilized through the project in 154AL.

Large volumes of motorcycle traffic are associated with special events such as Ham and Jam (in conjunction with Sturgis). WHP Special Services Squad along with added troopers from around the state are needed to provide safety for the motoring public and the citizens of Wyoming during the last week of July through the middle of August.

WHP will send a maximum of two officers to DUI training conferences pertaining to enhanced overtime issues in order to learn the latest enforcement techniques being used nationally. The funding for the conference would include travel, registration fees and subsistence expenses with prior Highway Safety Office approval.

WHP will purchase blood kits and distribute statewide to all divisions as needed according to the number of DUI arrests in a particular area to support overtime DUI Enforcement done. Funds will provide portable breath testing devices as needed.

This program will be available to Troopers based on their enforcement efforts for the last year with the cutoff of September 7th, 2013 to accommodate the fiscal closeout.

Evaluation	Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.
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Program Area Code	410HVE/402/154AL
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Project Number
Program Name

K8VE-2013-13-HV-E2/ 154AL-2013-13-AL-14/ PT-2013-13-PT-05
WHP Enhanced Overtime Enforcement – (continued)

Cost Summary	Overtime (Portion of this will be 402 funds TBD)	\$290,000.00
	High Visibility Enforcement Meeting	\$ 13,000.00
	Training/Travel (Traffic Safety conferences)	\$ 6,700.00
	Blood kits	\$ 12,000.00
	PBTs	\$ 11,970.00
	50 Radars with accessories	<u>\$150,000.00</u>
	Total	\$483,670.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 39,806.00</u>
	Total	\$523,476.00

Local Benefits 0%

Equipment None

Performance Measures This project directly impacts Alcohol Measures 1-5, Speed 1-2, Motorcycle Safety Measures 1-4, Occupant Protection 1-4 and Police Traffic Safety 1-2.

SECTION 154AL

Project Number: 154AL-2013-13-AL-01
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 the equipment delivers accurate BAC results and trains officers on the correct usage of the equipment. 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 Stephanie Lucero, Grant Manager, at the Wyoming Department of Transportation – Highway Safety Office (WYDOT–HSO). Within the letter, it is required they provide the statement of need from Chemical Testing before the request is considered.

Evaluation: To purchase three (3) 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 3 @ \$5,000	\$15,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50

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. WYDOT-HSO will pay up to \$5,000 per piece of equipment.

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

Project Number: 154AL-2013-13-AL-02
Project Name: SFST Training
Subgrantee: Wyoming Law Enforcement Academy
Longevity of Grant: Continuous

The SFST program has been available nationally to law enforcement for over 25 years. Since the inception of the SFST program law enforcement and prosecutors have used this process to make strides in identifying and removing impaired drivers from our public roadways. In response, defense attorneys have become increasingly sophisticated in their defense techniques, using their knowledge of the SFST program to undermine its credibility with the goal of seeking reduced penalties imposed on their clients. One often used technique by the defense is to discredit the arresting law enforcement officer's credibility by attacking the officer's level of training. This includes whether the law enforcement officer has been properly trained and received updated and current technical information regarding the NHTSA/IACP SFST program.

To reduce impaired driving related fatalities and injuries on Wyoming's roadways, and to successfully remove the alcohol and other drug impaired drivers from our public roadways, law enforcement officers and prosecutors must keep abreast of emerging technical and application developments in the national SFST program.

In December 2009, a Technical Assessment team was assembled and reviewed WLEA's 24 hour DWI Enforcement training. At the conclusion of the assessment, a report was furnished indicating the current strengths of the DWI curriculum while identifying several areas in need of improvement. As a result of these recommendations, the WLEA made the needed adjustments in the Peace Officer Basic training curriculum. In addition, discussions were initiated to identify possible avenues in establishing a comprehensive state SFST program which included providing an avenue of increasing the availability for the Wyoming law enforcement officer to attend SFST refresher training.

As such, the WLEA, working in conjunction with current SFST Instructor Trainers within our state, created a partnership to develop an opportunity for continued SFST refresher training. More so, it was determined that a better avenue of providing this continued SFST refresher training would be the development of a 40 hour SFST Instructor Trainer course that would create an avenue of self sufficiency among our law enforcement community.

Hence the project to attract SFST trainer candidates through a no-cost scholarship based training program to attend a 40 hour SFST Instructor Trainer course. As a stipulation of attending these no-cost trainer courses, the instructor candidate will be obligated to conduct at least one local or regional SFST training/refresher course within one year of receiving the training.

To date, a collaborative effort to provide a scholarship based SFST Instructor Trainer course has allowed the WLEA to train 33 officers that are providing refresher training to a minimum of 26 communities throughout our state. However, in order to create an objective goal of two (2) SFST Instructor trainers within each county of our state, an additional one (1) SFST Instructor Trainer course would have to be conducted to create such an avenue for our law enforcement agencies to become more self-sufficient in their SFST refresher training needs. In addition, after the initial three (3) SFST Instructor Trainer courses have been offered it would be reasonable and logical to offer a SFST Instructor Trainer course every other year to sustain the established foundation of the SFST Instructional cadre within our State.

Project Number: 154AL-2013-13-AL-02
Project Name: SFST Training – (continued)

The key component in the foundation of this project is the development of a cadre of SFST Trainers within the State of Wyoming. This cadre would address the expressed needs from the NHTSA Assessment and components of the former Governor’s Leadership Team to Prevent Impaired Driving in FY2010.

Evaluation: The following course materials will be provided to the Highway Safety Office: an agenda, number of attendees, number of attendees completing the course, course evaluation, summarized course evaluation and receipts of costs.

Program Area Code: 154AL

Cost Summary:	SFST Trainer Course Tuition	\$6,000.00
	Materials/Supplies/Manuals/ Instructor Fees/Participant Fees	<u>\$2,200.00</u>
	SFST Training Total	\$8,200.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 674.00</u>
	Total	\$8,874.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: This project addresses Performance Measures Alcohol 1-5

Project Number	154AL-2013-13-AL-03
Program Name	Comprehensive Alcohol Program
Subgrantee	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. It will provide funding 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	Provide a report of project activity, materials purchased or printed and/or incentive items with the message as applicable.
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Program Area Code	154AL
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Cost Summary	Materials/ Supplies	\$13,860.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 1,140.00</u>
	Total	\$15,000.00

Local Benefit	0%
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Capital Equipment	None
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Performance Measures	This project will address performance measures in Alcohol 1-6.
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Project Number 154AL-2013-13-AL-04
Program Name Sweetwater County DUI Supervised Probation
Subgrantee Sweetwater County Sheriff's Office
Longevity of Grant 5th and Final Year

The Sweetwater County DSP Program serves all cities located in Sweetwater County, Wyoming. The estimated population of the County as of 2010 was 43,806 people. Sweetwater County is the largest County in Wyoming and is located in the Southwest portion of the state. The county accounts for roughly 7.77% of the population of Wyoming. Sweetwater County continues to have a high number of D.U.I. arrests along with alcohol related traffic crashes. According to the 2010 Wyoming Association of Sheriffs and Chiefs of Police Report, 28.95% of all arrests in Sweetwater County were for D.U.I. The average BAC in those arrests was (.151) almost twice the legal limit. In addition Alcohol was involved in 70.91% of all the traffic crashes in Sweetwater County the same year.

The conditions of probation for Driving Under the Influence (DUI) 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. Unsupervised probation (i.e., the 'honor system') does not work, particularly for the hardcore (high BAC, repeat offender) drinking driver.

Noting that almost three-quarters of all crime in Sweetwater County is alcohol-related, and close to one-third of all arrests were for Driving Under the Influence, action must be taken to address the problem.

