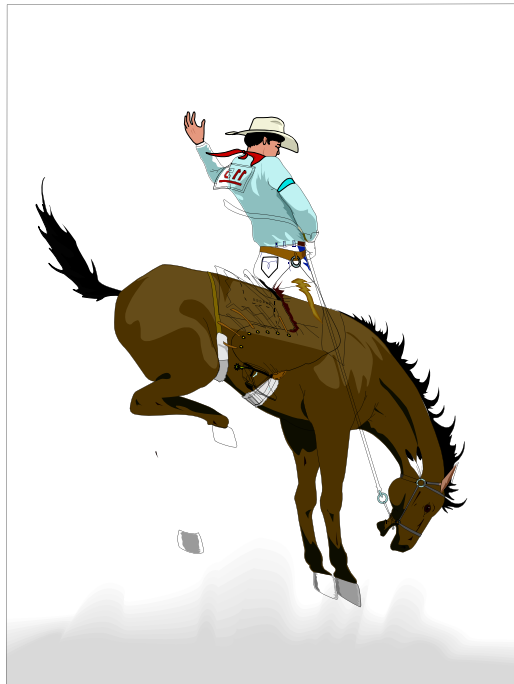


**ANNUAL REPORT**  
**- WYOMING -**  
**HIGHWAY SAFETY OFFICE**



**FISCAL YEAR**

**2007**

**HIGHWAY SAFETY PROGRAM  
WYOMING DEPARTMENT OF TRANSPORTATION  
5300 BISHOP BLVD.  
CHEYENNE, WYOMING 82009-3340**

**FINAL ADMINISTRATIVE REPORT  
OF THE  
Fiscal Year 2007  
WYOMING HIGHWAY SAFETY PLAN**

December 31, 2007

Matt Carlson, P.E.  
State Highway Safety Engineer

Dee West Peterson, Supervisor  
Highway Safety Program

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## INTRODUCTION

The Wyoming Department of Transportation, Highway Safety Program is committed to ensuring that all motorists travel Wyoming roadways safely. It is our sincere belief that through a data-driven approach in project planning and effective public information, education and enforcement efforts we can realize this goal.

The Annual Evaluation Report represents an overview of the FY 2007 accomplishments per funding category and priority area, media report, legislative summary, the fiscal and final expenditure report. The report also identifies challenges and future highway safety plans.

## THE HIGHWAY SAFETY OFFICE

The Wyoming Highway Safety Office (HSO) is one of the Highway Safety Program sections within the Department of Transportation (WYDOT). The WYDOT Highway Safety Engineer also serves as the Governor's Representative (GR). The section consists of the grant coordinator and three grant specialists. Each are deeply committed to the goal of reducing the number of persons injured and killed on Wyoming roadways. Their areas of responsibilities are noted below.

GR: Matt Carlson  
Governor's Representative for Highway Safety  
State Highway Safety Engineer

HSO Staff:

Dee West Peterson  
Highway Safety Program Supervisor  
Highway Safety Grant Coordinator

Dalene Call  
Financial/Statistical II - Grant Specialist  
Areas: Law Enforcement DUI, Speed & Equipment,  
Financial Grant Tracking System, etc.

Anna Thompson  
Financial/Statistical II - Grant Specialist  
Areas: Occupant Protection, Safe Communities, Underage  
Drinking, etc.

Stephanie Lucero  
Grants & Data Specialist  
Areas: Media, Data Analysis, Traffic Records, Motorcycle,  
Comprehensive Crash Report, Problem ID, TRCC, etc.

## Compliance to Certifications and Assurances

The Wyoming Department of Transportation, Highway Safety Program (aka Highway Safety Office) has complied with all the Certifications and Assurances required under 49 CFR Part 18 and 19, 23 U.S.C. Chapter 4, 23 CFR Chapter 11, NHTSA Order 462-6C, and the Highway Safety Grant Funding Policy. Additionally and more specifically the following assurances are made.

1. At least 40 percent of all Federal funds apportioned to Wyoming were expended for the benefit of the local highway safety programs. The FY 2007 percentage was 57.8%.
2. Support national highway safety goals by participating in national law enforcement mobilizations, sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits.
3. Support national highway safety goals by conducting an annual safety belt use survey using an NHTSA acceptable methodology. The June 2007 survey observed 72.2% of all vehicle occupants were wearing safety belts.
4. Development of a statewide data system to provide timely and effective data analysis to support allocation of highway safety resources.
5. The Wyoming Highway Patrol and the members of the Wyoming Sheriffs and Chief of Police Association follow the IACP's guidelines established for vehicular pursuits.

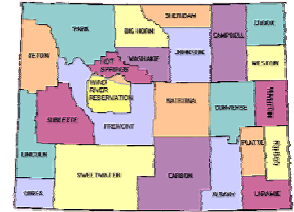


Matthew D. Carlson, P.E.  
State Highway Safety Engineer  
Governor's Representative for Highway Safety

# Wyoming Department of Transportation FY07 Highway Safety Plan Executive Summary

## Wyoming

Wyoming is a large rural state with a small population base. It consists of 97,813 square miles and has an estimated population of 515,004. This averages 5.26 persons per square mile. In 2003, AAA data revealed that Wyoming ranked first in the number of miles driven per person. That is, 18,270 miles driven per capita. This is not surprising when we look at the population per square mile and the 404,722 state-licensed drivers. Ninety-six percent of Wyoming highways are two-lane roadways.



## 2006 Crash Totals

2007 crash data are not complete. The calendar based data is typically available mid-March of the following year. Therefore, as expected, the crash data reflected in this report reflects calendar year 2006.

There were 16,968 crashes in 2006; 169 were fatal, 4,336 were injury and 12,463 sustained only property damage. In the 169 fatal crashes, 195 persons died. The most common type of fatal crash was a vehicle overturn. Approximately 34% of the fatal crashes involved a drinking driver or drinking pedestrian. Similarly, almost 34% of all the fatalities died in these crashes. Sadly, nearly sixty-five percent (65%) of all the motor vehicle occupants killed were not using available safety equipment.

## FY 2007 Accomplishments

### Partners

The Highway Safety Office has a small staff handling federal highway safety applications, data analysis, federal financial management and project management. Expanding our partnerships is crucial. New partners and projects include:

- The Department of Health, Office of Emergency Medical Services
  - The Wyoming Seat Belt Coalition
  - Wyoming Traffic Records, EMS electronic data capture
- The Department of Health, Mental Health and Substance Abuse Services Division
  - Strategic Prevention Framework State Incentive Grant (SPF SIG)
  - Enforcing Underage Drinking Laws (EUDL)
- The Department of Employment
  - Media sharing and collaboration
  - Statewide employers

Other active highway safety partners targeted new projects to reduce injuries and fatalities. Some include:

- The Wyoming Association of Sheriffs and Chief of Police
  - Law Enforcement Liaison
- The Wyoming Highway Patrol
  - Alive at 25 highway safety project targeting youth
  - BIA Basic Crash Training
- Injury Prevention Resources

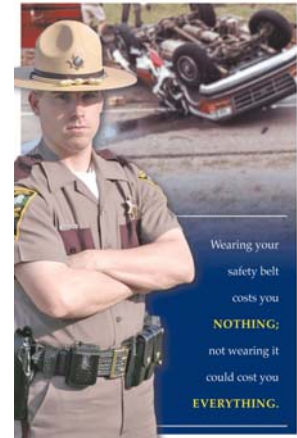
- Building New Traditions targeting Native American child seat belt usage
- DUI Supervised Probation expansion toolkit
- Laramie City Police Department
  - Statewide DRE training (1<sup>st</sup> one in WY)
  - SFST training
  - Radar training
- Laramie County DUI Court
  - Secure Continuous Remote Alcohol Monitor (SCRAM)

Other Project Accomplishments

- The **Seat Belt Demonstration Grant**, funded with federal 403 dollars, started with campaign efforts in 2006 and continued through June 2007. Throughout the grant period, five campaigns were conducted in priority counties of Albany, Campbell, Fremont, Laramie, Natrona and Sheridan.

Three of the campaigns were conducted during the fiscal year 2007. Each of the campaigns utilized law enforcement focused paid media, high visibility law enforcement, community involvement and evaluation measures which included public opinion polls and observational seat belt surveys.

The results demonstrated great success! The baseline performed in the target counties prior to the March 2006 showed a combined usage rate of 54.5%. The post June 2007 campaign usage was 70.3%. This was a 15.8 percentage point increase that calculates as a **29%** overall increase!



- In fiscal year 2006, Wyoming planned for a statewide occupant protection assessment to better assess resources, political environment and safety partner activities and needs. It was also determined through NHTSA that Wyoming was slated for a Special Management Review. Capitalizing on the benefits of nationally recognized experts, used in state assessments, and the NHTSA team, a combined effort was formulated that proved to be productive and well received by both the Highway Safety Office and interviewees. It was evident that many organizations and agencies were individually working on improving seat belt usage. With the support of Governor Freudenthal, the Department of Health Director, Dr. Sherard and the Department of Transportation, Director Cox, the **Wyoming Seat Belt Coalition** was created this fiscal year.



The Coalition membership consists of local safety partners, state and local law enforcement officers, state agencies and statewide organizations. Statewide organizations include the Wyoming Association of Sheriffs and Chief of Police (WASCOP). State agencies include the Department of Health, Education, Employment and Transportation.

With much discussion, two projects, addressing selected assessment/management review recommendations, are currently active. They are junior high seat belt campaigns with pre and post evaluation measures and educational postcards targeting highway safety partners.

- Through the partnership with WASCOP, the Highway Safety Office (HSO) was able to initiate a law enforcement liaison (**LEL**) program.
- To capitalize on Fremont County's lessons learned and successes obtained in the reduction of recidivism, the DUI Supervised Probation (**DSP**) project director developed a toolkit. The toolkit objectively reviews interested county/community components to determine new potential sites for future seed DSP programs. Each must have demonstrated interest, need, self-sufficiency plans and infrastructure. Using this approach, Sweetwater County has been selected as the next applicant funded for a DSP program.





### Highway Safety 2007 Legislative Report

The 2007 General Legislative Session convened January 9 and adjourned March 1, 2007. Several highway safety bills were filed. A summary is provided below.

#### Successful Bills

##### **Alcohol Related Bills**

<u>Bill No.</u>	<u>Description</u>	<u>Effective Date</u>
SF0025 -	DUI-child endangerment	July 1, 2007
<i>Summary:</i>	Provides for additional penalties if driving under the influence with a child in the vehicle.	
SF0033 -	Open containers of alcohol	July 1, 2007
<i>Summary:</i>	Prohibits the transportation and possession of alcoholic beverages in a vehicle; applies to all occupants of the vehicle.	
<i>Note:</i>	A 154 compliance review has been repeatedly requested from NHTSA council in D.C. since April 2007. There has been no response to NHTSA Region 8 or the State Highway Safety Office to date.	
SF0069 -	Felony driving under the influence	July 1, 2007
<i>Summary:</i>	Increases the penalty for first time conviction of driving under the influence of alcohol or a controlled substance resulting in serious bodily injury.	

##### **Speed Related Bill**

SF0163 -	Maximum speed limit, vehicle /weather	July 1, 2007
<i>Summary:</i>	Allows the Department of Transportation Superintendent to consider vehicle and weather emergencies in regulating maximum speed.	

