

WYOMING'S HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2014

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

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Governor

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Table of Contents

Process for Identifying Wyoming’s Highway Safety Problem Areas	1-4
Wyoming Demographics	5
Performance Goals, Measure of Success	6-14
State Crash Data	15-32
State Certifications & Assurances	33-42
Highway Safety Plan Cost Summary	43-47
Match Summary Report	48
Project List by Core Measure	49-50
CORE MEASURE 1-3C - Fatalities	51-98
P&A	
OP	
PM	
PT	
RS	
SA.....	
TR.....	
CORE MEASURE 4 – Occupant Protection	99-119
CORE MEASURE 5 - Alcohol	120-156
CORE MEASURE 6 - Speed	157-162
CORE MEASURE 7 & 8 - Motorcyclists	163-167
CORE MEASURE 9 – Young Drivers	168-173
CORE MEASURE 10 - Pedestrians	174-175
Highway Safety Non-funded Projects	176-177
APPENDIX D (FY2014 – 405 Application)	

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 final FARS data and state data. 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 www.dot.state.wy.us 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

Wyoming's Highway Safety related problem identification process is compiled annually 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. For FY2014, for the first time, the problem identification process is part of our annual Highway Safety Plan (HSP). We have done so to show the link between problem identification, performance measures and evidence based countermeasures. 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.

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 2014 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.

Programs/projects in our FY2014 Highway Safety Plan (HSP) were developed through a planning process detailed below. In addition, our FY2014 HSP contains performance measures and performance targets that are evidence based. Our partners in this process consist of the WYDOT-Crash Data Management Section (Crash Data), WYDOT-Financial Services, WYDOT-Internal Review, WYDOT – Planning Department, Wyoming Highway Patrol (WHP), Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Traffic Safety Committee, Johnson & Associates (Alcohol Factors), NHTSA (FARS), DLN Consulting, Laramie Police Department (DRE Program).

Lastly, our FY2014 HSP is consistent with the 2012 Wyoming Strategic Highway Safety Plan. Our efforts to coordinate these two plans are detailed later in this section.

Data trends within Wyoming were analyzed for purposes of setting targets and for allocating resources in our FY 2014 HSP. Analysis of these trends included Final FARS data, problem identification State data and Emphasis Areas 2, 3, 4 and 6 in the 2012 Wyoming Strategic Highway Safety Plan. In turn, resources have been allocated in our FY2014 HSP consistent with data trends.

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 1. |
| July 1
{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 – June15
[no later than July 1 - NHTSA] |
| July 1
{Wyoming Target Date} | -- | <p>The following documents must be 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 - June 15. [no later than July 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. Federal fiscal close out completed for previous fiscal year.</p> |

III. How Proposed Performance Goals Were Developed:

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 data driven and evidence based 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.

The 2012 Wyoming Strategic Highway Safety Plan shares the same process as the Highway Safety Plan. There are coordinated efforts in the implementation, evaluation and revision of safety projects. Safety emphasis areas include non-seatbelt usage, speeding, impaired driving and young drivers. The recommendations for supporting these activities coordinate with the Highway Safety Program such as data driving decision making, education, legislation, law enforcement, media support. It is Wyoming's intent to coordinate the performance targets with the State's Highway Safety Improvement Program (HSIP) by FY2015.

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.

IV. Program Income:

For the FY2014 Federal Fiscal Year, the Highway Safety Office will not be funding projects that that have Program Income at this point in time.

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 Behavioral Supervisor:

Dalene Call
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

FY2014 Performance Goals

To review the Highway Safety Office 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 Highway Safety Office staff through professional development and content training in administration of federal funds and the projects under its responsibility.

Monitor the activities of sub recipients 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

At minimum, 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.

PERFORMANCE GOALS, MEASURE OF SUCCESS Core Outcome Measures (10)

Traffic Fatalities (FARS)

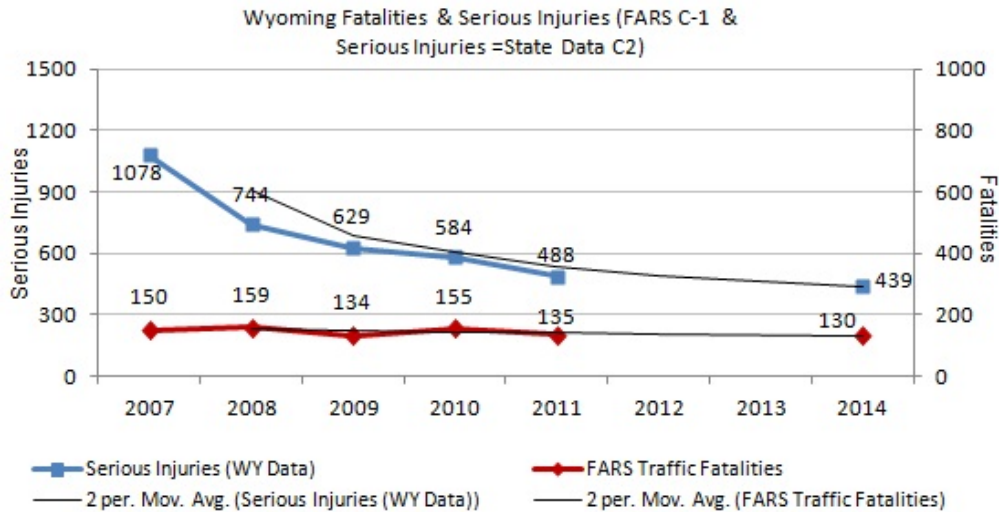
(C-1) To decrease traffic fatalities 9 percent from the 2007-2011 calendar base year average of 147 to 130 by December 31, 2014. Performance Target was established by trend line analysis.

In the FY2013 Highway Safety Plan, the projected C-1 goal for FY2013 was 155 fatalities, the 2012 State crash data states that there were 120 fatalities.

Serious Traffic Injuries (State Crash Data Files)

(C-2) To decrease serious traffic injuries 10 percent from the 2011 calendar year 488 injuries to 439 by December 31, 2014. The 2007-2011 calendar base year average was 705. Due to a large drop in 2009 of serious injuries, the goal was established to reduce serious injuries by 10 percent which is in line with trend line analysis.

In the FY2013 Highway Safety Plan, the projected goal for FY2013 was 526 serious injuries, the 2012 State crash data file states that there were 431 serious injuries which is again below the projected number.



Fatalities/VMT (FARS/FHWA)

(C-3A) To decrease Wyoming's fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 1.67 to 1.01 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.05 fatalities per 100 MVM. The FARS data was a 1.62 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Rural Fatalities/VMT (FARS/FHWA)

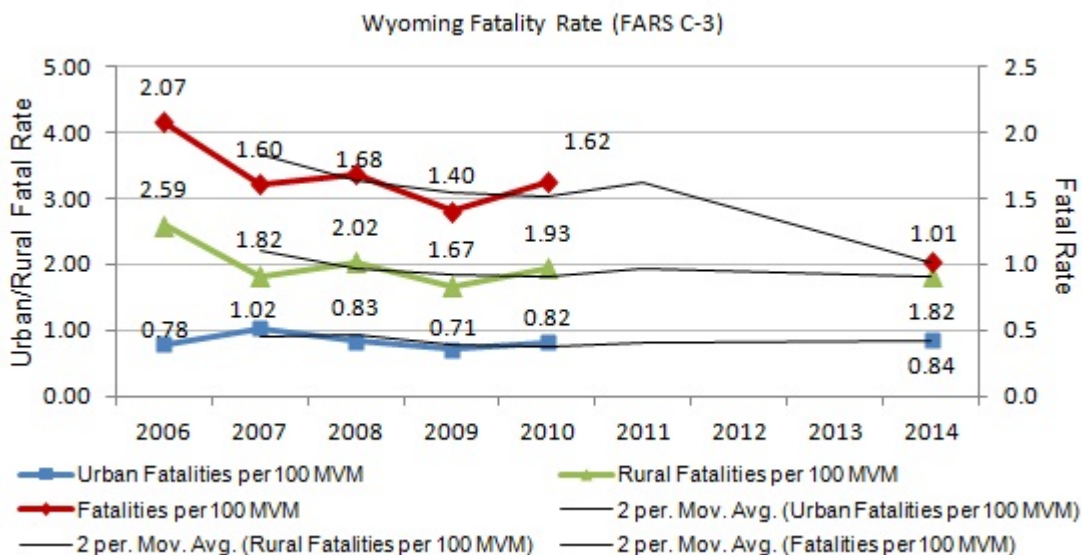
(C-3b) To decrease rural fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 2.01 to 1.82 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.23 fatalities per 100 MVM. The FARS data was a 1.93 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Urban Fatalities/VMT (FARS/FHWA)

(C-3a) To maintain a downward trend of urban fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 0.83 to 0.75 by December 31, 2014 instead of the Projected 0.84.

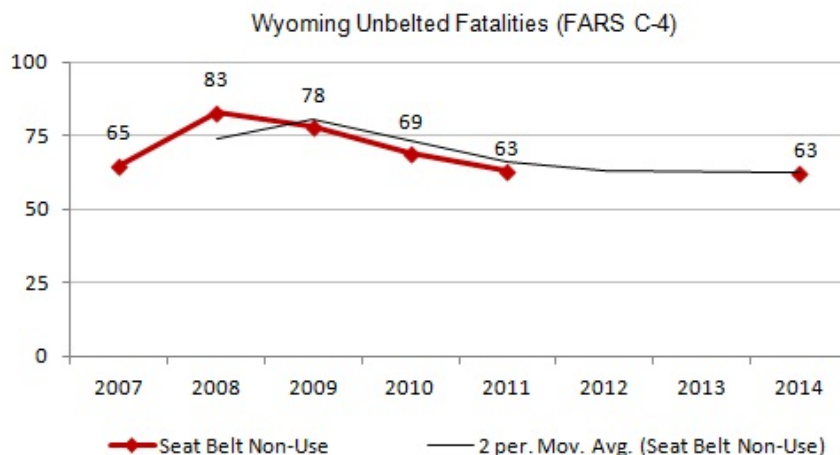
In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 0.63 fatalities per 100 MVM. The FARS data was a 0.84 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.



Wyoming's goal to reduce the fatality rate (overall, urban and rural) is consistent with the downward trend as calculated by the trend line with the exception of the urban fatality rate. The urban fatality rate shows an increase to .84 by 2014 compared to the 2010 .82. Wyoming chose a 10 percent reduction to .75 by 2014 to realistically affect change.

Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

(C-4) To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions 2007-2011 calendar base year average of 72 to 63 by December 31, 2014.



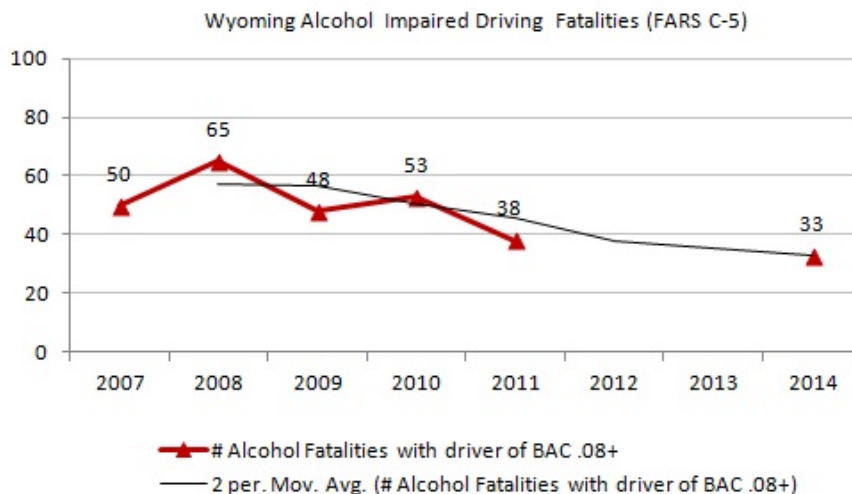
Wyoming is experiencing an overall decrease of unbelted fatalities since 2008, which was the five year high of 83. The average unbelted fatalities from 2007 to 2011 was 72. In 2007 there were 65 unbelted fatalities and in 2011 there were 63. Wyoming's goal takes into consideration the downward trend, the graph trend line and the uncertainty of working with a large geographic area and relatively small unbelted fatality numbers. However, Wyoming recognizes one fatality is too many.

In the FY2013 Highway Safety Plan, the projected goal for unbelted fatalities in 2013 was 77. The FARS data was 63 unbelted fatalities in 2011. In CY2012, there were 68 unbelted fatalities per Wyoming Electronic Crash Records System (WECRS).

Alcohol-Impaired Driving Fatalities (FARS)

(C-5) To decrease alcohol impaired driving fatalities from the 2007-2011 base year average of 51 to 33 by December 31, 2014. **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.



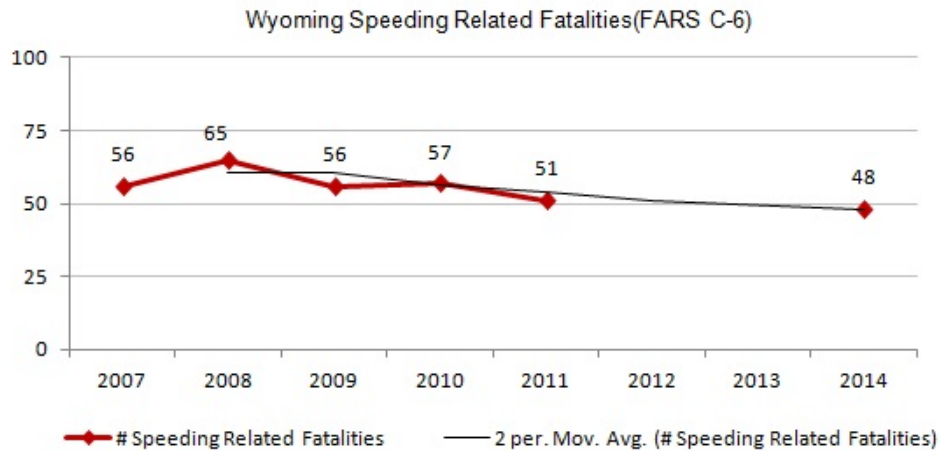
Wyoming is experiencing an overall decrease of alcohol impaired driving fatalities. Continued best practices, based on data driven efforts, involving high visibility enforcement, education, media blitzes, etc., are key in moving towards a goal of no more than 33 alcohol impaired driving fatalities in the calendar year 2014. Trend line analysis supports this ambitious goal.

In the FY2013 Highway Safety Plan, the projected goal for FY2013 was 33. The 2011 final FARS number for impaired driving fatalities was 38. The number was higher than the projected goal but lower than the FARS 2010 total of 53. In CY2012, there were 41 alcohol related fatalities per Wyoming Electronic Crash Records System (WECRS). Wyoming's impaired driving fatality definition may differ slightly from FARS. Wyoming is less inclusive.

Speeding Related Fatalities (FARS)

(C6) To decrease speed-related fatalities 7 percent from the 2007-2011 calendar base year average of 57 to 48 by December 31, 2014. (C6, FARS).

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



Consistent with the trend analysis for 2014, the projected 48 speed related fatalities is an achievable goal.

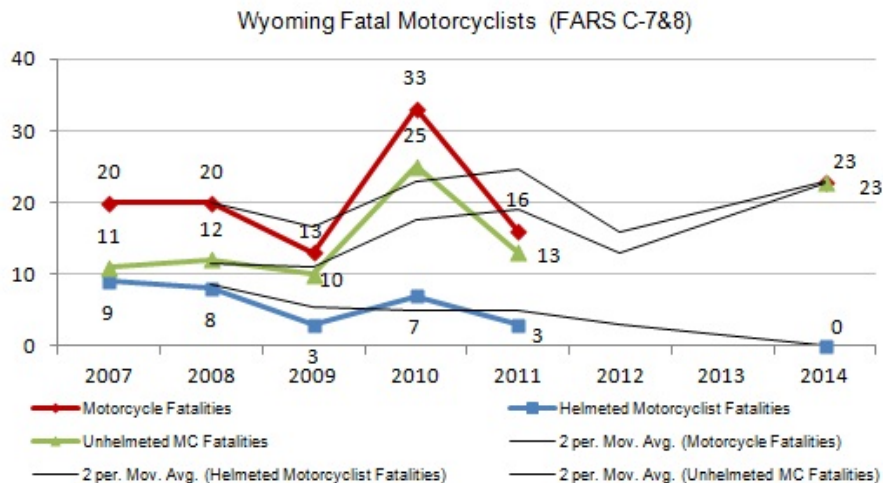
In the FY2013 Highway Safety Plan, the 2013 projected goal was 56 speeding related fatalities. The 2011 FARS final result was 51.

Motorcyclist Fatalities (FARS)

(C-7) To decrease motorcyclist fatalities from the 2007-2011 calendar base year average of 20 to 16 by December 31, 2014 instead of the projected upward trend of 23. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is less inclusive.

Unhelmeted Motorcyclist Fatalities (FARS)

(C-8) To decrease unhelmeted motorcyclist fatalities 13 percent from the 2007-2011 calendar base year average of 15 to 13 by December 31, 2014 instead of the projected upward trend of 23.

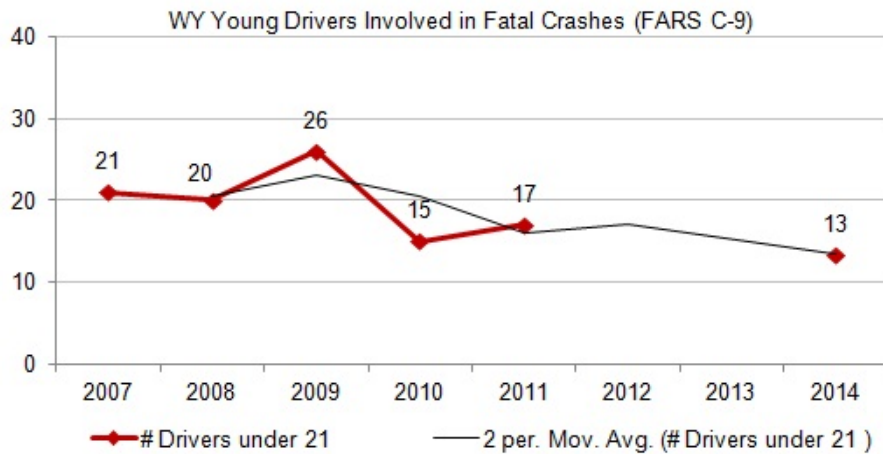


Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. It is Wyoming's goal to make consistent strides in a downward trend. The year 2010 was abnormally high and changed the direction of our downward trend. We feel the 16 motorcycle deaths with 13 attributed to not wearing a helmet is consistent with the downward trend we are aiming to reach.

In the FY2013 Highway Safety Plan, the 2013 projected goal was 16 motorcycle fatalities. The 2011 FARS final result was 16. In CY2012, there were 11 fatally injured motorcyclists per Wyoming Electronic Crash Records System (WECRS).

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

(C-9) To decrease young drivers, age 20 or younger, involved in fatal crashes from the 2007-2011 calendar base year average of 20 to 13 by December 31, 2014.

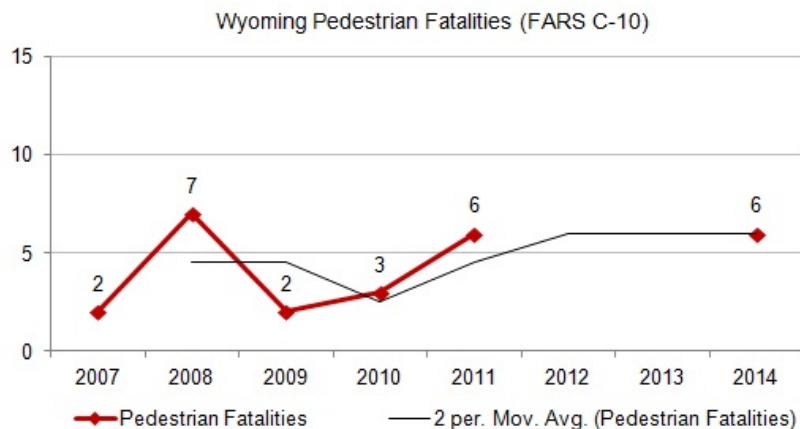


The goal of no more than 13 young drivers, age 20 or younger, involved in fatal crashes was determined by trend line analysis and the overall decrease is achievable through programs in the community and funding through this office.

In the FY2013 Highway Safety Plan, the 2013 projected goal was 15 young drivers involved in fatal crashes. The 2011 FARS final result was 17. In CY2012, there were 12 young drivers involved in fatal crashes per Wyoming Electronic Crash Records System (WECRS).

Pedestrian Fatalities (FARS)

(C-10) To reduce pedestrian fatalities 25 percent from the 2007-2011 calendar base year average of 4 to 3 by December 31, 2014 instead of the upward trend of 6. In CY2012, there were 6 pedestrian fatalities per Wyoming Electronic Crash Records System (WECRS).



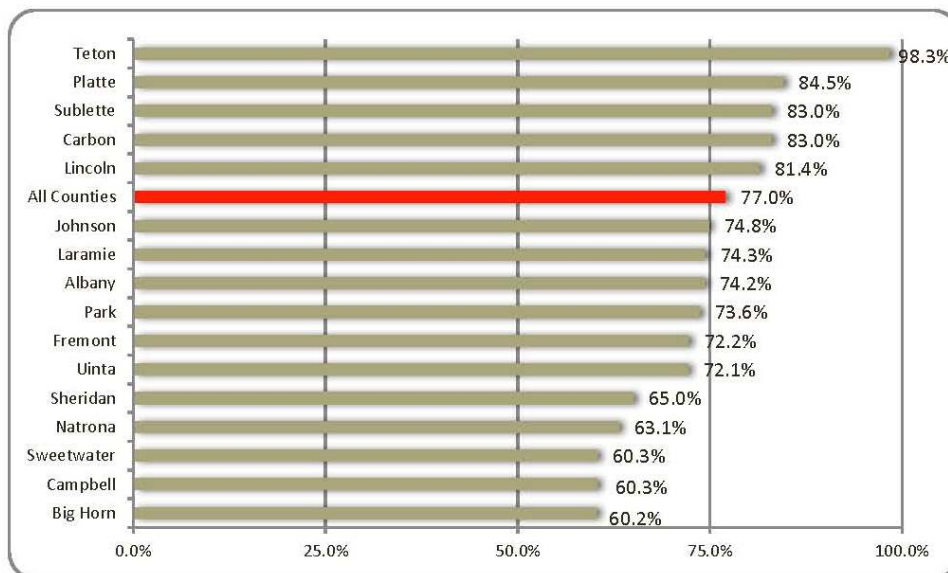
The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The Highway Safety Office does not fund bicycle and pedestrian programs.

Behavioral Measure

Core Behavior Measure (B1 – State Data) – OBSERVATIONAL SEAT BELT SURVEY

The Seat Belt Use Survey is done the first full week of June annually. At present, 16 of the 23 counties are included in the survey with 18 observation sites in each county using Primary, Secondary and Local roads. The survey provides data on drivers and front seat passengers, urban/rural, vehicle registration, vehicle type, gender, and seat belt usage. In 2012, the state developed the new methodology for the statewide survey so this will be used as the baseline for future surveys and trends. The overall estimate of seat belt usage for all vehicle occupants was 77.0 percent.

Figure 9: Percent belted by county



Note: Wyomingites buckle up at 72.2%

Activity Measures

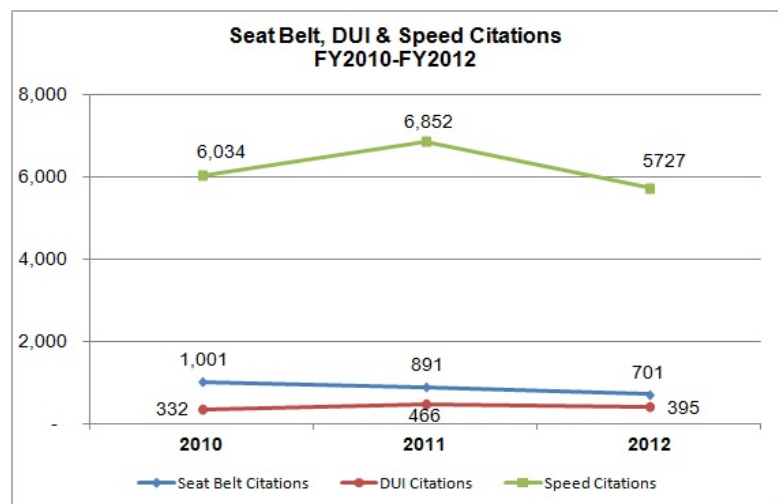
A1-Number of seat belt citations issued during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the state's population participated in overtime grants to increase belt usage on Wyoming roadways. Local law enforcement seat belt/child restraint citations (all campaigns) decreased from 586 citations in FY2011 to 359 in FY2012. Total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol seat belt/child restraint citations decreased from 305 in FY2011 to 226 in FY2012. The total number of overtime hours increased by 7.4%

In 2012 the May Mobilization had 60 law enforcement agencies participating which was an increase from 2011 with 55 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of writing citations while on grant funded overtime for the lack of seat belt usage was discussed.

A2-Number of impaired driving arrests made during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the states population participated in overtime grants to increase DUI enforcement on Wyoming's roadways. Comparing FY2012 to FY2011 grant activity, there was an overall decrease of 119 arrests. Local law enforcement DUI arrests decreased from 387 in FY2011 to 244 in FY2012. The total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol increased DUI arrests from 79 in FY2011 to 103 in FY2012. Total number of overtime hours increased by 7.4%.



In 2012, the August Crackdown had 32 law enforcement agencies participating which was a decrease from 2011 with 56 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of DUI arrests while on grant funded overtime for driving while impaired was discussed.

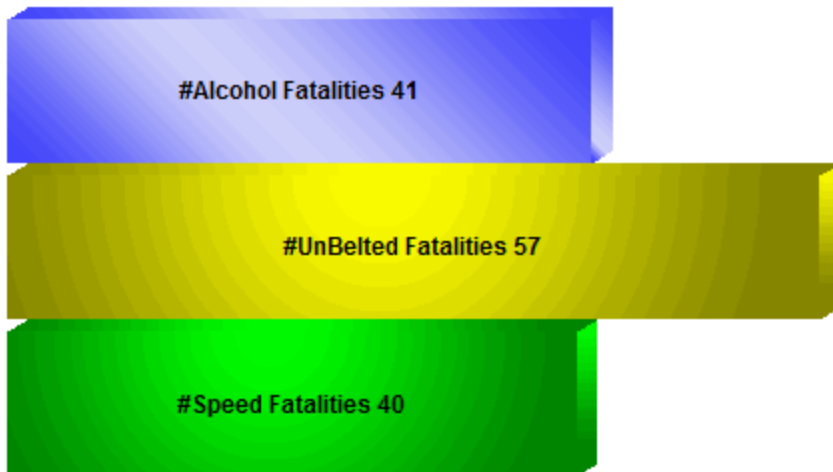
A3-Number of speeding citations issued during grant-funded enforcement activities

Local law enforcement service 85% of the state's population participated in overtime grants to reduce speeding on Wyoming's roadways. Local law enforcement speeding citations decreased from 3,943 in FY2011 to 1,728 in FY2012. A 42.6% decrease was also seen in overtime enforcement hours. The Wyoming Highway Patrol overtime grant activity increased slightly when comparing FY2011 to FY2012. Speeding citations written went from 2,910 in FY2011 to 2,932 in FY2012, a difference of 32 citations. The number of overtime hours increased by 7.4%.

There are no performance targets but law enforcement agencies have been briefed on writing citations, not warnings, when on grant funded overtime enforcement.

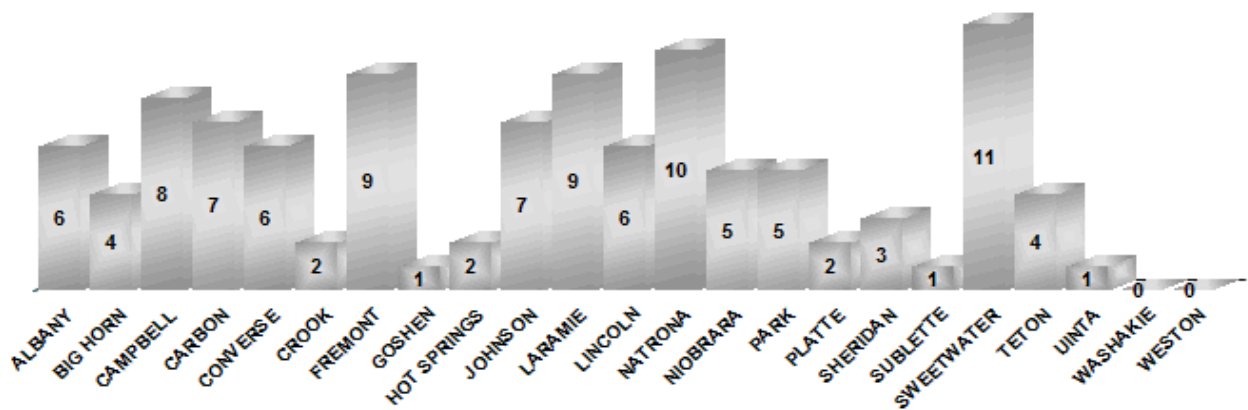
WYOMING STATE 2012 DATA Data Driven Traffic Safety Priorities

There were 109 fatal crashes with 120 fatalities. 41 of those crashes involved alcohol with 41 fatalities, 37 crashes involved speeding with 40 fatalities and 64 crashes had 57 unbelted fatalities.



Of the 41 alcohol fatalities 31 of those also did not wear seat belts and 34 were both alcohol and speed related. Of the 57 unbelted fatalities 53 also included speed and 29 of the fatalities involved alcohol, speed, and no belts.

2012 Fatal Crash Count by County

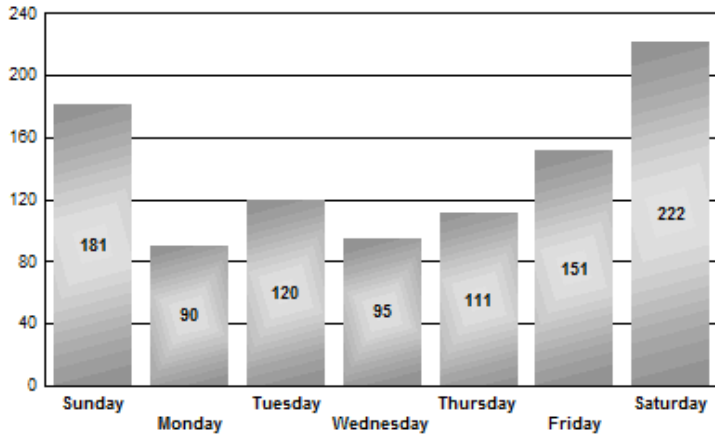


ALCOHOL INVOLVED CRASH STATISTICS

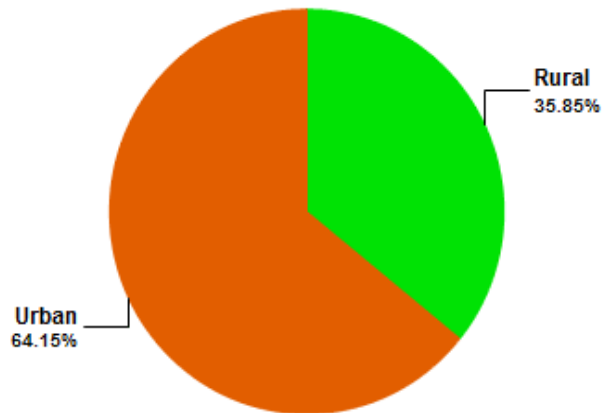
2012 Information

In 2012, there were 970 alcohol involved traffic crashes of which: 41 were fatal crashes with 41 fatalities, 390 injury crashes with 524 people injured, and 539 property damage only crashes, resulting in a 5% decrease of alcohol involved crashes from 2011.

Alcohol Involved Crashes by Day of Week



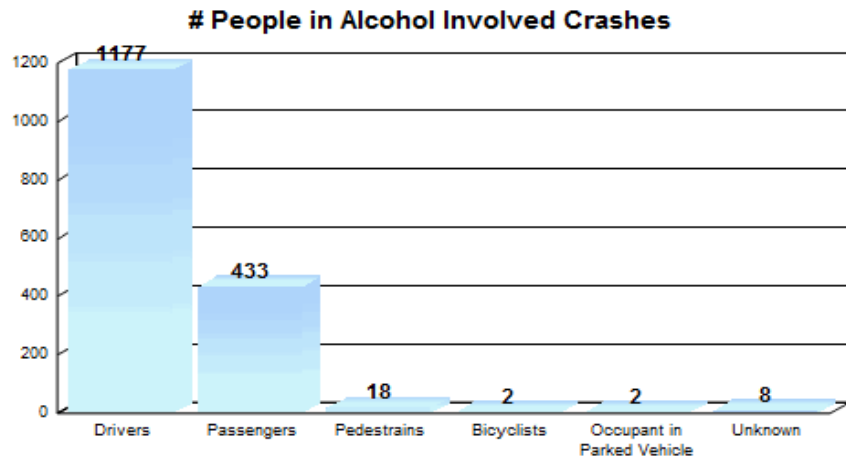
Alcohol Involved Crashes by Urban/Rural



July and August were the two highest months with 99 (10%) & 105 (11%) alcohol crashes respectively. The weekends (Friday, Saturday, and Sunday) make up 58% of all alcohol involved crashes. 48% of the alcohol crashes occurred between 9 pm to 3 am.