* The DUI Supervised Probation (DSP) program is a project whose purpose is to reduce recidivism by ensuring that convicted DUI offenders comply with the conditions of probation imposed by the courts. The Program provides an intermediate step between Unsupervised Probation ("honor system") for DUI Offenders with low risk of re-arrest, and Department of Corrections (DOC) Probation & Parole, for the highest risk DUI Offenders.

* The Sweetwater County Circuit Courts and the Municipal Courts will continue to use the DSP Program. The Municipal and Circuit Court Judges in consultation with the City or County Prosecuting Attorney, will sentence eligible offenders to the Program. To be eligible, offenders must have had one prior DUI conviction and must have no current pending charges or past convictions for violent offenses and will include first time offenders with a high BAC (above 0.15%).

* The DSP program will provide frequent, regular monitoring of D.U.I. Offenders and the coordination of all court ordered probation activities to ensure compliance. The primary objective of the DSP caseworker is to balance supervision strategies aimed at enforcing rules with those designed to assist clients in changing behavior.

* Throughout the term of probation, the DSP Caseworker will submit monthly reports to the sentencing courts regarding the offender's compliance. Offenders who are non-compliant, and where intermediate sanctions were unsuccessful in changing behavior, will be referred back to court to face possible revocation.

* Sweetwater County DSP will continue to work closely with the Treatment Providers in the Community ensuring clients are attending any required treatment sessions. The DSP Office will utilize other Community Organizations including Law-Enforcement Agencies, the Public Defender's and Prosecuting Attorney's Offices, the Department of Family Services, Veterans Services,

Project Number: 154AL-2013-13-AL-04
Project Name: Sweetwater County DUI Supervised Probation (continued)

Vocational Rehabilitation, local Drug and Alcohol Testing Facilities, Community Service Recipients, Star Transit, Ignition Interlock Providers and local 12 Step Public Meeting Groups as needed in helping to enforce compliance.

Operating costs including the DSP Program Coordinator/Caseworker's hourly pay and benefit package, materials and supplies, travel and training will be funded by Sweetwater County, client fees and possible monies obtained from Municipalities. Grant funds will be used for reimbursement of up to 25% of the project's expenditures. **This will be the final year of grant funding provided for this program.**

Evaluation 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 Highway Safety Office by October 15, 2013. A database consisting of all DUI conviction data will be maintained and will be used to evaluate the effectiveness of the DSP Program and to track program income and its use. The extent to which DUI offenders sentenced to the DSP Program comply with the conditions of probation imposed by the Sweetwater County Circuit and Municipal Courts will be closely evaluated. The number of offenders who appropriately follow the courts' orders, the number of offenders who consistently follow recommendations and/or treatment plans, and the number, type and quality of contacts made by the DSP caseworkers with offenders in the program will be monitored. The number and extent of intermediate sanctions imposed by the courts on non-compliant offenders will be closely monitored as well.

Program Area Code	154AL		
		<u>Total Costs</u>	<u>WYDOT Funds (25%)</u>
Cost Summary	Personal Services	\$65,324.00	
	Non-major Equipment	\$ 500.00	
	Office Expenses	\$ 1,300.00	
	Travel	\$ 1,000.00	
	Training	<u>\$ 2,500.00</u>	
	Total	\$70,624.70	\$17,656.00
	WYDOT Indirect Costs (8.23%)		<u>\$ 1,453.00</u>
	Total Budget		<u>\$19,109.00</u>

Local Benefit 100%

Capital Equipment Non-major equipment if needed

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

Project Number: 154AL-2013-13-AL-05
Project Name: Blood Kits
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

This project will allow WASCOP to purchase blood kits for law enforcement agencies throughout the state for Highway Safety Office (HSO) funded overtime enforcement only. The HSO will jointly determine the number of blood kits needed for the purchase for HSO funded overtime enforcement.. WASCOP will distribute the kits based off of traffic safety data such as DUI arrests represented in the Alcohol and Crime in Wyoming by WASCOP and Crime in Wyoming by the Department of Criminal Investigation (DCI) and overtime hours. The targeted distribution will be done by WASCOP during organizational meetings, overtime grant reviews, traffic safety committee meetings, etc. The Highway Safety office (HSO) will assist with the data driven approach as needed.

Evaluation: A summary stating the number of law enforcement agencies that received the blood kits and the overtime activity for which they were used will be provided by WASCOP to the HSO.

Program Area Code: 154AL

Cost Summary:	Blood Kits	\$14,250.00
	WASCOP Indirect Charge (9.25%)	<u>\$ 1,318.13</u>
	WASCOP TOTAL	\$15,568.13
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,281.26</u>
	Total	\$16,849.38

Local Benefit: 0%

Capital Equipment: None

Performance Measures: This project addresses Alcohol 1-5

Project Number 154AL-2013-13-AL-06
Program Name BAC On Wind River Indian Reservation (WRIR)
Subgrantee Injury Prevention Resources
Longevity of Grant 2nd Year

Injury Prevention Resources serves Fremont County which is located in the central and slightly northern part of the state. The 2010 census estimated the population to be 40,123 people with 8,498 being Native, 29,813 white and the rest were categorized as other. Fremont County is a very large county with only four people per square mile while the state average is five people per square mile. Fremont County accounts for 7% of the population of Wyoming. The average of those in Wyoming living below the poverty line is 9% while in Fremont County it is 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age.

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. Wyoming has an overall poverty rate of 9% while those living on the Wind Indian Reservation have a poverty level of 22% which is above the county level.

Between 2008 and 2011 there were a total of 582 fatalities on Wyoming's roadways. Of those, 84 were in Fremont County. That means 14% of the fatalities occurred in a county that is only 7% of the population. During 2008 - 2010 the following crash fatalities involving Native American occurred on the WRIR with over 50% alcohol related:

- 2008 – 11 fatalities
- 2009 – 11 fatalities
- 2010 – 6 fatalities

During the period of July 1, 2009 and June 30, 2010, there were 4,665 arrests in Fremont County (WY Sheriff and Chiefs Association), of those, 2,378 were arrested for public intoxication, 4,109 of those arrests involved alcohol and 104 involved drugs. This means 88% of all arrests in Fremont County involved alcohol, much higher than the statewide average of 72%. There were 463 DUI arrests made with an average BAC of .164 (higher than the state average of .1525). This does not include the 240 DUI arrests made on the Reservation and held for Tribal Court.

Given that 88% of crimes in Fremont County are alcohol related it is common practice for judges to put offenders on twice daily or three times daily BACs when they bond out or are released of their own recognizance. Many of these people will be put back in jail if they fail to meet the terms of their bond or agreement with the court. Unfortunately many of these people live on the Reservation and are without transportation and often do not have the money to pay someone to drive to town. The trip to town can often be as many as 60 miles in one direction - twice to three times a day, relying on a friend, relative or neighbor. This inability to make it into town to do a required BAC is what often causes the person to fail and end up back in jail.

The BAC services on the Wind River Indian Reservation will only be offered to DUI offenders. When a client comes for their first BAC at the Reservation location, a copy of the court order is given to the BAC technician along with a photo ID. IPR will assure the court order paperwork states the client is a DUI offender and will only offer services to those who fit this category.

Project Number 154AL-2013-13-AL-06
Program Name BAC On Wind River Indian Reservation (WRIR) – (continued)

All costs not paid by WYDOT grants are paid by other foundation grants, local government grants, individual contributions, fundraisers, WorkForce Services grants, and private donations. WYDOT grant funds will be used for salaries, planning projects and activities, materials and supplies, media, education and travel.