#### Unsuccessful Bills

Bill No.      Description

##### **Alcohol Related Bills**

- HB0035 - Minors in possession of alcohol
- HB0229 - DUI-penalties-2
- HB0239 - DUI-penalties
- HB0258 - DUI-testing

##### **Seat Belt / Child Restraint Bills**

- HB0043 - Child restraints - penalties
- HB0105 - School bus seat belts
- HB0217 - Safety belt violations

##### **Other Highway Safety Related Bills**

- HB0152 - Use of mobile communications while driving
- HB0284 - Intermediate driver's license restrictions-cell phone use

## FY 2007 Funding

The WYDOT Highway Safety Office received the following NHTSA regulated funds through successful federal applications.

402 Highway Safety Program funds	\$ 141,165	on	10/24/06
	\$ 264,621		12/21/06
	<u>\$ 693,564</u>		04/04/07
Total	\$1,099,350		
405 Occupant Protection funds	\$ 159,874	on	04/30/07
408 Data Improvement funds	\$ 500,000	on	09/17/07
410 Alcohol funds	\$ 558,348	on	09/21/07
2010 Motorcycle Safety funds	\$ 100,000	on	09/21/07

The following funds were received through FHWA transfer to NHTSA due to the lack of state compliant alcohol Open Container and Repeat Offender laws.

154AL Transfer funds	\$ 355,423.62	on	02/26/07
	<u>\$ 717,675.13</u>		04/06/07
Total	\$1,073,098.75		
154HE Transfer funds	\$1,327,453.38	on	02/26/07
	<u>\$ 2,680,407.87</u>		04/06/07
Total	\$ 4,007,861.25		
164HE Transfer funds	\$ 1,682,878.00	on	02/26/07
	<u>\$ 3,398,082.00</u>		04/06/07
Total	\$ 5,080,960.00		

The total FY 2007 funds received were \$12,579,492.00

[FY 2007 HE Report is available in Addendum D pages 187-190](#)

## FY 2008 Funding Plans

As a minimum 402-funded state, the WYDOT Highway Safety Office will review requirements and opportunities for Occupant Protection funds (405), Traffic Records Data Improvement funds (408), Alcohol Impaired Driving funds (410), Motorcycle Safety funds (2010), and Booster Seat funds (2011). It is anticipated that the state will also receive Section 154 and 164 funds.

**Financial Summary**

	402	405	408	410	154	164	157	163	164	2003b	2010	Total	% of Total
P&A	\$37,522											\$37,522	0.4%
Traffic Records	\$0		\$75,951									\$75,951	0.8%
Paid Media	\$215,116											\$215,116	2.3%
Youth Alcohol	\$68,138											\$68,138	0.7%
Impaired Driving	\$0			\$199,889	\$834,939							\$1,034,827	11.1%
Speed Enforcement	\$421,557											\$421,557	4.5%
Occupant Protection	\$324,616	\$0										\$324,616	3.5%
CTSP/ Safe Communities	\$28,228											\$28,228	0.3%
Police Traffic Services	\$2,534											\$2,534	0.0%
Roadway Safety	\$66,716											\$66,716	0.7%
154 HE					\$2,607,384							\$2,607,384	27.9%
164 HE						\$4,450,879						\$4,450,879	47.7%
<b>TOTAL</b>												<b>\$9,333,468</b>	

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Expenditure Close Out Report**

State: Wyoming

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Posted: 12/18/2007

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
<b>NHTSA</b>									
<b>NHTSA 402</b>									
<b>Planning and Administration</b>									
	PA-2007-07-01-01	Planning & Administration	\$37,522.11	\$37,522.11	\$0.00	\$23,113.07	8	VOU-13	Dec-13-2007
		<b>AdministrationTotal</b>	<b>\$37,522.11</b>	<b>\$37,522.11</b>	<b>\$0.00</b>	<b>\$23,113.07</b>	<b>8</b>	<b>VOU-13</b>	<b>Dec-13-2007</b>
<b>Occupant Protection</b>									
	OP-2007-07-06-01	Comprehensive Safety Belt Prog	\$24,634.55	\$24,634.55	\$0.00	\$365.45	7	VOU-13	Dec-13-2007
	OP-2007-07-06-02	Alive at 25 - WHP	\$52,843.53	\$52,843.53	\$0.00	\$24,466.47	5	VOU-13	Dec-13-2007
	OP-2007-07-06-03	Buckle Up Kids - UMC Foundatio	\$108,630.87	\$108,630.87	\$0.00	\$11,369.13	7	VOU-11	Dec-05-2007
	OP-2007-07-06-04	Seat Belt Survey	\$52,789.81	\$52,789.81	\$0.00	\$14,709.19	6	VOU-13	Dec-13-2007
	OP-2007-07-06-05	Mini Grants for Occupant Prote	\$2,916.80	\$2,916.80	\$0.00	\$83.20	1	VOU-10	Nov-13-2007
	OP-2007-07-06-06	Building New Tradition/Tribal	\$9,787.38	\$9,787.38	\$0.00	\$812.62	6	VOU-10	Nov-13-2007
	OP-2007-07-06-07	Gimme a Boost	\$6,853.49	\$6,853.49	\$0.00	\$2,646.51	6	VOU-10	Nov-13-2007
	OP-2007-07-06-08	Training for CPS Technicians/I	\$5,522.16	\$5,522.16	\$0.00	\$6,477.84	5	VOU-13	Dec-13-2007
	OP-2007-07-06-09	Wyoming Seat Belt Coalition	\$53,910.96	\$53,910.96	\$0.00	\$16,089.04	3	VOU-12	Dec-13-2007
	OP-2007-07-06-10	Sizzling in the Summer Youth P	\$975.00	\$975.00	\$0.00	\$0.00	1	VOU-10	Nov-13-2007
	OP-2007-07-06-11	Law Enfor. Mobilization Stipen	\$5,750.00	\$5,750.00	\$0.00	\$9,250.00	1	VOU-11	Dec-05-2007
		<b>Occupant ProtectionTotal</b>	<b>\$324,614.55</b>	<b>\$324,614.55</b>	<b>\$0.00</b>	<b>\$86,269.45</b>	<b>9</b>	<b>VOU-13</b>	<b>Dec-13-2007</b>
<b>Pedestrian/Bicycle Safety</b>									
	PS-2007-07-12-01	Share the Road - WYDOT Plannin	\$0.00	\$0.00	\$0.00	\$3,813.96	0		
		<b>Pedestrian/Bicycle SafetyTotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,813.96</b>	<b>0</b>		
<b>Police Traffic Services</b>									
	PT-2007-07-03-01	Law Enforcement Liaison	\$0.00	\$0.00	\$0.00	\$0.00	0		
	PT-2007-07-03-02	PAO Training	\$2,534.43	\$2,534.43	\$0.00	\$3,465.57	4	VOU-13	Dec-13-2007
	PT-2007-07-03-03	WHP BIA Basic Crash Training	\$0.00	\$0.00	\$0.00	\$670.00	0		

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Expenditure Close Out Report**

State: Wyoming

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Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
<b>Police Traffic ServicesTotal</b>									
	TR-2007-07-05-05	EMS Data Capture	\$2,534.43	\$2,534.43	\$0.00	\$4,135.57	4	VOU-13	Dec-13-2007
<b>Traffic RecordsTotal</b>									
			\$0.00	\$0.00	\$0.00	\$22,462.00	0		
<b>Roadway Safety</b>									
	RS-2007-07-07-01	Traffic Safety Info & Comm. WY	\$24,014.55	\$24,014.55	\$0.00	\$2,635.45	8	VOU-13	Dec-13-2007
	RS-2007-07-07-02	Safety Mgmt System (SMS)	\$4,859.61	\$4,859.61	\$0.00	\$45,140.39	6	VOU-14	Dec-17-2007
	RS-2007-07-07-03	WYDOT Employee Safety Reflecti	\$36,008.60	\$36,008.60	\$0.00	\$69.40	2	VOU-13	Dec-13-2007
	RS-2007-07-07-05	Macromedia software training -	\$1,833.73	\$1,833.73	\$0.00	\$1,666.27	5	VOU-14	Dec-17-2007
<b>Roadway SafetyTotal</b>									
			\$66,716.49	\$66,716.49	\$0.00	\$49,511.51	9	VOU-14	Dec-17-2007
<b>Safe Communities</b>									
	SA-2007-07-11-01	Wellness Council of Sheridan C	\$20,602.08	\$20,602.08	\$0.00	\$4,397.92	4	VOU-10	Nov-13-2007
	SA-2007-07-11-02	Mini Grants for New Safe Commu	\$0.00	\$0.00	\$0.00	\$0.00	0		
	SA-2007-07-11-03	Wyoming Medical Center Foundat	\$7,625.72	\$7,625.72	\$0.00	\$11,410.28	2	VOU-10	Nov-13-2007
<b>Safe CommunitiesTotal</b>									
			\$28,227.80	\$28,227.80	\$0.00	\$15,808.20	5	VOU-10	Nov-13-2007
<b>Speed Enforcement</b>									
	SE-2007-07-08-00	Speed Project Hold File	\$0.00	\$0.00	\$0.00	\$0.00	0		
	SE-2007-07-08-01	County/Municipal Law Enf. O/T	\$217,384.06	\$217,384.06	\$0.00	\$106,065.94	7	VOU-11	Dec-05-2007
	SE-2007-07-08-02	WHP O/T High Visibility Speed	\$82,385.77	\$82,385.77	\$0.00	\$78.23	5	VOU-13	Dec-13-2007
	SE-2007-07-08-03	WHP Construction Zone O/T Spee	\$28,283.72	\$28,283.72	\$0.00	\$63.28	4	VOU-13	Dec-13-2007
	SE-2007-07-08-04	WHP Radar Upgrades	\$74,023.38	\$74,023.38	\$0.00	\$70.29	2	VOU-13	Dec-13-2007
	SE-2007-07-08-05	Mini Grants for Speed Radars	\$11,980.00	\$11,980.00	\$0.00	\$20.00	1	VOU-6	Jul-31-2007
	SE-2007-07-08-06	City of Laramie Radar Training	\$7,500.00	\$7,500.00	\$0.00	\$500.00	1	VOU-11	Dec-05-2007
<b>Speed EnforcementTotal</b>									
			\$421,556.93	\$421,556.93	\$0.00	\$106,797.74	8	VOU-13	Dec-13-2007
<b>Paid Advertising</b>									
	PM-2007-07-09-01	PAO-Paid Media with 402 Funds	\$104,013.49	\$104,013.49	\$0.00	\$66.51	6	VOU-13	Dec-13-2007