Time of Day	Total Crashes
Midnight - 3 am	260
3 am - 6 am	79
6 am - 9 am	39
9 am - Noon	27
Noon - 3 pm	55
3 pm - 6 pm	131
6 pm - 9 pm	161
9 pm - Midnight	218
Total	970

Alcohol Involved Crashes

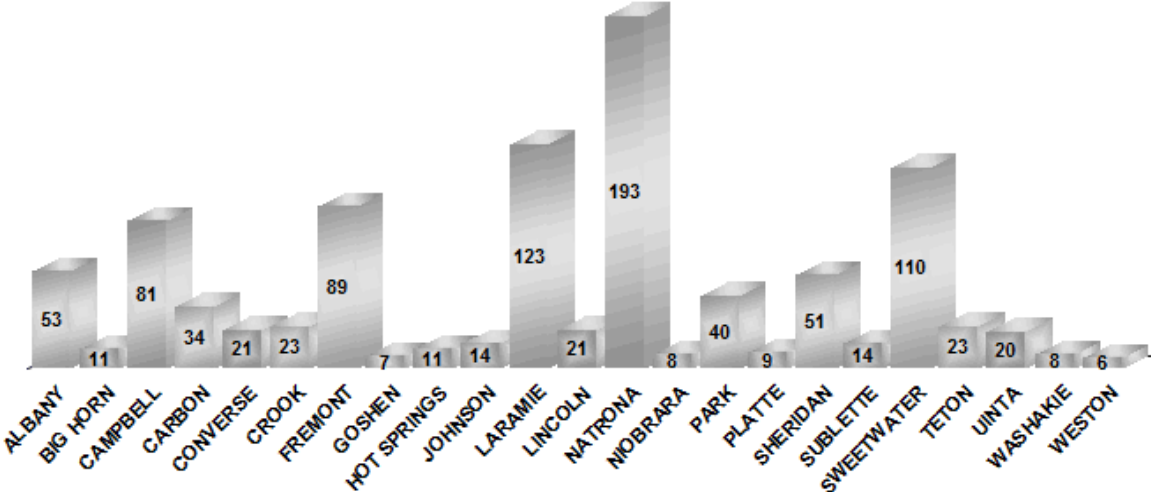


There were 1640 people involved in the 970 alcohol crashes of which: 962 Drivers were suspected of alcohol, 14 Pedestrians were suspected and, 0 Bicyclists were suspected. Of the 1610 drivers & passengers 830 (52%) were not using seat belts.

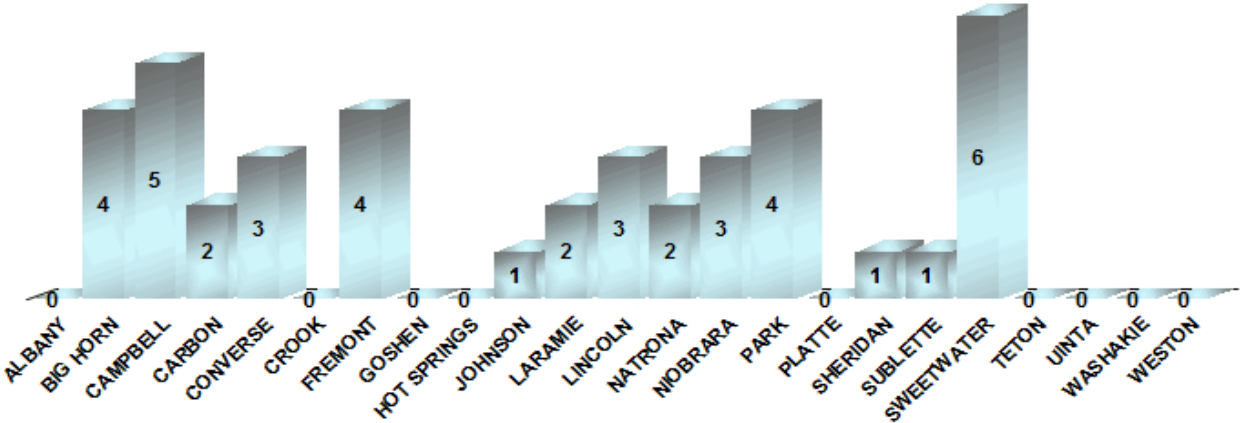
Alcohol Suspected Involved Type by Age Group & Gender

	Driver				Pedestrian			Total
	Female	Male	UK	Total	Female	Male	Total	
14 - 16	3	2	0	5	0	0	0	5
17 - 20	18	84	0	102	0	0	0	102
21 - 24	37	152	0	189	1	3	4	193
25 - 29	40	117	0	157	0	0	0	157
30 - 39	48	162	0	210	2	1	3	213
40 - 49	31	100	0	131	0	3	3	134
50 - 59	33	84	0	117	0	3	3	120
60 - 69	5	24	0	29	0	1	1	30
70 - 79	3	4	0	7	0	0	0	7
80+	1	1	0	2	0	0	0	2
UK	0	0	13	13	0	0	0	13
Total	219	730	13	962	3	11	14	976

Alcohol Involved Crash Count by County

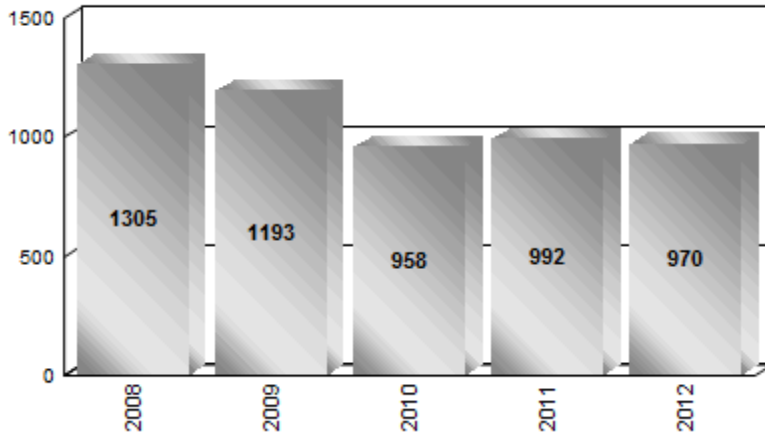


Alcohol Involved Fatalities by County

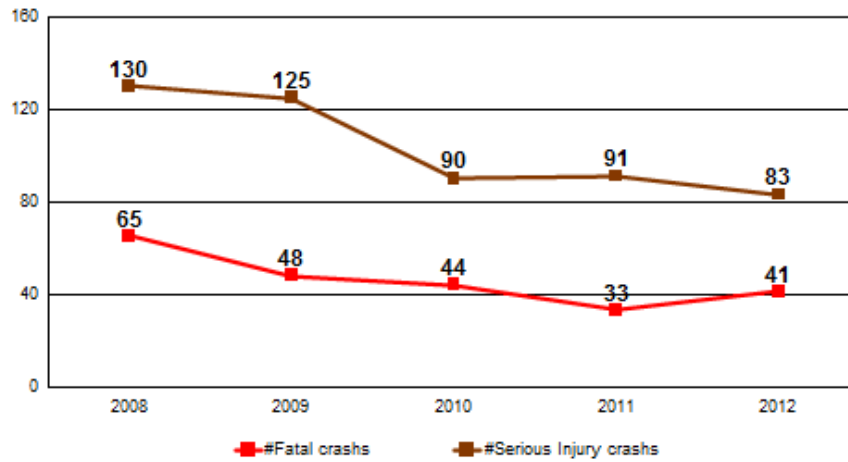


2008 - 2012 Alcohol Trend Information

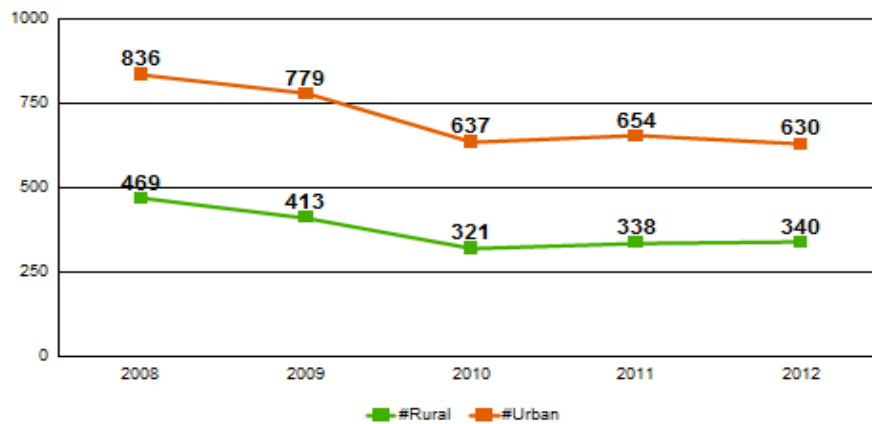
Alcohol Involved Crash Count by Year



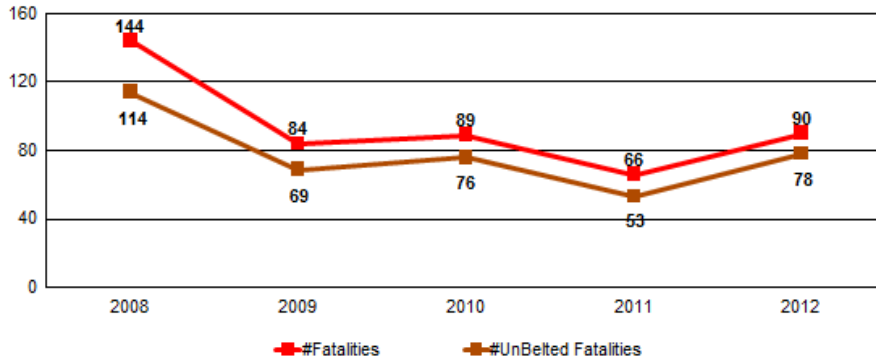
Alcohol Involved Fatal & Serious Injury Counts



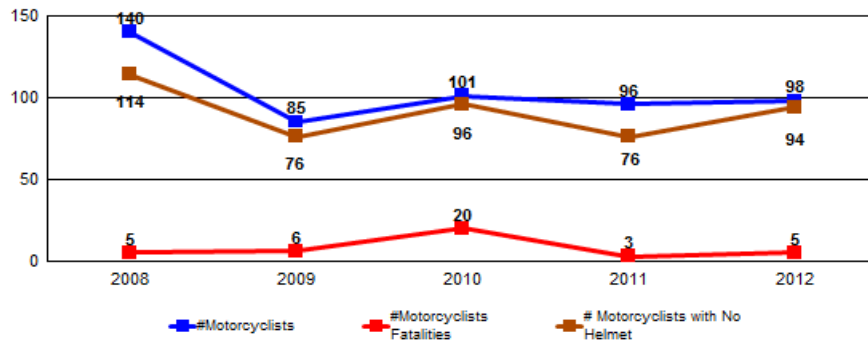
Urban & Rural Alcohol Involved Crash Counts



Alcohol Involved Fatalities & UnBelted Fatalities

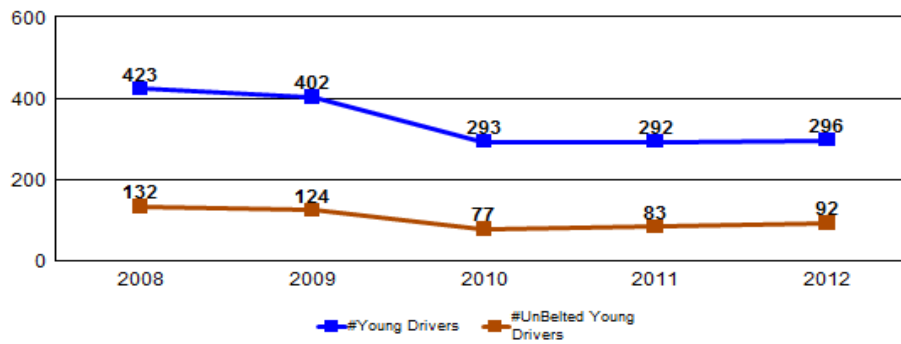


Motorcyclists Involved in Alcohol Crashes

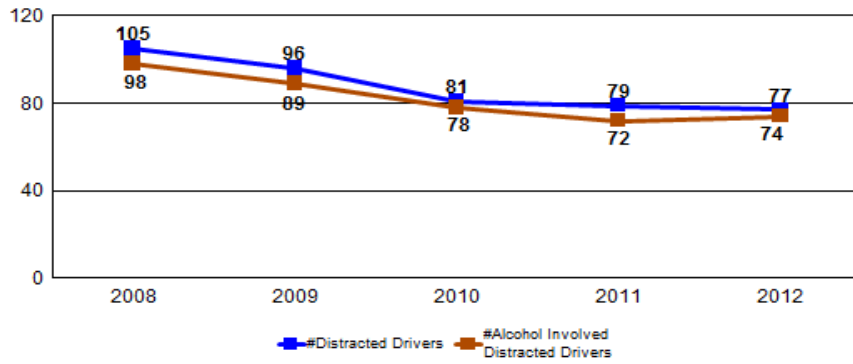


Alcohol Involved Young Drivers

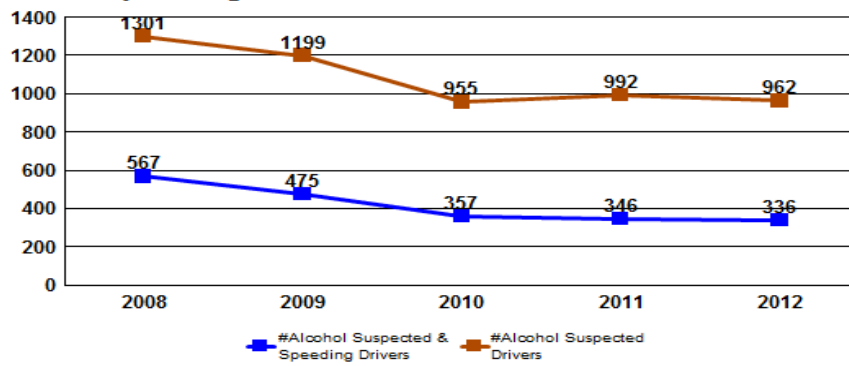
Age 13 - 24



Distracted Drivers Involved in Alcohol Crashes



Speeding Drivers Involved in Alcohol Crashes

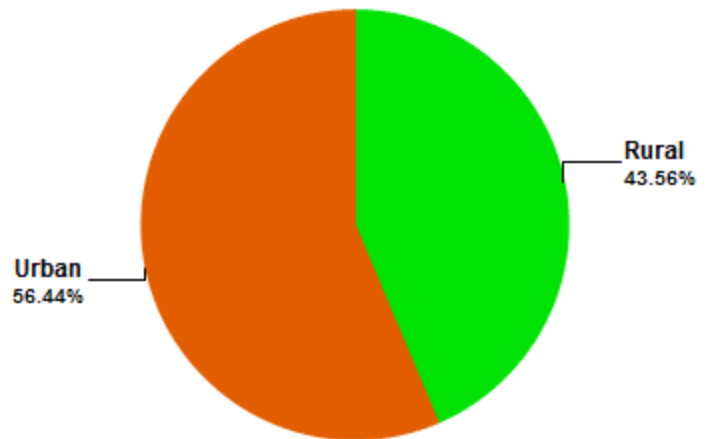


UNBELTED CRASH STATISTICS

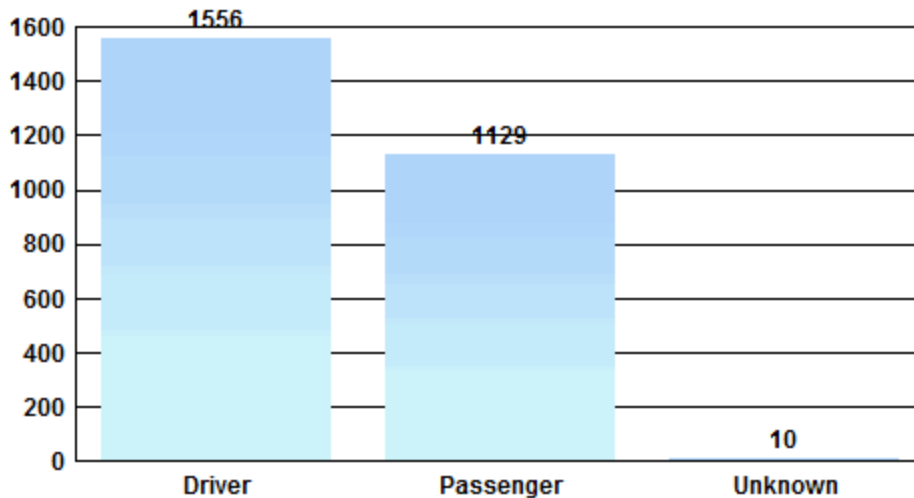
2012 Information

In 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011.

Unbelted Crashes by Urban/Rural



People Unbelted

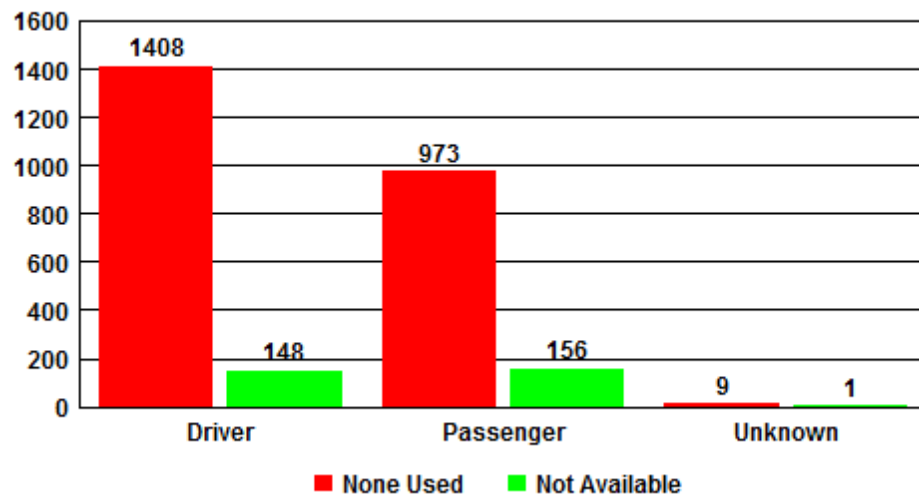


Of the 3405 people involved in the 1258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts.

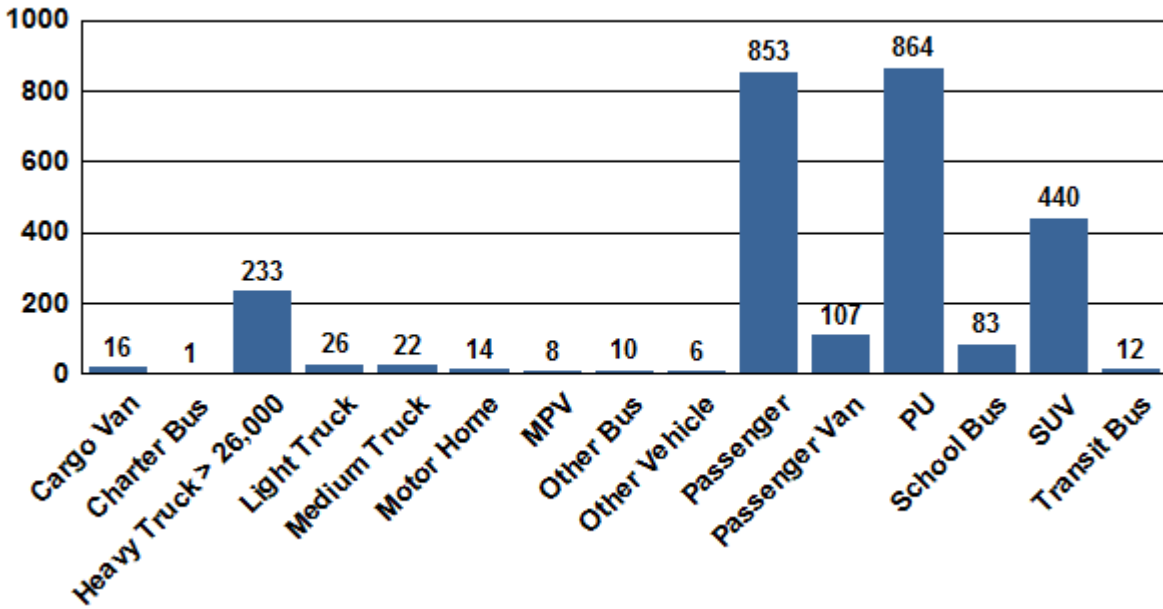
Unbelted Person Type by Injury Status

	Driver	Passenger	Unknown	Total
Fatal Injury	53	20	0	73
Incapacitating Injury	131	73	0	204
Non-Incapacitating Injury	304	167	0	471
Possible Injury	196	124	0	320
No Injury	840	722	10	1572
Unknown	32	23	0	55

Count of People by Safety Equipment Non-Used



#Unbelted People by Vehicle Type

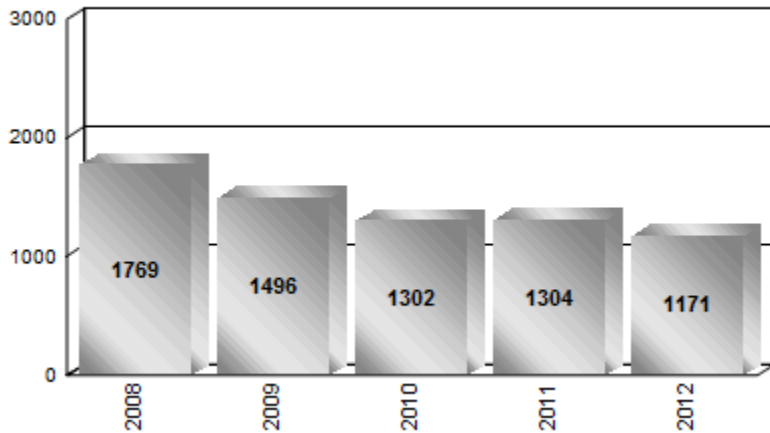


Unbelted Person Type by Age Group

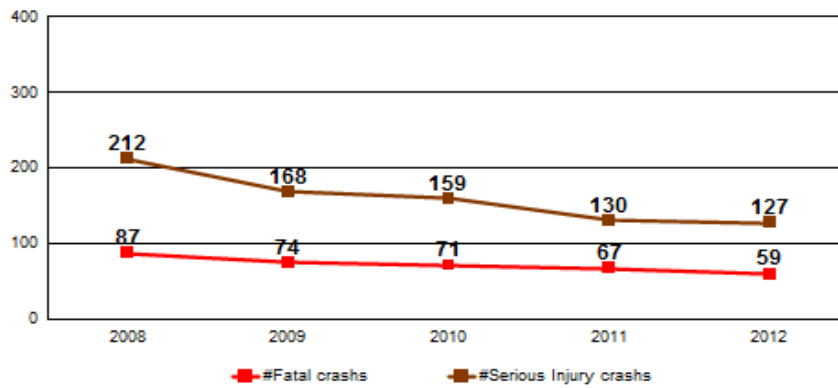
	Driver	Passenger	Unknown	Total
0 - 13	0	225	0	225
14 - 16	80	128	0	208
17 - 20	294	137	0	431
21 - 24	216	99	0	315
25 - 29	166	85	0	251
30 - 39	256	105	0	361
40 - 49	206	97	0	303
50 - 59	164	83	2	249
60 - 69	95	40	0	135
70 - 79	54	15	0	69
80 +	23	5	0	28
Unknown	2	110	8	120
Total	1556	1129	10	2695

2008 - 2012 Unbelted Trend Information

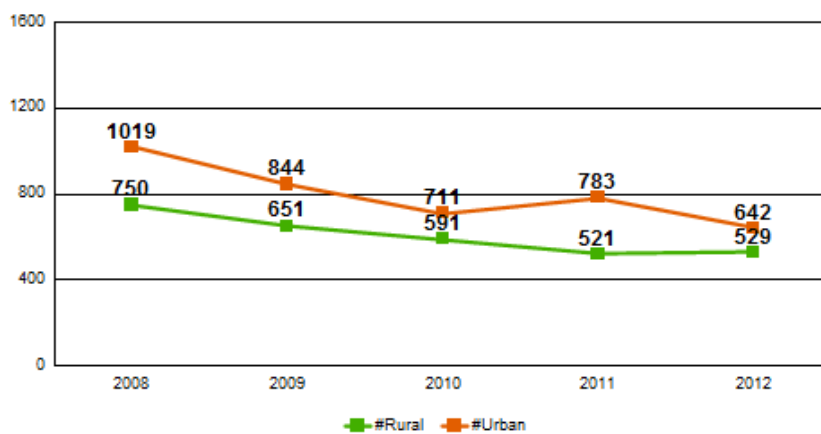
Unbelted Involved Crash Count by Year



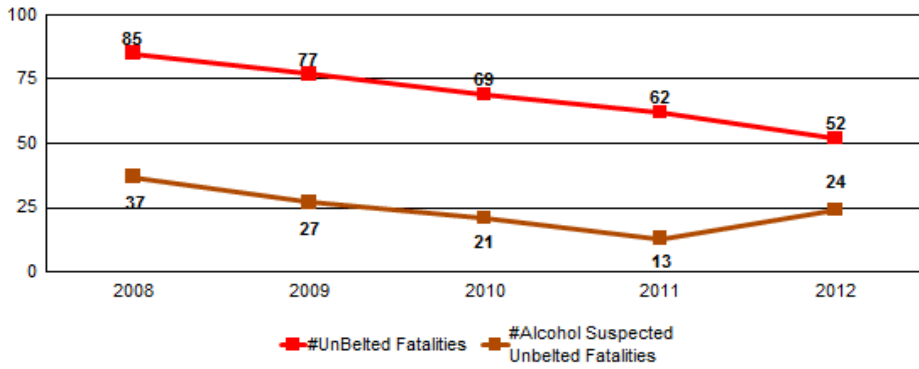
Unbelted Involved Fatal & Serious Injury Crash Counts



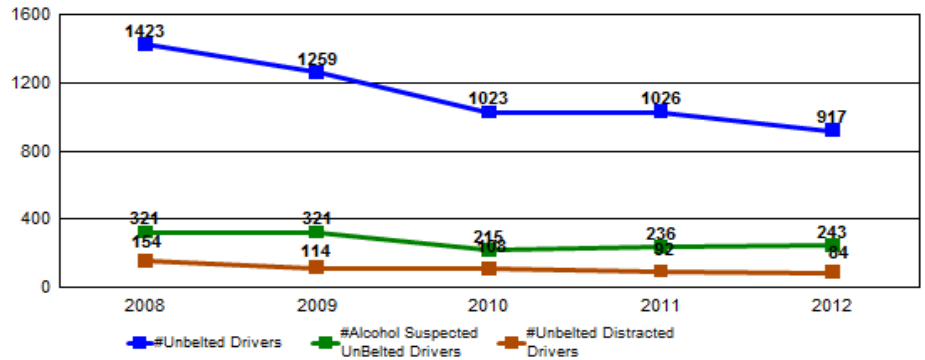
Urban & Rural Unbelted Involved Crash Counts



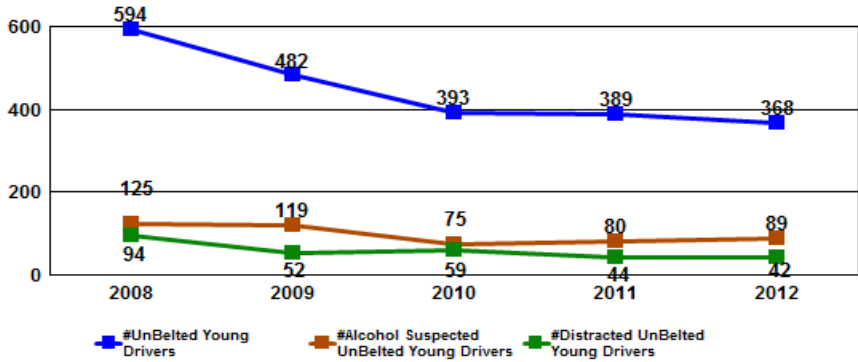
UnBelted Fatalities



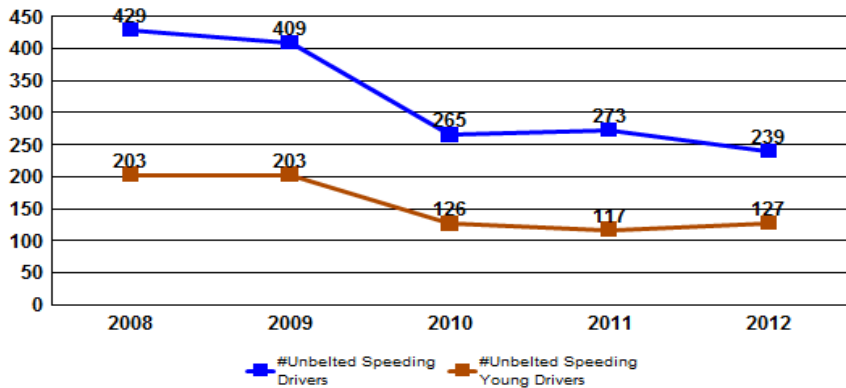
Unbelted Drivers



Unbelted Young Drivers Age 13 - 24



Unbelted Drivers Involving Speeding

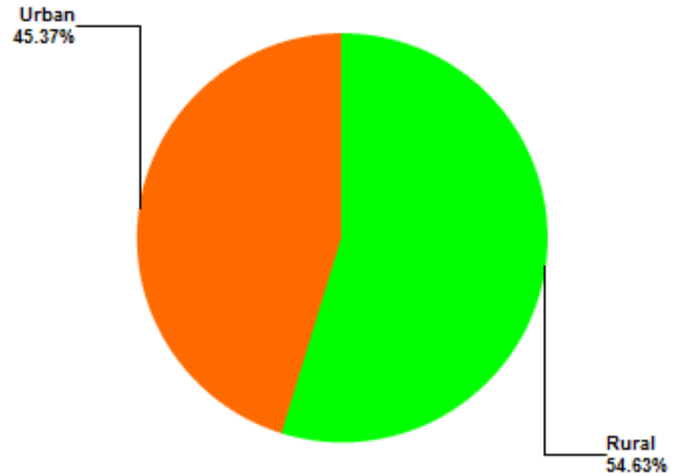


SPEED RELATED CRASH STATISTICS

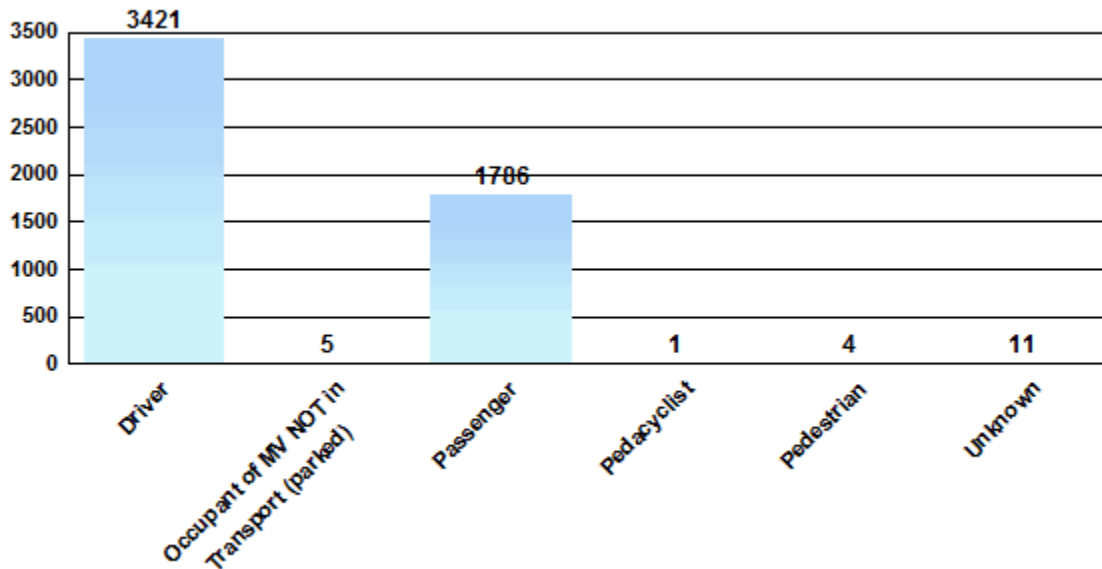
2012 Information

In 2012, there were 2643 traffic crashes that were speed related of which: 37 were fatal crashes with 40 fatalities, 672 injury crashes with 967 people injured, and 1934 property damage only crashes, resulting in a 21% decrease of speed related crashes from 2011.