Injury Prevention Resources has partnered with Probation and Parole on the Reservation. We are also supported by a wide range of partners including the following:

Riverton Police Dept	Lander Police Dept.	Fremont Co. Sheriff Dept.
Fremont Counseling	Judge Roberts	Judge Denhardt
County Attorney's Office	Judge Young	Defense Attorneys
C.A.S.T. (Drug Court)	Probation and Parole	WRIR Wyoming Counseling
Legal Aid of WY	WYDOT	Meadowlark
Wind River Indian Reservation		

Evaluation To provide in the final report due October 15, 2013 a summary of the media campaign to raise awareness of the BAC station - both earned and paid. Include the comparison over the last two previous years of the numbers from the Fremont County Detention Center to determine the reduction of those required to be housed by allowing clients to have a place closer to them where they can perform their BACs and determine the savings to the county.

Program Area Code 154AL

Cost Summary	Personnel	\$42,015.00
	Office Cost	\$ 2,000.00
	Accountant	\$ 7,500.00
	Rent & Utilities	\$ 6,750.00
	Program Supplies (BAC Tubes)	\$ 3,600.00
	Travel & Training	\$ 1,700.00
	Telephone	\$ 2,250.00
	Internet	\$ 1,000.00
	Media (Production & Purchase)	\$ 1,000.00
	Copier	<u>\$ 200.00</u>
	Total	\$68,015.00
	WYDOT Indirect Costs(8.23%)	<u>\$ 5,597.00</u>
	Total Budget	<u>\$73,612.00</u>

Local Benefit 100%

Capital Equipment None

Performance Measures This project will address performance measures in Alcohol 1-6.

Project Number 154AL-2013-13-AL-07
Program Name Traffic Safety Resource Prosecutor
Subgrantee Wyoming County and Prosecuting Attorneys Assoc.
Longevity of Grant 3rd Year

The TSRP is a position originally created in February of 2010 designed to address the needs of prosecutors who contend with traffic safety problems in the State of Wyoming. In 2013, it will mark the third year since the creation of the position. Every state in the nation with two exceptions currently has at least one Traffic Safety Resource Prosecutor. The focus of this position is addressing issues from the many problems associated with the violation of Wyoming traffic safety laws, especially DUI. Considerable emphasis will be placed on the prosecution of DUI cases, and as such, this focus will require travel, equipment, and training.

This position is especially important as it relates to DUI enforcement and prosecution. Drunk/drugged driving is a significant problem in the State of Wyoming. Wyoming ranks among the top in the nation when it comes to DUI fatalities per population.

While attitudes toward drinking and driving in many parts of Wyoming are shifting, there is still a great need for public education. The consequences of drunk/drugged driving can be devastating. In addition to public education, there is considerable need for DUI education when it comes to prosecutors and police officers. DUI cases are very difficult to prosecute. DUI cases often involve lab results, witness testimony, expert testimony, photo exhibits, video recordings, etc. In addition, there are numerous resources for defense attorneys and DUI defendants hoping to escape the legal ramifications of driving drunk. A quick GOOGLE search will reveal that nearly every webpage related to DUI focuses on how people can “get out of a DUI.” Searching for information on the web on how to prosecute a DUI will yield considerably fewer results.

The TSRP position is designed to serve as a resource to prosecutors and law enforcement officers in the state of Wyoming with a primary emphasis on DUI. The primary means of accomplishing this goal will include regular presentations to prosecutors and law enforcement on DUI prosecution and enforcement. This will include giving presentations around the state in person as well as monthly webinars which will qualify for both legal CLE and law enforcement POST credit. The TSRP will also publish a monthly newsletter which will focus on traffic safety issues unique to Wyoming. This will include at least one main article written and published by the TSRP. The TSRP will also maintain a regularly updated website with important links and resources for prosecutors.

Evaluation The TSRP is to provide quarterly progress reports that will outline the current goals and progress to the Highway Safety Office. All reimbursement requests will be accompanied with an activity summary and supporting costs documentation. The final report will be a summary of all projects and/or activities provide to the Highway Safety Office no later than October 15, 2013.

Program Area Code 154AL

Cost Summary	Professional Services	\$100,000.00
	Travel/Training	\$ 15,000.00
	Materials/Supplies	\$ 5,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00

Project Number:	154AL-2013-13-AL-07
Project Name:	Traffic Safety Resource Prosecutor - (continued)
Local Benefit	100%
Capital Equipment	None
Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-6.

Project Number: 154AL-2013-13-AL-08
Project Name: WASCOP – Local Video Camera
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

Typically one third of Wyoming’s fatal crashes are alcohol involved. The data shows that between 2007-2011, alcohol related fatalities averaged 36.3%. Alcohol continues to be a significant factor in fatal and serious injury crashes in Wyoming. Finding and arresting impaired drivers is the 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.

This project provides funding for approximately 36 video cameras and accessories to Wyoming’s 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 by October 15, 2013 with the pros/cons and usage of the camera(s).

Program Area Code: 154AL

Cost Summary:

Video Camera’s	\$183,750.00
WASCOP Indirect Charges (9.25%)	<u>\$ 16,996.88</u>
WASCOP Total	\$200,746.88
WYDOT Indirect Charges (8.23%)	<u>\$ 16,521.47</u>
Total	\$217,268.34

Local Benefit: 100%

Capital Equipment: Video Camera’s

Performance Measures: This program addresses Performance Measures Alcohol 1-5.

Project Number 154AL-2013-13-AL-09
Project Name DUI Monitoring
Subgrantee Injury Prevention Resources
Longevity of Grant 3rd Year

Injury Prevention Resources serves Fremont County which is located in the central and slightly northern part of the state. The 2010 census estimated the population to be 40,123 people with 8,498 being Native, 29,813 white and the rest were categorized as other. Fremont is a very large county with only four people per square mile while the state average is five people per square mile. Fremont County accounts for 7% of the population of Wyoming. The average of those in Wyoming living below the poverty line is 9% while in Fremont County it is 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age.

Between 2008 and 2011 there were a total of 582 fatalities on Wyoming's roadways. Of those, 84 were in Fremont County. That means 14% of the fatalities occurred in a county that is only 7% of the population. Of those fatalities: in 2008 100% of the fatalities were not buckled, in 2009, 86 % were not buckled, in 2010, 77% were not buckled and in 2011, 69% were not buckled (in Fremont County). So, by looking at the data, it seems that all of our hard work is paying off -- but we have a long way to go. In all those fatal crashes in all those years over 50% were alcohol related.

During the period of July 1, 2009 and June 30, 2010, there were 4,665 arrests in Fremont County (WY Sheriff and Chiefs Association), of those, 2,378 were arrested for public intoxication, 4,109 of those arrests involved alcohol and 104 involved drugs. This means 88% of all arrests in Fremont County involved alcohol, much higher than the statewide 72%. There were 463 DUI arrests made with an average BAC of .164 (higher than the state average of .1525). This does not include the 240 DUI arrests made on the Reservation and held for Tribal Court.

Lastly, studies have shown that many people will become successful if they are allowed back in society instead of serving jail time if they have a job and are monitored for sobriety. The SCRAMx bracelet is a tool to assist the individual to remain sober thus utilizing a restricted driver license to keep their job and be part of society. Fremont County judges have been looking for ways to make sure people who are out on bond or probation are on some type of system that is mostly foolproof and will keep them sober while they are out of jail and driving.

All costs not paid by WYDOT grants are paid by other foundation grants, local government grants, individual contributions, fundraisers, WorkForce Services grants, and private donations. WYDOT grant funds will be used for salaries, planning projects and activities, materials and supplies, media, education and travel.