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Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	PM-2007-07-09-02	Tribal Outreach-Building New	\$2,035.00	\$2,035.00	\$0.00	\$10,965.00	1	VOU-10	Nov-13-2007
	PM-2007-07-09-03	Gimme a Boost - Paid Media	\$1,000.00	\$1,000.00	\$0.00	\$0.00	2	VOU-5	Jun-11-2007
	PM-2007-07-09-04	Alive at 25 - Paid Media	\$8,219.27	\$8,219.27	\$0.00	\$7,242.73	4	VOU-13	Dec-13-2007
	PM-2007-07-09-05	UW Sports Properties	\$49,500.00	\$49,500.00	\$0.00	\$0.00	1	VOU-5	Jun-11-2007
	PM-2007-07-09-06	KCGY Don Day Weather Sponsorsh	\$2,448.00	\$2,448.00	\$0.00	\$669.14	3	VOU-11	Dec-05-2007
	PM-2007-07-09-07	Click It - Don't Risk It - (6-	\$47,900.00	\$47,900.00	\$0.00	\$0.00	1	VOU-6	Jul-31-2007
	<b>Paid AdvertisingTotal</b>		<b>\$215,115.76</b>	<b>\$215,115.76</b>	<b>\$0.00</b>	<b>\$18,943.38</b>	<b>9</b>	<b>VOU-13</b>	<b>Dec-13-2007</b>
<b>Youth Alcohol</b>									
	YA-2007-07-10-01	Multi Media Pres. MADD	\$68,137.57	\$68,137.57	\$0.00	\$1,362.43	2	VOU-7	Sep-20-2007
	<b>Youth AlcoholTotal</b>		<b>\$68,137.57</b>	<b>\$68,137.57</b>	<b>\$0.00</b>	<b>\$1,362.43</b>	<b>2</b>	<b>VOU-7</b>	<b>Sep-20-2007</b>
<b>405 OP SAFETEA-LU</b>									
	<b>NHTSA 402Total</b>		<b>\$1,164,425.64</b>	<b>\$1,164,425.64</b>	<b>\$0.00</b>	<b>\$332,217.31</b>	<b>11</b>	<b>VOU-14</b>	<b>Dec-17-2007</b>
<b>405 OP SAFETEA-LU</b>									
	K2-2007-07-30-01	Seat Belt Coalition Projects	\$0.00	\$0.00	\$0.00	\$159,874.00	0		
	<b>405 Occupant ProtectionTotal</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$159,874.00</b>	<b>0</b>		
	<b>405 OP SAFETEA-LUTotal</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$159,874.00</b>	<b>0</b>		
<b>408 Data Program SAFETEA-LU</b>									
	K9-2007-07-27-00	408 HOLD FILE (07 FUNDS)	\$0.00	\$0.00	\$0.00	\$500,000.00	0		
	K9-2007-07-27-01	Traffic Records Data Improvement	\$0.00	\$0.00	\$0.00	\$0.00	0		
	K9-2007-07-27-02	Crash Data System (408)	\$18,812.40	\$18,812.40	\$0.00	\$220,263.60	1	VOU-10	Nov-13-2007
	K9-2007-07-27-03	Citation Data System (408)	\$0.00	\$0.00	\$0.00	\$0.00	0		
	K9-2007-07-27-04	Project Coordinator (408)	\$57,138.63	\$57,138.63	\$0.00	\$3,785.37	5	VOU-12	Dec-13-2007
	<b>408 Data Program IncentiveTotal</b>		<b>\$75,951.03</b>	<b>\$75,951.03</b>	<b>\$0.00</b>	<b>\$724,048.97</b>	<b>5</b>	<b>VOU-12</b>	<b>Dec-13-2007</b>
	<b>408 Data Program SAFETEA-LUTotal</b>		<b>\$75,951.03</b>	<b>\$75,951.03</b>	<b>\$0.00</b>	<b>\$724,048.97</b>	<b>5</b>	<b>VOU-12</b>	<b>Dec-13-2007</b>
<b>410 Alcohol SAFETEA-LU</b>									
	K8-2007-07-26-05	Video Cameras	\$193,888.96	\$193,888.96	\$0.00	\$6,689.04	3	VOU-11	Dec-05-2007

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	K8-2007-07-28-01	410 Alcohol SAFETEA-LU	\$0.00	\$0.00	\$0.00	\$0.00	0		
	K8-2007-07-29-00	410 HOLD FILE (07 FUNDS)	\$0.00	\$0.00	\$0.00	\$558,348.00	0		
	K8-2007-07-29-01	410 Alcohol SAFETEA-LU	\$0.00	\$0.00	\$0.00	\$0.00	0		
	K8-2007-07-29-04	WASCOPI In Custody Arrest Alc.	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	K8-2007-07-29-07	SFST Training & Data Assistant	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	K8-2007-07-29-08	Traffic Safety Resource Prosecc	\$0.00	\$0.00	\$0.00	\$20,000.00	0		
	K8-2007-07-29-09	Alive @ 25 WHP Alcohol Element	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	K8-2007-07-29-10	DUI Supervised Probation Progr	\$6,000.00	\$6,000.00	\$0.00	\$4,000.00	2	VOU-10	Nov-13-2007
	K8-2007-07-29-11	Software Development for DUI C	\$0.00	\$0.00	\$0.00	\$10,000.00	0		
	K8-2007-07-29-12	PBT Incentives for Traffic Enf	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	K8-2007-07-29-13	Driver Services - Revocation/S	\$0.00	\$0.00	\$0.00	\$100,000.00	0		
		<b>410 Alcohol SAFETEA-LUTotal</b>	<b>\$199,888.96</b>	<b>\$199,888.96</b>	<b>\$0.00</b>	<b>\$859,037.04</b>	<b>4</b>	<b>VOU-11</b>	<b>Dec-05-2007</b>
		<b>410 Alcohol SAFETEA-LU Paid Media</b>							
	K8PM-2007-07-29-03	Alcohol Paid Media WYDOT Publi	\$0.00	\$0.00	\$0.00	\$30,000.00	0		
		<b>410 Alcohol SAFETEA-LU Paid MediaTotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$30,000.00</b>	<b>0</b>		
		<b>410 Alcohol SAFETEA-LUTotal</b>	<b>\$199,888.96</b>	<b>\$199,888.96</b>	<b>\$0.00</b>	<b>\$889,037.04</b>	<b>4</b>	<b>VOU-11</b>	<b>Dec-05-2007</b>
		<b>2010 Motorcycle Safety</b>							
	K6-2007-07-28-00	2010 HOLD FILE (07 FUNDS)	\$0.00	\$0.00	\$0.00	\$100,000.00	0		
	K6-2007-07-28-01	Motorcycle Safety & Public Awa	\$0.00	\$0.00	\$0.00	\$100,000.00	0		
		<b>2010 Motorcycle Safety IncentiveTotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>	<b>0</b>		
		<b>2010 Motorcycle SafetyTotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>	<b>0</b>		
		<b>154 Transfer Funds</b>							
	154AL-2007-07-17-01	Comprehensive Alcohol Program	\$15,322.95	\$15,322.95	\$0.00	\$0.00	8	VOU-13	Dec-13-2007
	154AL-2007-07-18-01	Wyoming Parents LEAD	\$0.00	\$0.00	\$0.00	\$56,499.74	0		
	154AL-2007-07-20-00	154AL Alcohol Hold File (FY-05	\$0.00	\$0.00	\$0.00	\$0.00	0		

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	154AL-2007-07-20-01	Law Enforcement Liaison (LEL)	\$44,179.41	\$44,179.41	\$0.00	\$0.02	2	VOU-10	Nov-13-2007
	154AL-2007-07-20-02	Traffic Safety Resource Prose	\$0.00	\$0.00	\$0.00	\$55,000.00	0		
	154AL-2007-07-20-03	Alcohol Screening & Brief Inte	\$0.00	\$0.00	\$0.00	\$50,000.00	0		
	154AL-2007-07-20-04	DUI Courts or Supervised Proba	\$0.00	\$0.00	\$0.00	\$35,000.00	0		
	154AL-2007-07-20-05	Law Enfor. Crackdown Stipends	\$3,500.00	\$3,500.00	\$0.00	\$11,500.00	1	VOU-10	Nov-13-2007
	154AL-2007-07-22-00	154AL Alcohol Hold File (FY-06	\$0.00	\$0.00	\$0.00	\$0.00	0		
	154AL-2007-07-22-01	Governor's Council On Impaired	\$73,780.62	\$73,780.62	\$0.00	\$17,319.38	6	VOU-10	Nov-13-2007
	154AL-2007-07-22-03	DUI Supervised Probation	\$74,859.26	\$74,859.26	\$0.00	\$30,031.74	6	VOU-10	Nov-13-2007
	154AL-2007-07-22-04	Annual Governor Impaired Driv	\$44,089.69	\$44,089.69	\$0.00	\$13,310.31	5	VOU-7	Sep-20-2007
	154AL-2007-07-22-05	WHP - DUI O/T Enforcement + CA	\$78,340.80	\$78,340.80	\$0.00	\$0.00	6	VOU-13	Dec-13-2007
	154AL-2007-07-22-06	County/Municipal O/T DUI Enfor	\$142,783.98	\$142,783.98	\$0.00	\$60,691.02	7	VOU-11	Dec-05-2007
	154AL-2007-07-22-07	Campbell Co Youth Impact Circl	\$40,967.85	\$40,967.85	\$0.00	\$16,032.15	7	VOU-11	Dec-05-2007
	154AL-2007-07-22-09	Alcohol Factor Survey - Part 2	\$59,576.82	\$59,576.82	\$0.00	\$0.00	4	VOU-10	Nov-13-2007
	154AL-2007-07-22-10	Tribal Outreach - Alcohol	\$0.00	\$0.00	\$0.00	\$25,000.00	0		
	154AL-2007-07-22-11	Cheyenne CAN Program - LCSD#1	\$15,733.68	\$15,733.68	\$0.00	\$11,966.32	1	VOU-12	Dec-13-2007
	154AL-2007-07-22-13	Eligible Training - State Chem	\$2,567.71	\$2,567.71	\$0.00	\$14,932.29	1	VOU-11	Dec-05-2007
	154AL-2007-07-22-14	State Chemical Testing Program	\$12,267.00	\$12,267.00	\$0.00	\$1,773.00	1	VOU-7	Sep-20-2007
	154AL-2007-07-22-15	Video Cameras/ Assessories for	\$44,521.99	\$44,521.99	\$0.00	\$478.01	3	VOU-11	Dec-05-2007
	154AL-2007-07-22-17	Laramie County DUI Court - SCR	\$11,200.00	\$11,200.00	\$0.00	\$10,400.00	3	VOU-11	Dec-05-2007
	154AL-2007-07-22-18	City of Laramie DRE Training	\$24,868.01	\$24,868.01	\$0.00	\$8,881.99	1	VOU-11	Dec-05-2007
	154AL-2007-07-22-19	Washakie Co. SO Sidney Car	\$23,000.00	\$23,000.00	\$0.00	\$0.00	1	VOU-5	Jun-11-2007
	154AL-2007-07-22-20	Intoximeters - Local	\$23,704.00	\$23,704.00	\$0.00	\$1,296.00	3	VOU-11	Dec-05-2007
	154AL-2007-07-22-23	Custodial Alcohol Factors - WA	\$36,473.95	\$36,473.95	\$0.00	\$6,979.23	4	VOU-10	Nov-13-2007
	154AL-2007-07-22-24	City of Laramie SFST Training	\$7,500.00	\$7,500.00	\$0.00	\$500.00	1	VOU-11	Dec-05-2007
	154AL-2007-07-26-01	Governor's Council on Impaired	\$0.00	\$0.00	\$0.00	\$92,000.00	0		