Speed Related Crashes by Rural/Urban



Count of People involved in Speed Related Crashes

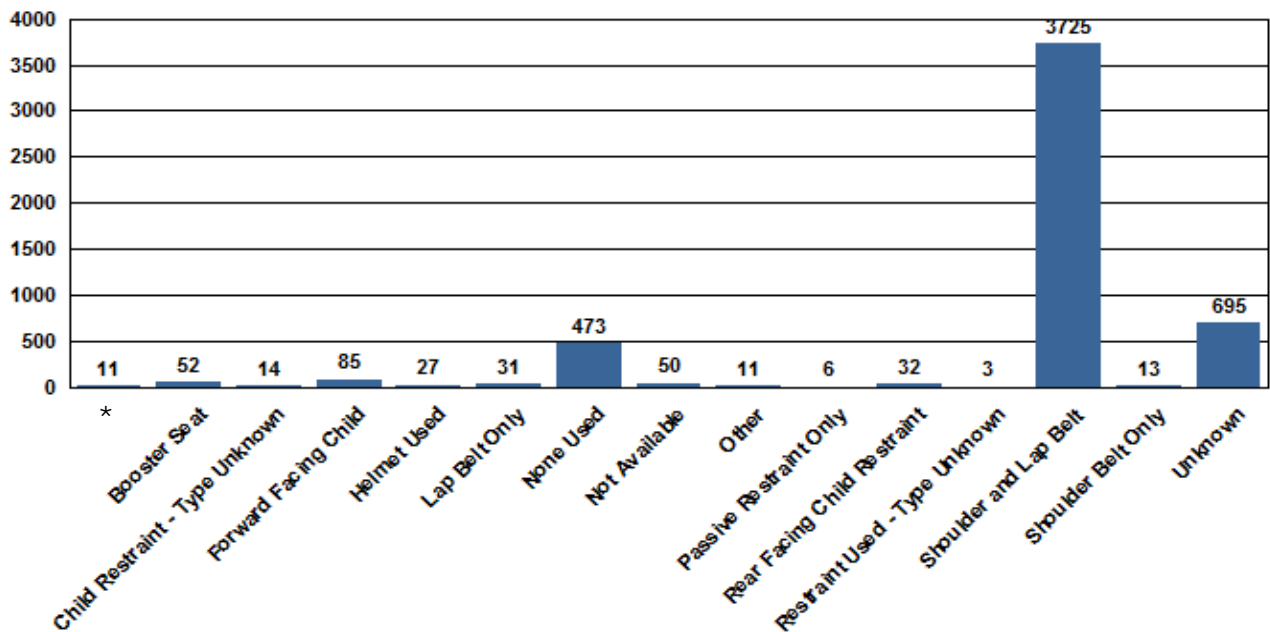


Of the 3421 drivers involved in the speed related crashes, 2656 drivers (78%) were speeding.

Count of People in Speed Related Crashes by Injury Status

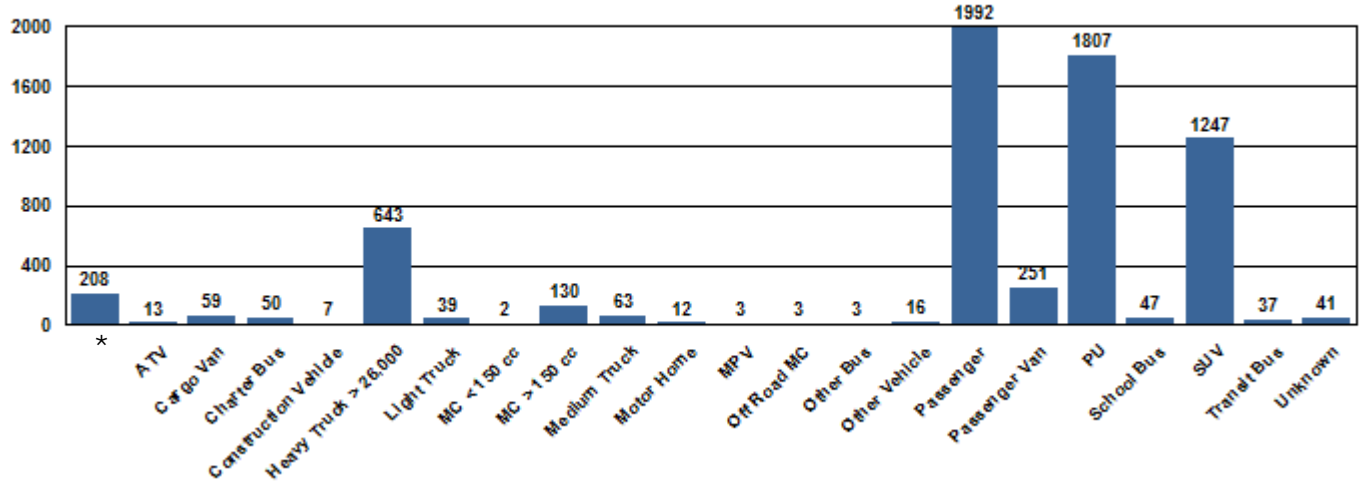
	Driver	Occupant of MV NOT in Transport (parked)	Passenger	Pedacyclist	Pedestrian	Unknown	Total
	0	0	1	0	0	0	1
Fatal Injury	29	0	10	0	1	0	40
Incapacitating Injury	89	0	46	0	1	0	136
No Injury	2583	2	1426	0	0	5	4016
Non-Incapacitating Injury	295	1	136	0	1	0	433
Possible Injury	262	2	131	1	1	1	398
Unknown	163	0	36	0	0	5	204
Total	3421	5	1786	1	4	11	5228

Count of People in Speed Related Crashes by Safety Equipment Used



*Blank Safety Equipment is Pedestrians, Pedacyclist & Occupants of a parked vehicle

Count of People in Speed Related Crashes by Vehicle Type



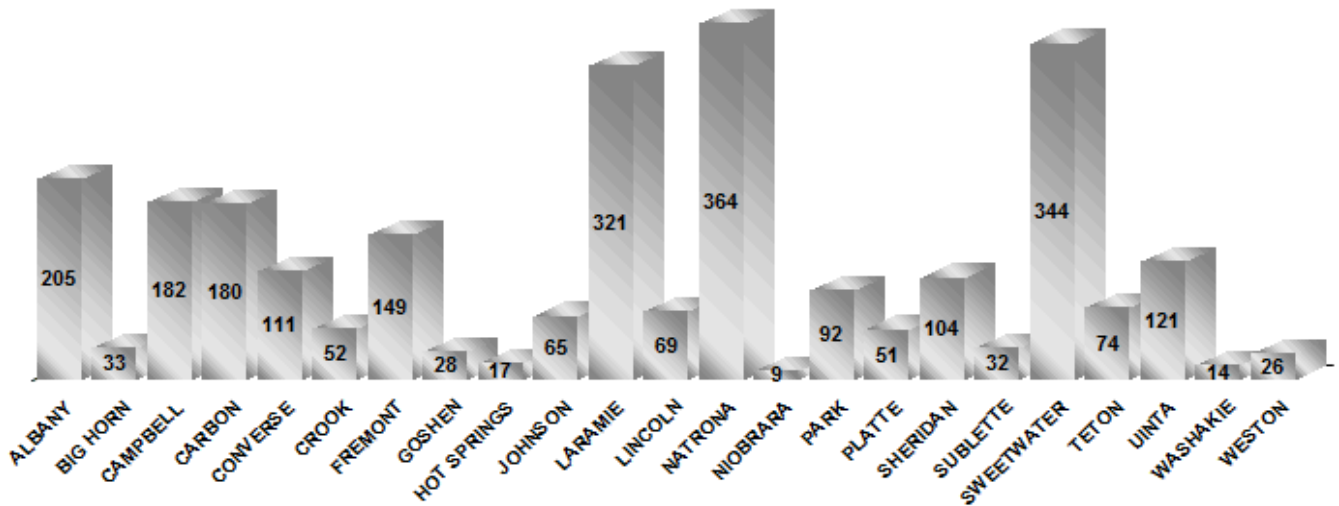
*Blank Vehicle Type is from single vehicle PDO animal crashes where vehicle Type is not collected.

Count of People in Speed Related Crashes by Age Group

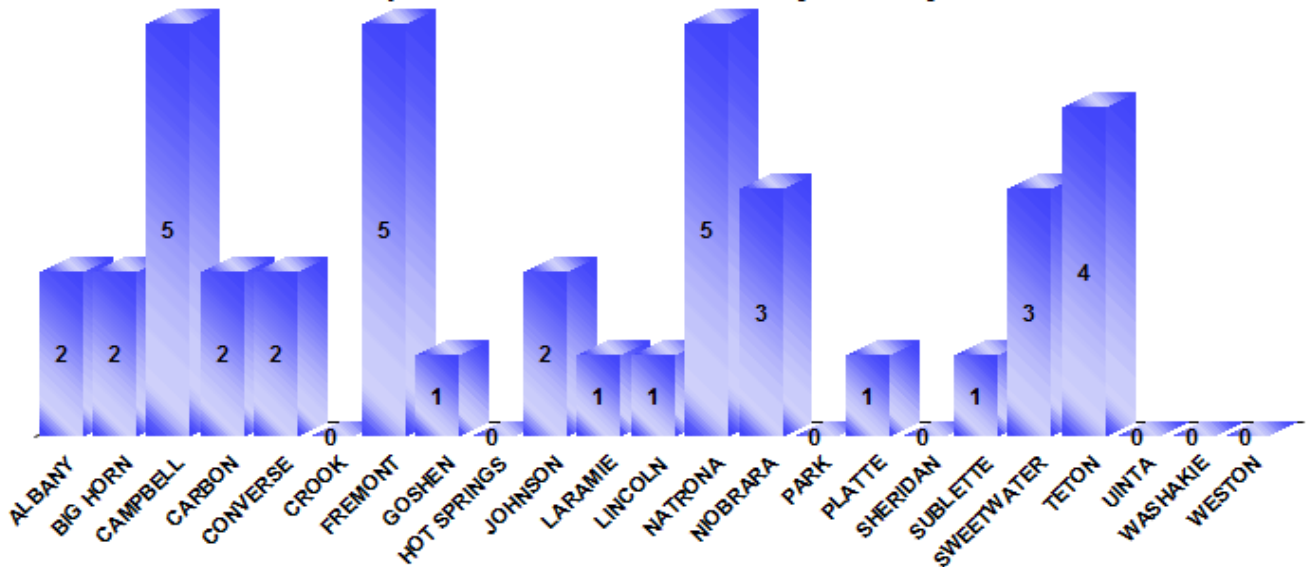
	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
0 - 13	3	0	340	0	0	2	345
14 - 16	143	0	148	0	0	0	291
17 - 20	513	1	246	0	0	0	760
21 - 24	410	0	145	0	0	1	556
25 - 29	438	0	165	1	0	1	605
30 - 39	609	1	177	0	0	0	787
40 - 49	512	1	133	0	1	0	647
50 - 59	427	1	91	0	1	0	520
60 - 69	191	0	60	0	1	0	252
70 - 79	59	0	17	0	0	0	76
80 +	20	0	10	0	1	0	31
Unknown	96	1	254	0	0	7	358
Total	3421	5	1786	1	4	11	5228

2008 - 2012 Speed Related Trend Information

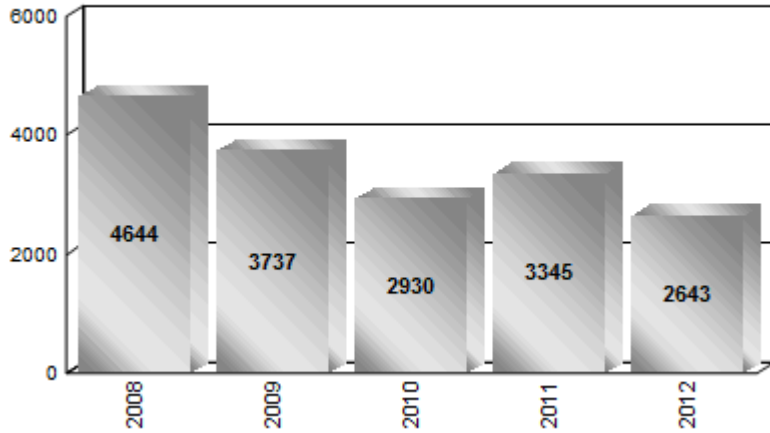
Speed Related Crash Count by County



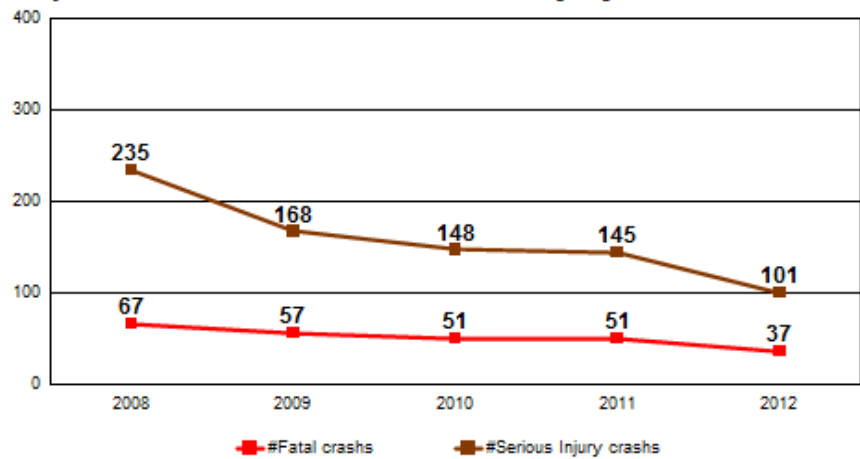
Speed Related Fatalities by County



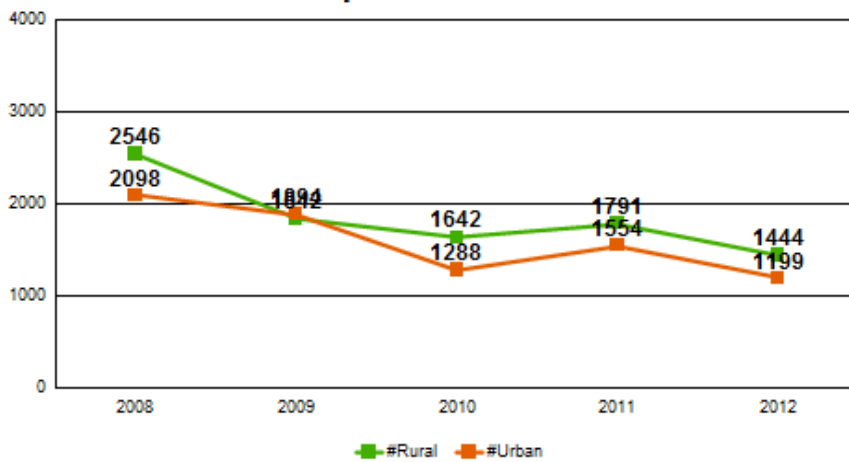
Speed Related Crash Count by Year



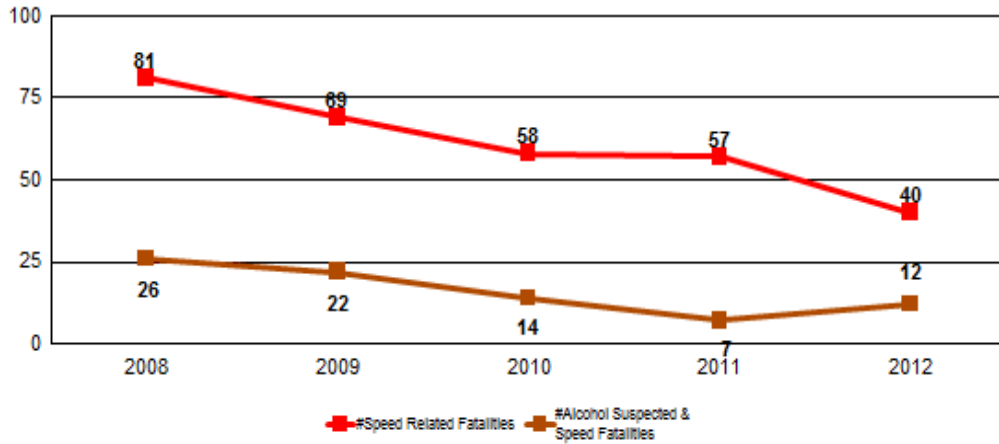
Speed Related Fatal & Serious Injury Crash Counts



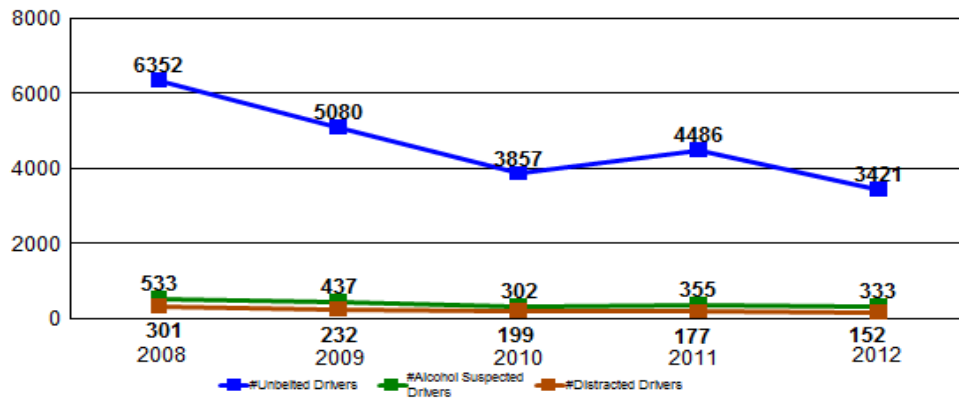
Urban & Rural Speed Related Crash Counts



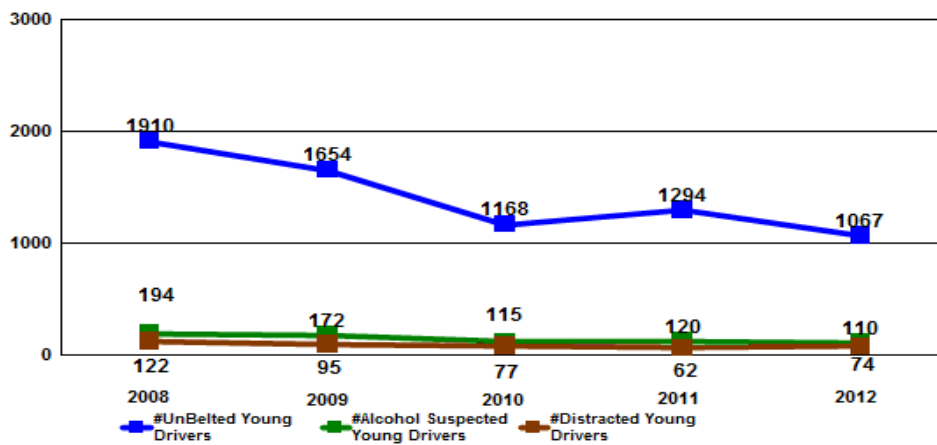
Speed Related Fatalities



Speed Related Drivers



Speed Related Young Drivers Age 13 - 24



**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: WYOMING

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency 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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-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**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**(applies to subrecipients as well as States)****Instructions for Primary 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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).


(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6-26-13
Date

Matthew D. Carlson, P.E.
Printed name of Governor's Representative for Highway Safety

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 1

2014-HSP-1

Report Date: 06/27/2013

For Approval

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-2014-14-PA-01	PLANNING & ADMINISTRATION	\$0.00	\$43,896.91	\$0.00	\$107,840.74	\$107,840.74	\$0.00
	Planning and Administration Total		\$0.00	\$43,896.91	\$0.00	\$107,840.74	\$107,840.74	\$0.00
Occupant Protection								
	OP-2014-14-OP-01	COMPREHENSIVE S/B PROGRAM	\$0.00	\$0.00	\$0.00	\$16,234.50	\$16,234.50	\$0.00
	OP-2014-14-OP-02	BUCKLE UP KIDS - CRMCF	\$0.00	\$0.00	\$0.00	\$131,302.50	\$131,302.50	\$131,302.50
	OP-2014-14-OP-03	HSO - SPECIAL EVENTS	\$0.00	\$0.00	\$0.00	\$35,564.01	\$35,564.01	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$183,101.01	\$183,101.01	\$131,302.50
Police Traffic Services								
	PT-2014-14-PT-01	WASCOP - LEC	\$0.00	\$0.00	\$0.00	\$131,839.02	\$131,839.02	\$131,839.02
	PT-2014-14-PT-02	TSC - Traffic Safety Committee	\$0.00	\$0.00	\$0.00	\$8,117.25	\$8,117.25	\$0.00
	PT-2014-14-PT-03	HSO - Law Enforcement Liaison	\$0.00	\$0.00	\$0.00	\$139,400.24	\$139,400.24	\$139,400.24
	Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$279,356.51	\$279,356.51	\$271,239.26
Roadway Safety								
	RS-2014-14-RS-01	SMS - Safety Management System	\$0.00	\$0.00	\$0.00	\$10,823.00	\$10,823.00	\$5,411.50
	RS-2014-14-RS-02	CHEYENNE MPO	\$0.00	\$0.00	\$0.00	\$49,245.00	\$49,245.00	\$49,245.00
	RS-2014-14-RS-03	NATIVE AMERICAN MEDIA OUTREACH	\$0.00	\$0.00	\$0.00	\$72,514.10	\$72,514.10	\$72,514.10
	RS-2014-14-RS-04	CHEY PD - Crash Data Retrieval Device	\$0.00	\$0.00	\$0.00	\$6,983.00	\$6,983.00	\$0.00
	Roadway Safety Total		\$0.00	\$0.00	\$0.00	\$139,565.10	\$139,565.10	\$127,170.60
Safe Communities								
	SA-2014-14-SA-01	REGION 1 SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$58,052.00	\$58,052.00	\$58,052.00
	SA-2014-14-SA-02	REGION 2 SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$78,230.00	\$78,230.00	\$78,230.00

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

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

State: Wyoming

Page: 2

Report Date: 06/27/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	SA-2014-14-SA-03	HSO - EVENTS CALENDAR	\$0.00	\$0.00	\$0.00	\$2,706.00	\$2,706.00	\$0.00
Safe Communities Total			\$0.00	\$0.00	\$0.00	\$138,988.00	\$138,988.00	\$136,282.00
<i>Paid Advertising</i>								
	PM-2014-14-PM-01	PAO - REGULAR PAID MEDIA	\$0.00	\$0.00	\$0.00	\$370,255.00	\$370,255.00	\$0.00
Paid Advertising Total			\$0.00	\$0.00	\$0.00	\$370,255.00	\$370,255.00	\$0.00
NHTSA 402 Total			\$0.00	\$43,896.91	\$0.00	\$1,219,106.36	\$1,219,106.36	\$665,994.36
<i>408 Data Program SAFETEA-LU</i>								
	K9-2014-14-K9-01	GIS/LRS	\$0.00	\$0.00	\$0.00	\$37,880.50	\$37,880.50	\$0.00
	K9-2014-14-K9-02	WASCOP - E-CITATIONS	\$0.00	\$0.00	\$0.00	\$354,723.83	\$354,723.83	\$0.00
	K9-2014-14-K9-03	TR PROJECT MANAGER	\$0.00	\$0.00	\$0.00	\$162,345.00	\$162,345.00	\$0.00
	K9-2014-14-K9-04	WHP CRASH CITATION DATA ANALY.	\$0.00	\$0.00	\$0.00	\$54,115.00	\$54,115.00	\$0.00
	K9-2014-14-K9-05	WECRS - Automated/Synchronized Update	\$0.00	\$0.00	\$0.00	\$54,115.00	\$54,115.00	\$0.00
	K9-2014-14-K9-06	GCID - Geo locating Alc related Data	\$0.00	\$0.00	\$0.00	\$27,057.50	\$27,057.50	\$0.00
408 Data Program Incentive Total			\$0.00	\$0.00	\$0.00	\$690,236.83	\$690,236.83	\$0.00
408 Data Program SAFETEA-LU Total			\$0.00	\$0.00	\$0.00	\$690,236.83	\$690,236.83	\$0.00
<i>154 Transfer Funds</i>								
	154AL-2014-14-AL-01	HSO ALCOHOL SPECIAL EVENTS	\$0.00	\$0.00	\$0.00	\$2,705.75	\$2,705.75	\$0.00
	154AL-2014-14-AL-02	REGION 5 - IPR DUI Monitoring	\$0.00	\$0.00	\$0.00	\$82,601.00	\$82,601.00	\$82,601.00
	154AL-2014-14-AL-03	REGION 1 SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$115,021.00	\$115,021.00	\$115,021.00
	154AL-2014-14-AL-04	REGION 2 SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$121,323.00	\$121,323.00	\$121,323.00
	154AL-2014-14-AL-05	REGION 5 SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$91,641.00	\$91,641.00	\$91,641.00
	154AL-2014-14-AL-06	HSO EVENTS CALENDAR	\$0.00	\$0.00	\$0.00	\$2,706.00	\$2,706.00	\$0.00
	154AL-2014-14-AL-07	WASCOP - ALCOHOL FACTORS	\$0.00	\$0.00	\$0.00	\$65,032.70	\$65,032.70	\$0.00
	154AL-2014-14-AL-08	HSO COMPREHENSIVE ALCOHOL	\$0.00	\$0.00	\$0.00	\$16,235.00	\$16,235.00	\$0.00

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 3

2014-HSP-1

Report Date: 06/27/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	154AL-2014-14-AL-09	TSRP - T.S. Resource Prosecutor	\$0.00	\$0.00	\$0.00	\$154,228.00	\$154,228.00	\$154,228.00
	154AL-2014-14-AL-10	WHP DUI O/T ENFORCEMENT	\$0.00	\$0.00	\$0.00	\$91,849.00	\$91,849.00	\$0.00
	154AL-2014-14-AL-11	WHP SPECIALIZED ENFOR. - Sturgis	\$0.00	\$0.00	\$0.00	\$135,287.50	\$135,287.50	\$0.00
	154AL-2014-14-AL-12	WHP DUI EDUCATION	\$0.00	\$0.00	\$0.00	\$132,041.00	\$132,041.00	\$0.00
	154AL-2014-14-AL-13	WASCOP - VIDEO CAMERAS	\$0.00	\$0.00	\$0.00	\$192,142.07	\$192,142.07	\$192,142.07
	154AL-2014-14-AL-14	WASCOP DUI O/T ENFORCEMENT	\$0.00	\$0.00	\$0.00	\$520,261.61	\$520,261.61	\$520,261.61
	154AL-2014-14-AL-15	WASCOP - BLOOD KITS	\$0.00	\$0.00	\$0.00	\$16,849.38	\$16,849.38	\$0.00
	154AL-2014-14-AL-16	DECP/SFST COORDINATOR	\$0.00	\$0.00	\$0.00	\$217,195.96	\$217,195.96	\$0.00
	154AL-2014-14-AL-17	GCID - WYSAC EVALUATION	\$0.00	\$0.00	\$0.00	\$27,057.50	\$27,057.50	\$0.00
	154 Alcohol Total		\$0.00	\$0.00	\$0.00	\$1,984,177.47	\$1,984,177.47	\$1,277,217.68
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$1,984,177.47	\$1,984,177.47	\$1,277,217.68
	MAP 21 405b OP Low							
	M2HVE-2014-14-HV-01	WASCOP - Local HVE O/T	\$0.00	\$0.00	\$0.00	\$413,844.46	\$413,844.46	\$413,844.46
	M2HVE-2014-14-HV-02	WHP - HVE O/T	\$0.00	\$0.00	\$0.00	\$258,670.00	\$258,670.00	\$0.00
	405b Low HVE Total		\$0.00	\$0.00	\$0.00	\$672,514.46	\$672,514.46	\$413,844.46
	405b Low Public Education							
	M2PE-2014-14-PE-01	ALIVE @ 25 - WHP	\$0.00	\$0.00	\$0.00	\$230,530.00	\$230,530.00	\$0.00
	M2PE-2014-14-PE-02	'CLICK' SCHOOL DIST. #1	\$0.00	\$0.00	\$0.00	\$80,454.00	\$80,454.00	\$80,454.00
	M2PE-2014-14-PE-03	REGION 5 - SAFE COMMUNITIES	\$0.00	\$0.00	\$0.00	\$39,275.00	\$39,275.00	\$0.00
	M2PE-2014-14-PE-04	WASCOP - TS Media Dissemination	\$0.00	\$0.00	\$0.00	\$106,417.15	\$106,417.15	\$106,417.15
	M2PE-2014-14-PE-05	WYO. SEATBELT COALITION	\$0.00	\$0.00	\$0.00	\$138,697.02	\$138,697.02	\$0.00
	M2PE-2014-14-PE-07	HSO EVENTS CALENDAR	\$0.00	\$0.00	\$0.00	\$2,706.00	\$2,706.00	\$0.00
	405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$598,079.17	\$598,079.17	\$186,871.15
	405b Low OP Information System							
	M2OP-2014-14-OP-01	WYO. SEATBELT SURVEY	\$0.00	\$0.00	\$0.00	\$97,407.00	\$97,407.00	\$0.00

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 4

2014-HSP-1

Report Date: 06/27/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	M2OP-2014-14-OP-02	ATTITUDE/AWARENESS SURVEY	\$0.00	\$0.00	\$0.00	\$54,115.00	\$54,115.00	\$0.00
405b Low OP Information System			\$0.00	\$0.00	\$0.00	\$151,522.00	\$151,522.00	\$0.00
	Total							
	MAP 21 405b OP Low Total		\$0.00	\$0.00	\$0.00	\$1,422,115.63	\$1,422,115.63	\$600,715.61
MAP 21 405c Data Program								
	M3DA-2014-14-DA-01	EMS ELECTRONIC DATA SYSTEM	\$0.00	\$0.00	\$0.00	\$194,814.00	\$194,814.00	\$0.00
	M3DA-2014-14-DA-02	WECRS QUALITY CONTROL	\$0.00	\$0.00	\$0.00	\$54,115.00	\$54,115.00	\$0.00
	M3DA-2014-14-DA-04	IMPROVING DR. REGIIS. DATA	\$0.00	\$0.00	\$0.00	\$37,880.50	\$37,880.50	\$0.00
	M3DA-2014-14-DA-05	CARE, etc....	\$0.00	\$0.00	\$0.00	\$216,460.00	\$216,460.00	\$0.00
	405c Data Program Total		\$0.00	\$0.00	\$0.00	\$503,269.50	\$503,269.50	\$0.00
	MAP 21 405c Data Program Total		\$0.00	\$0.00	\$0.00	\$503,269.50	\$503,269.50	\$0.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2014-14-HV-01	WASCOP LOCAL DUI O/T	\$0.00	\$0.00	\$0.00	\$169,085.02	\$169,085.02	\$0.00
	405d Mid HVE Total		\$0.00	\$0.00	\$0.00	\$169,085.02	\$169,085.02	\$0.00
405d Mid ID Coordinator								
	M5IDC-2014-14-ID-01	GICD - DUI POLICY ANALYSIS	\$0.00	\$0.00	\$0.00	\$173,168.00	\$173,168.00	\$0.00
	M5IDC-2014-14-ID-02	GCID - FACILITATOR	\$0.00	\$0.00	\$0.00	\$259,752.00	\$259,752.00	\$0.00
	405d Mid ID Coordinator Total		\$0.00	\$0.00	\$0.00	\$432,920.00	\$432,920.00	\$0.00
405d Mid Court Support								
	M5CS-2014-14-CS-01	LOCAL INTOXIMETERS	\$0.00	\$0.00	\$0.00	\$16,234.50	\$16,234.50	\$16,234.50
	M5CS-2014-14-CS-02	CTP Training	\$0.00	\$0.00	\$0.00	\$12,987.60	\$12,987.60	\$0.00
	M5CS-2014-14-CS-03	CTP - EQUIPMENT	\$0.00	\$0.00	\$0.00	\$18,399.10	\$18,399.10	\$0.00
	405d Mid Court Support Total		\$0.00	\$0.00	\$0.00	\$47,621.20	\$47,621.20	\$16,234.50
405d Mid Paid/Earned Media								
	M5PEM-2014-14-PE-01	GCID - MEDIA CAMPAIGN	\$0.00	\$0.00	\$0.00	\$638,557.82	\$638,557.82	\$0.00

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 5

2014-HSP-1

Report Date: 06/27/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	M5PEM-2014-14-PE-02	PAO - Alcohol Media Campaigns	\$.00	\$.00	\$.00	\$370,255.00	\$370,255.00	\$.00
405d Mid Paid/Earned Media Total			\$.00	\$.00	\$.00	\$1,008,812.82	\$1,008,812.82	\$.00
405d Mid Training								
	M5TR-2014-14-TR-01	WASCOP - UNDERAGE DD	\$.00	\$.00	\$.00	\$251,853.92	\$251,853.92	\$.00
405d Mid Training Total			\$.00	\$.00	\$.00	\$251,853.92	\$251,853.92	\$.00
MAP 21 405d Impaired Driving Mid Total			\$.00	\$.00	\$.00	\$1,910,292.96	\$1,910,292.96	\$16,234.50
MAP 21 405e Distracted Driving								
	M8PE-2014-14-PE-01	DRIVE SAFE WYO. DISTRACTED DR.	\$.00	\$.00	\$.00	\$251,634.75	\$251,634.75	\$.00
405e Public Education Total			\$.00	\$.00	\$.00	\$251,634.75	\$251,634.75	\$.00
MAP 21 405e Distracted Driving Total			\$.00	\$.00	\$.00	\$251,634.75	\$251,634.75	\$.00
MAP 21 405f Motorcycle Programs								
	M9MA-2014-14-MA-01	MOTORCYCLE AWARENESS	\$.00	\$.00	\$.00	\$200,262.00	\$200,262.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$.00	\$.00	\$200,262.00	\$200,262.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$.00	\$.00	\$200,262.00	\$200,262.00	\$.00
NHTSA Total			\$.00	\$43,896.91	\$.00	\$8,181,095.50	\$8,181,095.50	\$2,560,162.15
Total			\$.00	\$43,896.91	\$.00	\$8,181,095.50	\$8,181,095.50	\$2,560,162.15