Injury Prevention Resources has partnered with Alcohol Monitoring Systems (AMS) to become a distributor of SCRAMx. IPR is also supported by a wide range of partners including the following:

Riverton Police Dept.	Lander Police Dept.	Fremont Co. Sheriff Dept.
Fremont Counseling	Judge Roberts	Judge Denhardt
County Attorney's Office	Judge Young	Defense Attorneys
C.A.S.T. (Drug Court)	Probation and Parole	Fremont County Detention Center

Project Number **154AL-2013-13-AL-10**
Project Name **DUI Monitoring - (continued)**

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 SCRAMx and number of clients who used the units; determine a change in recidivism. Provide the final summary report to Highway Safety Office not later than October 15, 2013.

Program Area Code	154AL		
		<u>154AL</u>	<u>Local</u>
Cost Summary	Personnel	\$54,000.00	\$10,000.00
	Accounting	\$ 7,500.00	
	Office Expenses	\$ 2,150.00	\$ 200.00
	Copier	\$ 200.00	
	Travel/ Training	\$ 1,700.00	\$ 1,200.00
	Program Supplies	\$ 597.00	
	Phone & Internet	\$ 3,250.00	
	Rent & Utilities	<u>\$ 6,750.00</u>	<u>\$ 1,421.00</u>
	Total	\$76,147.00	\$12,821.00
	WYDOT Indirect Costs	<u>\$ 6,266.00</u>	
	Total Budget	\$ 82,413.00	<u>\$12,821.00</u>

Local Benefit 100%

Capital Equipment None

Performance Measures This program addresses Alcohol 1-5.

Project Number 154AL – 2013-13-AL-10
Program Name D. U. I. Safety Education
Subgrantee Wyoming Highway Patrol
Longevity of Grant Continuous

The vision of the Wyoming Highway Patrol is “Leaders in Highway Safety” as the State Law Enforcement agency. With this Vision, the Patrol is dedicated to reduce the number of serious injury and fatal crashes, reduce the number of impaired driver crashes, and maximize our enforcement and public education efforts in Wyoming.

Wyoming’s alcohol involved traffic crashes in the past three years have seen a decline. However even though on a decline, alcohol involved crashes continue to be a major factor in Wyoming’s fatal traffic crashes each year. In 2011, 39.26% of the fatalities involved alcohol and/or drugs. Preliminary statistics for 2011 show alcohol was involved in 14% of injury crashes and 5% of Property Damage Only crashes. The Wyoming Highway Patrol has been actively working with other Law Enforcement organizations to show a visible and combined effort to enforce impaired driving laws to help reduce impaired driving violations and crashes.

The Wyoming Highway Patrol is very active in removing impaired drivers from Wyoming highways. In 2011, over 1100 arrests made by Troopers were for Driving While Under the Influence (DWUI). Though the agency has seen a decline in DWUI arrests over previous years, the Blood Alcohol Concentration average of a DWUI arrest in Wyoming is increasing to .15% or greater.

During calendar year 2011 drivers between the ages of 21 and 35 account for 46% of all DUI arrests. 7.25% of all persons arrested for driving under the influence were under the age of 21. Alcohol was involved in 41% of all juvenile arrests and 70% of all custodial arrests in Wyoming. DUI arrests account for more than 32.6% of all arrests in 17 of the 23 Wyoming counties. (Source: Alcohol and Crime in Wyoming – 2011)

As part of the overall process of removing impaired drivers, the Wyoming Highway Patrol provides public education on the dangers of being impaired while operating a motor vehicle. Impaired driving educational efforts are primarily focused on drivers ages 14 to 25. The secondary focus is toward drivers 25 yrs. old and older.

Troopers will spend hundreds of hours every year educating the public of the dangers of being an impaired driver. Troopers will present at schools, public and private organizations, safety events, health fairs, and churches. The Patrol will present at High school assemblies which are utilized to reach captive audiences and focus on impaired driving and decision making. Techniques utilized by troopers to educate the public include but are not limited to public speaking, fatal vision goggles, DWUI simulation vehicles, video presentations, crash vehicles, Every 15 Minutes program, and classroom education.

The Patrol, upon request, will send out incentive items which require prior approval by the Highway Safety Office. Printed information on impaired driving will also be sent to the field and community safety service organizations. All of the print material will be utilized in giving an impaired driving message. An emergency number (#HELP) is available to the public to report drunk drivers.

Evaluation Evaluation of this project will be done by reviewing the objectives, and providing a final project report submitted to the Highway Safety Program by October 15, 2013. The report will summarize the entire project and the effects statewide listing organizations and locations receiving materials.

Project Number: 154AL-2013-13-AL-10
Project Name: DUI Safety Education - (continued)

Program Area Code 154AL

Cost Summary	Personal Services (\$60/hr)	\$25,000.00
	Training/Travel Expense	\$ 5,000.00
	Incentive Items	\$ 4,900.00
	Printed Materials	\$ 4,000.00
	Media	\$15,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 4,435.00</u>
	Total	\$58,335.00

Local Benefit 0%

Capital Equipment: None

Performance Measures This project will address performance measures in Planning and Administration 1-6, Alcohol 1-5, Occupant Protection 1-4 and Speed 1-4.

Project Number 154AL-2013-13-AL-11
Project Name Governor’s Council on Impaired Driving Facilitator
Subgrantee Johnson and Associates
Longevity of Grant Second Year

The Council includes both government and private sector members, appointed by the Governor. The Council mix of representation includes: Department of Transportation (Highway Safety Office, Department of Health, Department of Revenue, Department of Family Services, Wyoming Judiciary, Office of the Attorney General, Wyoming Association of Sheriffs and Chiefs of Police, Wyoming Highway Patrol, Wyoming County and Prosecuting Attorney Association, State Public Defenders Office, Victim Services Division, Safe Communities, Prevention Advocates, Private/Public Substance Abuse Treatment Providers, Peace Officers Standards and Training Commission, County Coroners, Local Government and the Governor’s Office.

The Council procedures and staffing shall be as follows: 1) The Governor shall designate two co-chairs of the Council from the membership; 2) The Governor shall name a facilitator(s) of the Council. The facilitator shall be responsible for managing the work of the Council, including facilitating meetings, coordinating with the Governor’s Office, serve as a spokesperson, and reporting the work of the Council to the Governor. The current named Facilitator for the Council is Earnest L. Johnson, Director of Services for Johnson & Associates.

From the recommendations of the September, 2010 “Strategic Plan to Reduce Impaired Driving In Wyoming”, the Council and the facilitator will consider establishing sub committees as necessary to further the previous work done by Governor Freudenthal’s Leadership team. The Council will determine which subcommittees will need to be established. The funds may be used for personal services, contractual services, meeting expenses, communication, training and a conference.

Evaluation Measures A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 154AL

Cost Summary: \$188,350.00
 Indirect Cost (8.23%) \$ 15,501.21
 \$203,851.21

Personal Services: \$100,350.00
 Facilitation/Coordination Costs: \$60,750
 Implementation Strategies - Staffing Costs: \$39,600
 Council Meeting Costs: \$20,000.00
 Council Member Training Cost: \$8,000.00
 Impaired Driving Conference Cost: \$20,000.00
 Selected Subcommittees Meeting Cost: \$40,000.00

Local Benefits 0%

Capital Equipment None

Performance Measures Addresses Alcohol performance measures 1-5

Project Number	154AL-2013-13-AL-12
Program Name	Impaired Driving Policy Coordinator
Subgrantee	Governor's Office
Longevity of Grant	Multi Year

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.