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	154AL-2007-07-26-02	Governor's Conference on Impai	\$0.00	\$0.00	\$0.00	\$24,000.00	0		
	154AL-2007-07-26-03	DUI Supervised Probation	\$0.00	\$0.00	\$0.00	\$79,098.75	0		
	154AL-2007-07-26-04	WHP DUI HVE	\$0.00	\$0.00	\$0.00	\$79,000.00	0		
	154AL-2007-07-26-05	Local DUI HVE	\$0.00	\$0.00	\$0.00	\$200,000.00	0		
	154AL-2007-07-26-06	Campbell Co. Youth Impact Circ	\$0.00	\$0.00	\$0.00	\$57,000.00	0		
	154AL-2007-07-26-07	Alcohol Pd Media - WYDOT Publi	\$0.00	\$0.00	\$0.00	\$100,000.00	0		
	154AL-2007-07-26-08	WASCOPI In custody Arrest Alc.	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	154AL-2007-07-26-09	Tribal Outreach	\$0.00	\$0.00	\$0.00	\$25,000.00	0		
	154AL-2007-07-26-10	Cheyenne CAN Program	\$0.00	\$0.00	\$0.00	\$27,000.00	0		
	154AL-2007-07-26-12	DOH Chemical Testing Training/	\$0.00	\$0.00	\$0.00	\$35,000.00	0		
	154AL-2007-07-26-14	Outreach to Judges/Prosecutors	\$0.00	\$0.00	\$0.00	\$10,000.00	0		
	154AL-2007-07-26-16	DUI Courts	\$0.00	\$0.00	\$0.00	\$50,000.00	0		
	154AL-2007-07-26-17	DRE Training	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	154AL-2007-07-26-18	Local Intoximeters	\$0.00	\$0.00	\$0.00	\$25,000.00	0		
	154AL-2007-07-26-20	Statewide School Youth Program	\$0.00	\$0.00	\$0.00	\$40,000.00	0		
	154AL-2007-07-26-21	SFST Training & Data Assistant	\$0.00	\$0.00	\$0.00	\$45,000.00	0		
	154AL-2007-07-26-25	Alcohol Comprehensive Program	\$0.00	\$0.00	\$0.00	\$30,000.00	0		
	154AL-2007-07-26-27	DUI Supervised Probation Progr	\$0.00	\$0.00	\$0.00	\$75,000.00	0		
	<b>154 AlcoholTotal</b>		<b>\$779,237.72</b>	<b>\$779,237.72</b>	<b>\$0.00</b>	<b>\$1,500,689.95</b>	<b>10</b>	<b>10 VOU-13</b>	<b>Dec-13-2007</b>
<b>154 Paid Media</b>									
	154PM-2007-07-22-08	Alcohol Paid Media - WYDOT PAO	\$55,700.81	\$55,700.81	\$0.00	\$8,472.39	5	5 VOU-13	Dec-13-2007
	<b>154 Paid MediaTotal</b>		<b>\$55,700.81</b>	<b>\$55,700.81</b>	<b>\$0.00</b>	<b>\$8,472.39</b>	<b>5</b>	<b>5 VOU-13</b>	<b>Dec-13-2007</b>
<b>154 Hazard Elimination</b>									
	154HE-2007-07-21-01	FY05 154HE Hazard Elimination	\$6,627.08	\$6,627.08	\$0.00	\$198,571.90	1	1 VOU-8	Sep-21-2007
	154HE-2007-07-23-01	FY06 154HE Hazard Elimination	\$2,600,757.00	\$2,600,757.00	\$0.00	\$850,122.00	1	1 VOU-1	Dec-01-2006

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	154HE-2007-07-24-01	FY07 154HE Hazard Elimination	\$0.00	\$0.00	\$0.00	\$4,007,861.25	0		
154	Hazard EliminationTotal		\$2,607,384.08	\$2,607,384.08	\$0.00	\$5,056,555.15	2	VOU-8	Sep-21-2007
154	Transfer FundsTotal		\$3,442,322.61	\$3,442,322.61	\$0.00	\$6,565,717.49	12	VOU-13	Dec-13-2007
164	Transfer Funds								
	164HE-2007-07-23-01	FY06 164HE Hazard Elimination	\$4,450,879.00	\$4,450,879.00	\$0.00	\$0.00	3	VOU-8	Sep-21-2007
	164HE-2007-07-25-01	FY07 164HE Hazard Elimination	\$0.00	\$0.00	\$0.00	\$5,080,960.00	0		
164	Hazard EliminationTotal		\$4,450,879.00	\$4,450,879.00	\$0.00	\$5,080,960.00	3	VOU-8	Sep-21-2007
164	Transfer FundsTotal		\$4,450,879.00	\$4,450,879.00	\$0.00	\$5,080,960.00	3	VOU-8	Sep-21-2007
	NHTSA Total		\$9,333,467.24	\$9,333,467.24	\$0.00	\$13,951,854.81	14	VOU-14	Dec-17-2007
	Total		\$9,333,467.24	\$9,333,467.24	\$0.00	\$13,951,854.81	14	VOU-14	Dec-17-2007

Approved: Date: 12-18-07

## FY07 Priorities

The following program areas have been determined to be the top three state priorities and as such have utilized the larger shares of federal 402 funds. Measures of success have been organized by priority area.

The **first** program area priority is Occupant Protection. Although it is a top priority, less funds are available to direct to the problem. A total of **\$324,614.55** were expended this fiscal year to increase seat belt usage and reduce the number of persons injured or killed as a result of non-usage.

Although Wyoming has had success in raising the observed seat belt usage between 2006 and 2007, the number of unbelted 2006 crash fatalities was 64.9% and the persons with incapacitating (serious) injuries was 40.8%

Other program areas adding to the success of Occupant Protection are Planning and Administration pertaining to HSO staff training, Traffic Engineering Services/Roadway Safety, Speed Enforcement since it also provides an opportunity for officers to affect public perceptions by educating and enforcing state belt and child restraint laws, Paid Media and Safe Communities. 405 funds are assisting with the effort.

The **second** highway safety priority includes both Alcohol and Youth Alcohol. A total of **\$1,102,965.06** were expended this fiscal year to reduce the number of related injuries and deaths. Funding opportunities have been capitalized on to handle the complexity of this problem.

The number of drinking drivers in fatal crashes has decreased from 36.1% to 33.7% between FY 2006 and FY 2007. Data reveals the trend line has been decreasing for over 20 years. Even with these good bits of news, the number of persons killed in alcohol related crashes increased by 13 deaths between 2005 and 2006. This is the result of more occurrences of multiple deaths in each crash.

Alcohol involved drivers, ages less than 21, has increased. In calendar year 2005 there were 154 crashes with drivers of this age group; in 2006 there were 195. These drivers were involved in 8 fatal crashes in CY 2005 and 9 in 2006.

Other program areas adding to successes in the reduction of drinking and driving are Planning and Administration; Traffic Engineering Services/Roadway Safety; Safe Communities; 154 Alcohol including DUI Enforcement, BAC testing devices and Paid Media; and 410 which included Video Cameras and DUI Supervised Probation Toolkit.

The **third** highway safety priority area is Speed. A total of **\$421,556.93** were expended this fiscal year to reduce the number of speed related injuries and deaths.

Almost 38% of the fatal crashes had at least one driver exceeding the speed limit or driving at a speed too fast for roadway conditions. Speed involvement in fatal crashes has been declining over the years as has the number of persons killed or seriously injured in this type of crash.

Other program areas influence the successes are Planning and Administration, Safe Community provided support to the above priorities or were strategic in nature. Those would include Planning and Administration, Paid Media, Safe Communities, 405 Occupant Protection, 408 Data Improvement, 410 Alcohol, 154 Alcohol, Youth Alcohol, Bicycle/Pedestrian Safety, Police Traffic Services, EMS, and Roadway Safety/Traffic Engineering Services.

## Crash Data / Trends

	Baseline Data 1997-2006					Progress Report Data 2004-2006				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (Actual)	137	154	189	152	186	176	165	164	170	195
Fatality Rate /100 million VMT	1.8	1.9	2.4	1.9	2.2	2.1	1.8	1.8	1.9	2.1
Injuries (Actual)	6,390	5,887	6,280	6,117	5,759	6,264	6,239	6,114	6,112	6,658
Fatality & Serious Injury Rate /100 million VMT	17.77	14.75	17.62	16.41	15.39	14.15	14.02	13.6	14.16	13.37
Fatality Rate/100K Population	0.28	0.31	0.38	0.31	0.38	0.35	0.33	0.33	0.34	0.38
Fatal & Serious Injury Rate/100K population	2.78	2.4	2.79	2.68	2.67	2.55	2.58	2.5	2.49	2.41
Alcohol Related Fatalities	43	63	65	41	70	58	50	53	54	67
Proportion of Alcohol Related Fatalities	31.4	40.9	34.4	27.0	37.3	32.9	30.3	32.3	31.8	34.4
Alcohol Related Fatality Rate/100M VMT	0.57	0.79	0.84	0.52	0.82	0.64	0.54	0.58	0.61	0.72
Percent of Population Using Safety Belts*	59.50%	50.10%		66.80%		66.60%		70.10%		63.50%
Fatal Seat Belt Usage	21.8%	25.2%	23.0%	39.1%	26.4%	28.8%	29.9%	34.7%	29.0%	29.9%
Fatal & Serious Injury Seat Belt Usage	41.1%	42.7%	42.9%	50.9%	46.1%	48.4%	53.4%	54.2%	55.5%	51.4%
Motorcycle Crashes	194.0	204.0	238.0	237.0	264.0	266.0	362.0	353.0	310.0	425.0