Dalene Cole 6-27-13

 APPROVED DATE

[Signature] 6-27-13

 APPROVED DATE

Verifying 2014-HSP-1

Verification Results for Wyoming 2014-HSP-1

No Errors

Email for Approval

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47A

FFY 2014 - Match Summary Report

SAFETEA-LU MATCH CATAGORIES

Section 402	State	Federal
402 - P&A	76.22%	23.75%
402	90.49%	9.51%
405	75%	25%
408	80%	20%
410	75%	25%
154AL		100%
2010		100%

MAP-21 MATCH CATAGORIES

MAP-21	State	Federal
402 - P&A	76.22%	23.75%
402	90.49%	9.51%
405	80%	20%
154AL		100%

FY2014 PROJECT LIST BY CORE MEASURE

CORE MEASURES 1-3

P&A	OP	PM	PT	RS	SA	TR
Planning & Administration - PA-2014-14-PA-01	Comprehensive OP - OP-2014-14-OP-01	PAO Media Campaigns - PM-2014-14-PM-01	LEC - PT-2014-14-PT-01	SMS - PT-2014-14-RS-01	Attitude and Awareness Survey - M2OP-2014-14-OP-02	WASCOP E-Citations - K9-2014-14-K9-02
	Buckle Up Kids - OP-2014-14-OP-02	Drive Safe WY - M8PE-2014-14-PE-01	Traffic Safety Committee - PT-2014-14-PT-02	Crash Data Retrieval - PT-2014-14-RS-04	Highway Safety Events Calendar - SA-2014-14-SA-03	EMS Electronic Data System - M3DA-2014-14-DA-01
	WYSBC - M2PE-2014-14-PE05		LEL - PT-2014-14-PT-03	Native American Media - PT-2014-14-RS-03	Safe Communities #1 - SA-2014-14-SA-01	TR Project Manager - K9-2014-14-K9-03
	Alive @ 25 - M2PE-2014-14-PE01		WASCOP Local HVE - M2HVE-2014-14-HV-01	Cheyenne MPO - PT-2014-14-RS-02	Safe Communities #2 - SA-2014-14-SA-02	LE Crash & Citation Data An. - K9-2014-14-K9-04
	CLICK - M2PE-2014-14-PE02		WHP - HVE O/T - M2HVE-2014-14-HV-02		Safe Communities #5 - M2PE-2014-14-PE-03	WECRS Automated & Synch. - K9-2014-14-K9-05
	Highway Safety Office Special Events - OP-2014-14-OP-03		Media Dissemination - M2PE-2014-14-PE-04			GCID - Geo Locating - K9-2014-14-K9-06
	Seat Belt Survey - M2OP-2014-14-OP-01					WECRS Quality Control - M3DA-2014-14-DA-02
						GIS/LRS - K9-2014-01-K9-01
						Improving Driver Registration - M3DA-2014-14-DA-04
						CARE IIIC - M3DA-2014-14-DA-05

FY2014 PROJECT LIST BY CORE MEASURE

CORE MEASURE 4 - Occupant Protection	CORE MEASURE 5 - Alcohol	CORE MEASURE 6 - Speed	CORE MEASURE 7 & 8 - Motorcycle	CORE MEASURE 9 - Youthful Drivers	CORE MEASURE 10 - Pedestrians
WYSBC - M2PE-2014-14-PE05	GCID - Impaired Driving Media Campaign - M5PEM-2014-14-PE-01	WASCOP Local HVE - M2HVE-2014-14-HV-01	Motorcycle Safety Program - M9MA-2014-14-MA-01	Alive @ 25 - M2PE-2014-14-PE01	NONE
Comprehensive OP - OP-2014-14-OP-01	GCID - Impaired Driving Facilitator - M5IDC-2014-14-ID02	WHP - HVE O/T- M2HVE-2014-14-HV-02	Specialized MC Enforcement, Ham_Jam/Sturgis - 154AL-2014-14-AL-11	WASCOP Underage Drinking & Driving Reduction - M5TR-2014-14-TR-01	
Alive @ 25 - M2PE-2014-14-PE01	GCID Impaired Driving Policy Analyst - M5IDC-2014-14-ID01	Traffic Safety Committee - PT-2014-14-PT-02		CLICK - M2PE-2014-14-PE02	
Buckle Up Kids - OP-2014-14-OP-02	Chemical Testing Equipment - M5CS-2014-14-CS-03				
Safe Communities #1 - SA-2014-14-SA-01	Chemical Testing Training - M5CS-2014-14-CS-02				
Safe Communities #2 - SA-2014-14-SA-02	Alcohol Factors - 154AL-2014-14-AL-07				
Safe Communities #5 - M2PE-2014-14-PE-03	DECP/SFST Coordinator - 154AL-2014-14-AL-16				
CLICK - M2PE-2014-14-PE02	Local Intoximeters - M5CS-2014-14-CS-01				
Seat Belt Survey - M2OP-2014-14-OP-01	Blood Kits - 154AL-2014-14-AL-15				
Highway Safety Office Special Events - OP-2014-14-OP-03	WASCOP Local DUI Enforcement - 154AL-2014-14-AL-14				
PAO Media Campaigns - PM-2014-14-PM-01	WASCOP Video Cameras - 154AL-2014-14-AL-13				
	WASCOP Underage Drinking & Driving Reduction - M5TR-2014-14-TR-01				
	Safe Communities #1 - 154AL-201-14-AL-03				
	Safe Communities #2 - 154AL-201-14-AL-04				
	Safe Communities #5 - 154AL-201-14-AL-05				
	Highway Safety Events Calendar - 154AL-201-14-AL-06				
	Drive Safe WY - M8PE-2014-14-PE-01				
	Comprehensive Alcohol - 154AL-2014-14-AL-08				
	TSRP - 154AL-2014-14-AL-09				
	PAO Alcohol Media Campaigns - M5PEM-2014-14-PE-02				
	HSO Alcohol Special Events - 154AL-201-14-AL-01				
	Region 5 IPR DUI Monitoring - 154AL-201-14-AL-02				
	WHP DUI Enforcement - 154AL-2014-14-AL-10				
	Specialized MC Enforcement, Ham_Jam/Sturgis - 154AL-2014-14-AL-11				
	WHP DUI Education - 154AL-201-14-AL-12				
	GCID Evaluation - 154AL-2014-14-AL-17				

***TRAFFIC SAFETY FATALITIES C1
SERIOUS TRAFFIC INJURIES C2
FATALITIES/VMT (FARS/FHWA) C3
URBAN FATALITIES / VMT (FARS/FHWA) C3A
RURAL FATALITIES / VMT (FARS/FHWA) C3A***

**TRAFFIC SAFETY FATALITIES C1
SERIOUS TRAFFIC INJURIES C2
FATALITIES/VMT (FARS/FHWA) C3
URBAN FATALITIES / VMT (FARS/FHWA) C3A
RURAL FATALITIES / VMT (FARS/FHWA) C3A**

OVERVIEW

In 2011, according to the NHTSA Fatality Analysis and Reporting System Wyoming had 135 traffic fatalities which included 97 rural and 38 urban fatalities. The fatalities per 100 million vehicle miles driven were 1.62 (2010 VMTs). (2011 VMT Final Data was not yet available at time of FARS report.) In 2012, the Wyoming Crash Reports System recorded 109 fatal crashes with 120 fatalities of which: 11(9.2%) were motorcyclists and 6(5%) were pedestrians. In 2012, there were 13,893 traffic crashes in Wyoming with 109 fatal crashes, 2,761 injury crashes and 11,023 property damage only crashes. Of the 109 fatal crashes, there were 41 alcohol involved crashes with 41 fatalities, 39 crashes involved speeding with 40 fatalities and 64 crashes had 57 unbelted fatalities. Fatal crashes decreased from 120 in 2011 to 109 in 2012, a 9% decrease. Fatalities decreased from 135 in 2011 to 120 in 2012, an 11% decrease.

The top 6 counties for crashes were: Natrona (2,205), Laramie (1,840), Sweetwater (1,320), Campbell (1,047), Albany (978), and Fremont (869). The top 6 counties for fatal crashes were: Sweetwater (11), Natrona (10), Fremont & Laramie (9), Campbell (8) and Carbon (7). In 2012, there were 7,791 urban crashes with 25 fatal crashes and 6,102 rural crashes with 95 fatal crashes.

CORE MEASURES: (FARS C1-3)

Traffic Fatalities (FARS)

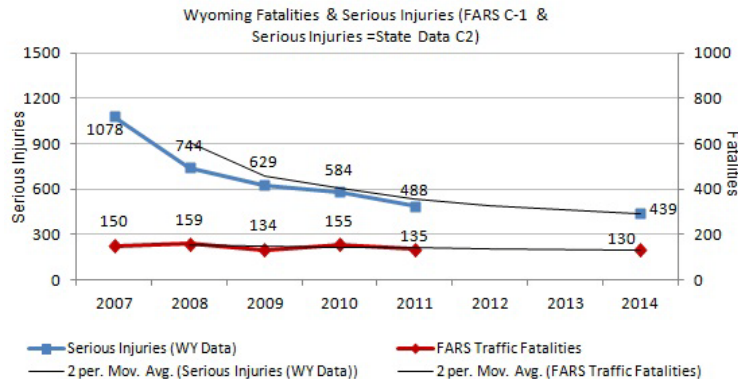
(C-1) To decrease traffic fatalities 9 percent from the 2007-2011 calendar base year average of 147 to 130 by December 31, 2014. Performance Target was established by trend line analysis.

In the FY2013 Highway Safety Plan, the projected C-1 goal for FY2013 was 155 fatalities, the 2012 State crash data states that there were 120 fatalities

Serious Traffic Injuries (State Crash Data Files)

(C-2) To decrease serious traffic injuries 10 percent from the 2011 calendar year 488 injuries to 439 by December 31, 2014. The 2007-2011 calendar base year average was 705. Due to a large drop in 2009 of serious injuries, the goal was established to reduce serious injuries by 10 percent which is in line with trend line analysis.

In the FY2013 Highway Safety Plan, the projected goal for FY2013 was 526 serious injuries, the 2012 State crash data file states that there were 431 serious injuries which is again below the projected number.



Fatalities/VMT (FARS/FHWA)

(C-3A) To decrease Wyoming's fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 1.67 to 1.01 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.05 fatalities per 100 MVM. The FARS data was a 1.62 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Rural Fatalities/VMT (FARS/FHWA)

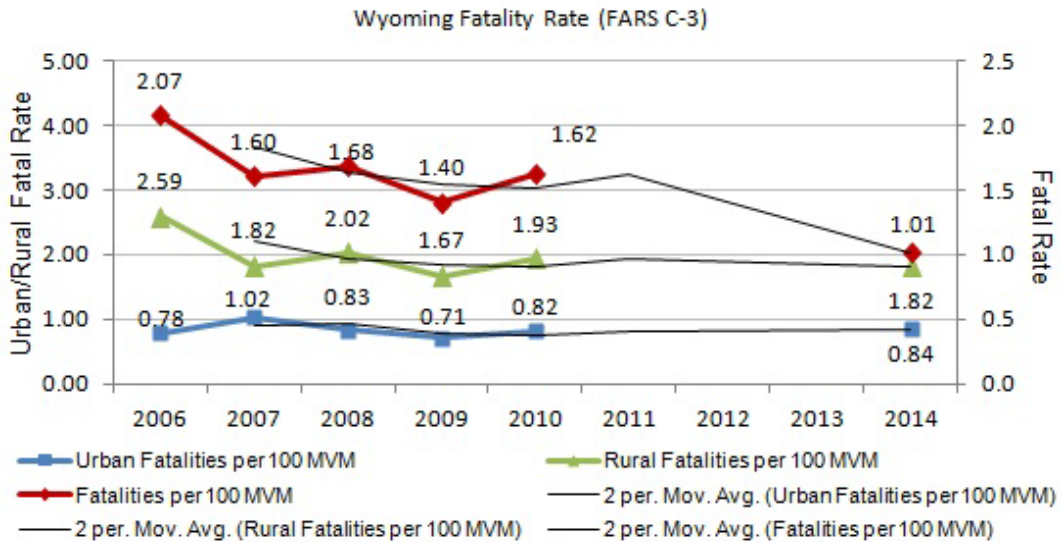
(C-3b) To decrease rural fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 2.01 to 1.82 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.23 fatalities per 100 MVM. The FARS data was a 1.93 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Urban Fatalities/VMT (FARS/FHWA)

(C-3a) To maintain a downward trend of urban fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 0.83 to 0.75 by December 31, 2014 instead of the Projected 0.84.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 0.63 fatalities per 100 MVM. The FARS data was a 0.84 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.



Wyoming's goal to reduce the fatality rate (overall, urban and rural) is consistent with the downward trend as calculated by the trend line with the exception of the urban fatality rate. The urban fatality rate shows an increase to .84 by 2014 compared to the 2010 .82. Wyoming chose a 10 percent reduction to .75 by 2014 to realistically affect change.

PLANNING & ADMINISTRATION (P & A)

Project Number: PA-2014-14-PA-01
Project Name: Planning and Administration
Project Awardee: Highway Safety Program

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.

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 Measures: Submit NHTSA required documents of the Highway Safety Office, 1) Performance Targets; 2) Highway Safety Plan; and 3) Annual Report.

Budget Summary	Planning and Administrative Expenses	\$130,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 10,699.00</u>
	Total	\$140,699.00

Local Benefit 0%

Capital Equipment Non-major equipment as needed

CTW: Chapters 1-10

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban

OCCUPANT PROTECTION (OP)

Project Number: OP-2014-14-OP-01
Project Name: Comprehensive Safety Belt Program
Project Awardee: Highway Safety Program

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 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011. Of the 3,405 people involved in the 1,258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts. 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 and as a secondary target population drivers under 21. Summarize the Awareness Events for both the May Mobilization and Child Passenger Safety Awareness Weeks.

Budget Summary	Materials/Supplies	\$15,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50

Local Benefit 0%

Capital Equipment None

CTW: Chapter 2: Section 3, 5, 6, 7

Performance Targets: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions.

Project Number: OP-2014-14-OP-02
Project Name: Buckle Up Kids
Project Awardee: Cheyenne Regional Medical Center Foundation

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 22 people (0-21 years) killed in motor vehicle crashes. Of those lives lost (0-21 years), 12 failed to use proper restraints. A total of 135 deaths occurred in Wyoming due to motor vehicle crashes and of that 63% were NOT restrained. (*Wyoming Highway Patrol Fatal Summary, 2012*) According to the Safe Kids Wyoming database from check-up events being held across the state of Wyoming 91.89% of parents/caregivers used their seatbelts in 2012. 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 89.58% in 2012 compared to 72.68 % in 2011. (*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 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.

Evaluation Measure: 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. A final summary report will be provided to the HSO by October 15, 2014 with the final reimbursement request.

Budget Summary:	Personal Services	\$ 68,542.50
	Materials/ Supplies	\$ 12,000.00
	Training	\$ 35,775.00
	Travel	<u>\$ 5,000.00</u>
	Total Budget	\$121,317.50
	WYDOT Indirect Cost (8.23%)	<u>\$ 9,985.00</u>
	TOTAL	\$131,302.50

Project Name: Buckle Up Kids
Project Awardee: Cheyenne Regional Medical Center Foundation (cont'd)

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 2: Section 3, 6, 7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

Project Number: OP-2014-14-03
Project Name: Highway Safety Office Special Events
Project Awardee: Highway Safety Program

Wyoming has a history of low seat belt usage by its residents (72.2% residents vs Overall 77%). The usage is well below the national average (85%). In 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011. Of the 3,405 people involved in the 1,258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts. The Highway Safety Office will partner with the many traffic safety advocates to spread the buckle up message to all ages statewide. One example of an event would be the State Basketball Tournament held in Casper in February 2013 where volunteers manned an informational booth to spread the word about buckling up. Another special event is the Wyoming State Fair held in Douglas in August annually where the Fair attendees are able to ask questions, see demonstrations and hear stories of survivors.

Evaluation Measures: Report collaboration efforts with all safety partners on the increased messaging directed toward the young driver (14-49 years of age).

Budget Summary:	Project Expenses	\$2,500.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 205.75</u>
	Total	\$2,705.75

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.5, 6.5; Chapter 2: Section 3.1, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 1.3 2.2, 3, 4.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities

Project Number: M2PE-2014-14-01
Project Name: Alive-At-25/ Occupant Education/ Instructor Education/ Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol

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 2012, approximately fifty three percent (53%) of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 53%, approximately eighty three percent (83.3%) were Wyoming residents. Almost fifty three percent (53.3%) 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. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

Currently we utilize 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" classes. 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, Winter Driving, Distracted Driving, and Child Passenger Safety Education.

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 educate the public about their enforcement and safety activities.

Evaluation Measure: Summarize the activities utilized to reduce the number of motor vehicle crashes, fatalities and unbelted occupants in the 14-49 year old age group by October 15, 2014.

Budget Summary:	Personal Services (Overtime at \$60/hr)	\$ 60,000.00
	Adult Defensive Driving Program (Assessment & Implementation)	\$ 20,000.00
	Materials/Supplies	\$ 45,000.00
	Major Equipment (Driving Simulator)	\$ 12,000.00
	Maintenance	\$ 6,000.00
	Training/Travel	\$ 35,000.00
	Media Costs	\$ 35,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 17,530.00</u>
	Total Budget	\$230,530.00

Local Benefit: 0%

Capital Equipment: Driving Simulator

CTW: Chapter 2: Section 2.3, 3, 5.1, 6, 7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions.

Project Number: M2PE-2014-14-PE-02
Project Name: CLICK
Project Awardee: Laramie County School District #1

According to the Wyoming’s 2012 Report on Traffic Crashes, there were twelve drivers age 14-20 involved in fatal crashes of which 9 were male. There were 764 injury crashes involving drivers between the ages of 14-20 and 2,223 involved in property damage only crashes. Overall, there were 28.8% (894/2999) occupants ages 0-20 unbelted while involved in crashes. Of these, there were 368 unbelted young drivers with 42 distracted unbelted, 89 alcohol suspected unbelted and 239 unbelted speeding young drivers.

Click consists of recruiting high school and junior 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 coordinator will work in 4 counties (Laramie, Goshen, Carbon, & Albany) to conduct campaigns and provide presentations for the Highway Safety program which will establish communication and awareness in local schools about the issues that face young drivers.

Evaluation Measures: School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver’s license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly by my supervisor to monitor my duties as the Click Facilitator at all schools in the district. A summary evaluation report will be provided to the Highway Safety Office along with the final report.

Budget Summary:	Personal Services	\$63,736.00
	Travel/ Training	\$ 5,500.00
	Project Expenses	\$ 3,500.00
	Office Expenses	\$ 1,600.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 6,118.00</u>
	TOTAL BUDGET	\$80,454.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2.2; Chapter 6: Section 2, 3; Chapter 8: Section 1-4; Chapter 9: Section 1-4.

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

Project Number: M2PE-2014-14-OP-05
Project Name: Wyoming Seat Belt Coalition (WYSBC)
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 121 vehicle related deaths in Wyoming in 2012 and 55% 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.

The project will provide for training and travel to Traffic Safety related conferences for WYSBC members. 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 Measure: A final report summarizing all project activities occurring during the project period is due by October 15, 2014.

Budget 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%)	\$ 10,850.25
	WASCOP Total	\$128,150.25
	WYDOT Indirect Charges (8.23%)	\$ 10,546.77
	Total	\$138,697.02

Local Benefit: 0%

Equipment: N/A

CTW: Chapter 2: Section 1.1, 1.2, 1.3

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions;

Project Number: M2OP-2014-14-OP01
Project Name: Wyoming Statewide Seat Belt Survey
Project Awardee: DLN Consulting

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, 2014 with the statewide usage rate by September 1, 2014.

Budget Summary	Contractual Services	\$90,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 7,407.00</u>
	Total Budget	\$97,407.00

Local Benefit 0%

Capital Equipment None

CTW: Chapter 2: Section 3.2

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

PAID MEDIA (PM)

Project Number: PM-2014-14-PM-01
Project Name: 402 Highway Safety Media Campaigns
Project Awardee: WYDOT Public Affairs

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 2012; there were 1,258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, resulting in a 10% decrease of unbelted crashes from 2011. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

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 are determined directly through the crash statistics and the partnership with Highway Safety, WYDOT staff, and other partners statewide. PAO will develop and distribute the traffic safety messaging to the traveling public through various media processes, such as newspaper, television, radio, internet, sports venues, and other available means.

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 Measures: WYDOT Public Affairs will contract with a third party to conduct a statewide survey to gauge the results of the traffic safety campaigns. The results of the survey will be provided to WYDOT Highway Safety.

Budget Summary:	Production Costs	
	(Materials/supplies/professional services)	\$ 10,000.00
	Media Purchases (Newspaper, television, radio, internet, sports venues)	\$263,000.00
	Public Involvement Specialists	\$ 62,500.00
	Travel/Training	\$ 1,600.00
	Overall Survey Costs	\$ 5,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 28,155.00</u>
	TOTAL BUDGET	\$370,255.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 2: Section 3, 6; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 4.2.

Project Name: 402 Highway Safety Media Campaigns
Project Awardee: WYDOT Public Affairs (cont'd)

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries;
C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained
passenger vehicle occupant fatalities, all seat positions; C6: Number of
speeding-related fatalities; C7: Number of motorcyclists fatalities
C8: Number of unhelmeted motorcyclist fatalities; C9: Number of
drivers age 20 or younger involved in fatal crashes; C10: Number of
pedestrian fatalities; B1: Observed seat belt use for passenger
vehicles, front seat outboard occupants

Project Number: M8PE-2014-14-PE-01
Project Name: Drive Safe Wyoming
Project Awardee: Montgomery Broadcasting

Distracted driving, and more specifically texting while driving, is a very serious problem on Wyoming roads because of the number of lives that can be endangered by one person, who may otherwise be a safe driver, taking their focus off the road to read or send a message on an electronic device. Drivers who wouldn't typically drive impaired don't have the same perception of texting while driving, although studies show that reaction times of a person using a cell phone while driving can be delayed as much as if that person had a blood alcohol concentration of .08 percent. A 2012 survey by NHTSA on distracted driving attitudes and behaviors found that "distraction-prone" drivers tend to be younger, more affluent, and have more formal education than "distraction-averse" drivers. Wyoming started recording distractions as contributing factors in crash reports in 2008, and since then we have seen an average of 291 crashes per year where the driver was distracted by an electronic device, including mobile phones, pagers, TV's and computers, and an average of five fatalities. While both numbers seem to be decreasing, the problem remains very serious as new drivers take to Wyoming's 33,000 miles of public roadway every day, and the ways an individual can be distracted by electronic devices continually increases.

The goal of Drive Safe Wyoming is to leverage paid media for additional earned media to educate people about what distracted driving is, why it's so dangerous, and encourage them to improve their own driving habits, not just for their own safety, but to be a better example to young people in their lives. Our target audience is all driving adults. Drivers under 20 are most at risk because of their overall inexperience behind the wheel, but they are certainly not the only ones texting behind the wheel. Earned media and partnerships with student and community groups are used to more directly target teens and young drivers. The slogan is "The road is no place for distractions," and it is incorporated on the website, DriveSafeWyoming.com and into all of the messaging.

Evaluation Measures: Drive Safe Wyoming will use Arbitron ratings to show the gross impressions produced by the media campaign as well as some basic audience data. A report will be provided on how the media became engaged and the impact they had in some of the individual markets around the state.

Budget Summary:	Statewide Paid Media	\$ 224,100.00
	Promotional Items	\$ 3,000.00
	Design, Distribution and Production	\$ 3,000.00
	Travel & Training (pre-approved)	\$ 2,400.00
	WYDOT'S Indirect Cost (8.23%)	<u>\$ 19,135.00</u>
	TOTAL BUDGET	\$ 251,634.75

Local Benefit: 100%

Capitol Equipment: None

CTW: Chapter 4: Section 2; Chapter 2: Section 3.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions

POLICE TRAFFIC SERVICES (PT)

Project Number: PT-2014-14-PT-01
Project Name: Law Enforcement Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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. Administer all authorized Highway Safety grants for FY2014 – (from A-Z)
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 FY2015 – (from A-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, the Associations and J&A to review the status of the grant administration process and to discuss relative issues or concerns
19. To provide the travel and training expenses for Traffic Safety related conferences and worked related to travel around the State of Wyoming.

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

Evaluation Measure: J&A will provide a final summarized report by October 15, 2014

Budget Summary:	Professional Services	\$ 85,000.00
	Travel	\$ 10,000.00
	Meetings	\$ 4,000.00
	Communications	\$ 1,000.00
	Materials & Supplies	\$ 11,500.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 10,313.75</u>
	WASCOP Total	\$121,813.75
	WYDOT Indirect Charges (8.23%)	<u>\$ 10,025.27</u>
	Total	\$131,839.02

Project Name:	Law Enforcement Coordination
Project Awardee:	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Local Benefit:	100%
Equipment:	N/A
CTW:	Chapter 2: Section 3.1
Performance Target:	C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban;

Project Number: PT-2014-14-PT-02
Project Name: Traffic Safety Committee
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 Measure: A final report summarizing all project activities occurring during the project is due by October 15, 2014.

Budget 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%

Equipment: N/A

CTW: Chapter 2: Section 3.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; A1-Number of seat belt Citations; A2-Number of impaired driving arrests; A3-Number of speeding citations

Project Number: PT-2014-14-PT-03
Project Name: Law Enforcement Liaison (LEL)
Project Awardee: WYDOT-Highway Safety Office

Primary responsibility of the LEL is to assist the Highway Safety Office by following their goals in educating, supporting and mentoring law enforcement agencies throughout the State of Wyoming on behavioral traffic safety issues. The LEL will serve as a bridge between law enforcement and the Highway Safety Office. The LEL will work to improve problematic areas with the agenda set forth by the Highway Safety Office. The LEL will be responsible to attend traffic safety trainings and travel as needed.

Evaluation Measure: LEL will provide a final summarized report of all grant funded Activities by October 15, 2014

Budget Summary:	Professional Services	\$103,800.00
	Travel/Training Expenses	\$ 25,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 10,600.24</u>
	Total	\$139,400.24

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 2: Section 3.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; ; A1-Number of seat belt Citations; A2-Number of impaired driving arrests; A3-Number of speeding citations

Project Number: M2HVE-2014-14-HV-01
Project Name: High Visibility Enforcement (HVE)
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 High Visibility 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 opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on speeding, seat belt usage and other traffic violations placing the traveling public in jeopardy. 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.

To assist in combating the speeding problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar equipment will be purchased.

Evaluation Measure: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement. Provide final reporting of all equipment purchased by October 15, 2014.

Budget Summary:	HVE	\$300,000.00
	Radar Equipment	\$ 50,000.00
	Indirect Charges (9.25%)	<u>\$ 32,375.00</u>
	WASCOP Total	<u>\$382,375.00</u>
	WYDOT Indirect Charges (8.23%)	<u>\$ 31,469.46</u>
	Total	\$413,844.46

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 2: Section 2.1, 2.3

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; ; A1-Number of seat belt Citations; A2-Number of impaired driving arrests; A3-Number of speeding citations

Project Number: M2HVE-2014-14-HV-02
Project Name: High Visibility Occupant Protection Enforcement
Project Awardee: Wyoming Highway Patrol

The Wyoming Highway Patrol is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways. Speed continues to be a major cause of fatal and injury crashes for all types of vehicles, this includes commercial vehicles especially during inclement weather. Sixty-four percent (62,078) citations issued were for speeding. With Wyoming having a daily average of 480,120 vehicles traveling on Wyoming highways this is a small percentage of the possible speeding violations that could be detected. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. Enforcement will be enhanced with the additional overtime hours for monitoring vehicle traffic. The great distances between cities, along with the minimal fines accrued for up to 5 miles over the speed limit contributes to the overall low compliance with this law. The fact that Wyoming's seat belt law is a secondary law and fines are minimal at \$25.00 does not encourage drivers to buckle up. Law enforcement's ability to enforce seat belt laws as a primary violation makes it difficult for officers to make contact with many of the seat belt violators they observe.

Wyoming Highway Patrol will use speed enforcement to enforce the seat belt and child restraint laws. Due to the increasing number of occupants in crashes that are not restrained, this will be the primary focus during the traffic enforcement stops. The overtime hours will be used to enforce the speed and occupant protection laws. New radar units will be purchased to enhance the troopers ability to slow traffic and enforce both speed and occupant protection laws.

Evaluation Measures: The Wyoming Highway Patrol will provide statistical reports to the Highway Safety Office regarding hours worked, citations and warnings issued for speed (2 citations per OVT hour) and occupant protection laws. These reports will be provided with every reimbursement request and a final report will be given at the end of the program.

Budget Summary:	Overtime Salary	\$125,000.00
	High Visibility Enforcement Meeting	\$ 14,000.00
	Radar units & accessories (50 @ \$2,000/unit)	\$100,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 19,670.00</u>
	TOTAL BUDGET	\$258,670.00

Local Benefit: 0%

Capital Equipment: Non-Major equipment (50 Radars)

CTW: Chapter 2: Section 2-7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; ; A1-Number of seat belt Citations; A2-Number of impaired driving arrests; A3-Number of speeding citations

Project Number: M2PE-2014-14-PE04
Project Name: Media Dissemination and Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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.

This project would continue a method by which every county would have a traffic safety media coordinator. Each coordinator is responsible for localizing the statewide branded messaging, and for coordinating and enhancing local earned-media activities. WASCOP coordinates this effort by dividing the State into 5 districts and conducts three meetings a year where the statewide communications plan and materials are distributed.

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 Measure: A final report summarizing all project activities occurring during the project period is due by October 15, 2014.

Budget Summary:	Professional/Contractual	\$ 32,700.00
	County Media Coordinators	\$ 50,000.00
	Printing & Marketing Materials	\$ 2,000.00
	Materials & Supplies	\$ 300.00
	Travel	\$ 5,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 8,325.00</u>
	WASCOP Total	\$ 98,325.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 8,092.15</u>
	Total	\$106,417.15

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 5.2; Chapter 2: Section 3.1, 3.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

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

Project Number: RS-2014-14-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.

Cost Summary	SMS Projects	\$10,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 823.00</u>
	Total	\$10,823.00

Local Benefit 50%

Capital Equipment None

CTW: TBD

Performance Measures: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban;

Project Number: RS-2014-14-RS-02
Project Name: Cheyenne Transportation Safety Management Plan Update
Project Awardee: Cheyenne Metropolitan Planning Organization (MPO)

From 2002 to 2011, Cheyenne experienced a total of 57 fatal crashes, 427 incapacitating injury crashes, and 3,821 non-incapacitating injury crashes. While the five-year rolling averages of total crashes and severe injury crashes have decreased, non-severe injury crashes and fatal crashes have had an increased in recent years. Cheyenne seeks to reduce fatal and injury crashes despite its growing population. To do so it must target reduction of the crash types that play the largest role in the overall traffic fatalities.

An update of the Cheyenne Transportation Safety Management Plan will involve engagement of safety champions in the region, review of recent crash data, identification of key emphasis areas, conducting a Safety Summit to identify regional safety strategies, identification of action steps, development of performance measures, and development of an implementation plan. With the enactment of MAP-21, MPOs will be required to set safety targets for fatalities and injuries, and these would be established as part of the plan development process. The technical committee will establish a vision and goal for the plan. Upon review of data showing the top factors involved in regional crashes (i.e., lack of safety belt use, speeding, impaired driving, bicycle and pedestrian involvement, etc.), the committee would select approximately three to six emphasis Areas for discussion of future regional safety strategies. During the group discussions participants would identify strategies, action steps and key stakeholders for plan implementation.

Evaluation Measures: The strategies proposed will support the update of the Cheyenne Transportation Safety Management Plan, and the fatality and serious injury reduction goal developed as part of the plan will be provided to the Highway Safety Office by October 15, 2014. In order to achieve a fatality reduction goal, it will be necessary to reduce crashes involving the most prevalent safety factors. The plan will incorporate development of performance measures by emphasis area, which will be tracked on an annual basis by the MPO as the plan is implemented and reported to the Highway Safety Office.

Budget Summary:	Professional/Consultant Services	\$39,000.00
	Summit meeting expenses	\$ 2,500.00
	Consultant Travel	\$ 3,500.00
	Materials/Supplies	\$ 500.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 3,745.00</u>
	TOTAL BUDGET	\$49,245.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 5, 6.5; Chapter 2: Section 3; Chapter 7: Section 1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban

Project Number: RS-2014-14-RS-03
Project Name: Native American Media Outreach
Project Awardee: Wyoming Department of Transportation, District 5

Wyoming Department of Transportation District 5 is located in the central part of Wyoming and includes residents of Fremont County/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 the three-year average (2009-11), of the 135 fatally or seriously injured vehicle occupants involved in traffic crashes, 76 (56 percent) were unbelted; 59 percent in pickup truck crashes were unbelted; and of the 22 unbelted pickup truck occupants, 16 were male and 9 were between the ages of 18-34. Based on the three-year average (2009-11), there were 51 alcohol related fatal/serious injury crashes in which 70 persons were fatally or seriously injured. There were 25 fatalities and 45 incapacitating injuries, and 24 percent of all alcohol related fatal/serious injury crashes were urban; the rest were rural.