The DUI Policy Coordinator will coordinate state efforts with local initiatives to ensure that state and local efforts compliment and reinforce each other. The position has been placed in the Governor's Office 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 will 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 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. Monitoring of data for reductions in impaired driving crashes, fatalities and injuries in Wyoming.
	A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code	154AL
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Cost Estimate	\$120,000.00
Indirect Cost (8.23%)	<u>\$ 9,876.00</u>
	\$129,876.00

Full budget description will be inside the grant.

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: 154AL-2013-13-AL-13
Project Name: Enhanced Enforcement Initiative
Subgrantee: Governor's Council on Impaired Driving
Longevity of Grant: Year One

These funds will be used exclusively for an Enhanced Enforcement Initiative in six-to-eight targeted counties as a part of the Council's strategy to reduce the number of alcohol involved traffic crashes in Wyoming. To be effective in reducing the statewide percentage of alcohol involved crashes in Wyoming (and in particular, alcohol involved injury and fatal crashes) the Council's strategy has been to focus efforts where the greatest numbers of alcohol involved crashes are occurring. After reviewing the locations of where these crashes occurred in 2010 and 2011, it is readily apparent that efforts need to be concentrated in six-to-eight counties. These eight counties are Natrona, Laramie, Sweetwater, Campbell, Fremont, Albany, Sheridan and Carbon, see attached relevant graphs using statistics provided by WYDOT.

Governor Mead has expressed his support for the enhanced enforcement initiative. This initiative was presented to and discussed by the members of the Governor's Council on August 9, 2012. The initiative received unanimous support as part of the Council's strategy and approval for implementation in FFY-2013. Pre-planning will have to be accomplished with all the law enforcement agency administrators and project managers prior to implementation, as well as, continuous coordination needed throughout the life of this initiative. Additional funds will not be needed for this year or next year's contract for staff facilitation and coordination.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 154AL

Cost Summary: \$90,000.00
Indirect Cost (8.23%) \$ 7,407.00
\$97,407.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Addresses Alcohol performance measures 1-5.

Project Number	154AL-2013-13-AL-14/PT-2013-13-PT-05/K8VE-2013-13-HV-E2
Program Name	WHP Enhanced Overtime Enforcement
Subgrantee	Wyoming Highway Patrol (WHP)
Longevity of Grant	Continuous

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol in the past. WHP has experience with Highway Safety grants and the management of grant fund distribution. WHP will provide overtime opportunities to all divisions in the State. The grant will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; the emphasis will vary by campaign and may include multiple focus areas. Radar units, blood kits and PBTs will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into the patrol overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. Funding distribution will be based on data driven decision making.

Large volumes of motorcycle traffic are associated with special events such as Ham and Jam (in conjunction with Sturgis). WHP Special Services Squad along with added troopers from around the state are needed to provide safety for the motoring public and the citizens of Wyoming during the last week of July through the middle of August.

WHP will send a maximum of two officers to DUI training conferences pertaining to enhanced overtime issues in order to learn the latest enforcement techniques being used nationally. The funding for the conference would include travel, registration fees and subsistence expenses with prior Highway Safety Office approval.

WHP will purchase blood kits and distribute statewide to all divisions as needed according to the number of DUI arrests in a particular area to support overtime DUI Enforcement done. Funds will provide portable breath testing devices as needed.

This program will be available to Troopers based on their enforcement efforts for the last year with the cutoff of September 7th, 2013 to accommodate the fiscal closeout.

Evaluation	Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.
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Program Area Code	410HVE/402/154AL
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Project Number 154AL-2013-13-AL-14/PT-2013-13-PT-05/K8VE-2013-13-HV-E2
Program Name WHP Enhanced Overtime Enforcement - (continued)

Cost Summary	Overtime	\$290,000.00
	High Visibility Enforcement Meeting	\$ 13,000.00
	Training/Travel(Traffic Safety conferences)	\$ 6,700.00
	Blood kits	\$ 12,000.00
	PBTs	\$ 11,970.00
	50 Radars with accessories	<u>\$150,000.00</u>
	Total	\$483,670.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 39,806.00</u>
	Total	\$523,476.00

Local Benefits 0%

Equipment Non-major equipment only (PBTs & Radar units with accessories)

Performance Measures This project directly impacts Alcohol Measures 1-5, Speed 1-2, Motorcycle Safety Measures 1-4, Occupant Protection 1-4 and Police Traffic Safety 1-2.

Project Number SA-2013-13-SA-01 / 154AL2013-13-AL-15
Program Name Regional One Safe Communities
Subgrantee Cheyenne Regional Medical Center Foundation
Longevity of Grant Year One

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1 in Laramie County, Albany County, Carbon County and Goshen County resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in these counties by participating in the NHTSA National Campaigns of; the May Mobilization and the August Crackdown plus the Sturgis Motorcycle Rally and other times selected by the coalition where the data shows a need.

The program will expand the partnership with the National Highway Traffic Safety Administration Wyoming Media Coordinators, the school districts in the Region, community colleges and the University of Wyoming, the Cheyenne Metropolitan Planning Office to assist them in the Transportation Safety Management Plan implementation for adult/youth impaired driving and seatbelts, as well as partnerships with the Laramie County Safe Kids Coalition/Inspection Station, the Click Program and the Laramie County Community Partnership organization. Throughout Safe Communities/Region #1, the program will also partner with 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. One Third (1/3) of the funding is to be dedicated to three (3) campaigns which include: May Mobilization, Sturgis and August Crackdown. The remaining Two Thirds (2/3) of the funding will be dedicated for local project within the region. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for Highway Safety approved conferences and training as needed and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

All of the local events held in Laramie County will be presented to volunteers and safety advocates in Albany County, Goshen County and Carbon County to implement in their communities. Assistance will be offered by this office in any/all of the programs. Local events in these communities will increase as strong networking opportunities are created.

Evaluation Measures A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 402 Funds / 154AL Funds

Project Number SA-2013-13-SA-01 / 154AL2013-13-AL-15
Program Name Regional One Safe Communities – (continued)

Cost Summary: \$144,550.00
 Indirect Cost (8.23%) \$ 11,896.46
 TOTAL \$156,446.46

	<u>402 Funds</u>	<u>154 Funds</u>
Personal Services	\$29,432.00	\$40,118.00
Office Expenses	\$ 2,500.00	\$ 2,500.00
Travel/Training	\$ 6,000.00	\$ 6,000.00
Projects/Incentives	\$ 9,000.00	\$19,000.00
Media	\$ 7,000.00	\$23,000.00
TOTAL	\$53,932.00	\$90,618.00

TOTAL BUDGET- \$144,550.00

Personal Services \$69,550.00

Program Director (10hrs x 52wks @ \$35.00/hr)	\$18,200.00
Administrative Assistant (8 hrs x 52wks @\$15.00/hr)	\$ 6,240.00
Safe Communities Coordinator (40hrs x 52wks @\$15.00/hr)	\$31,200.00
Employee benefits (Program Director 25% of time worked)	\$ 4,550.00
(Administrative Assistant 25% of time worked)	\$ 1,560.00
(Administrative Assistant 25% of time worked)	\$ 7,800.00

Office Expenses \$5,000.00
 including cell phone usage

Travel/Training \$12,000.00
 In-state or Out-of-State Travel
 Includes professional conference
 for program coordinator and assistant
 (per diem & mileage at the rate determined on
 the website: www.gsa.gov for Domestic Per diem rates.