## Performance Goals and Trends

### Goal: Fatalities

185



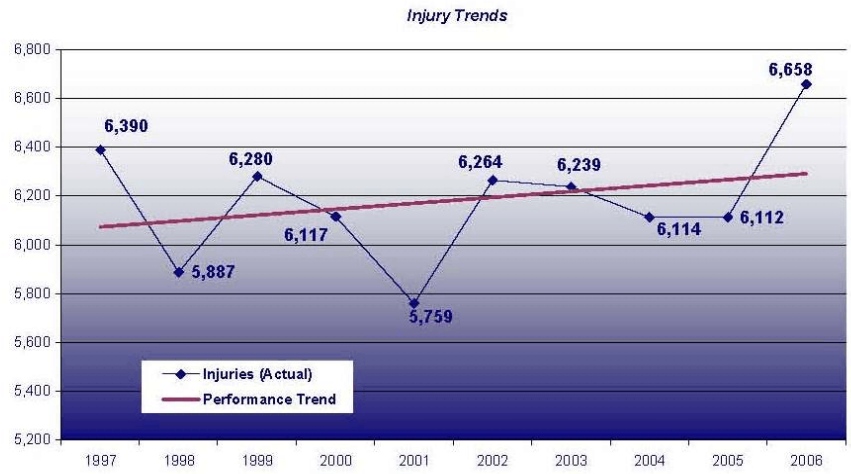
### Goal: Fatality Rate/VMT

1.9



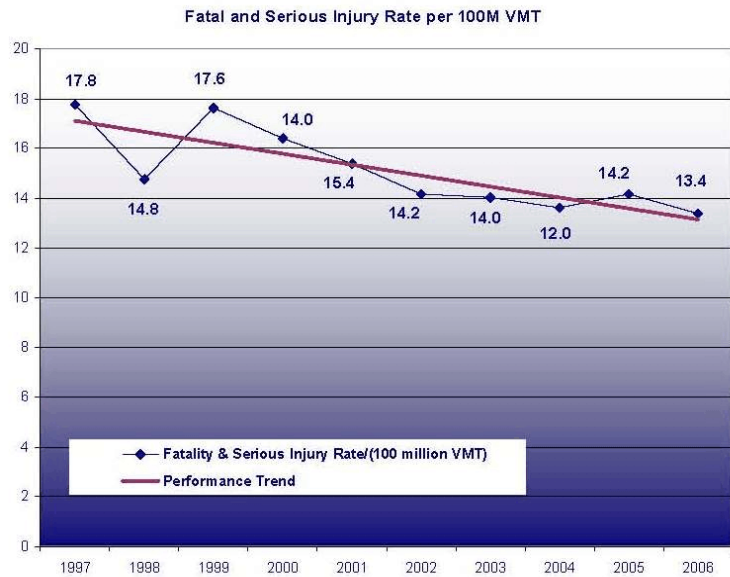
Goal: Injuries

6,099



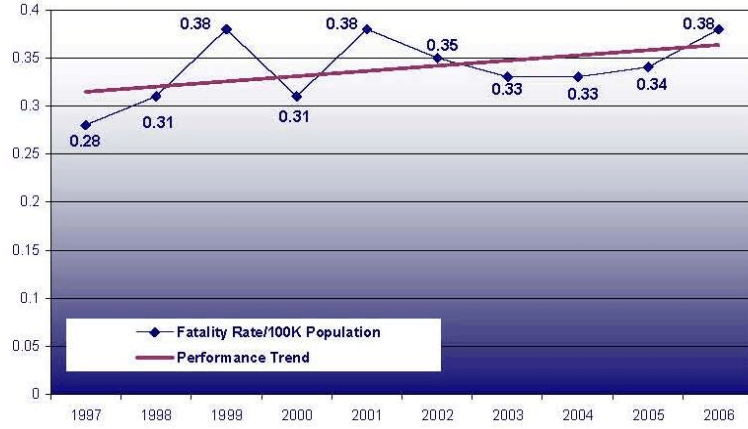
Goal: Fatal and Injury Rate/VMT

12.7



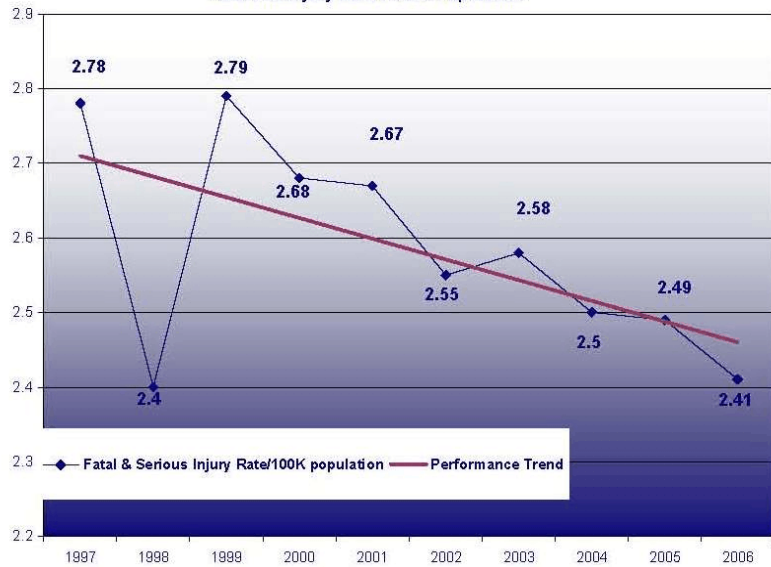
Goal: Fatality Rate/100K Population 0.36

Fatality Rate/100K Population



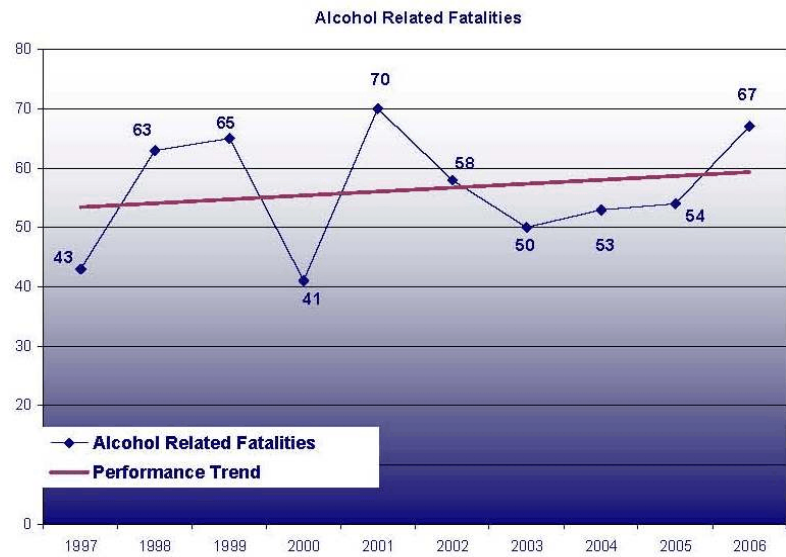
Goal: Fatal/Injury Rate/100K Population 2.49

Fatal and Injury Rate / 100K Population



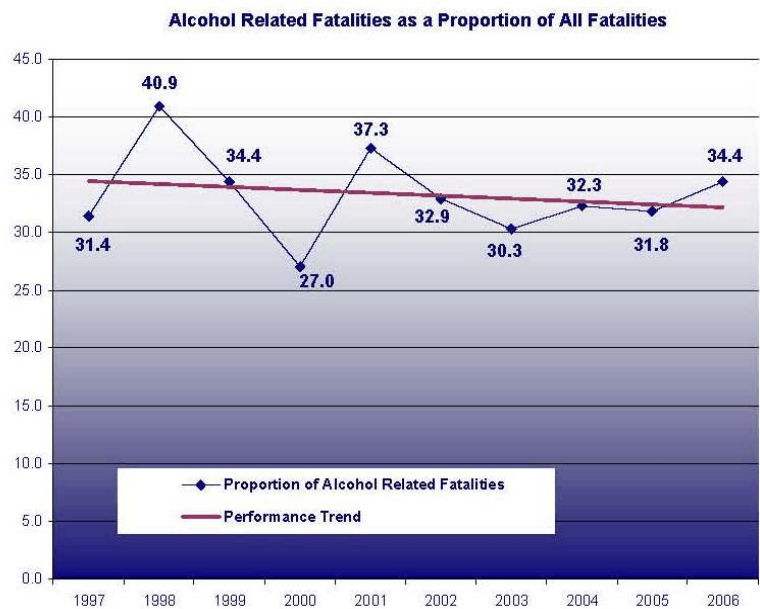
Goal: Alcohol Fatalities

53



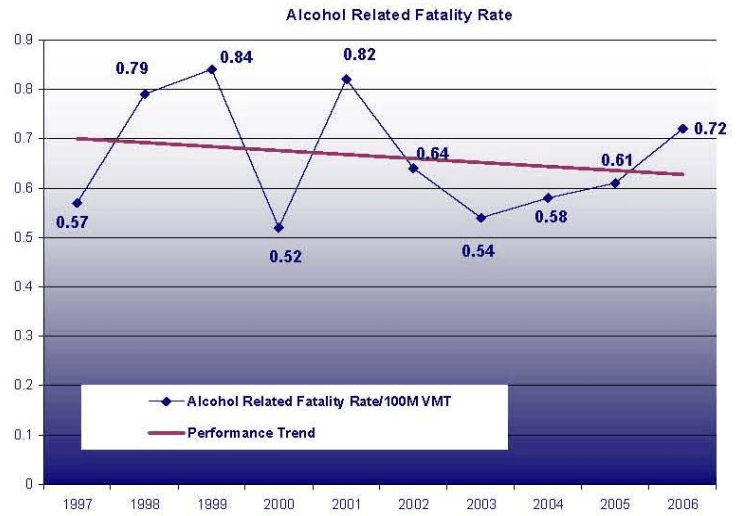
Goal: Alcohol Fatality Proportion

31.9

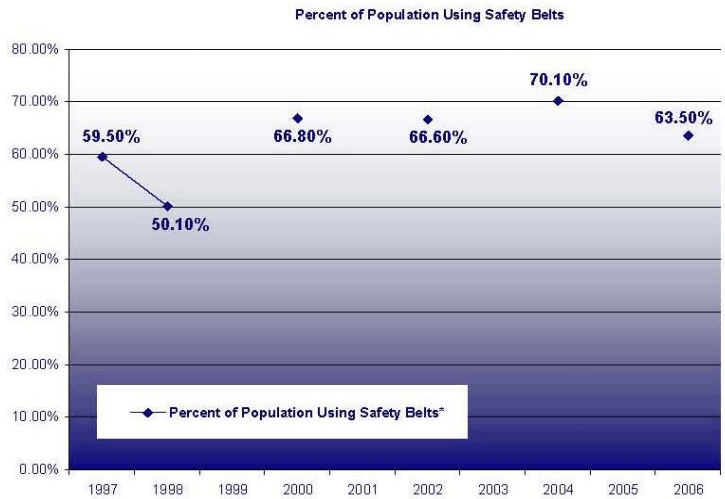




Goal: Alcohol Fatality Rate/VMT 0.53



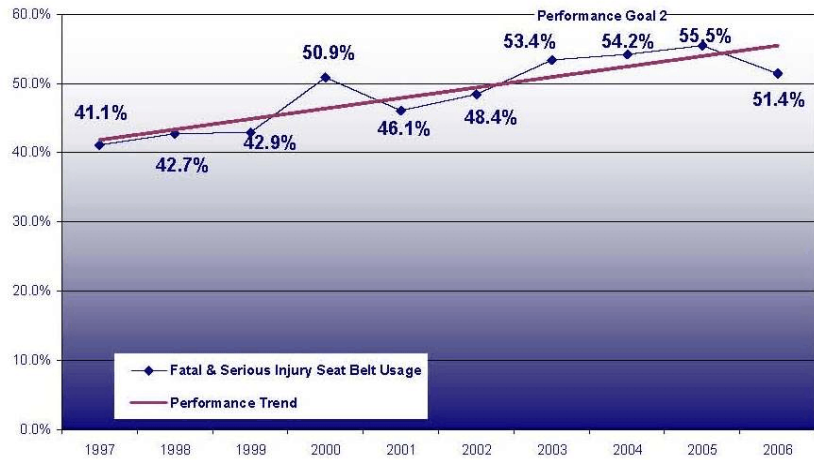
Goal: Safety Belt Use 68.0%



Goal: Fatality Seat Belt Usage 34.50%



Goal: Fatality & SI Seat Belt Usage 57.90%



Goal: Motorcycle Crashes 408



## Measures of Success and Activities Funded

Planning and Administration	
<b>Performance Goal:</b> Maintain an effective HSO staff through professional development and content training to administer/monitor federal funds and projects under its responsibility.	
1. The Highway Safety Office (HSO) staff will attend educational courses and seminars to update their knowledge as well as obtain national and state highway safety perspectives.	
✓	The HSO staff expanded and refreshed their knowledge by attending the following: Transportation Safety Institute (TSI) courses in Program Management and Instructor Development, NHTSA/GHSA joint Media Workshop, two NHTSA Region 8 meetings, Lifesavers conference, KIM conference, the ND Alcohol Forum, and the Wyoming Governor's Impaired Driving Conference.
2. The HSO staff will ensure guidance is provided to subgrantees, monitoring is performed and documentation is complete.	
✓	The HSO <i>Policy and Procedures Manual</i> was created April 2007 and serves as a guide for monitoring and documentation. On-site monitoring was performed as prescribed.
3. The HSO will administer Federal funds in accordance with 23 USC, Sections 402, 405, 408, 410, 2010, etc. as noted the DOT <u>Highway Safety Grant Management Manual</u> .	
✓	Assurances have been provided for this measure.
4. Utilize other safety partners in the Highway Safety planning process.	
✓	The Safety Management System (SMS) Committee reviewed the Highway Safety proposed projects, anticipated funding levels, and proportionality calculations of dollars to problem areas. NHTSA Region 8 reviewed, discussed and made suggestions to the Highway Safety Plan (HSP) prior to final submission.
5. Reduce the Wyoming fatality rate per 100 million vehicle miles traveled (100M VMT) from 2.05 in calendar year (CY) 2002 to 1.76 by the end of CY2008.	
✗	Per the following graph, the rates vary dramatically across the time period; the 2006 annual fatality rate increased from 1.91 to 2.10. There were more male out-of-state drivers and more fatalities per crash than the previous year. Thus far, January through November 2007 fatality data shows 24.3% less deaths and 12.4% fewer crashes than the same time last year. Even with more snow storms imminent, fewer highway fatalities are expected this year. Given this information, the FY 2008 HSP goal will be difficult to achieve.