This project would develop and air media campaigns to raise awareness on the importance of seatbelts and demonstrate the deadly behaviors of drinking and driving, offering alternatives to drinking and driving through education.

Travel expenses are needed for Wind River Reservation work to gather necessary materials for development of new campaigns. Purchase of I-Pad and data package to aid in following progress of this project.

Evaluation Measure: A final report will provide a summarized report of all grant funded activities by October 15, 2014.

Budget Summary:	Design & Creative Services	\$10,000.00
	Travel	\$ 2,000.00
	Materials & Supplies	\$ 3,000.00
	Incentive Items	\$ 5,000.00
	Post-work Survey	\$ 2,000.00
	Paid Media	\$45,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 5,514.10</u>
	Total	\$72,514.10

Local Benefit: 100%

Equipment: Non-major (IPAD)

CTW: Chapter 1: Section 5.2; Chapter 2: Section 3.1, 3.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: RS-2014-14-RS-04
Project Name: Crash Data Retrieval Device (CDR)
Project Awardee: City of Cheyenne Police Department

The Cheyenne Police Department investigated 1,731 traffic crashes in 2011 of which 9 people died and 644 people were injured. The most prevalent type of crash was multi-vehicle rear-end crash at 26.2%. In addition, 72.3% of all crashes occurred on dry roads.

The Cheyenne Police Department is charged with documenting these traffic crashes, investigating the causes and collecting all necessary data. In partnership with the Highway Patrol in Laramie, the Cheyenne Police Department currently borrows their Crash Data Retrieval (CDR) device. The Cheyenne Police Department continues to gather most all of the crash data manually, with the exception of when there is a serious crash and they borrow a CDR, which can take days.

The Crash Data Retrieval Device will assist in investigating and defining patterns of crashes which will enable more targeted crash analysis and utilization of man hours.

Evaluation Measure: Provide a final report by October 15, 2014 with the pros/cons and usage of the CDR.

Budget Summary:	405-402	Cheyenne PD
	CDR Device w/ accessories	\$6,452.00
	WYDOT Indirect Charges (8.23%)	\$ 531.00
	Total	\$6,983.00
		\$3,474.00

Local Benefit: 100%

Equipment: Crash Data Retrieval Device

CTW: Collision Safety Institute

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries;
 C3: Fatalities/ VMT plus rural and urban;

SAFE COMMUNITIES (SA)

Project Number: M2OP-2014-14-OP-02
Project Name: Attitude & Awareness Survey
Project Awardee: WYDOT-Highway Safety Program

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, 2014. The report will summarize the results of the survey. Results will be provided in the FY2014 Annual Report.

Cost Summary	Attitude & Awareness Survey	\$50,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 4,115.00</u>
	Attitude & Awareness Total	\$54,115.00

Local Benefit 0%

Capital Equipment None

CTW: Chapter 2: 3.2;

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: SA-2014-14-SA-03
Project Name: Highway Safety Events Calendar
Project Awardee: Highway Safety Program

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 Measures: 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.

Budget Summary:	Printing	\$2,500.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 206.00</u>
	Total	\$2,706.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.2, 5.5; Chapter 2: Section 3.1, 6; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 1.3, 2.2, 3, 4.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: SA-2014-14-SA-01 / 154AL-2014-14-AL03
Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention

Laramie County:

Laramie County has an estimated population of 94,483 people in 2012. It is one of Wyoming's larger cities, a metropolitan area, densely populated at 34.2 persons per square miles in contrast to the state average of 5 persons per square mile. In Laramie County, there were 2036 crashes in 2011. These crashes accounted for \$381,370,300 in economic loss. Of the 2036 crashes there were 519 injury crashes and 755 individual injuries. In total there were 15 fatal crashes resulting in 15 fatalities. Overall 4% of Laramie County drivers were not wearing their seat belt, while 5% of passengers are unprotected without occupant restraints. The Wyoming Department of Transportation Problem Identification report/ 2013 Fiscal Years reports a total of 56 individuals injured from the 44 crashes involving alcohol in 2011. The report also found 41 urban bicycle crashes.

Albany County:

There is an estimated population of 37,276 people residing in Albany County in 2012 according to the US Census Bureau. The people per square mile ratio are 8.5, slightly higher than the Wyoming average. Albany County is the home of the University of Wyoming in Laramie, Wyoming. As the only University in the state, UW covers roughly 785 acres and is home to 12,327 students. In 2011 of the 14,810 crashes in Wyoming 1,166 were from Albany County. Within these crashes there were 212 injury crashes resulting in 287 injuries and 9 fatalities. Of the serious and/or fatal crashes 44% of the vehicle occupants were unbelted. Overall alcohol was involved in 21 injury crashes and 26 injured individuals, including 5 deaths and 20 incapacitating injuries.

Carbon County:

The US Census Bureau reported in 2012 the estimated population of Carbon County was 15,666 people. This county encompasses over 7,990 square miles of land. Currently Safe Communities does a lot of work in both Laramie and Albany County with traffic safety. In Carbon County there is a great opportunity for Safe Communities to expand partnerships and create relationships with the residents. The goal is to increase knowledge of safety in areas such as occupant protection and impaired driving for all inhabitants. Carbon County houses only 2 people per square mile yet in this county there were 704 crashes in 2011. These crashes accounted for \$194,888,700 in economic loss. Of the 704 there were 186 injuries crashes. In total there were 8 fatal crashes resulting in 11 fatalities; each of the fatalities involved impaired driving. Twelve individuals were injured from the 10 crashes involving alcohol and there were 21 crashes ending with property damages involving alcohol use. This county mimics Albany County in the fact that 44% of the vehicle crashes involved unbelted passengers and/or drivers. Pickup trucks were particularly high in their percentage of unbelted passengers with a rate of 61%.

Goshen County:

Goshen County had a total estimated population of 13,636 residents in 2012. The county itself covers 2,225 square miles of land area and has a ratio of people to square mile of 6.0 according to the US Census Bureau. In 2011 there were a total of 253 crashes in Goshen County. While one of these crashes were fatal and led to a single death, 49 of the crashes qualified as injury crashes. A total of 70 injuries occurred because of the crashes. Eight of the 49 did involve alcohol and 15 individuals were injured from those crashes while a total of 4 fatalities occurred. Torrington alone was home to over 38 percent of the injury crashes for the entire county; 3 of which involved alcohol and lead to 9 injuries. 7 property damage only crashes also occurred in 2011 within the county. The majority of the crashes in this location were property damage crashes which can affect the community as well. When finding seat belt statistics it was discovered that 36% of crashes involved unbelted vehicle occupants.

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

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, Cheyenne Frontier Days, August Crackdown and the Sturgis Motorcycle Rally, plus other times selected by the coalition where the data shows a need. 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. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for a traffic safety conference 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, 2014 with the final reimbursement request. Some of the measurable objectives include:

- Numbers 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?
- Has the media engaged in the change of attitude and culture to stress the importance of occupant restraint use?
- Is the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?

		<u>402 Funds</u>	<u>154AL Funds</u>
Budget Summary:	Personal Services	\$26,637.00	\$ 53,274.00
	Office Expenses	\$ 2,500.00	\$ 2,500.00
	Travel/Training	\$ 6,000.00	\$ 6,000.00
	Non-Major Equipment (Computer, etc. + 2 iPads)	\$ 2,500.00	\$ 2,500.00
	Projects/Incentives	\$ 9,000.00	\$ 19,000.00
	Media	\$ 7,000.00	\$ 23,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 4,415.00</u>	<u>\$ 8,747.00</u>
	TOTAL BUDGET	\$58,052.00	\$115,021.00

Local Benefits: 100%

Capital Equipment: Non-major equipment (Computer & 2 iPads)

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: SA-2014-14-SA-02/154AL-2014-14-AL04
Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development

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.

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.

Safe Communities Region 2: Converse, Natrona, Niobrara, and Platte Counties, will address occupant protection and drunk driving issues that cause Wyoming roadways to be less safe. Specifically, the staff will seek opportunities to reduce alcohol related crashes, the lack of seat belt use and child safety seats, and the misuse of seat belts and child safety seats.

Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development (cont'd)

Safe Communities Region 2 will establish partnerships with the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, and community colleges in the outlying counties while expanding these relationships within Natrona County. Furthermore, we will explore a possible relationship with the Casper Metropolitan Planning Office to determine the overlapping goals.

In 2012, Wyoming had 77% statewide seat belt usage with 63.1% usage in Natrona County and 84.5% usage in Platte County, but Niobrara and Converse Counties are not part of the statewide seat belt survey. Operation costs (such as telephone, office equipment.) will be supplemented by the Wyoming Medical Center. Grant funds will be used for salary, planning projects and activities, materials and supplies as well as education and travel. Staff will explore opportunities to network and expand partnerships that further the goals of Safe Communities Region 2. We will identify other community events where occupant protection and alcohol awareness will present clear opportunities for community education and increasing the mindfulness of drivers, passengers, and cyclists in sharing the road.

Evaluation Measures: Numbers will evaluate progress and successes of projects (activities) created and launched; and how many people are reached by each project.

1. Has the percentage of citizens wearing a seat belt in the region increased?
2. Has the number of individuals injured in crashes been reduced due to wearing a seat belt?
3. Has the media voluntarily attempted change of attitude and culture to use seat belts/ child restraints in vehicles?
4. Has Wyoming strengthened its seat belt law?
5. Has the number of children in child restraints increased?
6. Has the number of parents being arrested for the lack of a child passenger seat decreased?

Budget Summary:		<u>402 Funds (40%)</u>	<u>154AL Funds (60%)</u>
	Personal Services	\$49,871.00	\$ 74,807.00
	Travel/Training	\$ 3,300.00	\$ 4,950.00
	Materials/Supplies	\$ 980.00	\$ 1,470.00
	Media	\$ 5,530.00	\$ 11,970.00
	Program Expenses	\$12,600.00	\$ 18,900.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 5,949.00</u>	<u>\$ 9,226.00</u>
	TOTAL BUDGET	\$78,230.00	\$121,323.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: M2PE-2014-14-PE-03/154AL-2014-14-AL05
Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources

Fremont County:

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 a devastating 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age. In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities.

Park County:

The 2010 census estimated the population to be 28,205 people with 26,951 being white and 25 Native and the rest were categorized as other. Park County has 6942 square miles with four people per square mile while the state average is five people per square mile. Park County accounts for 5% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Park County it is 9.4%. Of the 28,205 people living in Park County, 22,294 are 18 and over. In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities.

Hot Springs County:

The 2010 census estimated the population to be 4,812 people with 4,609 being white and 70 Native American and the rest were categorized as other. Hot Springs County has 2004 square miles with two people per square mile while the state average is five people per square mile. Hot Springs County accounts for 0.8 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Hot Springs County it is 14%. Of the 4,812 people living in Hot Springs County, 3,848 are 18 and over. In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities.

Washakie County:

The 2010 census estimated the population to be 8,533 people with 7,795 being white and 93 Native American and the rest were categorized as other. Washakie County has 2,238 square miles with four people per square mile while the state average is five people per square mile. Washakie County accounts for 1.5 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Washakie County it is 9.3%. Of the 8,533 people living in Washakie County, 6,361 are 18 and over. In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities.

Big Horn County:

The 2010 census estimated the population to be 11,668 people with 11,009 being white and 100 Native American and the rest were categorized as other. Big Horn County has 3,137 square miles with four people per square mile while the state average is five people per square mile. Big Horn County accounts for 2% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Big Horn County it is 9.2%. Of the 11,668 people living in Big Horn County, 8,655 are 18 and over. In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities.

The program will address the driving issues that challenge the citizens of resulting in crashes, particularly alcohol related crashes and vehicle occupant protection. The idea behind all of these programs is to coincide the event times with marketing efforts conducted by our local WYDOT public specialist. This program will attempt to implement and execute projects with the following priorities:

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Strengthening Partnerships will be a primary focus for this program. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in District #5 by participating in the NHTSA National Campaign May Mobilization and other times selected by the coalition where the data shows a need. In addition, we will partner with other local coalitions to work on vehicle occupant protection issues and the Wyoming Seatbelt Coalition.

Through the school education programs will conduct vehicle occupant protection in a multitude of schools within Region # 5. The program will be focused on attempts to conduct programming in middle schools, high schools and colleges.

- The goal of every seat belt program is to change attitude and behavior in how we view the following:
- * Buckling a seat belt may be a personal choice, but it does not just involve the person making the choice.
 - * Texting is a dangerous choice of communication while driving. Wyoming citizens must be aware of its dangers and that it is against the law in our state.
 - * Not having a primary law does not mean freedom, it means financial loss - individuals suffer, insurance companies suffer, health care suffers, our state's economy suffers.

The focus on child passenger safety will be to continue conducting Safety Rodeo Events and Child Car Seat Distribution. Whether it is related to impaired driving or the lack of seat belts or car seats, educating children can play a vital role when holding adults accountable. Media campaigns will be developed to raise awareness on the importance of seat belts/ child restraints and the consequences when no belt is worn (paid and earned).

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

- Numbers 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 seatbelt?
- Has the rate of DUI arrests changed in this Region? Was enforcement changed or increased?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Budget Summary:

	<u>402 Funds</u>	<u>Local Funds</u>	<u>154AL Funds</u>
Personnel Services	\$ 23,142.00	\$20,010.00	\$ 53,998.00
Accounting	\$ 1,620.00		\$ 3,780.00
Travel/ Training	\$ 3,000.00	\$ 2,000.00	\$ 7,000.00
Media	\$ 3,900.00		\$ 9,100.00
Materials/ Project Supplies	\$ 600.00		\$ 1,400.00
Office Expenses	\$ 3,906.00		\$ 9,114.00
Non-Major Equipment (Computer)	\$ 120.00		\$ 280.00
<u>WYDOT Indirect Cost (8.23%)</u>	<u>\$ 2,987.00</u>		<u>\$ 6,969.00</u>
TOTAL BUDGET	\$ 39,275.00	\$ 20,010.00	\$ 91,641.00

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Local Benefit: 100%

Capital Equipment: Non-Major Equipment (Computer)

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Impaired Driving Fatalities; C6: Speeding Fatalities B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

SECTION 405B TRAFFIC RECORDS

Project Number: 405 Traffic Records 2014-14-TR-01 through TR-11
Project Name: Various – See below
Project Awardee: WYDOT - Wyoming Traffic Records Coordinating Committee (WYTRCC) and Wyoming Traffic Records Oversight Committee (WYTROC)

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.

Project Number: K9-2014-14-K9-02
Project Name: WASCOP Record Management Systems
Project Awardee: WASCOP

This project is to do a group purchase of the interface between the mobile devices used by local law enforcement officers to write up a citation and the records management system. The procurement is essentially sole-sourced to each of the RMS vendors. The project will finalize the translation table to map the various municipal numbering systems to the state uniform statute numbering and provide for travel and training.

RMS Purchase/ accessories	\$307,750.00
Travel / Training	\$ 20,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 26,973.83</u>
Total	\$354,723.83

Project Number: M3DA-2014-14-DA-01
Project Name: EMS Electronic Data System– Hardware/Software/Training
Project Awardee: Department of Health – EMS Program

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. Sixty percent of ambulance services in the State have been equipped to achieve 100% mobile capability. Historically, the paper-based system resulted in a time lag of 4 to 6 months. Currently, reporting shows data availability within an average of 52 days.

EMS Electronic Data System –	
Associated Hardware/Software	\$160,000.00
Travel/Training Expenses	<u>\$ 20,000.00</u>
EMS Total	\$180,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 14,814.00</u>
Total	\$194,814.00

Project Number: K9-2014-14-K9-03
Project Name: Traffic Records Project Manager
Project Awardee: WYDOT Highway Safety Program

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	\$150,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 12,345.00</u>
Total	\$162,345.00

Project Number: K9-2014-14-K9-04
Project Name: Law Enforcement Crash & Citation Data Analysis
Project Awardee: Wyoming Highway Patrol

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 law enforcement to apply data-driven decision making regarding enforcement efforts using information from integrating crash and citation data. This will drive enforcement efforts related to reducing the frequency and severity of crashes.

Crash & Citation Data Analysis	\$50,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 4,115.00</u>
Total	\$54,115.00

Project Number: K9-2014-14-K9-05
Project Name: WECRS Automated and Synchronized Updates
Project Awardee: WYDOT Highway Safety Program

WYDOT's Traffic Safety goal is to reduce the frequency and severity of traffic crashes by maximizing all available resources. In order to perform all the Quality Assurance monitoring that WYDOT needs to perform on the crash data, and to improve the ability to integrate the crash data with other data systems, WYDOT requires more complete access to the crash reporting system data. This project would enable synchronized updates to the WECRS database.

Programming/project expenses	\$50,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 4,115.00</u>
Total	\$54,115.00

Project Number: K9-2014-14-K9-06
Project Name: GCID – Geo Locating Alcohol Related Incident Data
Project Awardee: Governor’s Council on Impaired Driving

Wyoming has the country’s highest DUI arrests as a percentage of total population and the highest rate of estimated vehicle-miles traveled per capita. This information, coupled with Wyoming specific data on DUI arrests and crashes, allows this project to move forward by compiling data and conducting appropriate analysis, linking the different data sets. This project would geo-locate the locations of establishments with alcohol licenses, explore the mechanisms to geo-locate the arrest records to help identify specific areas of risk for alcohol related crashes.

Consultant /Project Management Expenses	\$23,000.00
Travel/Training	\$ 2,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 2,057.50</u>
Total	\$27,057.50

Project Number: M3DA-2014-14-DA-02
Project Name: WECRS Quality Control
Project Awardee: WYDOT Highway Safety Program

This project will 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 Program Crash Data Management Section will work on automating the processes and quality control of crash data.

Consultant /Project Management Expenses	\$50,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 4,115.00</u>
Total	\$54,115.00

Project Number: K9-2014-14-K9-01
Project Name: GIS/LRS
Project Awardee: WYDOT Highway Safety Program

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. This project will continued work to link all road names and segment numbers to the road network in GIS, work with WYDOT Planning in order to determine the missing road segments within GIS and correct up the underlying geometry of the roads to fix errors.

GIS/LRS	\$35,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 2,880.50</u>
Total	\$37,880.50

Project Number: M3DA-2014-14-DA-04
Project Name: Improving Driver Registration Data
Project Awardee: WYDOT Driver Services

This project would expand the export/import updates from the Driver Services Program Revenue Information System (RIS) data. The project would increase the frequency to monthly updates versus a historical annual “archive” by setting up the appropriate auxiliary tables to allow integration between the Crash and Driver Registration data, improved access to the driver registration data, improved driver registration quality data and improved reporting capability. This information moves the database to a more complete driver license record. The project would purchase additional hardware, if needed.

Consultant /Project Expenses	\$25,000.00
Hardware w/ accessories	\$10,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 2,880.50</u>
Total	\$37,880.50

Project Number: M3DA-2014-14-DA-05
Project Name: Enhanced CARE Analysis and Reporting & Map Based Reporting (CARE IIIC)
Project Awardee: WYDOT Highway Safety Program

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. This project would also allow for map based reporting for the Wyoming Electronic Crash Reporting System.

Enhanced Analysis and Reporting & Map Based Reporting	\$200,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 16,460.00</u>
Total	\$216,460.00

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

Project Funding: 405 / 408

Project Name: Various – See below
Project Awardee: WYDOT - Wyoming Traffic Records Coordinating Committee (WYTRCC) and Wyoming Traffic Records Oversight Committee (WYTROC) (cont'd)

Budget Summary:	WASCOP – Record Management Systems	\$ 354,723.83
	EMS Electronic Data System	
	Hardware/Software/Training	\$ 194,814.00
	Traffic Records Project Manager	\$ 162,345.00
	Law Enforcement Crash & Citation Data Analysis	\$ 54,115.00
	WECRS Automated & Synchronized Updates	\$ 54,115.00
	GCID – Geo-locating Alcohol Related Data	\$ 27,057.50
	Crash Data Quality Control	\$ 54,115.00
	GIS/LRS Project	\$ 37,880.50
	Improving Driver Registration Data	\$ 37,880.50
	Enhanced Analysis and Reporting (CARE IIIC)	<u>\$ 216,460.00</u>
		\$1,193,506.33

Local Benefit: 0%

Equipment: Non-Major

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries;
 C3: Fatalities/ VMT plus rural and urban;

**UNRESTRAINED PASSENGER VEHICLE
OCCUPANT FATALITIES
OBSERVED SEAT BELT USE FOR
PASSENGER VEHICLE
CORE MEASURE C4 & B1**

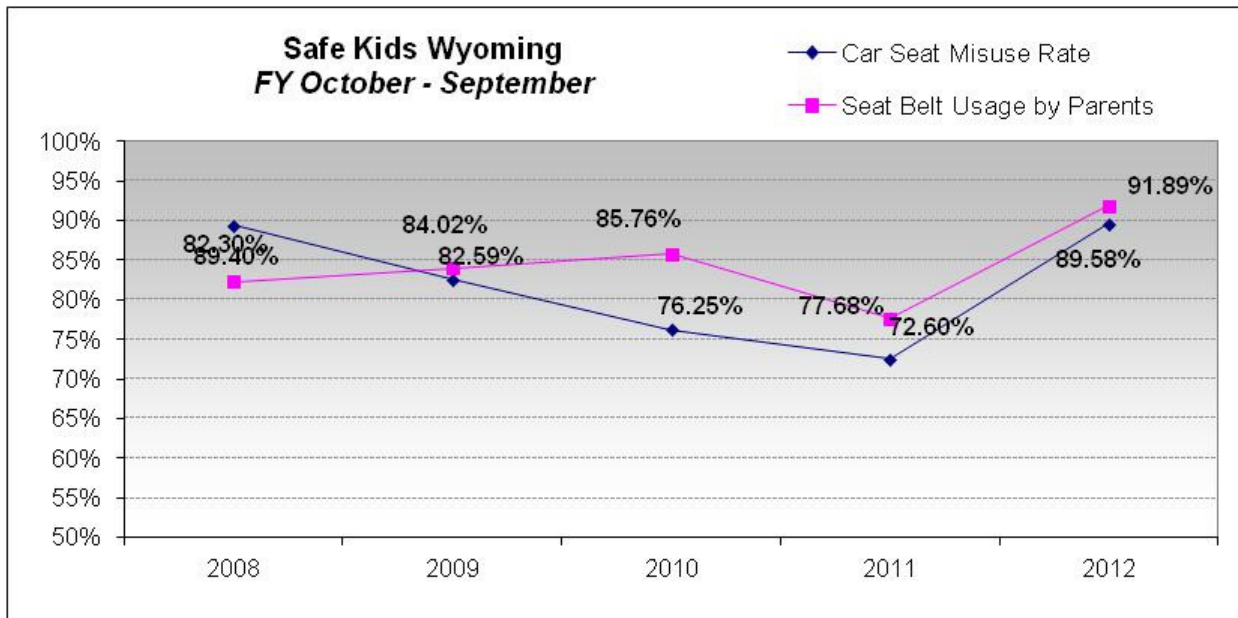
UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES CORE MEASURE C4 OBSERVED SEAT BELT USE FOR PASSENGER VEHICLE CORE MEASURE B1

OVERVIEW

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. According to NHTSA Fatality Analysis and Reporting System, in 2011, there were 101 passenger vehicle occupant fatalities in Wyoming which included 63 unbelted fatalities.

As determined by the Wyoming Crash Records System, in 2012, there were 109 fatal crashes which included 57 unbelted fatalities. In 2012 fifty-two percent (52.3%) of all fatalities did not use seat belts. Almost fifty three percent (53.3%) of the Wyoming deaths under 21 years of age were not properly restrained according to the Wyoming Highway Patrol. Young drivers are among the leading cause of motor vehicle crashes in the nation. Young drivers are able to be persuaded to change their driving behaviors and attitudes through education.

According to the Safe Kids Wyoming database from check-up events being held across the state of Wyoming 91.89% of parents/caregivers used their seatbelts in 2012. 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 Wyoming misuse rate of child restraints was at 89.58% in 2012 compared to 72.68 % in 2011.



The challenge set forth in the Wyoming Strategic Highway Safety Plan is to increase seat belt usage by both drivers and passengers thus protecting themselves and their families from the poor decisions and actions of others sharing the roadway system.

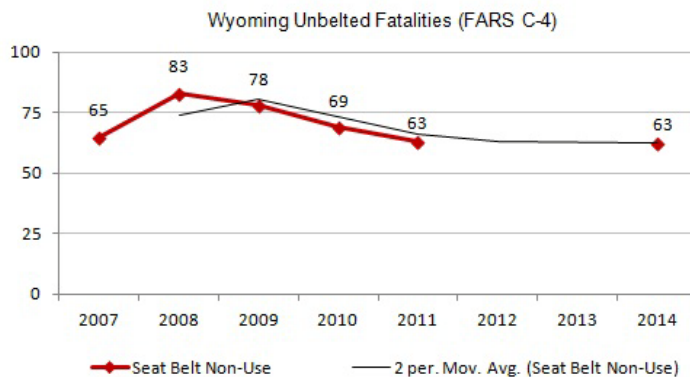
Occupant Protection Fatalities (FARS C4)

Wyoming is experiencing an overall decrease of unbelted fatalities since 2008, which was the five year high of 83. The average unbelted fatalities from 2007 to 2001 was 72. In 2007 there were 65 unbelted fatalities and in 2011 there were 63. Wyoming's goal takes into consideration the downward trend, the graph trend line and the uncertainty of working with a large geographic area and relatively small unbelted fatality numbers.

In the FY2013 Highway Safety Plan, the projected goal for unbelted fatalities in 2013 was 77. The FARS data was 63 unbelted fatalities in 2011. The 2012 FARS data is not yet available.

Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

(C-4) To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions 2007-2011 calendar base year average of 72 to 63 by December 31, 2014.



OBSERVED SEAT BELT USE FOR PASSENGER VEHICLE CORE BEHAVIOR MEASURE B1

The Seat Belt Use Survey is done the first full week of June annually. At present 16 of the 23 counties are included in the survey with 18 observation sites in each county using Primary, Secondary and Local roads. The survey provides data on drivers and front seat passengers, urban/rural, vehicle registration, vehicle type, gender, and seat belt usage. In 2012, the state developed the new methodology for the statewide survey so this will be used as the baseline for future surveys. The overall estimate of seat belt use for all vehicle occupants was 77.0 percent.

Figure 12: Percent belted by gender

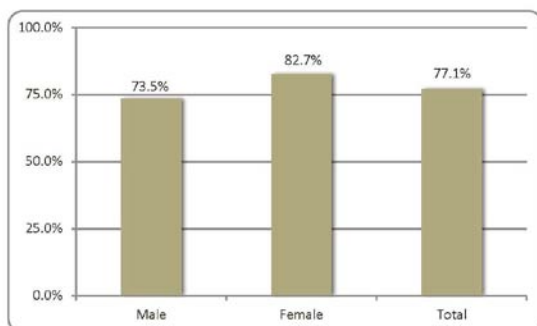
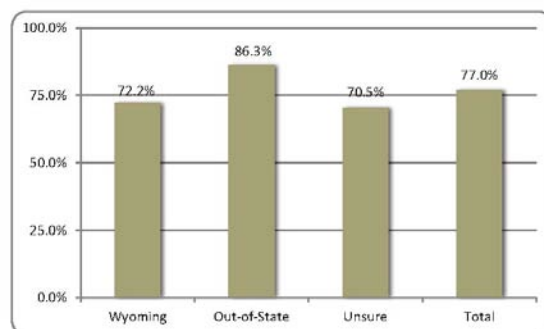


Figure 10: Percent belted by type of license plate



There is no trend developed due to the new methodology change. However, our goal is to increase seat belt usage at least two percentage points to 80% by CY2014. The goal was developed by taking into consideration our programs involving statewide media, high visibility enforcement and safe community efforts.

Project Number: M2PE-2014-14-PE-05
Project Name: Wyoming Seat Belt Coalition (WYSBC)
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 121 vehicle related deaths in Wyoming in 2012 and 55% 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.

The project will provide for training and travel to Traffic Safety related conferences for WYSBC members. 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 Measure: A final report summarizing all project activities occurring during the project period is due by October 15, 2014.

Budget 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%

Equipment: N/A

CTW: Chapter 2: Section 1.1, 1.2, 1.3

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; A1-Number of seat belt citations;

Project Number: OP-2014-14-OP-01
Project Name: Buckle Up Kids
Project Awardee: Cheyenne Regional Medical Center Foundation

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 22 people (0-21 years) killed in motor vehicle crashes. Of those lives lost (0-21 years), 12 failed to use proper restraints. A total of 135 deaths occurred in Wyoming due to motor vehicle crashes and of that 63% were NOT restrained. (*Wyoming Highway Patrol Fatal Summary, 2012*) According to the Safe Kids Wyoming database from check-up events being held across the state of Wyoming 91.89% of parents/caregivers used their seatbelts in 2012. 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 89.58% in 2012 compared to 72.68 % in 2011. (*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 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.

Evaluation Measure: 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. A final summary report will be provided to the HSO by October 15, 2014 with the final reimbursement request.

Project Name: Buckle Up Kids
Project Awardee: Cheyenne Regional Medical Center Foundation (cont'd)

Budget Summary:	Personal Services	\$ 68,542.50
	Materials/ Supplies	\$ 12,000.00
	Training	\$ 35,775.00
	Travel	<u>\$ 5,000.00</u>
	Total Budget	\$121,317.50
	WYDOT Indirect Cost (8.23%)	<u>\$ 9,985.00</u>
	TOTAL	\$131,302.50

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 2: Section 3, 6, 7

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

Project Number: OP-2014-14-OP-01
Project Name: Comprehensive Safety Belt Program
Project Awardee: Highway Safety Program

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 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011. Of the 3,405 people involved in the 1,258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts. 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 and as a secondary target population drivers under 21. Summarize the Awareness Events for both the May Mobilization and Child Passenger Safety Awareness Weeks.

Budget Summary	Materials/Supplies	\$15,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50

Local Benefit 0%

Capital Equipment None

CTW: Chapter 2: Section 3, 5, 6, 7

Performance Targets: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; .

Project Number: M2PE-2014-PE-01
Project Name: Alive-At-25/ Occupant Education/ Instructor Education/ Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol

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 2012, approximately fifty three percent (53%) of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 53%, approximately eighty three percent (83.3%) were Wyoming residents. Almost fifty three percent (53.3%) 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. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

Currently we utilize 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" classes. 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, Winter Driving, Distracted Driving, and Child Passenger Safety Education.

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 educate the public about their enforcement and safety activities.

Evaluation Measure: Summarize the activities utilized to reduce the number of motor vehicle crashes, fatalities and unbelted occupants in the 14-49 year old age group by October 15, 2014.

Budget Summary:	Personal Services (Overtime at \$60/hr)	\$ 60,000.00
	Adult Defensive Driving Program (Assessment & Implementation)	\$ 20,000.00
	Materials/Supplies	\$ 45,000.00
	Major Equipment (Driving Simulator)	\$ 12,000.00
	Maintenance	\$ 6,000.00
	Training/Travel	\$ 35,000.00
	Media Costs	\$ 35,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 17,530.00</u>
	Total Budget	<u>\$230,530.00</u>

Local Benefit: 0%

Capital Equipment: Driving Simulator

CTW: Chapter 2: Section 2.3, 3, 5.1, 6, 7:

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions;

Project Number: SA-2014-14-SA-01/154AL-2014-14-AL03
Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention

Laramie County:

Laramie County has an estimated population of 94,483 people in 2012. It is one of Wyoming's larger cities, a metropolitan area, densely populated at 34.2 persons per square miles in contrast to the state average of 5 persons per square mile. In Laramie County, there were 2036 crashes in 2011. These crashes accounted for \$381,370,300 in economic loss. Of the 2036 crashes there were 519 injury crashes and 755 individual injuries. In total there were 15 fatal crashes resulting in 15 fatalities. Overall 4% of Laramie County drivers were not wearing their seat belt, while 5% of passengers are unprotected without occupant restraints. The Wyoming Department of Transportation Problem Identification report/ 2013 Fiscal Years reports a total of 56 individuals injured from the 44 crashes involving alcohol in 2011. The report also found 41 urban bicycle crashes.

Albany County:

There is an estimated population of 37,276 people residing in Albany County in 2012 according to the US Census Bureau. The people per square mile ratio are 8.5, slightly higher than the Wyoming average. Albany County is the home of the University of Wyoming in Laramie, Wyoming. As the only University in the state, UW covers roughly 785 acres and is home to 12,327 students. In 2011 of the 14,810 crashes in Wyoming 1,166 were from Albany County. Within these crashes there were 212 injury crashes resulting in 287 injuries and 9 fatalities. Of the serious and/or fatal crashes 44% of the vehicle occupants were unbelted. Overall alcohol was involved in 21 injury crashes and 26 injured individuals, including 5 deaths and 20 incapacitating injuries.