Projects/Incentives \$ 28,000.00
 Including PARTY Program – (10% of the total cost of grant will be
 allowed for incentive items)

Media \$30,000.00

Local Benefits: 100%

Capital Equipment None

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

Project Number SA-2013-13-SA-02 / 154AL2013-13-AL16
Program Name Region Two Safe Communities
Subgrantee Wyoming Medical Center Foundation
Longevity of Grant Year One

Safe Communities Region II – Converse, Natrona, Niobrara, and Platte Counties – covers long stretches of Wyoming roads located in the mid-eastern part of Wyoming as they encompass 14,306 square miles. These counties vary greatly in population density as they range from 1.0 to 14.4 people per square mile. In 2010, the combined population was estimated at 100,434 people – nearly 1/5 of Wyoming’s total population.

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming’s population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 464 accidents in 2011 – 3 fatal accidents that resulted in 3 deaths and 70 crashes that involved injuries that resulted in 79 people being hurt. Of the 54 fatally or seriously injured vehicle occupants, 32, or 59% were unbelted. There were 10 alcohol related fatal/serious injury crashes in which there were 11 persons that were fatally or seriously injured. There were 151 DUI arrests in Converse County in 2011, of which, 3.31% were underage DUI arrests. There were 22 traffic crashes involving motorcycles between 2009 and 2011. Of these, alcohol was involved in 4 accidents; there was 1 fatality, 3 incapacitating injuries, and 73% were not wearing a helmet.

Natrona County

Natrona County is home to Casper, the state’s 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15% of the total in Wyoming. There were a total of 2,244 accidents in 2011 – 13 fatal accidents that resulted in 14 deaths, and 504 crashes that involved injuries and resulted in 701 people being hurt. Of the 165 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 83, or 50%, that were unbelted. There were 53 alcohol related fatal/serious injury accidents in which there were 69 people who fatally or seriously injured. There were 803 DUI arrests of which 6.48% were underage. There were 144 motorcycle crashes between 2009 and 2011. Of these, alcohol was involved in 19 accidents; there were 4 fatalities, 22 incapacitating injuries, and 81% were not wearing a helmet.

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming’s population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 86 accidents in 2011 – 3 fatal crashes that resulted in 4 deaths and 20 crashes that involved injuries that resulted in 28 people being hurt. Of the 17 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 2, or 12%, that were unbelted. There was 1 alcohol related serious injury crash in which 1 person was seriously injured. There were 15 DUI arrests, of which 6.67% were underage. There were 14 motorcycle crashes between 2009 and 2011. Of these, alcohol was not involved in any; there were 4 fatalities, 8 incapacitating injuries, and 68% were not wearing a helmet.

Project Number
Program Name

SA-2013-13-SA-02 / 154AL2013-13-AL16
Region Two Safe Communities – (continued)

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.6% of the total in Wyoming. There were a total of 390 accidents in 2011 – 2 fatal crashes that resulted in 2 deaths and 74 crashes that involved injuries that resulted in 90 people being hurt. Of the 69 fatally or seriously injured vehicle occupants involved in traffic crashes, there were 16, or 24%, that were unbelted. There were 18 alcohol related fatal/serious injury crashes in which there were 21 persons fatally or seriously injured. There were 67 DUI arrests, in which 7.46% were underage. There were 15 motorcycle crashes between 2009 and 2011. Of these, alcohol was involved in 1 accident; there were 2 fatalities, 8 incapacitating injuries, and 88% were not wearing a helmet.

Region 2

Cumulatively, Region 2 – Converse, Natrona, Niobrara, and Platte Counties accounted for 21.5%, of the crashes in Wyoming. Furthermore, 17% of the fatalities from crashes, 26% of the alcohol related crashes, and 63% of the crashes involving motorcycles occurred within these 4 counties. One Third (1/3) of the funding is to be dedicated to three (3) campaigns which include: May Mobilization, Sturgis and August Crackdown. The remaining Two Thirds (2/3) of the funding will be dedicated for local project within the region. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for Highway Safety approved conferences and training as needed and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

Evaluation Measures A final report to be provided to the HSO by October 15, 2013 with the final reimbursement request.

Program Area Code: 402 Funds (60%)/ 154AL Funds (40%)

Cost Summary: \$134,804.48
 Indirect Cost (8.23%) \$ 11,094.89
TOTAL **\$155,898.89**

Personnel Services

	Hours	Wages	Total	Benefits	Total
Safe Communities Coordinator	15 hrs x 52 wks	\$23.30	\$18,174.00	\$6,433.60 (35.4%)	\$24,607.60
Safe Communities Coordinator	20 hrs x 52 wks	\$18.00	\$18,720.00	\$6,626.88 (35.4%)	\$25,346.88
Safe Communities Contractor	10 hrs x 52 wks	\$40.00	\$15,600.00		\$15,600.00
Total					\$65,554.48

Travel and Training

5,000 miles	@ \$0.55 per mile			\$2,750.00	
Trainings – CPS trainings, etc.				\$3,000.00	
Life Savers Conference				\$1,500.00	
Total				\$7,250.00	
Computers				\$3,000.00	
Supplies				\$1,000.00	
Total				\$4,000.00	
Media				\$25,000.00	
Programs				\$33,000.00	
Total Budget				\$134,804.48	

Project Number SA-2013-13-SA-02 / 154AL2013-13-AL16
Program Name Region Two Safe Communities – (continued)

Local Benefits: 100%

Capital Equipment None

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

Project Number: 154AL-2013-13-AL-17/ K8FR-2013-13-HV-E1/ PT-2013-13-PT-03
Project Name: Local Enhanced Overtime Enforcement
Subgrantee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant: Continuous

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The Local Enhanced Overtime Enforcement project will be managed by WASCOP and it will continue the contract with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for grant agencies.

WASCOP will provide overtime opportunities to all local law enforcement agencies in the State. The grants will be event based and will include the “May Mobilization – Seatbelt and August Crackdown – Alcohol” campaigns. The focus of enforcement will be on impaired driving, speeding and seat belt usage; emphasis will vary by campaign and may include multiple focus areas. Radar units will be purchased to assist with enforcement.

Beginning in FY2013, an enhanced DUI enforcement initiative will be integrated into local overtime enforcement. This “enhanced” initiative will integrate speed enforcement as a secondary/trigger violation for the primary objective of DUI enforcement. As such, 154AL funds will be used for both overtime enforcement and radar units. As a new initiative, the Highway Safety Office intends to begin this initiative with a trial campaign. Continuation of this “enhanced” enforcement initiative will be contingent upon the successful implementation of the trial campaign. All participants in the “enhanced” enforcement campaign have been identified as having both speed and DUI traffic safety problems.

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 update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

Evaluation: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of Local Enhanced Overtime Enforcement. Provide final reporting of all equipment purchase by October 15, 2013.

Program Area Code: 410HVE/402/154AL

Cost Summary:	Overtime	\$1,018,000.00
	Radar Units w/accessories	\$ 64,000.00
	Indirect Charges (9.25%)	\$ 100,085.00
	WASCOP Total	\$1,182,085.00
	WYDOT Indirect Charges (8.23%)	\$ 97,285.60
	Total	\$1,279,370.60

Project Number: 154AL-2013-13-AL-17/ K8FR-2013-13-HV-E1/ PT-2013-13-PT-03
Project Name: Local Enhanced Overtime Enforcement – (continued)

Local Benefit: 100%

Equipment Non-Major only; Radar Units w/accessories

Performance Measures: This project addresses Performance Measures P&A 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4, Alcohol 1-5 and the recommended counter-measure to increase enforcement participation in traffic safety endeavors.