Symbol legend: ✓ success in meeting the measure      ✗ needs improvement

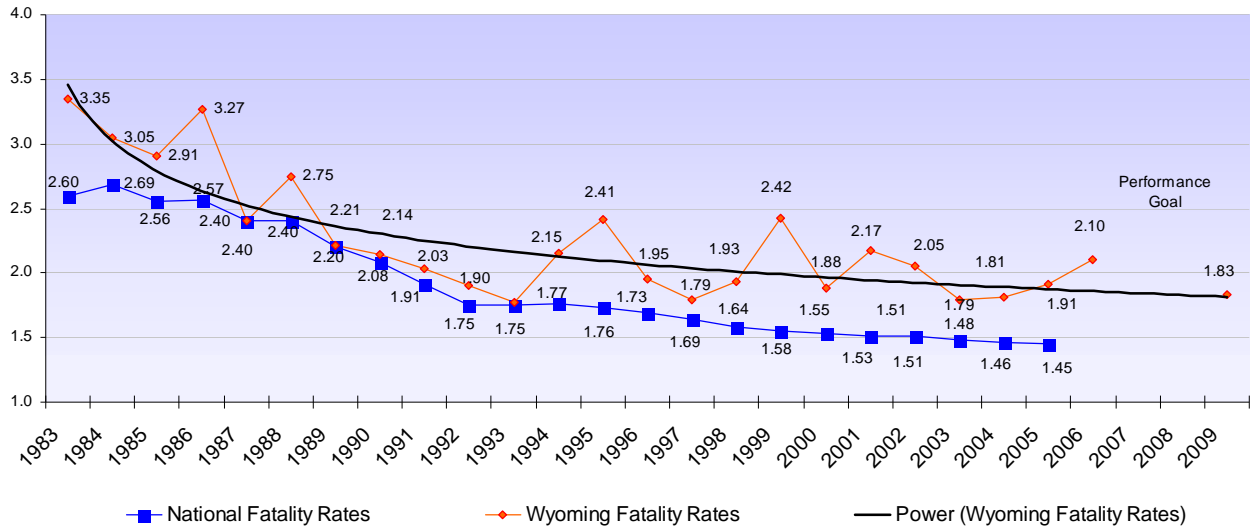
6. Reduce the fatality and serious injury rate from 14.2 in CY 2002 to 12.7 by the end of calendar year 2008.

- ✓ As illustrated in the following graph, fatalities and serious injuries are on a gradual downward trend. Efforts by the Governor's Council on Impaired Driving, the Wyoming Seat Belt Coalition and various new laws are expected to continue affecting traffic safety.

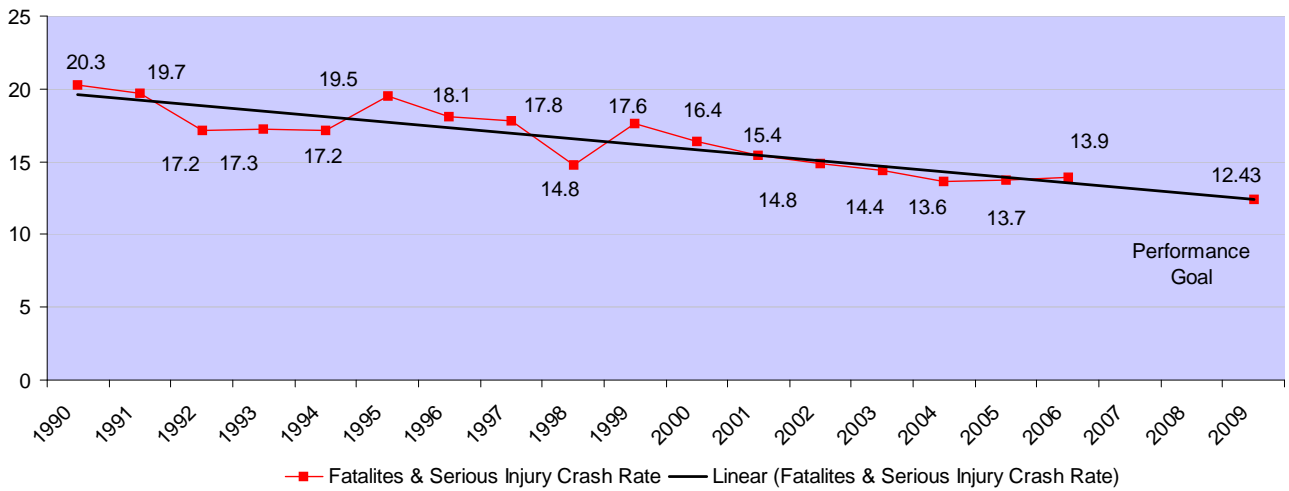
#### **Summary of Activities Funded**

TSI Highway Safety Management Course - 4 attendees, TSI Instructor Development - 1 attendee; North Dakota Alcohol Forum - 2 attendees, North Dakota Safe Communities - 1 attendee; NHTSA/GHSA Media Forum - 3 attendees; NHTSA Region 8 regional meetings - Coordinator and topic associated staff.

**Wyoming & National Fatality Rates**



**Motor Vehicle Crash Fatalities & Serious Injuries  
Rate per 100 M VMT**



## Alcohol

**Performance Goal:** Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes.

1. Reduce the percentage of driver alcohol involved fatal crashes from 33.8% in calendar year (CY) 2002 to 28.0% by the end of CY2008.

- ✓ The percent of alcohol related crashes decreased from 34.7% in 2005 to 33.1% in 2006. The percent of drinking drivers also decreased from 36.1% in 2005 to 33.7% in 2006. The anticipated reduction, noted in the FY06 Annual Report, was achieved at close of the data year. It is anticipated that the 2007 crash data will show another decrease since it appears that public acceptance of alcohol misuse has been changing. The public is less accommodating to behaviors that place all motorists at risk. As a result, the public's voice produced legislative action. The state passed an Open Container Law that prohibits the transportation and possession of alcoholic beverages in a vehicle. This applies to all vehicle occupants.

2. Decrease the Alcohol Involved Fatality Rate per 100M VMT from 0.64 in CY2002 to 0.53 by the end of the CY2008.

- ✗ While reductions were observed in both percentage of fatal crash alcohol involvement and drinking drivers in fatal crashes, the fatality rate increased from 0.61 in 2005 to 0.72 in 2006. The 2006 crash data showed a greater involvement of male out-of-state drivers, young male drivers and fatalities per crash.

3. Decrease the number of drivers under the age of 21 in alcohol involved crashes from 188 in CY2002 to 161 by the end of CY2008.

- ✗ The number of alcohol involved drivers, age 15-20, increased to 195 in 2006, an increase of 41 alcohol involved young drivers. A new initiative regarding underage drinking was started by the Wyoming Department of Health (DOH), Mental Health and Substance Abuse Services Division. The initiative was the result of the DOH's successful application for SAMHSA Strategic Prevention Framework State Initiative Grant (SPF-SIG) or otherwise known as Prevention Framework. The Framework requires county coordinators, county problem assessment and then prevention plans developed. It is hopeful that this highway safety partner can assist in positively affecting change.

4. The HSO will report outreach efforts to prosecutors, judges, Native Americans, law enforcement associations, etc.

- ✓ Prosecutors: Late FY2007, the HSO was approached to assist with travel expenses for two instructors for an alcohol-related training session. The instructors are from Borkenstein and known to NHTSA. The training is scheduled in March 2008.
- ✓ Native Americans: In FY2007, a meeting was held with a member of the reservation to assist with Sobriety Checkpoint costs. Unfortunately, communication languished. In FY2008 a grant agreement has been provided the Prevention Framework Coordinator on the reservation. The agreement targets portable alcohol breath testing devices, a stationary alcohol testing device (Intoximeter), elementary alcohol education, conduct community meetings, and provide portable alcohol testing devices for the Wind River Tribal Youth Program.
- ✓ Law Enforcement Association: The HSO has a strong relationship built with WASCOP and through this association has obtained LEL assistance.

## Summary of Activities Funded

Federal 410 and 154 Alcohol funds were used in funding of the following projects.

Law Enforcement: Projects were issued to both the Wyoming Highway Patrol and 17 local agencies for high visibility enforcement and alcohol appropriate enforcement equipment. To improve campaign statistics, 154AL money was used to fund August Alcohol Crackdown incentives for Campaign reports. All Highway Patrol Divisions were issued High Visibility DUI grants as well as 17 local agencies, to improve conviction efforts, 410 funds purchased 54 video cameras and 154AL purchased six Intoximeters. These were distributed to local agencies to ensure accurate and timely testing of all DUI in-custody arrests.

Highway Safety dollars funded an SFST course at the Laramie Police Department. Twenty-seven officers from 20 agencies participated. The Wyoming Highway Patrol, through separate funding, conducted five classes and two refresher courses.

The Laramie Police Department also was funded to coordinate Wyoming's first Drug Recognition Expert (DRE) training. Upon completion of the preliminary training, the basic training and the evaluation, twenty students from twelve different agencies were certified. Another training is planned during FY 2008 to expand the expert resources.

A Law Enforcement Liaison (LEL) project was placed with the Wyoming Association of Sheriff's and Chief of Police (WASCOP). The project provided more interaction between the Highway Safety Office and law enforcement agencies. A representative attended the FY2007 Regional LEL Summit in Lakewood, Colorado. Shortly thereafter, the NHTSA Region 8 LEL accompanied the Wyoming LEL during agency visits to rally support for traffic safety efforts throughout Wyoming.