Carbon County:

The US Census Bureau reported in 2012 the estimated population of Carbon County was 15,666 people. This county encompasses over 7,990 square miles of land. Currently Safe Communities does a lot of work in both Laramie and Albany County with traffic safety. In Carbon County there is a great opportunity for Safe Communities to expand partnerships and create relationships with the residents. The goal is to increase knowledge of safety in areas such as occupant protection and impaired driving for all inhabitants. Carbon County houses only 2 people per square mile yet in this county there were 704 crashes in 2011. These crashes accounted for \$194,888,700 in economic loss. Of the 704 there were 186 injuries crashes. In total there were 8 fatal crashes resulting in 11 fatalities; each of the fatalities involved impaired driving. Twelve individuals were injured from the 10 crashes involving alcohol and there were 21 crashes ending with property damages involving alcohol use. This county mimics Albany County in the fact that 44% of the vehicle crashes involved unbelted passengers and/or drivers. Pickup trucks were particularly high in their percentage of unbelted passengers with a rate of 61%.

Goshen County:

Goshen County had a total estimated population of 13,636 residents in 2012. The county itself covers 2,225 square miles of land area and has a ratio of people to square mile of 6.0 according to the US Census Bureau. In 2011 there were a total of 253 crashes in Goshen County. While one of these crashes were fatal and led to a single death, 49 of the crashes qualified as injury crashes. A total of 70 injuries occurred because of the crashes. Eight of the 49 did involve alcohol and 15 individuals were injured from those crashes while a total of 4 fatalities occurred. Torrington alone was home to over 38 percent of the injury crashes for the entire county; 3 of which involved alcohol and lead to 9 injuries. 7 property damage only crashes also occurred in 2011 within the county. The majority of the crashes in this location were property damage crashes which can affect the community as well. When finding seat belt statistics it was discovered that 36% of crashes involved unbelted vehicle occupants.

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

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, Cheyenne Frontier Days, August Crackdown and the Sturgis Motorcycle Rally, plus other times selected by the coalition where the data shows a need. 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. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for a traffic safety conference 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, 2014 with the final reimbursement request. Some of the measurable objectives include:

- Numbers 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?
- Has the media engaged in the change of attitude and culture to stress the importance of occupant restraint use?
- Is the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?

Budget Summary:		<u>402 Funds</u>	<u>154AL Funds</u>
	Personal Services	\$26,637.00	\$ 53,274.00
	Office Expenses	\$ 2,500.00	\$ 2,500.00
	Travel/Training	\$ 6,000.00	\$ 6,000.00
	Non-Major Equipment (Computer, etc. + 2 iPads)	\$ 2,500.00	\$ 2,500.00
	Projects/Incentives	\$ 9,000.00	\$ 19,000.00
	Media	\$ 7,000.00	\$ 23,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 4,415.00</u>	<u>\$ 8,747.00</u>
	TOTAL BUDGET	\$58,052.00	\$115,021.00

Local Benefits: 100%

Capital Equipment: Non-major equipment (Computer & 2 iPads)

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities

Project Number: SA-2014-14-SA-02/ 154AL-2014-14-AL04
Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development

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.

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.

Safe Communities Region 2: Converse, Natrona, Niobrara, and Platte Counties, will address occupant protection and drunk driving issues that cause Wyoming roadways to be less safe. Specifically, the staff will seek opportunities to reduce alcohol related crashes, the lack of seat belt use and child safety seats, and the misuse of seat belts and child safety seats.

Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development (cont'd)

Safe Communities Region 2 will establish partnerships with the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, and community colleges in the outlying counties while expanding these relationships within Natrona County. Furthermore, we will explore a possible relationship with the Casper Metropolitan Planning Office to determine the overlapping goals.

In 2012, Wyoming had 77% statewide seat belt usage with 63.1% usage in Natrona County and 84.5% usage in Platte County, but Niobrara and Converse Counties are not part of the statewide seat belt survey. Operation costs (such as telephone, office equipment.) will be supplemented by the Wyoming Medical Center. Grant funds will be used for salary, planning projects and activities, materials and supplies as well as education and travel. Staff will explore opportunities to network and expand partnerships that further the goals of Safe Communities Region 2. We will identify other community events where occupant protection and alcohol awareness will present clear opportunities for community education and increasing the mindfulness of drivers, passengers, and cyclists in sharing the road.

Evaluation Measures: Numbers will evaluate progress and successes of projects (activities) created and launched; and how many people are reached by each project.

1. Has the percentage of citizens wearing a seat belt in the region increased?
2. Has the number of individuals injured in crashes been reduced due to wearing a seat belt?
3. Has the media voluntarily attempted change of attitude and culture to use seat belts/ child restraints in vehicles?
4. Has Wyoming strengthened its seat belt law?
5. Has the number of children in child restraints increased?
6. Has the number of parents being arrested for the lack of a child passenger seat decreased?

		<u>402 Funds (40%)</u>	<u>154AL Funds (60%)</u>
Budget Summary:	Personal Services	\$49,871.00	\$ 74,807.00
	Travel/Training	\$ 3,300.00	\$ 4,950.00
	Materials/Supplies	\$ 980.00	\$ 1,470.00
	Media	\$ 5,530.00	\$ 11,970.00
	Program Expenses	\$12,600.00	\$ 18,900.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 5,949.00</u>	<u>\$ 9,226.00</u>
	TOTAL BUDGET	\$78,230.00	\$121,323.00

Local Benefit: 100%

Capital Equipment: None

CTW: CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities

Project Number: M2PE-2014-14-PE-03 / 154AL-2014-14-AL05
Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources

Fremont County:

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 a devastating 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age. In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities.

Park County:

The 2010 census estimated the population to be 28,205 people with 26,951 being white and 25 Native and the rest were categorized as other. Park County has 6942 square miles with four people per square mile while the state average is five people per square mile. Park County accounts for 5% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Park County it is 9.4%. Of the 28,205 people living in Park County, 22,294 are 18 and over. In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities.

Hot Springs County:

The 2010 census estimated the population to be 4,812 people with 4,609 being white and 70 Native American and the rest were categorized as other. Hot Springs County has 2004 square miles with two people per square mile while the state average is five people per square mile. Hot Springs County accounts for 0.8 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Hot Springs County it is 14%. Of the 4,812 people living in Hot Springs County, 3,848 are 18 and over. In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities.

Washakie County:

The 2010 census estimated the population to be 8,533 people with 7,795 being white and 93 Native American and the rest were categorized as other. Washakie County has 2,238 square miles with four people per square mile while the state average is five people per square mile. Washakie County accounts for 1.5 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Washakie County it is 9.3%. Of the 8,533 people living in Washakie County, 6,361 are 18 and over. In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities.

Big Horn County:

The 2010 census estimated the population to be 11,668 people with 11,009 being white and 100 Native American and the rest were categorized as other. Big Horn County has 3,137 square miles with four people per square mile while the state average is five people per square mile. Big Horn County accounts for 2% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Big Horn County it is 9.2%. Of the 11,668 people living in Big Horn County, 8,655 are 18 and over. In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities.

The program will address the driving issues that challenge the citizens of resulting in crashes, particularly alcohol related crashes and vehicle occupant protection. The idea behind all of these programs is to coincide the event times with marketing efforts conducted by our local WYDOT public specialist. This program will attempt to implement and execute projects with the following priorities:

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Strengthening Partnerships will be a primary focus for this program. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in District #5 by participating in the NHTSA National Campaign May Mobilization and other times selected by the coalition where the data shows a need. In addition, we will partner with other local coalitions to work on vehicle occupant protection issues and the Wyoming Seatbelt Coalition.

Through the school education programs will conduct vehicle occupant protection in a multitude of schools within Region # 5. The program will be focused on attempts to conduct programming in middle schools, high schools and colleges.

The goal of every seat belt program is to change attitude and behavior in how we view the following:

- * Buckling a seat belt may be a personal choice, but it does not just involve the person making the choice.
- * Texting is a dangerous choice of communication while driving. Wyoming citizens must be aware of its dangers and that it is against the law in our state.
- * Not having a primary law does not mean freedom, it means financial loss - individuals suffer, insurance companies suffer, health care suffers, our state's economy suffers.

The focus on child passenger safety will be to continue conducting Safety Rodeo Events and Child Car Seat Distribution. Whether it is related to impaired driving or the lack of seat belts or car seats, educating children can play a vital role when holding adults accountable. Media campaigns will be developed to raise awareness on the importance of seat belts/ child restraints and the consequences when no belt is worn (paid and earned).

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

- Numbers 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 seatbelt?
- Has the rate of DUI arrests changed in this Region? Was enforcement changed or increased?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Budget Summary:

	<u>402 Funds</u>	<u>Local Funds</u>	<u>154AL Funds</u>
Personnel Services	\$ 23,142.00	\$20,010.00	\$ 53,998.00
Accounting	\$ 1,620.00		\$ 3,780.00
Travel/ Training	\$ 3,000.00	\$ 2,000.00	\$ 7,000.00
Media	\$ 3,900.00		\$ 9,100.00
Materials/ Project Supplies	\$ 600.00		\$ 1,400.00
Office Expenses	\$ 3,906.00		\$ 9,114.00
Non-Major Equipment (Computer)	\$ 120.00		\$ 280.00
<u>WYDOT Indirect Cost (8.23%)</u>	<u>\$ 2,987.00</u>		<u>\$ 6,969.00</u>
TOTAL BUDGET	\$ 39,275.00	\$ 20,010.00	\$ 91,641.00

Local Benefit: 100%

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Capital Equipment: Non-Major Equipment (Computer)

CTW: CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities

Project Number: M2PE-2014-14-PE-02
Project Name: CLICK
Project Awardee: Laramie County School District #1

According to the Wyoming's 2012 Report on Traffic Crashes, there were twelve drivers age 14-20 involved in fatal crashes of which 9 were male. There were 764 injury crashes involving drivers between the ages of 14-20 and 2,223 involved in property damage only crashes. Overall, there were 28.8% (894/2999) occupants ages 0-20 unbelted while involved in crashes. Of these, there were 368 unbelted young drivers with 42 distracted unbelted, 89 alcohol suspected unbelted and 239 unbelted speeding young drivers.

Click consists of recruiting high school and junior 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 coordinator will work in 4 counties (Laramie, Goshen, Carbon, & Albany) to conduct campaigns and provide presentations for the Highway Safety program which will establish communication and awareness in local schools about the issues that face young drivers.

Evaluation Measures: School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver's license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly by my supervisor to monitor my duties as the Click Facilitator at all schools in the district. A summary evaluation report will be provided to the Highway Safety Office along with the final report.

Budget Summary:	Personal Services	\$63,736.00
	Travel/ Training	\$ 5,500.00
	Project Expenses	\$ 3,500.00
	Office Expenses	\$ 1,600.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 6,118.00</u>
	TOTAL BUDGET	\$80,454.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2.2; Chapter 6: Section 2, 3; Chapter 8: Section 1-4; Chapter 9: Section 1-4.

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

Project Number: M2OP-2014-14-OP-01
Project Name: Wyoming Statewide Seat Belt Survey
Project Awardee: DLN Consulting

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, 2014 with the statewide usage rate by September 1, 2014.

Budget Summary	Contractual Services	\$90,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 7,407.00</u>
	Total Budget	\$97,407.00

Local Benefit 0%

Capital Equipment None

CTW: Chapter 2: Section 3.2

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

Project Number: OP-2014-14-03
Project Name: Highway Safety Office Special Events
Project Awardee: Highway Safety Program

Wyoming has a history of low seat belt usage by its residents (72.2% residents vs Overall 77%). The usage is well below the national average (85%). In 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011. Of the 3,405 people involved in the 1,258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts. The Highway Safety Office will partner with the many traffic safety advocates to spread the buckle up message to all ages statewide. One example of an event would be the State Basketball Tournament held in Casper in February 2013 where volunteers manned an informational booth to spread the word about buckling up. Another special event is the Wyoming State Fair held in Douglas in August annually where the Fair attendees are able to ask questions, see demonstrations and hear stories of survivors.

Evaluation Measures: Report collaboration efforts with all safety partners on the increased messaging directed toward the young driver (14-49 years of age).

Budget Summary:	Project Expenses	\$2500.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 205.75</u>
	Total	<u>\$2,705.75</u>

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.5, 6.5; Chapter 2: Section 3.1, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 1.3 2.2, 3, 4.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities

Project Number: PM-2014-14-PM-01
Project Name: 402 Highway Safety Media Campaigns
Project Awardee: WYDOT Public Affairs

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 2012; there were 1,258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, resulting in a 10% decrease of unbelted crashes from 2011. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

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 are determined directly through the crash statistics and the partnership with Highway Safety, WYDOT staff, and other partners statewide. PAO will develop and distribute the traffic safety messaging to the traveling public through various media processes, such as newspaper, television, radio, internet, sports venues, and other available means.

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 Measures: WYDOT Public Affairs will contract with a third party to conduct a statewide survey to gauge the results of the traffic safety campaigns. The results of the survey will be provided to WYDOT Highway Safety.

Budget Summary:	Production Costs	
	(Materials/supplies/professional services)	\$ 10,000.00
	Media Purchases (Newspaper, television, radio, internet, sports venues)	\$263,000.00
	Public Involvement Specialists	\$ 62,500.00
	Travel/Training	\$ 1,600.00
	Overall Survey Costs	\$ 5,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 28,155.00</u>
	TOTAL BUDGET	\$370,255.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 2: Section 3, 6; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 4.2

Project Name: 402 Highway Safety Media Campaigns
Project Awardee: WYDOT Public Affairs (cont'd)

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C6: Number of speeding-related fatalities; C7: Number of motorcyclists fatalities; C8: Number of unhelmeted motorcyclist fatalities; C9: Number of drivers age 20 or younger involved in fatal crashes; C10: Number of pedestrian fatalities; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants

**ALCOHOL IMPAIRED DRIVING FATALITIES
CORE MEASURE 5
&
DRUGGED IMPAIRED DRIVING FATALITIES**

ALCOHOL IMPAIRED DRIVING FATALITIES CORE MEASURE 5

OVERVIEW

Reducing the number of alcohol-related crashes, fatalities, and injuries occurring on the roadways remains a top safety focus area for Wyoming. According to the NHTSA Fatality Analysis and Reporting System, in 2011, there were 38 fatalities in crashes involving at least one driver with a BAC of 0.08 or greater. Those 38 fatalities accounted for 28% of traffic-related fatalities in 2011. As determined by the Wyoming Crash Records System, the state experienced 41 alcohol-related fatalities and 390 moderate to major injuries as a result of alcohol-related crashes in 2012. Driving under the influence arrests in 2012 accounted for 32.89% of all arrests. For the years of 2008-2010, 25% of critical crashes had alcohol involved. Forty percent (40%) of the fatal crashes in the years 2008-2010 had alcohol involved. (Source: 2012 Wyoming Strategic Highway Safety Plan)

The state is also experiencing an increase in arrests stemming from impaired driving related to drugs per the chart below. This increase is most likely due to the amount of effort being placed in drugged driving recognition training for law enforcement. At present, there are 92 Drug Recognition Experts in Wyoming. Since the inception of the program, Wyoming DREs have entered a total of 851 training evaluations and 655 enforcement evaluations with an overall 81.09% of the evaluations supported by toxicology. The minimum standard for this is 75%. Four Advanced Roadside Impaired Driving Enforcement (ARIDE) classes trained a total of 60 officers.

The challenge from the Strategic Highway Safety Plan in dealing with the impaired driving issue is it deals with both alcohol and drugs (illegal drugs and prescription medications) used by drivers. Support for this issue will be from law enforcement, the Governor's Council on Impaired Driving and other traffic safety partners.

Driving Under the Influence Arrests: 2010 - 2012



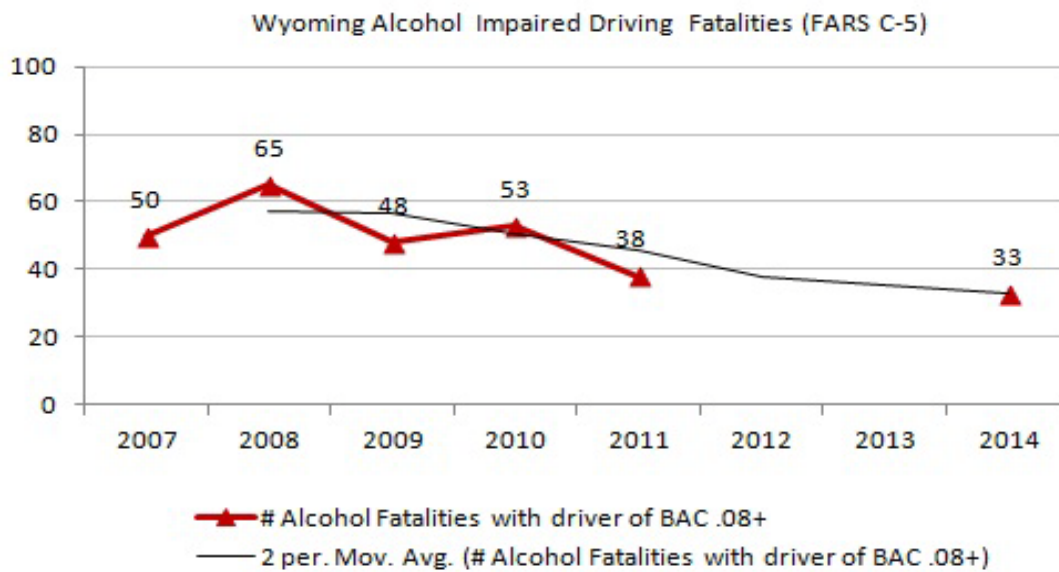
Source: Alcohol and Crime in Wyoming 2012

Alcohol-Impaired Driving Fatalities (FARS C-5)

Wyoming is experiencing an overall decrease of alcohol impaired driving fatalities. Continued best practices, based on data driven efforts, involving high visibility enforcement, education, media blitzes, etc., are key in moving towards a goal of no more than 33 alcohol impaired driving fatalities in the calendar year 2014. Trend line analysis supports this ambitious goal.

(C-5) To decrease alcohol impaired driving fatalities from the 2007-2011 base year average of 51 to 33 by December 31, 2014. **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.



Project Number: M5PEM-2014-14-PE-01
Project Name: Impaired Driving Media Campaign
Project Awardee: Governor's Council on Impaired Driving

Continuing 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, 2014 with the final reimbursement request.

Budget Summary: \$590,000.00
Indirect Cost (8.23%) \$ 48,557.00
\$638,557.82

Full budget description will be inside the grant.

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.2, 5.4, 5.5, 6.2, 6.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Project Number	M5IDC-2014-14-ID-02
Project Name	Governor's Council on Impaired Driving Facilitator
Project Awardee	Johnson and Associates

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, 2014 with the final reimbursement request.
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Budget Summary:	\$240,000.00
Indirect Cost (8.23%)	<u>\$ 19,752.00</u>
	\$259,752.00
	<i>Full budget description will be inside the grant.</i>

Local Benefits	0%
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Capital Equipment	None
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CTW:	Chapter 1: Section 4.1, 5.4, 6.1, 6.2, 6.5,
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Performance Target:	C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.
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Project Number M5IDC-2014-14-ID01
Program Name Impaired Driving Policy Analysis
Project Awardee Governor's Office

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 continue to coordinate state efforts with local initiatives to ensure that state and local efforts compliment and reinforce each other. The position is 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 continue to 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 continue to 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, 2014 with the final reimbursement request.

Budget Summary	Project Expenses	\$160,000.00
	Indirect Cost (8.23%)	<u>\$ 13,168.00</u>
		\$173,168.00

Full budget description will be inside the grant.

Local Benefits 0%

Capitol Equipment None

CTW: Chapter 1: Section 1.5, 2.5, 3.1, 4.1, 5.1, 5.2, 5.3, 5.4, 5.5, 6.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M5HVE-2014-14-HV-01
Project Name: Enhanced Enforcement Initiative
Project Awardee: Governor’s Council on Impaired Driving

These funds will continue to 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, 2014 with the final reimbursement request.

Budget Summary:	Project Expenses	\$143,000.00
	Indirect Cost (8.23%)	\$ 12,857.52
	WASCOP Indirect (9.25%)	<u>\$ 13,227.50</u>
		\$169,085.02

Full budget description will be inside the grant.

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 2.5, 3.1, 4.1, 5.3, 5.4, 5.5, 6.1, 6.2, 6.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M5CS-2014-14-CS-03
Project Name: Chemical Testing Equipment
Project Awardee: Wyoming Department of Health Chemical Testing

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, and calibration equipment).

This project provides for the purchase of two Intoximeter 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.

This project will also purchase five Guth Breath Alcohol Simulators to calibrate and standardize preliminary and evidential breath alcohol analyzers (ECIR2s). Accurate calibration of breath alcohol testing equipment is necessary to insure the equipment produces accurate and forensically defensible results. The Guth Model 12V500 simulator incorporates dual temperature probes to independently control and monitor the temperature of the water-alcohol solution used for calibration. For accurate calibrations it is very important that the temperature of the water-alcohol solution placed in the simulator is maintained at 34°C ± .05°C or better.

Evaluation Measure: To provide Major and Non-Major Equipment Record forms for Equipment purchased.

Budget Summary:	Intoximeter/ECIR2 Testing Equipment & Alcohol Simulators	\$17,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,399.10</u>
	Total	\$18,399.10

Local Benefit: 0%

Capital Equipment: Intoximeters (2) & 5 Non-Major Guth Breath Alcohol Simulators

CTW: Chapter 1: Section 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Project Number: M5CS-2014-14-CS-02
Project Name: Eligible Training-Chemical Testing Program
Project Awardee: Wyoming Department of Health Chemical Testing Program

The specialized training requested in this training grant request is necessary to provide the knowledge and skills related to current alcohol testing procedures and providing expert witness testimony.

The primary mission of the Wyoming Public Health Laboratory Chemical Testing program is to perform testing for alcohol and drugs in support of law enforcement DUI analysis, managing the breath analysis program and drug detection for state agencies. In order to support state and local agencies involved with drug and alcohol related public safety functions the Chemical Testing program is also involved in intoximeter training for law enforcement senior operators, expert witness testimony involving DUI cases in response to subpoenas, preparation of laboratory data for requested court documentation and repair and maintenance of blood and breath alcohol testing equipment. Laboratory toxicologists must be knowledgeable in the latest forensic assays and legal issues surrounding DUI litigation involving both blood testing and breath analysis which are increasingly complicated. These responsibilities are in addition to the primary laboratory analytical functions which involve processing and screening of large number of samples each day, confirmation of samples with a positive screening result, maintenance of equipment, daily laboratory quality control procedures, technical staff supervision and training, management of the daily technical operations of a high volume toxicology laboratory, sample data entry, review all data and final reports to insure the accuracy of reported results.

This training is not part of the routine training for developing and maintaining skills involving routine toxicological analysis.

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 six 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. Borkenstein 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
6. [Forensic Alcohol Toxicology for Frontline Medicolegal Practitioner](#)

Evaluation Measure: To fund registration and travel expenses for training/educational seminars. A trip report will be provided for all trainings/conferences with reimbursement request.

Budget Summary:	Travel/Training/Educational Expenses	\$12,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 987.60</u>
	Total	\$12,987.60

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Section 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Project Number: 154AL-2014-14-AL-07
Project Name: Alcohol Factors
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

WASCOP will analyze the alcohol-related data for all custodial arrests from January 1 through December 31, 2013. 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 Measure: A final report summarizing all project activities occurring during the project period is due by October 15, 2014.

Budget Summary:	Professional/Contractual	\$40,000.00
	Printing & Dissemination	\$ 5,000.00
	Forum Expenses	\$ 5,000.00
	Travel	\$ 5,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 5,087.50</u>
	WASCOP Total	\$60,087.50
	WYDOT Indirect Charges (8.23%)	<u>\$ 4,945.20</u>
	Total	\$65,032.70

Local Benefit: 0%

Equipment: N/A

CTW: Chapter 1: Section 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-16
Project Name: DECP/SFST Coordinator & DRE /ARIDE/SFST Training
Project Awardee: Wyoming Impaired Driving Programs

Wyoming's alcohol-involved traffic crashes in the past two years have been steady despite enforcement efforts. The data from 2006-2009 has a steady trend of fatal traffic crashes involving an impaired driver average at 37.8% per year. In 2010, 39.55% of the fatalities involved alcohol and/or drugs. Alcohol 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 2010, over 5,000 Driving Under the Influence arrests were made in the state by all law enforcement officers.

The Laramie Police Department provided coordination of the Drug Evaluation and Classification Program since its inception in 2006. Due to the current size of the program and the time required to successfully manage the program, the Laramie PD will no longer provide this coordination as of October 1st 2013. Consequently, funding must be in place to provide a coordinator for the Wyoming DEC Program. In addition, during the recent NHTSA SFST assessment, it was recommended that Wyoming appoint a statewide SFST coordinator. To assist the coordinator with the training requirements for the ongoing training, many agencies have requested funding to pay for Instructors' time in conducting the training.

Wyoming's Drug Evaluation and Classification Program (DECP) began in 2006. Currently, there are 80 Drug Recognition Experts (DREs) 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. During the first five years of the program, Wyoming's DREs have completed over 700 training evaluations and over 1,000 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. All Wyoming DREs would be equipped with relevant books (e.g. Drug Identifications Bible) as well as replacement supplies for their medical kits and coordinated identifying clothing (DRE shirts, DRE Instructor shirts, patches, etc.).

Due to the loss of several DRE Instructors combined with ongoing Instructor needs, we would like to conduct a DRE Instructor Course to be held prior to the DRE Basic. This Course is typically a five day course and would be opened to up to twelve DRE Instructor candidates to join the existing cadre of 20 DRE Instructors statewide. These Instructors are also responsible for supervising required recertification evaluations in addition to class room teaching. The course would require two Instructors.

Project Name: DECP/SFST Coordinator & DRE /ARIDE/SFST Training
Project Awardee: Wyoming Impaired Driving Programs (cont'd)

The use of DREs to assist with conducting evaluations of arrestees suspected of being under the influence of controlled substances has become an important component of this program. Ideally, DREs should also be utilized to assist with the investigation of fatal crashes in which drug or alcohol use is suspected. Since the inception of the program, agencies have either been paying the overtime for these callouts out of their own budgets or have not been making off-duty DREs available for callouts. The ability to be reimbursed for these overtime expenses would help ensure the availability of DREs in these cases.

Finally, 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 and key personnel attend the Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving and appropriate additional Traffic Safety Conferences.

Evaluation Measure: Submission of a Year End Summary Report of all purchases, buys, activities, etc., no later than October 15, 2014.

Budget Summary:	<u>410 Funds</u>
DRE Basic Course	\$102,000.00
DRE Instructor Course	\$ 12,000.00
Travel/Training (Out of State)	\$ 13,000.00
o DECP/SFST Coordinator to Lifesavers (\$2,100)	
o DECP/SFST Coordinator + 3 DREs to DRE Conference (\$8,400)	
o DECP/SFST Coordinator to TAP Meeting (\$1,200)	
o DECP/SFST Coordinator to Regional Meeting (\$1,000)	
ARIDE Training	\$ 12,000.00
o Travel/Training (In state- \$3,700)	
o Printing (\$1,500)	
o Instructors- 2 @ \$25/hour for 16 hours each for 6 classes (\$4,800)	
SFST Training	\$ 14,000.00
o Travel/Training (In state- \$5,000)	
o Printing (\$1,000)	
Instructors- 2 @ \$20/hour for 24 hours each for 3 classes (\$2,880)	
Materials/Supplies/Misc. Costs	\$ 10,000.00
DRE Overtime	\$ 7,000.00
Mileage	\$ 5,000.00
DECP/SFST Coordinator	<u>\$ 75,000.00</u>
o 1500 hours at \$35/hour	
Project Budget	\$250,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 16,515.96</u>
Total	\$217,195.96

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Section 7.1, 7.3

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M5CS-2014-14-CS-01
Project Name: Intoximeters and Alco Sensor equipment
Project Awardee: Local Law Enforcement Agencies

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 Grant Manager, at the Wyoming Department of Transportation – Highway Safety Office (WYDOT–HSEO). Within the letter, it is required they provide the statement of need from Chemical Testing before the request is considered.

Evaluation Measure: 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.

Budget 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%

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.

CTW: Chapter 1: Section 2.3, 2.4

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL15
Project Name: Blood Kits
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 Measure: 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 no later than October 15, 2014.

Budget 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%

Equipment: N/A

CTW: Chapter 1: Section 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-14
Project Name: WASCOP Local DUI O/T Enforcement
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 DUI O/T Enforcement project will be managed by WASCOP. In turn, WASCOP plans to continue its contract with Johnson and Associates to preserve the knowledge base gained and to make the grant management as smooth as possible for grant agencies.

Similar to grant funding by the HSO, WASCOP will provide opportunities to all law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on impaired driving placing the traveling public in jeopardy. Approximately 75 individual grant applications were received, processed and approved for funding in FY2012. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will 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.

Evaluation Measure: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of DUI O/T Enforcement.

Budget Summary:	Local DUI Enforcement	\$440,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 40,700.00</u>
	WASCOP Total	<u>\$480,700.00</u>
	WYDOT Indirect Charges (8.23%)	<u>\$ 39,561.61</u>
	Total	\$520,261.61

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 2.2, 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-13
Project Name: WASCOP – Local Video Camera
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Typically one third of Wyoming's fatal crashes are alcohol involved. The data shows that between 2008-2012, alcohol related fatalities averaged 35.3%. 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 Measure: Each agency will provide a final report by October 15, 2014 with the pros/cons and usage of the camera(s).

Budget Summary:

Video Camera's	\$162,500.00
WASCOP Indirect Charges (9.25%)	<u>\$ 15,031.25</u>
WASCOP Total	\$177,531.25
WYDOT Indirect Charges (8.23%)	<u>\$ 14,610.82</u>
Total	\$192,142.07

Local Benefit: 100%

Equipment: Video Camera's

CTW: Chapter 1: Section 2.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M5TR-2014-14-TR-01
Project Name: Wyoming Underage Drinking and Driving Reduction
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

In 2011, there were 23 fatalities and 1,134 injuries in crashes with a driver 14-20 years of age. There were 59 alcohol involved crashes with a driver 14-20 years of age that resulted in death or injury to one or more persons and an additional 67 alcohol involved crashes that resulted in property damage only. The Alcohol and Crime in Wyoming 2011 report indicates that DUI arrests account for 32% of all arrests statewide; the average BAC is .15% for all DUI arrests and that 7.25% of all persons arrested for DUI were under the age of 21 years.

This project will involve local law enforcement agencies, County Prevention Management and local coalitions. These groups realize the importance of reaching our youth and adults within the community and have conducted community specific needs assessments. Additionally, they have identified best practice enforcement strategies to address underage drinking, over-consumption, and drinking and driving. Strategies for this project include party patrols, saturation patrols, special event enforcement presence, source investigations, retailer compliance checks, server training, bar checks and shoulder taps, peer-to-peer education and prevention strategies in schools and communities.

There will be high profile campaigns to educate and raise awareness on underage drinking and driving. This project will also provide local agency media support specific to each county to address underage drinking and driving aimed at preventing underage drinking. Each project coordinator will develop their local media.

Evaluation Measure: Provide a summarized report of all project activities created and launched by October 15, 2014.

Budget Summary:		<u>ALCOHOL</u>	<u>PFS Funds</u>
	Law Enforcement O/T	\$145,000.00	\$ 95,000.00
	Personnel Services	\$ 25,000.00	\$ 20,000.00
	Travel/Training	\$ 3,000.00	\$ 6,400.00
	TIPs Training	\$ 0.00	\$ 4,000.00
	Media	\$ 20,000.00	\$ 0.00
	Prescription Drug Drop Boxes	\$ 0.00	\$ 15,000.00
	Alcohol and Youth Data Report	\$ 20,000.00	\$ 0.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 19,702.50</u>	<u>\$ 9,600.00</u>
	WASCOP Total	\$232,702.50	\$150,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 19,151.42</u>	<u>\$ 0.00</u>
	Total	<u>\$251,853.92</u>	<u>\$150,000.00</u>

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 5.3, 6.2, 6.3, 6.5, Chapter 6: Section 4.1

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; C9: Drivers Age 20 or Younger Involved in Fatal Crashes; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: SA-2014-14-SA-01 / 154AL-2014-14-AL03
Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention

Laramie County:

Laramie County has an estimated population of 94,483 people in 2012. It is one of Wyoming's larger cities, a metropolitan area, densely populated at 34.2 persons per square miles in contrast to the state average of 5 persons per square mile. In Laramie County, there were 2036 crashes in 2011. These crashes accounted for \$381,370,300 in economic loss. Of the 2036 crashes there were 519 injury crashes and 755 individual injuries. In total there were 15 fatal crashes resulting in 15 fatalities. Overall 4% of Laramie County drivers were not wearing their seat belt, while 5% of passengers are unprotected without occupant restraints. The Wyoming Department of Transportation Problem Identification report/ 2013 Fiscal Years reports a total of 56 individuals injured from the 44 crashes involving alcohol in 2011. The report also found 41 urban bicycle crashes.