Project Number 154PM-2013-13-PM-01
Program Name 154AL Highway Safety Alcohol Media Campaigns
Subgrantee WYDOT Public Affairs Office
Longevity of Grant Continuous

WYDOT Public Affairs (PAO) highway safety efforts are undertaken on a statewide basis with the cooperation of various partners, including WYDOT District Public Involvement Specialists. The estimated population of Wyoming as of 2010 was 568,158 people. According to WYDOT Highway Safety statistics for 2011; alcohol was involved in 35 of the fatalities on Wyoming roads and 65.2% of fatalities were not using proper occupant restraints. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

In Wyoming there are a total of 26,904.51 miles of public roadways; 6,759.26 miles on state maintained roadways; 14,261.88 miles on county-maintained roadways; 2,032.16 miles on city maintained roadways; 697.28 miles on other type local roadways; and 3,153.93 miles on national roads. In 2011, 14,794 traffic crashes occurred on Wyoming roadways, killing 135 persons and injuring non-fatally another 4,154.

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries and millions of dollars in property damage. 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 Public Affairs Office will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items with prior approval from the Highway Safety Office and printing for the Public Affairs Office or public information specialists.

Evaluation WYDOT Public Affairs will contract with a third party to conduct a statewide survey to gauge the results of the campaigns listed above. The results of said survey will be provided to WYDOT Highway Safety.

Program Area Code 154AL PM

Cost Summary	Production (Materials/supplies/professional services)	\$ 10,000.00
	ROOT Sports	\$ 40,000.00
	Cowboy State News Network	\$ 30,000.00
	UW Athletics (Go Pokes)	\$ 65,000.00
	Public Involvement Specialists Safety Campaigns	\$ 50,000.00
	Paid Media – Alcohol	\$100,000.00
	Travel/Training (Traffic Safety Related Conference)	\$ 1,000.00
	Overall Survey Costs	<u>\$ 12,500.00</u>
	Total	\$308,500.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 25,389.00</u>
	Total Budget	\$333,889.00

Project Number	154PM-2013-13-PM-01
Program Name	154AL Highway Safety Alcohol Media Campaigns – (continued)
Local Benefit	0%
Capital Equipment	None
Performance Measures	Project addresses Performance Measures: Planning and Administration 1-6, Alcohol 1-5, Motorcycle 1-4, Speed 1-4 and Occupant Protection 1-4.

SECTION 2010
MOTORCYCLE SAFETY

Project Number K6-2013-13-MC-01
Program Name Highway Safety Motorcycle Program
Subgrantee WYDOT – Highway Safety Program
Longevity of Program Continuous

The Wyoming Highway Safety Program administers federal funding for the Motorcycle Safety Program. The Motorcycle Safety Program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities decreased from 31 in 2010 to 16 in 2011. The Highway Safety Program has applied for Section 2010 funding in an attempt to continue to lower the number of fatalities through heightened public awareness of motorcycles on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment.

Working directly with the Motorcycle Safety Program 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, “Look Twice, Save a Life. Motorcyclists are Everywhere.” We will continue to put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally, using “tank toppers” and posters at gas stations, in strategic locations, to increase awareness of motorcyclists.

Evaluation 1) Provide written communication to Highway Safety Office’s Grant Manager identifying each motorcycle awareness spot and provide a copy of all media used in the project. 2) Provide a media summary no later than October 15, 2013 and a activity summary report. 3) Provide all fiscal documents along with supporting documentation such as vouchers, invoices, etc., along with monthly reports on activities related to expenditures. 4) Determine the effectiveness of the different forms of media and which was the most effective to get the message to the traveling public. 5) The written media assessment will be part of the overall assessment done through the Paid Media grant held by the WYDOT Public Affairs Office. It will comprise: The size of audience reach.

- a. The number of paid airings or print ads that occurred.
- b. The number of airings or print ads, if separation of paid versus free, is available.

Program Area Code 2010MC (K6)

Cost Summary	Media Development and Purchase	\$185,034.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 15,228.00</u>
	Total	\$200,262.00

Local Benefit 0%

Capital Equipment None

Performance Measures This project will address the Motorcycle Safety measures 1-4.

154

HAZARD ELIMINATION

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
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$4,876,664.00

Project Number: FY2010 - 154HE01
Project Name: FY2010 154 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$3,964,172.00

Project Number: FY2011 - 154HE01
Project Name: FY2011 154 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$4,780,234.00

Project Number: FY2012 - 154HE01
Project Name: FY2012 154 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$6,566,989.50

Project Number: FY2013 - 154HE01
Project Name: FY2013 154 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$4,829,664.00

164

HAZARD ELIMINATION

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
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$5,541,878.00

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

Project Number: FY2011 - 164HE01
Project Name: FY2011 164 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$4,659,555.08

Project Number: FY2012 - 164HE01
Project Name: FY2012 164 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$6,955,033.29

Project Number: FY2013 - 164HE01
Project Name: FY2013 164 Hazard Elimination Projects
Sub grantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$5,829,664.00

154AL Funds for FY2014 Alcohol Projects

It is prudent to perform multi-year planning for vital projects. 154AL funding will fund the following alcohol-related projects for FY2014

Project Description	Cost	Federal Share to Local
Governor's Council on Impaired Driving	\$175,000.00	\$175,000.00
Governor's Council Impaired Driving Conference	\$60,000.00	\$60,000.00
Traffic Safety Resource Prosecutor	\$130,000.00	\$130,000.00
Region 1 Safe Communities	\$100,000.00	\$100,000.00
Region 2 Safe Communities	\$100,000.00	\$100,000.00
Region 3 Safe Communities	\$100,000.00	\$100,000.00
Region 4 Safe Communities	\$100,000.00	\$100,000.00
Region 5 Safe Communities	\$100,000.00	\$100,000.00
Local Intoximeters	\$10,000.00	\$10,000.00
WHP DUI O/T Enforcement	\$150,000.00	\$0.00
SFST Training	\$10,000.00	\$10,000.00
Alcohol Paid Media	\$100,000.00	\$0.00
Impaired Driving Policy Coordinator (Governor's Office)	\$120,000.00	\$120,000.00
Law Enforcement DUI Toolkit (PBT's Video Camera's, etc)	\$100,000.00	\$100,000.00
Total	\$1,355,000.00	\$1,105,000.00

**FFY13 FUNDS
FOR
FFY14 PROJECTS**



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

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

September 27, 2012

The Honorable Matt Mead
Governor of Wyoming
Wyoming State Capitol
200 West 24th Street
Cheyenne, WY 82002

Dear Governor Mead:

We have reviewed and accepted Wyoming's fiscal year (FY) 2013 Performance Plan, Highway Safety Plan (HSP), Certification Statement, and Cost Summary (HS Form 217), as received on August 31, 2012, for federally funded highway safety activities under 23 U.S.C. Section 402.

Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of FY 2013. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later. Specific comments relative to the approval action have been provided to your representative for highway safety, Mr. Matt Carlson, for his consideration and action.

First, I offer congratulations on several FY 2012 successes. For the most recent years available, passenger vehicle occupant fatalities decreased from 110 to 106, unrestrained fatalities decreased from 78 to 69, and observed seat belt use increased from 78.9 percent to 82.6 percent. These numbers reflect the hard work that occurs across the State of Wyoming to reduce the prevalence of traffic-related injury and fatality.

While it is important to acknowledge the areas of success for the State, many challenges remain. Total traffic fatalities increased from 134 to 155, motorcycle fatalities increased from 13 to 33, alcohol-impaired fatalities rose from 48 to 54, and the State's alcohol-related fatality rate per 100 million vehicle miles traveled remained one of the highest in the country, resulting in a NHTSA designation as a high alcohol-related fatality rate state.