During FY 2006, community specific in-custody arrest data capture was piloted for 10 counties for six months with the highest alcohol involved crashes, April through September. The information was valued by community leaders. During FY 2007, we funded data and reporting from all 23 counties for six months. The information was shared with the press and all community leaders. This current fiscal year, FY 2008, data capture will include the month of December. The Department of Health is co-funding this effort.

The Governor's Council held an alcohol conference and Governor's awards banquet. Session topics offered at the conference were DUI Supervised Probation, Partnering with the Media, SFST Refresher course, Understanding Dram Shop, Survey of Alcohol Issues - Changing Attitudes, Drug Impaired Driving, Legislative Issues and Trends and Mandatory Testing of All Drivers Involved in Fatal and Serious Injury Crashes. Awards were given to categories of Law Enforcement (top 100 with the most DUI arrests), Legislative, Adjudication, Business, Media, Education & Prevention, Citizen Activist and Youth Initiative.

Through the Conference, other counties showed interest in Fremont County's DUI Supervised Probation (DSP) success in reducing recidivism. The HSO was interested in seeding new projects throughout the state and funded the project originators to determine a "toolkit" approach to starting new efforts based on the lessons they learned in their program. The approach has been determined and, the next DSP will be in Sweetwater County.

The Governor's Council identified the next set of alcohol related topics to create white papers for the Governor. The topics selected for FY2008 were enhanced sanctions for high BAC and/or multiple offenses, citation and/or disposition tracking, a review of the Wyoming implied consent statute and amending the definition of controlled substance in the DUI statute.

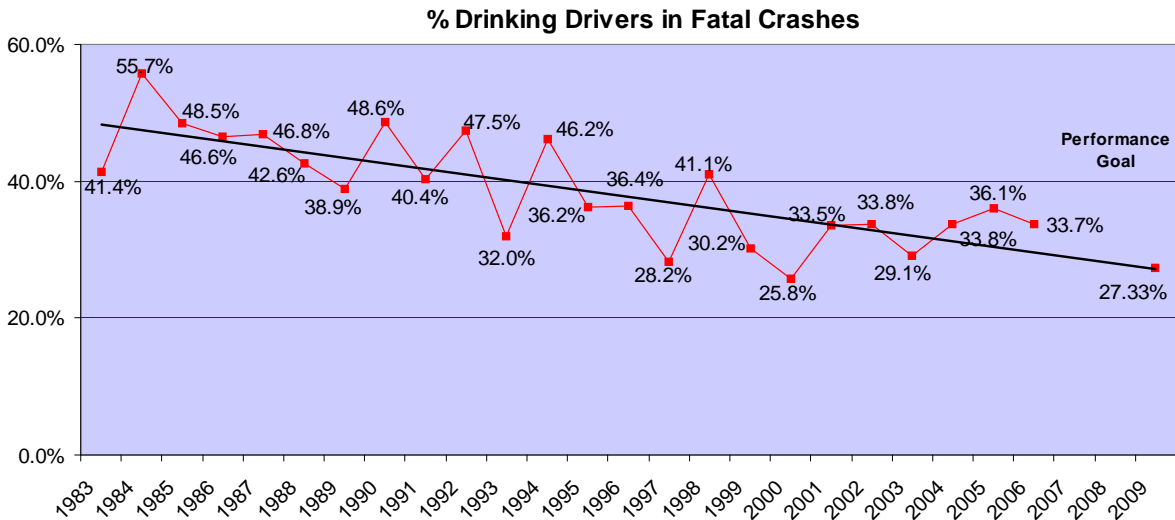
**Youth Alcohol Efforts:**

Federal 402 dollars funded M.A.D.D. multi-media programs and guided discussion for elementary, Jr. High and Senior High schools.

The Alive at 25 Program focuses on belt usage but also discusses risky behaviors such as drinking and driving.

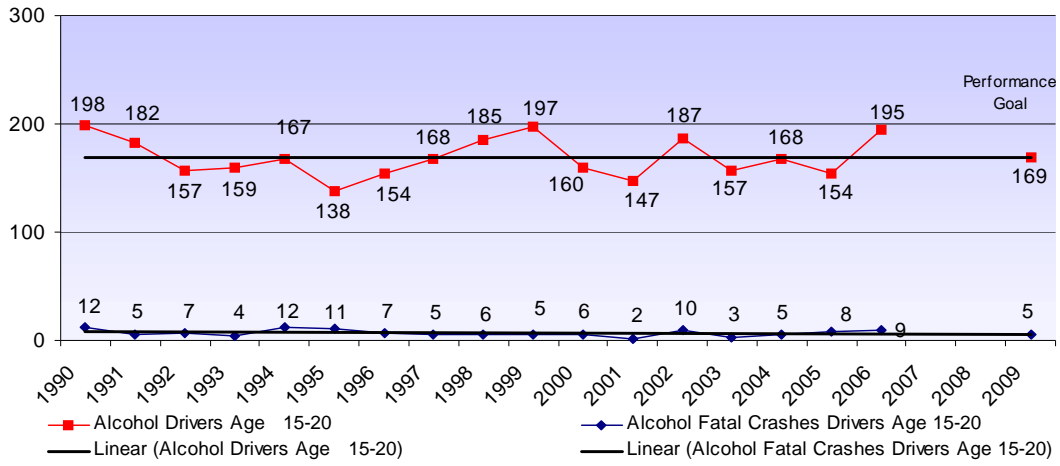
154 transfer dollars were used to fund the Campbell Co. Youth Impact Circle program. Sixty-one youth circles were conducted with 652 alcohol offenders in attendance. Pre and Post surveys were conducted. Post surveys indicated that 96% of the youth said they had a heightened awareness regarding the risks of impaired driving, 98% indicated that riding with someone impaired is unsafe, 92% felt the best protection from an impaired driver was to wear a seat belt, and they would warn others of the risks involved in impaired driving. This program is working as a self-sufficient program in FY 2008.

The Highway Safety Office has been involved with the Department of Health's SAMHSA Strategic Prevention Framework State Incentive Grant (SPF-SIG), also now known as the Prevention Framework (PF). The focus of the group, based on data review, is underage drinking and binge drinking. The PF has a coordinator in each county and requires a county assessment prior to project development. The assessments are complete and will be available to the HSO soon. We will continue to work with the group and hope to partner with their resources in the development of a strong Safe Community network.

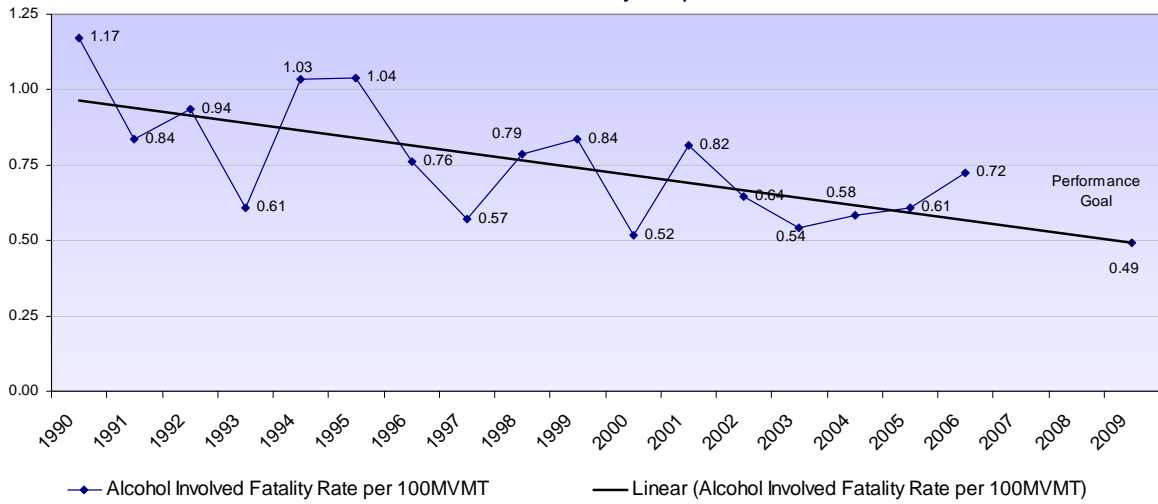




Alcohol Involved Drivers Age <21



Alcohol Involved Fatality Rate per 100M VMT



## Youth Alcohol

**Performance Goal:** Through focused partnerships, reduce the number of drinking drivers age 15-20 involved in traffic crashes.

1. Reduce the number of crashes with alcohol involved drivers age 15-20 from 188 in crash year 2002 to 161 in crash year 2008.

X The number of alcohol involved drivers, age 15-20, increased to 195 in 2006, an increase of 41 alcohol-involved young drivers. A new initiative regarding underage drinking was started by the Wyoming Department of Health (DOH), Mental Health and Substance Abuse Services Division. The initiative was the result of the DOH's successful application for SAMHSA Strategic Prevention Framework State Initiative Grant (SPF-SIG) or otherwise known as Prevention Framework (PF). The Prevention Framework requires county coordinators, county problem assessment and then prevention plans developed. It is hopeful that this highway safety partner can assist in positively affecting change.

2. Reduce the number of fatal crashes with alcohol involved drivers age 15-20 from 10 in crash year 2002 to no more than 4 in crash year 2008.

X 2006 crash data indicated that 10 underage drivers were involved in fatal crashes. With past efforts of the First Lady's Initiative in reducing underage drinking and current efforts of the Prevention Framework and community involvement, we hope youth involvement in fatal crashes decline in 2007 and 2008 crash data.

## Summary of Funded Activities

As shared in the previous ALCOHOL section, the following activities have been funded.

Federal 402 dollars funded M.A.D.D. multi-media programs and guided discussion for elementary, Jr. High and Senior High schools. The Alive at 25 Program focuses on belt usage but also discusses risky behaviors such as drinking and driving. 154 transfer dollars funded Campbell Co. Youth Impact Circle program. Sixty-one youth circles were conducted with 652 alcohol offenders in attendance. Pre and Post surveys were conducted. Post surveys indicated that 96% of the youth said they had a heightened awareness regarding the risks of impaired driving, 98% indicated that riding with someone impaired is unsafe, 92% felt the best protection from an impaired driver was to wear a seat belt, and they would warn others of the risks involved in impaired driving. This program is working self-sufficiently in FY 2008.

The Highway Safety Office has been involved with the Department of Health's SAMHSA Strategic Prevention Framework State Incentive Grant (SPF-SIG), also now known as the Prevention Framework (PF). The focus of the group, based on data review, is underage drinking and binge drinking. PF has a coordinator in each county and requires a county assessment prior to project development. The assessments are complete and will be available to the HSO soon. We will continue to work with the group and hope to partner with their resources in the development of a strong Safe Community network.

## Police Traffic Services

**Performance Goal:** Support law enforcement activities focused on traffic safety through training, education, equipment or public awareness.

**Note:** See Program Areas of Speed and Alcohol for applicable law enforcement equipment and training projects.

1. Provide learning opportunities for all members of the Highway Safety Team on topics of highway safety campaigns, public awareness and the beneficial ties to law enforcement.

- ✓ Public Affairs Office (PAO) staff attended the Lifesavers conference in FY 2007 and the Media Forum in Denver October of FY 2008. These educational efforts build a stronger knowledge base on which our safety media efforts can be developed. The HSO staff attended Lifesavers in conjunction with Public Affairs.