Albany County:

There is an estimated population of 37,276 people residing in Albany County in 2012 according to the US Census Bureau. The people per square mile ratio are 8.5, slightly higher than the Wyoming average. Albany County is the home of the University of Wyoming in Laramie, Wyoming. As the only University in the state, UW covers roughly 785 acres and is home to 12,327 students. In 2011 of the 14,810 crashes in Wyoming 1,166 were from Albany County. Within these crashes there were 212 injury crashes resulting in 287 injuries and 9 fatalities. Of the serious and/or fatal crashes 44% of the vehicle occupants were unbelted. Overall alcohol was involved in 21 injury crashes and 26 injured individuals, including 5 deaths and 20 incapacitating injuries.

Carbon County:

The US Census Bureau reported in 2012 the estimated population of Carbon County was 15,666 people. This county encompasses over 7,990 square miles of land. Currently Safe Communities does a lot of work in both Laramie and Albany County with traffic safety. In Carbon County there is a great opportunity for Safe Communities to expand partnerships and create relationships with the residents. The goal is to increase knowledge of safety in areas such as occupant protection and impaired driving for all inhabitants. Carbon County houses only 2 people per square mile yet in this county there were 704 crashes in 2011. These crashes accounted for \$194,888,700 in economic loss. Of the 704 there were 186 injuries crashes. In total there were 8 fatal crashes resulting in 11 fatalities; each of the fatalities involved impaired driving. Twelve individuals were injured from the 10 crashes involving alcohol and there were 21 crashes ending with property damages involving alcohol use. This county mimics Albany County in the fact that 44% of the vehicle crashes involved unbelted passengers and/or drivers. Pickup trucks were particularly high in their percentage of unbelted passengers with a rate of 61%.

Goshen County:

Goshen County had a total estimated population of 13,636 residents in 2012. The county itself covers 2,225 square miles of land area and has a ratio of people to square mile of 6.0 according to the US Census Bureau. In 2011 there were a total of 253 crashes in Goshen County. While one of these crashes were fatal and led to a single death, 49 of the crashes qualified as injury crashes. A total of 70 injuries occurred because of the crashes. Eight of the 49 did involve alcohol and 15 individuals were injured from those crashes while a total of 4 fatalities occurred. Torrington alone was home to over 38 percent of the injury crashes for the entire county; 3 of which involved alcohol and lead to 9 injuries. 7 property damage only crashes also occurred in 2011 within the county. The majority of the crashes in this location were property damage crashes which can affect the community as well. When finding seat belt statistics it was discovered that 36% of crashes involved unbelted vehicle occupants.

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

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, Cheyenne Frontier Days, August Crackdown and the Sturgis Motorcycle Rally, plus other times selected by the coalition where the data shows a need. 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. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for a traffic safety conference 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, 2014 with the final reimbursement request. Some of the measurable objectives include:

- Numbers 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?
- Has the media engaged in the change of attitude and culture to stress the importance of occupant restraint use?
- Is the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?

		<u>402 Funds</u>	<u>154AL Funds</u>
Budget Summary:	Personal Services	\$26,637.00	\$ 53,274.00
	Office Expenses	\$ 2,500.00	\$ 2,500.00
	Travel/Training	\$ 6,000.00	\$ 6,000.00
	Non-Major Equipment (Computer, etc. + 2 IPads)	\$ 2,500.00	\$ 2,500.00
	Projects/Incentives	\$ 9,000.00	\$ 19,000.00
	Media	\$ 7,000.00	\$ 23,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 4,415.00</u>	<u>\$ 8,747.00</u>
	TOTAL BUDGET	\$58,052.00	\$115,021.00

Local Benefits: 100%

Capital Equipment: Non-major equipment (Computer & 2 IPads)

Project Name: Safe Communities/ Region #1
Project Awardee: Cheyenne Regional Medical Center Foundation/ Injury Prevention (cont'd)

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: SA-2014-14-SA-02/154AL-2014-14-AL04
Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development

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.

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.

Safe Communities Region 2: Converse, Natrona, Niobrara, and Platte Counties, will address occupant protection and drunk driving issues that cause Wyoming roadways to be less safe. Specifically, the staff will seek opportunities to reduce alcohol related crashes, the lack of seat belt use and child safety seats, and the misuse of seat belts and child safety seats.

Project Name: Safe Communities/ Region 2
Project Awardee: Wyoming Medical Center/ Community Development (cont'd)

Safe Communities Region 2 will establish partnerships with the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, and community colleges in the outlying counties while expanding these relationships within Natrona County. Furthermore, we will explore a possible relationship with the Casper Metropolitan Planning Office to determine the overlapping goals.

In 2012, Wyoming had 77% statewide seat belt usage with 63.1% usage in Natrona County and 84.5% usage in Platte County, but Niobrara and Converse Counties are not part of the statewide seat belt survey. Operation costs (such as telephone, office equipment.) will be supplemented by the Wyoming Medical Center. Grant funds will be used for salary, planning projects and activities, materials and supplies as well as education and travel. Staff will explore opportunities to network and expand partnerships that further the goals of Safe Communities Region 2. We will identify other community events where occupant protection and alcohol awareness will present clear opportunities for community education and increasing the mindfulness of drivers, passengers, and cyclists in sharing the road.

Evaluation Measures: Numbers will evaluate progress and successes of projects (activities) created and launched; and how many people are reached by each project.

1. Has the percentage of citizens wearing a seat belt in the region increased?
2. Has the number of individuals injured in crashes been reduced due to wearing a seat belt?
3. Has the media voluntarily attempted change of attitude and culture to use seat belts/ child restraints in vehicles?
4. Has Wyoming strengthened its seat belt law?
5. Has the number of children in child restraints increased?
6. Has the number of parents being arrested for the lack of a child passenger seat decreased?

Budget Summary:	<u>402 Funds (40%)</u>	<u>154AL Funds (60%)</u>
Personal Services	\$49,871.00	\$ 74,807.00
Travel/Training	\$ 3,300.00	\$ 4,950.00
Materials/Supplies	\$ 980.00	\$ 1,470.00
Media	\$ 5,530.00	\$ 11,970.00
Program Expenses	\$12,600.00	\$ 18,900.00
WYDOT Indirect Cost (8.23%)	<u>\$ 5,949.00</u>	<u>\$ 9,226.00</u>
TOTAL BUDGET	\$78,230.00	\$121,323.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M2PE-2014-14-PE-03/154AL-2014-14-AL05
Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources

Fremont County:

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 a devastating 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age. In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities.

Park County:

The 2010 census estimated the population to be 28,205 people with 26,951 being white and 25 Native and the rest were categorized as other. Park County has 6942 square miles with four people per square mile while the state average is five people per square mile. Park County accounts for 5% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Park County it is 9.4%. Of the 28,205 people living in Park County, 22,294 are 18 and over. In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities.

Hot Springs County:

The 2010 census estimated the population to be 4,812 people with 4,609 being white and 70 Native American and the rest were categorized as other. Hot Springs County has 2004 square miles with two people per square mile while the state average is five people per square mile. Hot Springs County accounts for 0.8 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Hot Springs County it is 14%. Of the 4,812 people living in Hot Springs County, 3,848 are 18 and over. In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities.

Washakie County:

The 2010 census estimated the population to be 8,533 people with 7,795 being white and 93 Native American and the rest were categorized as other. Washakie County has 2,238 square miles with four people per square mile while the state average is five people per square mile. Washakie County accounts for 1.5 % of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Washakie County it is 9.3%. Of the 8,533 people living in Washakie County, 6,361 are 18 and over. In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities.

Big Horn County:

The 2010 census estimated the population to be 11,668 people with 11,009 being white and 100 Native American and the rest were categorized as other. Big Horn County has 3,137 square miles with four people per square mile while the state average is five people per square mile. Big Horn County accounts for 2% of the population of Wyoming. The average of those in Wyoming living below the poverty level is 10.1% while in Big Horn County it is 9.2%. Of the 11,668 people living in Big Horn County, 8,655 are 18 and over. In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities.

The program will address the driving issues that challenge the citizens of resulting in crashes, particularly alcohol related crashes and vehicle occupant protection. The idea behind all of these programs is to coincide the event times with marketing efforts conducted by our local WYDOT public specialist. This program will attempt to implement and execute projects with the following priorities:

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Strengthening Partnerships will be a primary focus for this program. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in District #5 by participating in the NHTSA National Campaign May Mobilization and other times selected by the coalition where the data shows a need. In addition, we will partner with other local coalitions to work on vehicle occupant protection issues and the Wyoming Seatbelt Coalition.

Through the school education programs will conduct vehicle occupant protection in a multitude of schools within Region # 5. The program will be focused on attempts to conduct programming in middle schools, high schools and colleges.

The goal of every seat belt program is to change attitude and behavior in how we view the following:

- * Buckling a seat belt may be a personal choice, but it does not just involve the person making the choice.
- * Texting is a dangerous choice of communication while driving. Wyoming citizens must be aware of its dangers and that it is against the law in our state.
- * Not having a primary law does not mean freedom, it means financial loss - individuals suffer, insurance companies suffer, health care suffers, our state's economy suffers.

The focus on child passenger safety will be to continue conducting Safety Rodeo Events and Child Car Seat Distribution. Whether it is related to impaired driving or the lack of seat belts or car seats, educating children can play a vital role when holding adults accountable. Media campaigns will be developed to raise awareness on the importance of seat belts/ child restraints and the consequences when no belt is worn (paid and earned).

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

- Numbers 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 seatbelt?
- Has the rate of DUI arrests changed in this Region? Was enforcement changed or increased?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Budget Summary:

	<u>402 Funds</u>	<u>Local Funds</u>	<u>154AL Funds</u>
Personnel Services	\$ 23,142.00	\$20,010.00	\$ 53,998.00
Accounting	\$ 1,620.00		\$ 3,780.00
Travel/ Training	\$ 3,000.00	\$ 2,000.00	\$ 7,000.00
Media	\$ 3,900.00		\$ 9,100.00
Materials/ Project Supplies	\$ 600.00		\$ 1,400.00
Office Expenses	\$ 3,906.00		\$ 9,114.00
Non-Major Equipment (Computer)	\$ 120.00		\$ 280.00
<u>WYDOT Indirect Cost (8.23%)</u>	<u>\$ 2,987.00</u>		<u>\$ 6,969.00</u>
TOTAL BUDGET	\$ 39,275.00	\$ 20,010.00	\$ 91,641.00

Project Name: Safe Communities/ Region #5
Project Awardee: Injury Prevention Resources (cont'd)

Local Benefit: 100%

Capital Equipment: Non-Major Equipment (Computer)

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Section 2.2, 3.1; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 1-4; Chapter 9: Section 1-4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-06
Project Name: Highway Safety Events Calendar
Project Awardee: Highway Safety Program

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 Measures: 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.

Budget Summary:	Printing	\$2,500.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 206.00</u>
	Total	<u>\$2,706.00</u>

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.2, 5.5; Chapter 2: Section 3.1, 6; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 1.3, 2.2, 3, 4.2

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Project Number: M8PE-2014-14-PE-01
Project Name: Drive Safe Wyoming
Project Awardee: Montgomery Broadcasting

Distracted driving, and more specifically texting while driving, is a very serious problem on Wyoming roads because of the number of lives that can be endangered by one person, who may otherwise be a safe driver, taking their focus off the road to read or send a message on an electronic device. Drivers who wouldn't typically drive impaired don't have the same perception of texting while driving, although studies show that reaction times of a person using a cell phone while driving can be delayed as much as if that person had a blood alcohol concentration of .08 percent. A 2012 survey by NHTSA on distracted driving attitudes and behaviors found that "distraction-prone" drivers tend to be younger, more affluent, and have more formal education than "distraction-averse" drivers. Wyoming started recording distractions as contributing factors in crash reports in 2008, and since then we have seen an average of 291 crashes per year where the driver was distracted by an electronic device, including mobile phones, pagers, TV's and computers, and an average of five fatalities. While both numbers seem to be decreasing, the problem remains very serious as new drivers take to Wyoming's 33,000 miles of public roadway every day, and the ways an individual can be distracted by electronic devices continually increases.

The goal of Drive Safe Wyoming is to leverage paid media for additional earned media to educate people about what distracted driving is, why it's so dangerous, and encourage them to improve their own driving habits, not just for their own safety, but to be a better example to young people in their lives. Our target audience is all driving adults. Drivers under 20 are most at risk because of their overall inexperience behind the wheel, but they are certainly not the only ones texting behind the wheel. Earned media and partnerships with student and community groups are used to more directly target teens and young drivers. The slogan is "The road is no place for distractions," and it is incorporated on the website, DriveSafeWyoming.com and into all of the messaging.

Evaluation Measures: Drive Safe Wyoming will use Arbitron ratings to show the gross impressions produced by the media campaign as well as some basic audience data. A report will be provided on how the media became engaged and the impact they had in some of the individual markets around the state.

Budget Summary:	Statewide Paid Media	\$ 224,100.00
	Promotional Items	\$ 3,000.00
	Design, Distribution and Production	\$ 3,000.00
	Travel & Training (pre-approved)	\$ 2,400.00
	WYDOT'S Indirect Cost (8.23%)	<u>\$ 19,135.00</u>
	TOTAL BUDGET	\$ 251,634.75

Local Benefit: 100%

Capitol Equipment: None

CTW: Chapter 4: Section 2; Chapter 2: Section 3.2

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat Positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Project Number: 154AL-2014-14-AL-08
Project Name: Comprehensive Alcohol Program
Project Awardee: Highway Safety Program

This program intends to compliment other alcohol prevention and education efforts to make a difference in the quality of life in Wyoming through the reduction of alcohol impaired driving. 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 Measure Provide a report of project activity, materials purchased or printed and/or incentive items with the message as applicable.

Budget Summary	Materials/ Supplies	\$15,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 1,235.00</u>
	TOTAL BUDGET	\$16,235.00

Local Benefit 0%

Capital Equipment None

CTW: Chapter 1: Section 5.2, 5.5, 6.5

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Project Number: 154AL-2014-14AL-09
Project Name: Traffic Safety Resource Prosecutor
Project Awardee: TBD

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.

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 Measure: 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, 2014.

Budget Summary:	Professional Services	\$120,000.00
	Travel/Training	\$ 15,000.00
	Materials/Supplies	\$ 5,000.00
	Non-Major Equipment	\$ 2,500.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 11,728.00</u>
	TOTAL BUDGET	\$154,228.00

Local Benefit: 100%

Capital Equipment: None (Non-major equipment Computer/printer)

CTW: Chapter 1: Section 1.5, 3-7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries
 C3: Fatalities/ VMT plus rural and urban; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2: Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: M5PEM-2014-14-PE-02
Project Name: 154AL Highway Safety Alcohol Media Campaigns
Project Awardee: WYDOT Public Affairs Office

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 2012, alcohol was involved in 41 of the fatalities on Wyoming roads.

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, 13,893 traffic crashes occurred on Wyoming roadways, killing 120 persons and injuring non-fatally another 3,829.

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 Measures: 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.

Budget Summary	Production (Materials/supplies/professional services)	\$ 10,000.00
	Media Purchases (Newspaper, television, radio, internet, sports venues)	\$263,000.00
	Public Involvement Specialists	\$ 62,500.00
	Travel/Training	\$ 1,600.00
	Overall Survey Costs	\$ 5,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 28,155.00</u>
	TOTAL BUDGET	\$370,255.00

Local Benefit 0%

Capital Equipment None

CTW: Chapter 1: Section 5.2, 5.5

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries
 C3: Fatalities/ VMT plus rural and urban; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Project Number: 154AL-2014-14-AL-01
Project Name: Highway Safety Office Special Events
Project Awardee: Highway Safety Program

Wyoming has a history of low seat belt usage by its residents (72.2% residents vs Overall 77%). The usage is well below the national average (85%). In 2012, there were 1258 traffic crashes with an unbelted driver or passenger of which: 64 were fatal crashes with 57 unbelted fatalities, 634 injury crashes with 690 people injured, and 560 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2011. Of the 3,405 people involved in the 1,258 unbelted crashes 2695 (79%) were not using seat belts. In 2012 43% of all the fatalities did **NOT** use seat belts. The Highway Safety Office will partner with the many traffic safety advocates to spread the buckle up message to all ages statewide. One example of an event would be the State Basketball Tournament held in Casper in February 2013 where volunteers manned an informational booth to spread the word about buckling up. Another special event is the Wyoming State Fair held in Douglas in August annually where the Fair attendees are able to ask questions, see demonstrations and hear stories of survivors. The Sturgis Motorcycle Rally with the Ham 'n Jam in Wyoming will continue to be a focus for impaired drivers.

Evaluation Measures: Report collaboration efforts with all safety partners on the increased messaging directed toward the young driver (14-49 years of age).

Budget Summary:	Project Expenses	\$2,500.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 205.75</u>
	Total	<u>\$2,705.75</u>

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.5, 6.5; Chapter 2: Section 3.1, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2; Chapter 5: Section 4; Chapter 6: Section 3; Chapter 7: Section 1.2; Chapter 8: Section 3.1; Chapter 9: Section 1.3 2.2, 3, 4.2

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A1: Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-02
Project Name: DUI Monitoring
Project Awardee: Injury Prevention Resources

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 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 a devastating 17.6%. Of the 40,123 people living in Fremont, 28,836 people are over 20 years of age. In Fremont County in 2011 there were a total of 887 crashes, 11 of these crashes were fatalities.

During the period of January 1st, 2012 to December 31, 2012, there were 1,318 arrests in Fremont County (WY Sheriff and Chiefs Association), of those, 396 were arrested for public intoxication, 1,025 of those arrests involved alcohol and 68 involved drugs. This means 78% of all arrests in Fremont County involved alcohol, much higher than the statewide 72%. There were 318 DUI arrests made with an average BAC of .163, making Fremont County the 3rd highest area for average BAC in Wyoming. This does not include numbers for arrests made on the Reservation and held for Tribal Court and they do not include the overwhelming numbers collected by Fremont County Alcohol Crisis Center.

Noting that 78% of all crime in Fremont County is alcohol related and that the jail is almost always at full capacity, action must be taken to find a way to keep people sober while they are out of jail while on bond or on probation. This will impact the rate of recidivism to assist with local crime and incidents of impaired driving. The following will be conducted:

- Continue to offer SCRAMx bracelets to the courts in the cases of Bond
- Continue to offer SCRAMx bracelets to Drug Court for their clients
- Continue to offer SCRAMx bracelets to Injury Prevention Resources for their clients
- Continue to offer SCRAMx bracelets to Probation and Parole for their clients
- Continue to work with the Judges, County Attorney, Law Enforcement and the Courts to improve our program and make adjustments where necessary.
- Begin working with Fremont County Sheriff's Office and Detention Center to evaluate SCAMx's potential role in alcohol and electronic home monitoring for offenders who have

Evaluation Measures: A final report to be provided to the HSO by October 15, 2014 with the final reimbursement request. Some of the measurable objectives include:

- Numbers 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 seatbelt?
- Has the rate of DUI arrests changed in this Region? Was enforcement changed or increased?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Project Name: DUI Monitoring
Project Awardee: Injury Prevention Resources (cont'd)

Budget Summary:	Personnel Services (listed above)	\$ 60,610.00
	Accounting	\$ 2,700.00
	Travel/ Training	\$ 2,500.00
	Copier	\$ 240.00
	Internet	\$ 450.00
	Office Cost	\$ 930.00
	Phone	\$ 1,650.00
	Rent and Utilities	\$ 3,240.00
	10 wireless units (Scram base stations)	\$ 4,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 6,281.00</u>
	TOTAL BUDGET	\$ 82,601.00

Local Benefit: 100%

Capital Equipment: None (Non-Major Equipment Wireless Scram Base Stations)

CTW: Chapter 1: Section 2-7

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above;

Project Number: 154AL-2014-14-AL-10
Project Name: WHP DUI Enforcement
Project Awardee: Wyoming Highway Patrol (WHP)

The Wyoming Highway Patrol continues to place priority enforcement activities on the problem of impaired/buzzed drivers driving while under the influence of alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major contributing factor in Wyoming’s fatal crashes each year. In Wyoming 36% of the crashes involving alcohol are critical (fatal or incapacitating).

Volunteer overtime will be utilized in addition to our own commitment of overtime and holiday pay for DUI enforcement by our sworn officers. We can provide more patrolling hours and increase our enforcement during the times and locations where increased enforcement is needed especially for local celebrations where there is a potential for excessive use of alcohol. This allows us to increase our manpower presence on the highways of Wyoming and emphasize enforcement. Wyoming Highway Patrol’s Strategic Plan includes the goal of reduction of alcohol related crashes by 5% annual and also reduces the number of impaired drivers by 5%. District Captains and Lieutenants will review crash data provided by Highway Safety Office and also DUI summaries to decide how best to utilize their troopers for DUI enforcement. Troopers with proven records of DUI enforcement will be authorized to use the DUI Enhanced Overtime. The Wyoming Highway Patrol will utilize approximately 35% of the allotted DUI enforcement hours during the holiday season (December, 2013 and early January, 2014). Remaining allotted DUI enforcement hours will be utilized during the summer travel season, August Alcohol Crackdown and local celebrations. Multi-agency (WHP and local agencies) will participate in DUI Enforcement to demonstrate the combined efforts to remove impaired drivers from the Wyoming highways and streets. Our enforcement objective is one (1) DUI arrest per ten (10) hours of patrolling time and the purchase of Blood kits.

Evaluation Measures: The Wyoming Highway Patrol will provide statistical reports to the Highway Safety Office regarding hours worked, citations and warnings issued. There will be two times during the grant period that reports will be provided. One for the holiday hours and one for the summer travel hours worked.

Budget Summary:

Overtime Salary (Holiday and Summer – Local celebrations)	\$90,000.00
Purchase 100 Blood Kits (\$ 9.95 ea + shipping)	\$ 1,100.00
WYDOT Indirect Costs (8.23%)	<u>\$ 749.00</u>
TOTAL BUDGET	\$91,849.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 1, 2, 5.2, 6.2, 6.4, 7

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2: Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-11
Project Name: Specialized Motorcycle Enforcement Detail, Ham and Jam/Sturgis
Project Awardee: Wyoming Highway Patrol

The vision of the Wyoming Highway Patrol is to be the leader in Highway Safety among Wyoming law enforcement agencies. With this Vision, the Patrol is dedicated to reducing the number of serious injury and fatal crashes, reduce the number of impaired driver crashes, and maximize our enforcement efforts in Wyoming.

Large volumes of motorcycle traffic are associated with special events such as Ham and Jam Rally/Sturgis Rally. This influx of motorcycle traffic causes unique needs and special response from the patrol. During these events the Patrol usually sees a higher amount of motorcycle crashes, impaired drivers, and criminal activity.

The Ham and Jam Rally is in conjunction with the annual Sturgis Motorcycle Rally, which encompasses the Black Hills, adjacent communities, and major travel corridors which are affected by rally traffic. The Sturgis rally is the largest motorcycle rally in the world. The Ham and Jam Rally has been declared an annual event by the Governor and the Wyoming Highway Patrol Special Services Squad is activated to provide additional law enforcement in the area. The Patrol deploys troopers from around the state to assist the local divisions with the influx of traffic.

The mission of the Patrol during this deployment is to ensure the safety of the motoring public and citizens through effective and impartial enforcement of Wyoming statues. A special emphasis will be on motorcycle safety and the reduction of traffic crashes throughout the operational area and the State. Safety, Service and Criminal Apprehension will at all times be our priority.

Evaluation Measures: A detailed summary of patrol activities, crashes, and arrests will be provided to Highway Safety which will evaluate progress and success of projects (activities) created and launched. All sub-grantee’s must turn in a Year End Summary Report of all purchases, buys, activities, etc., at the end of the fiscal year with your last reimbursement request. If a summary is not turned in with payment, the payment will be held until summary is received.

Budget Summary:	Personal Services (\$60.00 hr)	\$125,000.00
	WYDOT Indirect Costs (8.23%)	\$ <u>10,287.50</u>
	TOTAL BUDGET	\$135,287.50

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 1, 2, 5.2, 5.5, 6.2, 7.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; C7: Number of motorcyclists fatalities; C8: Number of unhelmeted motorcyclist fatalities; A2-Number of impaired driving arrests made during grant-funded enforcement activities

Project Number: 154AL-2014-14-AL-12
Project Name: WHP DUI Education
Project Awardee: Wyoming Highway Patrol (WHP)

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 2012, 36.67% of the fatalities involved alcohol and/or drugs. 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 2012, over 1200 arrests made by Troopers 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. 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. The impaired driving educational effort is primarily focused on drivers ages 14 to 25. The secondary focus is toward drivers 25 yrs. old and older.

Troopers spend hundreds of hours every year educating the public of the dangers of being an impaired driver. Troopers present at schools, public and private organizations, safety events, health fairs, and churches. The Patrol presents at High school assemblies which are utilized to reach captive audience 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, sends out incentive items and printed information on impaired driving to the field and community safety service organizations. All of the print material is utilized in giving an impaired driving message. We also supply an emergency number (#HELP) to the public to report drunk drivers.

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, 2014. The report will summarize the entire project and the effects statewide listing organizations and locations receiving materials.

Budget Summary:	Personal Services	\$ 40,000.00
	(Overtime impaired driving education programs)	
	Training/Travel	\$ 15,000.00
	Program Support Materials	\$ 25,000.00
	Major Equipment (Driving Simulator)	\$ 12,000.00
	Printed Material/Signs	\$ 10,000.00
	Media	\$ 20,000.00
	WYDOT Indirect costs (8.23%)	<u>\$ 10,041.00</u>
	TOTAL BUDGET	\$132,041.00

Local Benefit: 0%

Capital Equipment: Driving Simulator

CTW: Chapter 1: Section 6.2, 6.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; A2: Number of impaired driving arrests made during grant-funded enforcement activities

Project Number 154AL-2014-14-AL-17
Program Name Evaluation of Wyoming's Initiative to Prevent Impaired Driving
Subgrantee UW, Wyoming Survey & Analysis Center (WYSAC)

The purpose of Wyoming's Initiative to Prevent Impaired Driving is to eliminate substance-related fatal motor vehicle crashes across the state through increased law enforcement in Wyoming's six most populous counties, a statewide media campaign, a statewide conference, and implementation of the 24/7 intervention. The theory of change underlying this project assumes that by changing culture and individual behaviors Wyoming can decrease adult and youth binge drinking leading to less impaired driving and ultimately fewer substance-related motor vehicle crashes.

The first year was to evaluate this project and to focus upon the six funded counties as follows: Albany, Campbell, Fremont, Laramie, Natrona, and Sweetwater. The first year evaluation will also assess the state-level change from a statewide media campaign. Evaluators will work with the Governor's Council on Impaired Driving and project media consultants to develop a rigorous evaluation plan, gather process and outcome data, measure progress toward project goals, and create useful reports and presentations. This type of survey will continue through a year two process, with an additional enforcement piece to evaluate the seven funded communities.

Rodney A. Wambeam, Ph.D., a Senior Research Scientist at WYSAC, will serve as Principal Investigator of the project.

WYSAC's responsibilities for this project include the following:

- A. Obtain Institutional Review Board (IRB) approval for evaluation research;
- B. Attend and provide updates on the evaluation at quarterly Governor's Council Meetings;
- C. Provide technical assistance and training to the Governor's Council and to targeted counties as necessary;
- D. Respond to data requests of the Governor's Council as needed;
- E. Attend and participate in the annual Impaired Driving Conference;
- F. Collaborate with the project media consultants and Governor's Council representatives to detail project goals, identify target indicators, and develop a rigorous evaluation plan;
- G. Collect and analyze appropriate process and outcome data;
- H. And, present evaluation findings to the Governor's Council and to WYDOT's Highway Safety office.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2014 with the final reimbursement request.

Budget Summary:	\$25,000.00
Indirect Cost (8.23%)	<u>\$ 2,057.50</u>
	\$27,057.50

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 5.2, 5.4, 5.5, 6.2, 6.5

Performance Target: C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above;

**SPEED-RELATED FATALITIES
CORE MEASURE 6**

SPEED-RELATED FATALITIES CORE MEASURE 6

OVERVIEW

According to the NHTSA Fatality Analysis and Reporting System, in 2011, Wyoming had 51 speeding-related fatalities. From 2007-2011, there were an average of 57 speeding-related fatalities per year. As determined by the Wyoming Crash Records System, in 2012 speed related crashes were represented in 33.9% of fatal crashes and 24.6% of all Wyoming traffic crashes. There were 176 speed related fatalities and incapacitating injuries.

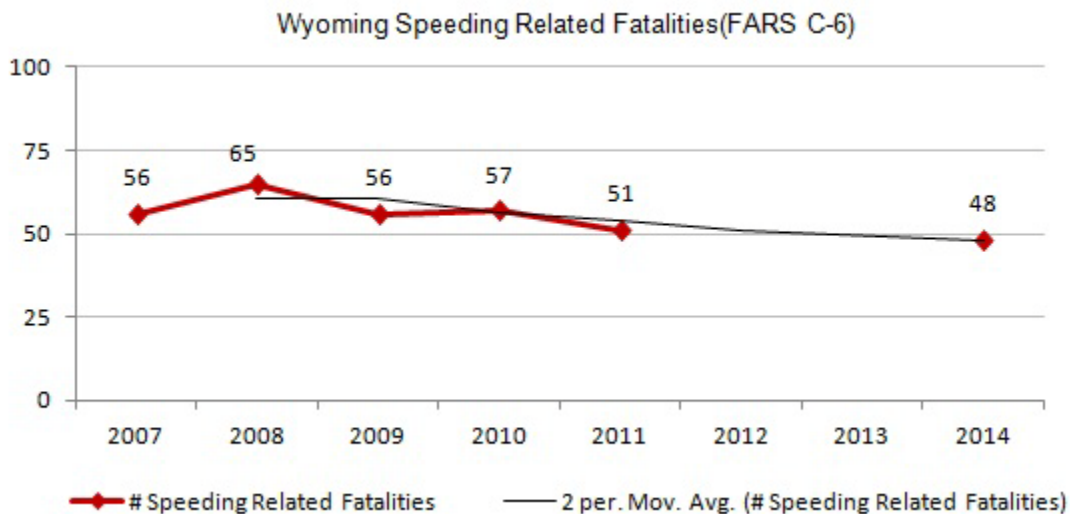
The challenge from the Strategic Highway Safety Plan is to use both law enforcement and educational efforts to address speed as an issue. Speeding can be thought of in two ways:

1) exceeding the posted speed limit and 2) traveling too fast for the conditions of the roadway.

Speeding Related Fatalities (FARS)

(C6) To decrease speed-related fatalities 7 percent from the 2007-2011 calendar base year average of 57 to 48 by December 31, 2014. (C6, FARS).

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



Consistent with the trend analysis for 2014, the projected 48 speed related fatalities is an achievable goal.

In the FY2013 Highway Safety Plan, the 2013 projected goal was 56 speeding related fatalities. The 2011 FARS final result was 51. The 2012 FARS data is not yet available.

Activity Measures

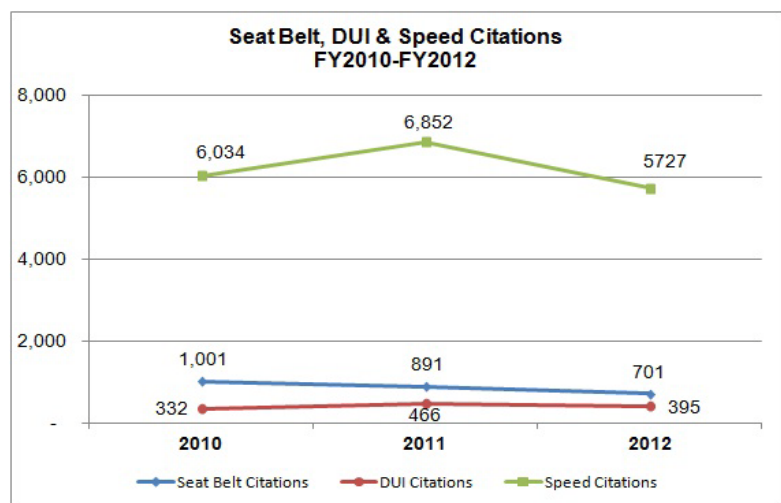
A1-Number of seat belt citations issued during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the state's population participated in overtime grants to increase belt usage on Wyoming roadways. Local law enforcement seat belt/child restraint citations (all campaigns) decreased from 586 citations in FY2011 to 359 in FY2012. Total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol seat belt/child restraint citations decreased from 305 in FY2011 to 226 in FY2012. The total number of overtime hours increased by 7.4%

In 2012 the May Mobilization had 60 law enforcement agencies participating which was an increase from 2011 with 55 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of writing citations while on grant funded overtime for the lack of seat belt usage was discussed.

A2-Number of impaired driving arrests made during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the states population participated in overtime grants to increase DUI enforcement on Wyoming's roadways. Comparing FY2012 to FY2011 grant activity, there was an overall decrease of 119 arrests. Local law enforcement DUI arrests decreased from 387 in FY2011 to 244 in FY2012. The total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol increased DUI arrests from 79 in FY2011 to 103 in FY2012. Total number of overtime hours increased by 7.4%.



In 2012, the August Crackdown had 32 law enforcement agencies participating which was a decrease from 2011 with 56 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of DUI arrests while on grant funded overtime for driving while impaired was discussed.