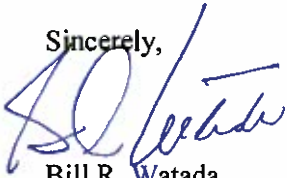
We applaud the programmatic efforts proposed for 2013 to further address the traffic safety challenges faced by the State. The growth in the activity of the Governor's Council on Impaired Driving and the enhancement of the statewide motorcycle enforcement efforts reflect a commitment to deploying data-driven countermeasures to address Wyoming's traffic safety problems.

On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's foundation, while refining frameworks for pre-existing programs, codifying the NHTSA/Governors Highway Safety Association (GHSA) performance standards, and adding new distraction and graduated driver licensing grant programs to grow Wyoming's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Wyoming Highway Safety Office in evaluating how it may qualify for the new resources in FY 2013.

With an acknowledgement towards past accomplishments and an awareness of the many challenges ahead, we thank the state of Wyoming for its efforts in traffic safety and your partnership with NHTSA. We have reviewed your FY 2013 HSP with great interest and attention, studied your crash data, and noted your goals and performance measures. In the coming year we will work closely with your Highway Safety Office staff to achieve your traffic safety goals and strengthen your statewide highway safety program.

As always, your support of highway safety issues is appreciated.

Sincerely,



Bill R. Watada
Regional Administrator

cc: John Cox, Director, WYDOT
Matt Carlson, Governor's Representative for Highway Safety, WYDOT
Robert Tompkins, Manager, Highway Safety Office, WYDOT
Joe Dailey, Division Administrator, FHWA
Mary D. Gunnels, PhD., Associate Administrator, NHTSA



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

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
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Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

September 27, 2012

Mr. Matt Carlson, P.E.
Governor's Representative for Highway Safety
Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, WY 82009

Dear Mr. Carlson:

We reviewed the State of Wyoming's fiscal year (FY) 2013 Performance Plan, Highway Safety Plan (HSP), Certification Statement and Cost Summary (HS Form 217), as received on August 31, 2012. Based on your submission, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program 23 CFR Part 1200.10 Application.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds for FY 2013 will be effected in writing by the National Highway Traffic Safety Administrator (NHTSA) Administrator at the commencement of FY 2013. However, federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217, consistent with the requirements of 23 CFR 1200.14(d), within 30 days after the beginning of FY 2013 or the date of this letter, whichever is later.

First, I offer congratulations on several FY 2012 successes. For the most recent years available, passenger vehicle occupant fatalities decreased from 110 to 106, unrestrained fatalities decreased from 78 to 69, and observed seat belt use increased from 78.9 percent to 82.6 percent. These numbers reflect the hard work that occurs across the State of Wyoming to reduce the prevalence of traffic-related injury and fatality.

While it is important to acknowledge the areas of success for the State, many challenges remain. Total traffic fatalities increased from 134 to 155, motorcycle fatalities increased from 13 to 33, alcohol-impaired fatalities rose from 48 to 54, and the State's alcohol-related fatality rate per 100 million vehicle miles traveled remained one of the highest in the country, resulting in a NHTSA designation as a high alcohol-related fatality rate state.



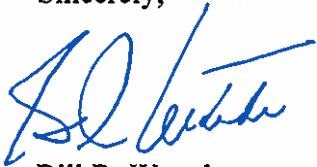
For FY2013, WYDOT has elected to fund the majority of its impaired driving program with Federal grant sources, programming \$3,435,000 from S.410 Impaired Driving Program and S.154 Open Container Penalty Transfer to execute activities such your Governor's Council on Impaired Driving. We commend WYDOT for utilizing its past awards promptly to achieve its impaired driving performance measures, and we encourage the State to capitalize on all available resources to realize its long-term plans. In 2013 the Regional Office will gladly assist the State in pursuing Federal funds, which is of particular importance given the scope of the State's impaired driving problem.

On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's firm foundation, while refining frameworks to pre-existing programs, codifying the NHTSA/Governors Highway Safety Association (GHSA) performance standards, and adding new distraction and graduated driver licensing grant programs to maintain and grow Wyoming's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Highway Safety Office in evaluating how it may qualify for the new resources in FY 2013.

In an effort to continually strengthen state HSPs, you will find an addendum with conditions and recommendations for your consideration and action. Conditional approvals must be satisfied before the expenditure of FY 2013 Section 402 funds can commence. Should the Highway Safety Office staff choose to implement the recommendations identified in the enclosure, we will gladly provide technical assistance.

We congratulate you and the Highway Safety Office for the successes during the FY 2012 program year and we look forward to our continued partnership. For additional information or discussion of these items, please have your staff contact Mario Ramos at 720-963-3116.

Sincerely,



Bill R. Watada
Regional Administrator

Enclosure

cc: Robert Tompkins, Manager, Wyoming Highway Safety Office
Joe Dailey, Wyoming Division Administrator, Federal Highway Administration
Mary D. Gunnels, PhD., Associate Administrator, NHTSA Office of Regional Operations
and Program Delivery

**Wyoming's Plan for Fiscal Year (FY) 2013 Highway Safety Funds
NHTSA Region 8 Conditions and Recommendations**

Major Equipment Purchase Approval

Approval for the purchase of major equipment detailed in your FY 2013 Highway Safety Plan (HSP) is provided for the following items:

Project Number: K8FR-2013-13-HF-R1
Project Title: Chemical Testing Equipment
Item: Intoximeters/ECIR2 Testing Equipment: \$12,987.60

Project Number: 154AL-2013-13-AL-01
Project Title: Intoximeter and Alco Sensor Equipment
Item: (3) Intoximeter/Alco Sensor IV Equipment: \$16,234.50

Project Number: 154AL-2013-13-AL-10
Project Title: WASCOP Local Video Camera
Item: (36) Video Cameras: \$217,268.34

CONDITIONS FOR HSP APPROVAL

None

SUGGESTED CHANGES TO STRENGTHEN THE PLAN

The following suggestions are intended to strengthen the State HSP in future funding years. Regional program managers will work with the Highway Safety Office staff throughout FY 2013 to achieve these recommendations prior to the submission of the FY 2014 HSP.

Law Enforcement Overtime Grant Funds Performance and Liquidation

As a cornerstone of Wyoming's traffic safety program, it is essential that law enforcement overtime grants be efficient and productive. Local law enforcement agency performance on overtime grants has been identified by both NHTSA and the Highway Safety Office as an area of concern. We encourage close monitoring of local law enforcement overtime grants to ensure grantees meet Highway Safety Office performance goals and objectives. Regarding overtime performed by the Highway Patrol, in FY 2012, less than 20 percent of overtime grant funds allocated to the Wyoming Highway Patrol were liquidated as of GTS voucher #14. As the lead traffic law enforcement agency for the State, their support of Highway Safety Office initiatives is critical. We encourage negotiations with the Highway Patrol to increase their level of support for Highway Safety Office-funded overtime enforcement activity.

Motorcycle Program Activity

Motorcycle fatalities in Wyoming more than doubled in 2010, accounting for more than 20 percent of the State's total traffic fatalities. The State's primary funding source for motorcycle program activity has been S.2010 funds, which are limited to motorcycle training and driver awareness messaging. We support the recent growth in motorcycle enforcement activity in the State, and encourage the data-driven allocation of additional resources to motorcycle countermeasures.

Distracted Driving Data Analysis

Distracted driving is a rapidly-growing issue in Wyoming. State data justifies allocation of additional resources to the problem, and the Highway Safety Office has responded by implementing a distracted driving-specific public awareness campaign. To better understand the problem's scope in future years, the State should formally incorporate distracted driving data analysis into Highway Safety Office-derived problem identification reports and in the HSP.