A3-Number of speeding citations issued during grant-funded enforcement activities

Local law enforcement service 85% of the state's population participated in overtime grants to reduce speeding on Wyoming's roadways. Local law enforcement speeding citations decreased from 3,943 in FY2011 to 1,728 in FY2012. A 42.6% decrease was also seen in overtime enforcement hours. The Wyoming Highway Patrol overtime grant activity increased slightly when comparing FY2011 to FY2012. Speeding citations written went from 2,910 in FY2011 to 2,932 in FY2012, a difference of 32 citations. The number of overtime hours increased by 7.4%.

There are no performance targets but law enforcement agencies have been briefed on writing citations, not warnings, when on grant funded overtime enforcement.

Project Number: PT-2014-14-PT-02
Project Name: Traffic Safety Committee
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 Measure: A final report summarizing all project activities occurring during the project is due by October 15, 2014.

Budget 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: N/A

CTW: Chapter 2: Section 3.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C6: Number of speeding-related fatalities; ; A1-Number of seat belt Citations; A2-Number of impaired driving arrests; A3- Number of speeding citations

Project Number: M2HVE-2014-14-HV-01
Project Name: High Visibility Enforcement (HVE)
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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 High Visibility 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 opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on speeding, seat belt usage and other traffic violations placing the traveling public in jeopardy. 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.

To assist in combating the speeding problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar equipment will be purchased.

Evaluation Measure: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement. Provide final reporting of all equipment purchased by October 15, 2014.

Budget Summary:	HVE	\$300,000.00
	Radar Equipment	\$ 50,000.00
	Indirect Charges (9.25%)	<u>\$ 32,375.00</u>
	WASCOP Total	\$382,375.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 31,469.46</u>
	Total	\$413,844.46

Local Benefit: 100%

Capital Equipment: N/A

CTW: Chapter 2: Section 2.1, 2.3

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C6: Number of speeding-related fatalities; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C6: Number of speeding-related fatalities; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities; A2- Number of impaired driving arrests; A3: Number of speeding citations issued during grant-funded enforcement activities.

Project Number: M2HVE-2014-14-HV-02
Project Name: High Visibility Occupant Protection Enforcement
Project Awardee: Wyoming Highway Patrol

The Wyoming Highway Patrol is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways. Speed continues to be a major cause of fatal and injury crashes for all types of vehicles, this includes commercial vehicles especially during inclement weather. Sixty-four percent (62,078) citations issued were for speeding. With Wyoming having a daily average of 480,120 vehicles traveling on Wyoming highways this is a small percentage of the possible speeding violations that could be detected. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. Enforcement will be enhanced with the additional overtime hours for monitoring vehicle traffic. The great distances between cities, along with the minimal fines accrued for up to 5 miles over the speed limit contributes to the overall low compliance with this law. The fact that Wyoming's seat belt law is a secondary law and fines are minimal at \$25.00 does not encourage drivers to buckle up. Law enforcement's ability to enforce seat belt laws as a primary violation makes it difficult for officers to make contact with many of the seat belt violators they observe.

Wyoming Highway Patrol will use speed enforcement to enforce the seat belt and child restraint laws. Due to the increasing number of occupants in crashes that are not restrained, this will be the primary focus during the traffic enforcement stops. The overtime hours will be used to enforce the speed and occupant protection laws. New radar units will be purchased to enhance the troopers ability to slow traffic and enforce both speed and occupant protection laws.

Evaluation Measures: The Wyoming Highway Patrol will provide statistical reports to the Highway Safety Office regarding hours worked, citations and warnings issued for speed (2 citations per OVT hour) and occupant protection laws. These reports will be provided with every reimbursement request and a final report will be given at the end of the program.

Budget Summary:	Overtime Salary	\$125,000.00
	High Visibility Enforcement Meeting	\$ 14,000.00
	Radar units & accessories (50 @ \$2,000/unit)	\$100,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 19,670.00</u>
	TOTAL BUDGET	\$258,670.00

Local Benefit: 0%

Capital Equipment: Non-Major equipment (50 Radars)

CTW: Chapter 2: Section 2-7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious Injuries; C3: Fatalities/ VMT plus rural and urban; C6: Number of speeding-related fatalities; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C6: Number of speeding-related fatalities; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants; A1: Number of seat belt citations issued during grant-funded enforcement activities; A2-Number of impaired driving arrests; A3: Number of speeding citations issued during grant-funded enforcement activities

***MOTORCYCLIST FATALITIES &
UNHELMETED MOTORCYCLIST FATALITIES
CORE MEASURE 7-8***

MOTORCYCLIST FATALITIES & UNHELMETED MOTORCYCLIST FATALITIES CORE MEASURE 7-8

OVERVIEW

The Wyoming Highway Safety Program administers federal funding for the Motorcycle Safety Program. The NHTSA Fatality Analysis and Reporting System reported in 2011 Wyoming had 16 fatalities which included 3 helmeted fatalities. According to the Wyoming Crash Records System, motorcycle fatalities decreased from 31 in 2010 to 11 in 2012. There were 323 motorcycle traffic crashes (11 fatal crashes, 256 injury crashes and 56 property damage only crashes.) Motorcycle registrations have doubled since 2000 growing from 14,408 to 29,792 in 2012. Alcohol was involved in 4 fatal motorcycle crashes. Unhelmeted fatalities for 2012 were 9 with 2 helmeted fatalities. 60.8% of the total motorcycle injury crashes had unhelmeted riders.

The Highway Safety Program will work 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 procure associated equipment as needed.

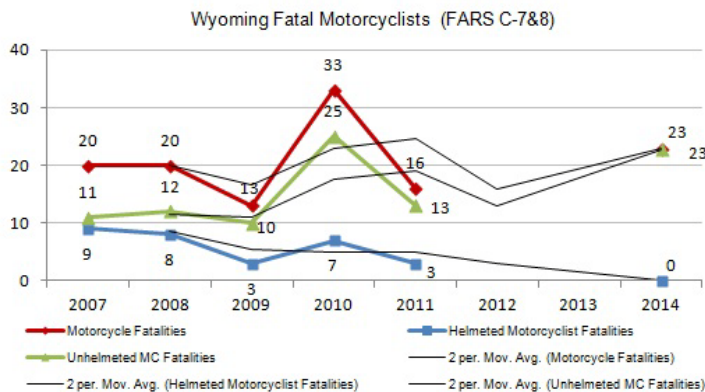
Motorcyclist Fatalities (FARS)

(C-7) To decrease motorcyclist fatalities from the 2007-2011 calendar base year average of 20 to 16 by December 31, 2014 instead of the projected upward trend of 23. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is less inclusive.

Unhelmeted Motorcyclist Fatalities (FARS)

(C-8) To decrease unhelmeted motorcyclist fatalities 13 percent from the 2007-2011 calendar base year average of 15 to 13 by December 31, 2014 instead of the projected upward trend of 23.

Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. It is Wyoming's goal to make consistent strides in a downward trend. The year 2010 was abnormally high and changed the direction of our downward trend. We feel the 16 motorcycle deaths with 13 attributed to not wearing a helmet is consistent with the downward trend we are aiming.



In the FY2013 Highway Safety Plan, the 2013 projected goal was 16 motorcycle fatalities. The 2011 FARS final result was 16. The 2012 data is not yet available.

Activity Measures

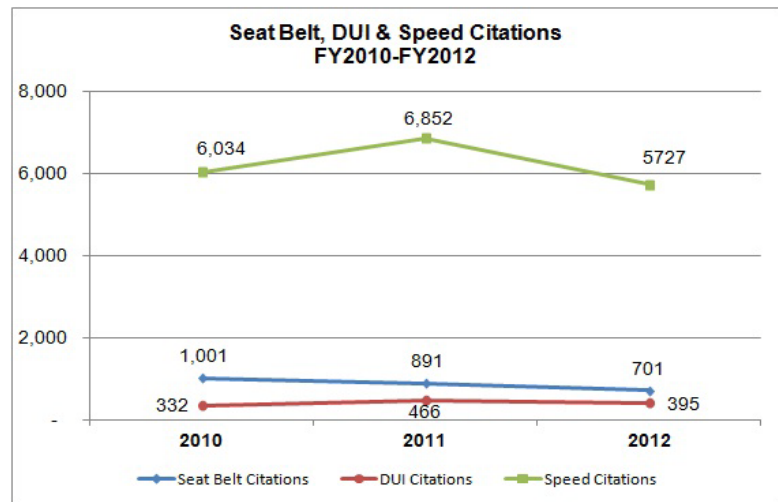
A1-Number of seat belt citations issued during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the state's population participated in overtime grants to increase belt usage on Wyoming roadways. Local law enforcement seat belt/child restraint citations (all campaigns) decreased from 586 citations in FY2011 to 359 in FY2012. Total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol seat belt/child restraint citations decreased from 305 in FY2011 to 226 in FY2012. The total number of overtime hours increased by 7.4%

In 2012 the May Mobilization had 60 law enforcement agencies participating which was an increase from 2011 with 55 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of writing citations while on grant funded overtime for the lack of seat belt usage was discussed.

A2-Number of impaired driving arrests made during grant-funded enforcement activities

Local law enforcement agencies serving 85% of the states population participated in overtime grants to increase DUI enforcement on Wyoming's roadways. Comparing FY2012 to FY2011 grant activity, there was an overall decrease of 119 arrests. Local law enforcement DUI arrests decreased from 387 in FY2011 to 244 in FY2012. The total number of overtime hours worked also decreased by 42.6%. The Wyoming Highway Patrol increased DUI arrests from 79 in FY2011 to 103 in FY2012. Total number of overtime hours increased by 7.4%.



In 2012, the August Crackdown had 32 law enforcement agencies participating which was a decrease from 2011 with 56 agencies. Through the Traffic Safety Committee composed of statewide law enforcement agencies, the importance of DUI arrests while on grant funded overtime for driving while impaired was discussed.

A3-Number of speeding citations issued during grant-funded enforcement activities

Local law enforcement service 85% of the state's population participated in overtime grants to reduce speeding on Wyoming's roadways. Local law enforcement speeding citations decreased from 3,943 in FY2011 to 1,728 in FY2012. A 42.6% decrease was also seen in overtime enforcement hours. The Wyoming Highway Patrol overtime grant activity increased slightly when comparing FY2011 to FY2012. Speeding citations written went from 2,910 in FY2011 to 2,932 in FY2012, a difference of 32 citations. The number of overtime hours increased by 7.4%.

There are no performance targets but law enforcement agencies have been briefed on writing citations, not warnings, when on grant funded overtime enforcement.

Project Number: M9MA-2014-14-MA-01
Project Name: Motorcycle Safety Program
Project Awardee: Highway Safety Program

The Wyoming Highway Safety Program administers Federal funding for the Motorcycle Safety Program. The Program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities decreased from 16 in 2011 to 11 in 2012. 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, possibly using "tank toppers" and posters at gas stations, in strategic locations, to increase awareness of motorcyclists.

Evaluation Measures: 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. Provide a media summary no later than October 15, 2014 and the activity summary report. Determine the effectiveness of the different forms of media and which was the most effective to get the message to the traveling public. 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: a. The size of audience reach. b. The number of paid airings or print ads that occurred. c. The number of airings or print ads if separation of paid versus free, if available.

Budget Summary:	Project funding	\$185,034.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 15,228.00</u>
	TOTAL BUDGET	\$200,262.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 5: Section 1.2, 2.2, 3, 4

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban C7: Number of motorcyclists fatalities; C8: Number of unhelmeted motorcyclist fatalities

Project Number: 154AL-2014-14-AL-11
Project Name: Specialized Motorcycle Enforcement Detail, Ham & Jam/Sturgis
Project Awardee: Wyoming Highway Patrol

The vision of the Wyoming Highway Patrol is to be the leader in Highway Safety among Wyoming law enforcement agencies. With this Vision, the Patrol is dedicated to reducing the number of serious injury and fatal crashes, reduce the number of impaired driver crashes, and maximize our enforcement efforts in Wyoming.

Large volumes of motorcycle traffic are associated with special events such as Ham and Jam Rally/Sturgis Rally. This influx of motorcycle traffic causes unique needs and special response from the patrol. During these events the Patrol usually sees a higher amount of motorcycle crashes, impaired drivers, and criminal activity.

The Ham and Jam Rally is in conjunction with the annual Sturgis Motorcycle Rally, which encompasses the Black Hills, adjacent communities, and major travel corridors which are affected by rally traffic. The Sturgis rally is the largest motorcycle rally in the world. The Ham and Jam Rally has been declared an annual event by the Governor and the Wyoming Highway Patrol Special Services Squad is activated to provide additional law enforcement in the area. The Patrol deploys troopers from around the state to assist the local divisions with the influx of traffic.

The mission of the Patrol during this deployment is to ensure the safety of the motoring public and citizens through effective and impartial enforcement of Wyoming statues. A special emphasis will be on motorcycle safety and the reduction of traffic crashes throughout the operational area and the State. Safety, Service and Criminal Apprehension will at all times be our priority.

Evaluation Measures: A detailed summary of patrol activities, crashes, and arrests will be provided to Highway Safety which will evaluate progress and success of projects (activities) created and launched. All sub grantee's must turn in a Year End Summary Report of all purchases, buys, activities, etc., at the end of the fiscal year with your last reimbursement request. If a summary is not turned in with payment, the payment will be held until summary is received.

Budget Summary:	Personal Services (\$60.00 hr)	\$125,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 10,287.50</u>
	TOTAL BUDGET	\$135,287.50

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 1: Section 1, 2, 5.2, 5.5, 6.2, 7.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban C7: Number of motorcyclists fatalities;; C8: Number of unhelmeted motorcyclist fatalities; A1: Number of impaired driving arrests made during grant-funded enforcement activities; ; A3- Number of speeding citations

**DRIVERS AGE 20 OR YOUNGER
INVOLVED IN FATAL CRASHES
CORE MEASURE C9**

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES CORE MEASURE C9

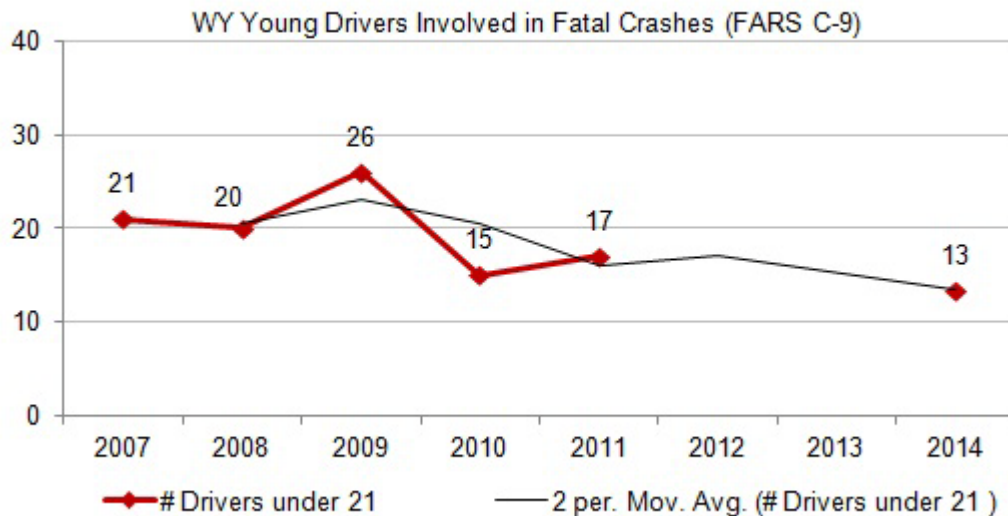
OVERVIEW

According to the NHTSA Fatality Analysis and Reporting System reported in 2011 Wyoming had 17 fatal crashes with drivers 15-20 years of age. Through the Wyoming Crash Reports System in 2012, Wyoming had 3 females and 9 males between the ages of 16-20 involved in fatal crashes. There were 764 injury crashes involving drivers ages 14-20 with 393 males and 371 females. In 2012, the 17 year old driver was involved in the most injury crashes.

The challenge from the Strategic Highway Safety Plan is critical crashes occur more frequently in the young driver population. Factors contributing to the severity of these crashes could include lane departure, speed, not using restraints or impaired driving.

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

(C-9) To decrease young drivers, age 20 or younger, involved in fatal crashes from the 2007-2011 calendar base year average of 20 to 13 by December 31, 2014.



The goal of no more than 13 young drivers, age 20 or younger, involved in fatal crashes was determined by trend line analysis and the overall decrease is achievable through programs in the community and funded through this office.

In the FY2013 Highway Safety Plan, the 2013 projected goal was 15 young drivers involved in fatal crashes. The 2011 FARS final result was 17. The 2012 final FARS data is not yet available.

Project Number: M2PE-2014-14-PE-01
Project Name: Alive-At-25/ Occupant Education/ Instructor Education/ Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol

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 2012, approximately fifty three percent (53%) of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 53%, approximately eighty three percent (83.3%) were Wyoming residents. Almost fifty three percent (53.3%) 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. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

Currently we utilize 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" classes. 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, Winter Driving, Distracted Driving, and Child Passenger Safety Education.

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 educate the public about their enforcement and safety activities.

Evaluation Measure: Summarize the activities utilized to reduce the number of motor vehicle crashes, fatalities and unbelted occupants in the 14-49 year old age group by October 15, 2014.

Budget Summary:	Personal Services (Overtime at \$60/hr)	\$ 60,000.00
	Adult Defensive Driving Program (Assessment & Implementation)	\$ 20,000.00
	Materials/Supplies	\$ 45,000.00
	Major Equipment (Driving Simulator)	\$ 12,000.00
	Maintenance	\$ 6,000.00
	Training/Travel	\$ 35,000.00
	Media Costs	\$ 35,000.00
	WYDOT Indirect Costs (8.23%)	<u>\$ 17,530.00</u>
	Total Budget	\$230,530.00

Project Name: **Alive-At-25/ Occupant Education/ Instructor Education/ Distracted Driving/Winter Driving/Teen Driving**

Project Awardee: **Wyoming Highway Patrol (cont'd)**

Local Benefit: 0%

Capital Equipment: Driving Simulator

CTW: Chapter 2: Section 2.3, 3, 5.1, 6, 7

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C9: Drivers Age 20 or Younger Involved in Fatal Crashes

Project Number: M2PE-2014-14-PE-02
Project Name: CLICK
Project Awardee: Laramie County School District #1

According to the Wyoming's 2012 Report on Traffic Crashes, there were twelve drivers age 14-20 involved in fatal crashes of which 9 were male. There were 764 injury crashes involving drivers between the ages of 14-20 and 2,223 involved in property damage only crashes. Overall, there were 28.8% (894/2999) occupants ages 0-20 unbelted while involved in crashes. Of these, there were 368 unbelted young drivers with 42 distracted unbelted, 89 alcohol suspected unbelted and 239 unbelted speeding young drivers.

Click consists of recruiting high school and junior 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 coordinator will work in 4 counties (Laramie, Goshen, Carbon, & Albany) to conduct campaigns and provide presentations for the Highway Safety program which will establish communication and awareness in local schools about the issues that face young drivers.

Evaluation Measures: School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver's license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly by my supervisor to monitor my duties as the Click Facilitator at all schools in the district. A summary evaluation report will be provided to the Highway Safety Office along with the final report.

Budget Summary:	Personal Services	\$63,736.00
	Travel/ Training	\$ 5,500.00
	Project Expenses	\$ 3,500.00
	Office Expenses	\$ 1,600.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 6,118.00</u>
	TOTAL BUDGET	\$80,454.00

Local Benefit: 100%

Capital Equipment: None

CTW: Chapter 1: Section 6.5; Chapter 2: Section 3, 6, 7; Chapter 3: Section 4; Chapter 4: Section 2.2; Chapter 6: Section 2, 3; Chapter 8: Section 1-4; Chapter 9: Section 1-4.

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions; C9: Drivers Age 20 or Younger Involved in Fatal Crashes; B1: Observed seat belt use for passenger vehicles, front seat outboard occupants;

Project Number: M5TR-2014-14-TR-01
Project Name: Wyoming Underage Drinking and Driving Reduction
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

In 2011, there were 23 fatalities and 1,134 injuries in crashes with a driver 14-20 years of age. There were 59 alcohol involved crashes with a driver 14-20 years of age that resulted in death or injury to one or more persons and an additional 67 alcohol involved crashes that resulted in property damage only. The Alcohol and Crime in Wyoming 2011 report indicates that DUI arrests account for 32% of all arrests statewide; the average BAC is .15% for all DUI arrests and that 7.25% of all persons arrested for DUI were under the age of 21 years.

This project will involve local law enforcement agencies, County Prevention Management and local coalitions. These groups realize the importance of reaching our youth and adults within the community and have conducted community specific needs assessments. Additionally, they have identified best practice enforcement strategies to address underage drinking, over-consumption, and drinking and driving. Strategies for this project include party patrols, saturation patrols, special event enforcement presence, source investigations, retailer compliance checks, server training, bar checks and shoulder taps, peer-to-peer education and prevention strategies in schools and communities.

There will be high profile campaigns to educate and raise awareness on underage drinking and driving. This project will also provide local agency media support specific to each county to address underage drinking and driving aimed at preventing underage drinking. Each project coordinator will develop their local media.

Evaluation Measure: Provide a summarized report of all project activities created and launched by October 15, 2014.

	<u>154AL</u>	<u>PFS Funds</u>
Budget Summary:		
Law Enforcement O/T	\$145,000.00	\$ 95,000.00
Personnel Services	\$ 25,000.00	\$ 20,000.00
Travel/Training	\$ 3,000.00	\$ 6,400.00
TIPs Training	\$ 0.00	\$ 4,000.00
Media	\$ 20,000.00	\$ 0.00
Prescription Drug Drop Boxes	\$ 0.00	\$ 15,000.00
Alcohol and Youth Data Report	\$ 20,000.00	\$ 0.00
WASCOP Indirect Charges (9.25%)	<u>\$ 19,702.50</u>	<u>\$ 9,600.00</u>
WASCOP Total	\$232,702.50	\$150,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 19,151.42</u>	<u>\$ 0.00</u>
Total	\$251,853.92	\$150,000.00

Local Benefit: 100%

Capital Equipment: N/A

CTW: Chapter 1: Section 5.3, 6.2, 6.3, 6.5, Chapter 6: Section 4.1

Performance Target: C1: Number of Traffic Fatalities; C2: Number of serious injuries; C3: Fatalities/ VMT plus rural and urban; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; C9: Drivers Age 20 or Younger Involved in Fatal Crashes; A2- Number of impaired driving arrests;

**PEDESTRIAN FATALITIES
CORE MEASURE C10**

PEDESTRIAN FATALITIES CORE MEASURE C10

OVERVIEW

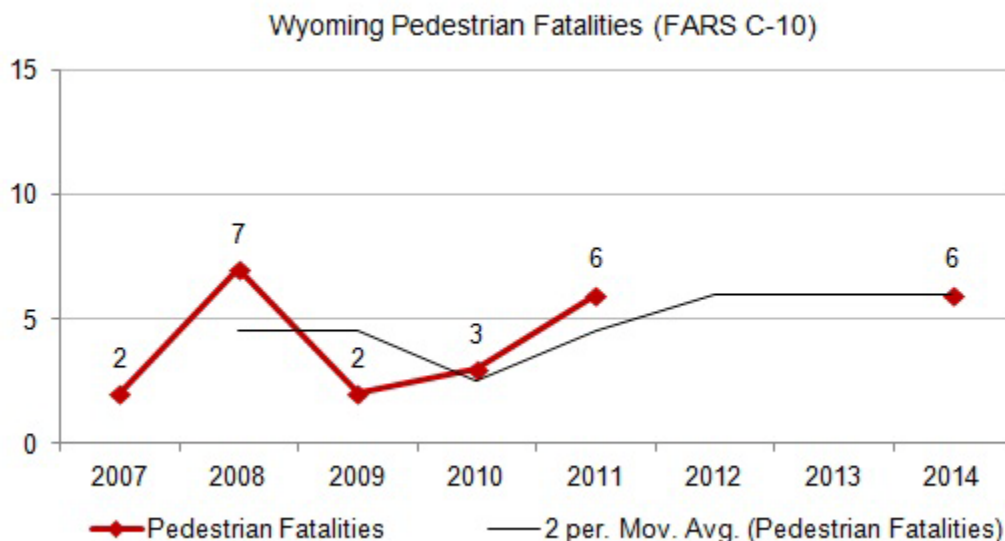
Reviewing the NHTSA Fatality Analysis and Reporting System reported in 2011, Wyoming had 6 pedestrian fatalities with an average of 4 fatalities from 2007-2011. According to the Wyoming Crash Records System, in 2012, there were 93 pedestrians involved in traffic crashes. 89% of the pedestrian crashes occurred within an incorporated city/town with 61% occurring during daylight hours. There were 6 fatalities which were in the 40-69 age range. Twenty-one pedestrian injuries were in the 14-20 year old range and 48 pedestrian injuries were in the 40+ year old range. There were 10 children ages 1-13 involved in pedestrian crashes.

The pedestrian safety program at the Wyoming Department of Transportation is located in the Planning Division where the coordinator works both statewide and with local entities to improve the safety of pedestrians and bicyclists. The coordinator will continue to partner with the Wyoming Highway Patrol to do school presentations and has divided the state into regions to get the information out on a coordinated basis. To reach the adult population, the coordinator will work with organizations such as AARP, Kiwanis, Lion's etc to stress the importance of being aware of the traffic environment as they walk.

Pedestrian Fatalities (FARS C10)

Wyoming's pedestrian fatalities can fluctuate dramatically from year to year where one fatality can move numbers up or down by 25%. Our goal is to decrease the five average of 4 pedestrian fatalities to no more than 3. Wyoming feels this is realistic and achievable considering the demographics and size of the State.

(C-10) To reduce pedestrian fatalities 25 percent from the 2007-2011 calendar base year average of 4 to 3 by December 31, 2014 instead of the upward trend of 6.



The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. There are no grant funded programs related to pedestrians.

PROJECTS FUNDED

BY

OTHER TRAFFIC SAFETY PARTNERS



Wyoming Department of Transportation (WYDOT) Bicycle /Pedestrian Program

Since the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) has adopted a strategy to integrate bicycling and walking into the nation's transportation system.

WYDOT intends to integrate consideration of the needs of pedestrians and bicyclists in its planning and project development processes to produce a transportation system with true modal choices. This plan will not propose specific improvement projects to better accommodate bicycling and walking in the Wyoming transportation system. Instead, it provides general principles and guidance for WYDOT to provide for and improve bicycle and pedestrian transportation. This plan also provides guidance for local governments in Wyoming for developing their own bicycle and pedestrian plans and facilities.

The WYDOT Bicycle/Pedestrian Program will continue to be a clearinghouse for current planning information and design guidance for non-motorized transportation facilities. The Program staff will be available to assist other WYDOT programs and local communities in facility selection and design.

Laramie County DUI Victim Impact Panel

"The Mission of the Laramie County DUI Victim Impact Panel is to stop drunk and drugged driving and create awareness regarding the tragic consequences of this crime."

The DUI Victim Impact Panel is comprised of individuals who have had their lives dramatically altered because of a drunk driving crash. Panel members share their stories with attendees in the hopes of reducing injury and death.



MADD Wyoming

Founded by a mother whose daughter was killed by a drunk driver, Mothers Against Drunk Driving® (MADD) is the nation's largest nonprofit working to protect families from drunk driving and underage drinking. With the help of those who want a safer future, MADD's Campaign to Eliminate Drunk Driving® will end this danger on America's roads. PowerTalk 21™ is the national day for parents to talk with their kids about alcohol, using the proven strategies of Power of Parents, It's Your Influence™ to reduce the risk of underage drinking. And as one of the largest victim services organizations in the U.S., MADD also supports drunk driving victims and survivors at no charge, serving one person every 10 minutes at 1-877-MADD-HELP. Learn more at www.madd.org or call 1-877-ASK-MADD.

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Wyoming

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6-27-13

Date

Matthew D. Carlson P.E.

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H)) **see certification letter that follows**
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 7 pages. **FY2014, HSP - PT - Appendix D - OP Part A**
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Wyoming. **FY2014, HSP PT - Appendix D - OP Part A**
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 6 pages. **FY2014, HSP OP - Appendix D - Part A**
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 14 pages. **FY2014 HSP OP - Appendix D Part B**

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint
- _____ Coverage of all passenger motor vehicles
- _____ Minimum fine of at least \$25
- _____ Exemptions from restraint requirements

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # see below. **FY2014 HSP Sec. PT Pags 72-75 & Appendix D pg 31**
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # Wyoming. **FY2014 HSP - OP- pgs 58-59 and 61, PM- pgs 66-67, RS- pgs 78, 80, and SA- pgs 85-92**

The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

The State's **occupant protection program assessment**: [Check one box below and fill in any blanks under that checked box.]

The State's NHTSA-facilitated occupant protection program assessment was conducted on ___/___/___;

OR

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.) **See 2 pgs, "Wyoming's agreement to conduct a NHTSA facilitated Occupant Protection Program Assessment by September 1, 2013."**

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011. **see certification letter that follows**

[Fill in at least one blank for each bullet below.]

- A copy of [check one box only] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on ___/___/___.

- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # see below or submitted electronically through the TRIPRS database on ___/___/___.

Appendix D pgs 45-26

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 3 pages or submitted electronically through the TRIPRS database on ___/___/___.

Appendix D pgs 45-46

- The name and title of the State's Traffic Records Coordinator is Mr. James Stout Jr. Supervisor WYDOT
(2 pages follow) Entered into TRIPRS on June 12, 2012

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 29 pages or submitted electronically through the TRIPRS database on ___/___/___.

see "Updated State of Wyoming Strategic Plan for Traffic Records Improvements"

- [Check one box below and fill in any blanks under that checked box.]

The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application

due date in relation to one or more of the significant data program attributes: pages _____.

OR

If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # see FY 2014, **see Interim Progress Reporting and Advance Notice of Determination of measurable progress memo from US DOT.**

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 02 / 8-12 / 2010. **see Appendix D pgs 129-138**
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011. **see certification letter that follows**
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant. **see certification letter that follows**

Mid-Range State:

- [Check one box below and fill in any blanks under that checked box.]

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on 09 / - / 2010 and is provided as HSP attachment # _____;

OR

For this first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # See attached. **FY2014 HSP, Core Measure5 pgs 120, 123-126 and Appendix D pg 139 - Impaired Driving Countermeasures**

High-Range State:

- [Check one box below and fill in any blanks under that checked box.]

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on / / ;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [Check one box below and fill in any blanks under that checked box.]

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on ___/___/___ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [Fill in all blanks below.] **N/A**

- The State's ignition interlock law was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 07/01/2010 and last amended on N/A/___/___, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- W.S.31-5-237(a) Prohibition on texting while driving
- W.S. 31-5-237 (d (1)) Definition of covered wireless communication devices
- W.S.31-5-237 (c) Minimum fine of at least \$25 for first offense
- W.S.31-5-237 (c) Increased fines for repeat offenses
- W.S.31-5-237 (a) (i-iii) and (b) Exemptions from texting ban

Prohibition on Youth Cell Phone Use While Driving **N/A**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines

for repeat offenses, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving
- _____ Driver license testing of distracted driving issues
- _____ Minimum fine of at least \$25 for first offense
- _____ Increased fines for repeat offenses
- _____ Exemptions from youth cell phone use ban

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # see laws . **W.S.31-1501-1507, W.S.31-3-101, W.S.31-7-113, AND W.S.24-1-119**
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # see M.C.Program . **FY2014 HSP pg 163**
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # See Courses . **Appendix D - pgs 295-300 Motorcycle Safety Grants**
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # See Listing . **Appendix D - pgs 299-302 Motorcycle Safety Grants**
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # see quality control . **FY2014 HSP C.M. 7-8 pg 163 / Appendix D M.C.R.T.C. pgs 303-312**

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # see law . **W.S. 31-5-1501-1507, W.S. 31-3-101, W.S. 31-7-113 and W.S. 24-1-119**

- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # see certification . **see certification letter that follows**
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # see document . **FY2014 HSP - C.M. 7-8 pg 163 and Appendix D pg 276 M.C.A.P. pg 313**
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # see document .
- Copy of the State strategic communications plan is provided as HSP attachment # see document .

■ Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # see below .
FY2014 HSP MC pg 163, Appendix D pg 313, 321
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # see below .
FY2014 HSP MC pg 163, Appendix D pg 324

□ Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

■ Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # see below .
FY2014 HSP MC pg 163
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # see below .
FY2014 HSP MC pg 163, Appendix D pg 329
- The State law or regulation defines impairment. **Legal citation(s):** _____
_____.

Use of fees collected from motorcyclists for motorcycle programs: [Check one box below and fill in any blanks under the checked box.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):**

_____.

AND

- The State's law appropriating funds for FY 2013 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** W.S. 31-5-1506 (a)

_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26) **N/A**

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on ___/___/___ and last amended on ___/___/___, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- _____ Testing and education requirements
- _____ Driving restrictions
- _____ Minimum duration

- _____ Applicability to notice drivers younger than 21 years of age
- _____ Exemptions from graduated driver licensing law

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- _____ Driving restrictions
- _____ Minimum duration
- _____ Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age
- _____ Exemptions from graduated driver licensing law

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency. **Legal citation(s):** _____

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage. **Legal citation(s):** _____

License Distinguishability (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable. **Legal citation(s):** _____

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.

OR

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.