The new training has empowered the Highway Safety Team to plan and produce a year-long calendar which includes state and national campaigns. Calendars developed in Fall FY2008 have been provided to law enforcement agencies, safe communities and associated traffic safety partners.

### Summary of Activities Funded

Due to new staffing and/or new responsibilities, three members of the Public Affairs Office (PAO) were funded to attend the Lifesavers conference in FY 2007.

The new training has empowered the Highway Safety Team to plan and produce a year-long calendar which includes state and national campaigns. Calendars developed in Fall FY2008 have been provided to law enforcement agencies, safe communities and associated traffic safety partners.

## Traffic Records

**Performance Goal:** Support the WyTRCC's strategic efforts to develop dynamic comprehensive traffic records systems that will be timely, accurate, complete, integrated, uniform and accessible.

Financial support will be provided primarily by 408 federal funds.

1. Develop final project priorities based on funding limitations. These priorities will be determined by the WyTRCC and the Executive WyTRCC committees.

✓ Priorities preferences were determined in October 2007 and approved by the Executive committee shortly thereafter. Preferences were given to active projects.

2. Identify the project manager and review submitted reimbursement requests and activity reports.

✓ A project manager was selected and instrumental to the WyTRCC success of the Electronic Data Capture project.

## Summary of Activities Funded

Two 408 projects were funded. The first was the Electronic Crash Data Capture. This project funded the development and implementation for a new electronic crash data capture that mirrored the new more MMUCC compliant paper report form. The RFP also included training and attendees incentive equipment of GPS and bar-scanners. These items also provide more timely, accurate data capture. Currently, the project is on schedule and the new report form goes into effect in January 2008.

The second project funded was the Project Manager. The manager ensured that the current project moved forward and that all related party activities were coordinated.

## Occupant Protection

**Performance Goal:** Increase the proper restraint usage and reduce the associated number of persons injured and killed through partner collaboration on safety projects including elements of education, training, enforcement, public information, campaign planning and incentives.

1. Increase statewide seatbelt usage rate from the new benchmark of 63.5% to 68% by August 31, 2008. Note: A new NHTSA-approved methodology went into effect March 2006.

✓ According to the June 2007 statewide seat belt survey, Wyoming has achieved greater results than anticipated. The results show belt usage at 72.2%.

2. Reduce unbelted fatalities from 70.9% in CY2002 crash data to 64% by the end of CY2008.

✓ Wyoming is on track with reducing the number of unbelted fatalities. CY 2006 showed fatality non-use decreased to 64.9%.

3. Increase the observed Wyoming resident seatbelt usage in the 403 demonstration grant *priority counties* from 54.9% in March 2006 to 68.7% in the June 2007 survey. The counties were Albany, Campbell, Fremont, Laramie, Natrona and Sheridan.

✓ Per the Final 403 Report, the June 2007 *priority county* resident usage was 67.8%. Although this result was slightly lower than desired, it was a 12.9 percentage point increase which is equal to a 23% increase.

4. Conduct a statewide observational safety belt survey.

✓ The statewide survey was performed in June 2007 with a result of 72.2%.

5. Orchestrate the formation of an Occupant Protection Coalition to increase statewide restraint use by addressing elements of best practices documented in the April 2006 OP Assessment.

✓ The Highway Safety Office (HSO) reached out to the Governor, the Department of Health (DOH) and Department of Transportation Director to invite participation in a kick-off meeting to create a coalition. The HSO also reached out to the DOH Trauma Coordinator to be the project director. It was felt that a medical face to the problem would serve the coalition best.

6. Increase the proper restraint use of children, age 1-8, from 11.4% in 2004 to 15% by the end of FY2007 as demonstrated by the CPS Check-Up Tracker database.

✗ The proper restraint usage of children ages 1-8 only increased to 11.69% this fiscal year. Since the Check-Up Tracker database was new, perhaps data capture techniques are better than past efforts. This will constitute a solid baseline for FY 2008 project evaluation.

## Summary of Activities Funded

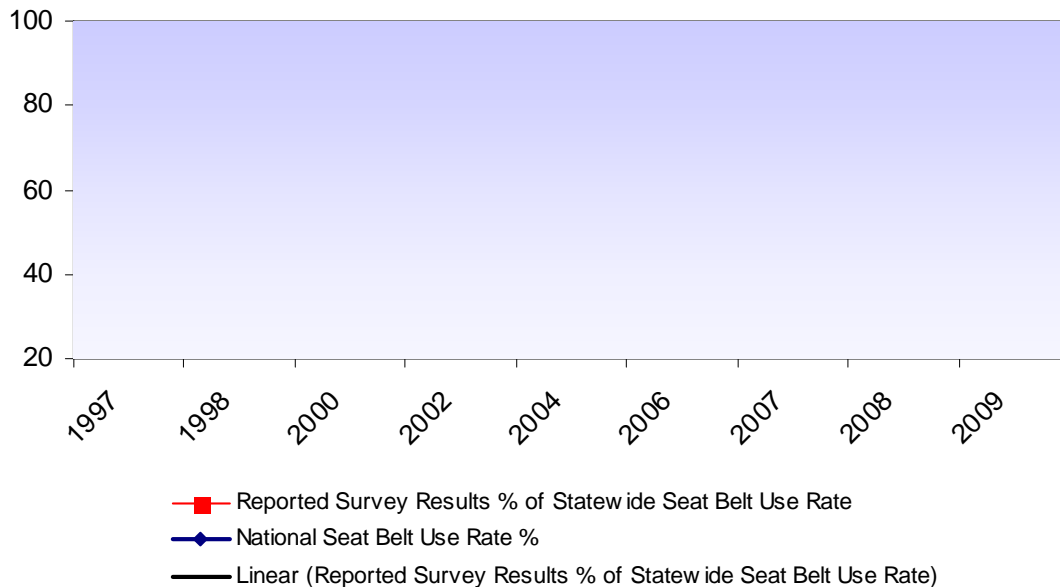
Three enforcement-based seatbelt campaigns were conducted during November 2006, March 2007 and May 2007. These campaigns were funded with both 403 demonstration and 402 dollars.

The Wyoming Seat Belt Coalition was funded with 402 dollars. The kick-off meeting was held October 2007. During FY2007, there were three Coalition meetings in which training was provided, coalition name and letter head were designed, projects were discussed and two projects were initiated. The projects were to: 1) Distribute seat belt informational postcards multiple times within the next two years to safety partners. The first distribution was performed in FY 2007. 2) Jr. High students were targeted in the second project. The project would conduct a pre-seat belt survey in student drop-off/pick-up areas, perform an educational campaign at the school and then conduct a post-observed survey. Projects have been initiated in Fremont, Hot Springs, Converse and Natrona counties.

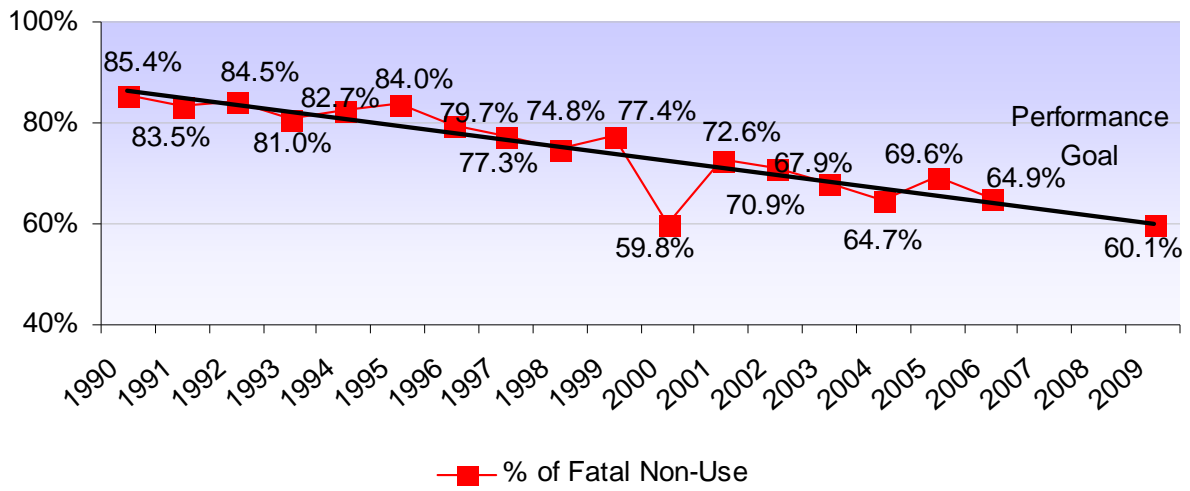
To extend the limited HSO staff, the Cheyenne Regional Medical Center Foundation performed CPS classes to certify or re-certify CPS technicians. The Foundation also assists in distribution of check point materials and gathers related data from the events. Detailed project activities are provided in the Project Details section.

A poster and billboard campaign was developed for the Wind River Reservation. The campaign, "Building New Traditions, Buckle Those You Love", targets child restraint usage.

**Statewide & National  
Observational Survey Results on Seat Belt Usage**

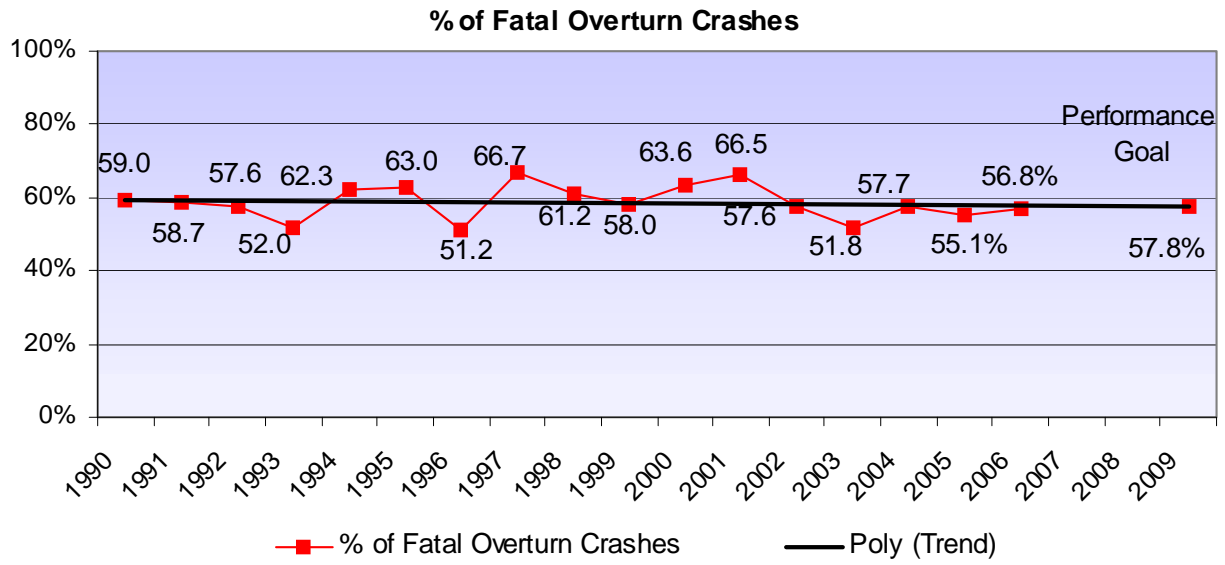


### % of Unbelted Fatalities\*

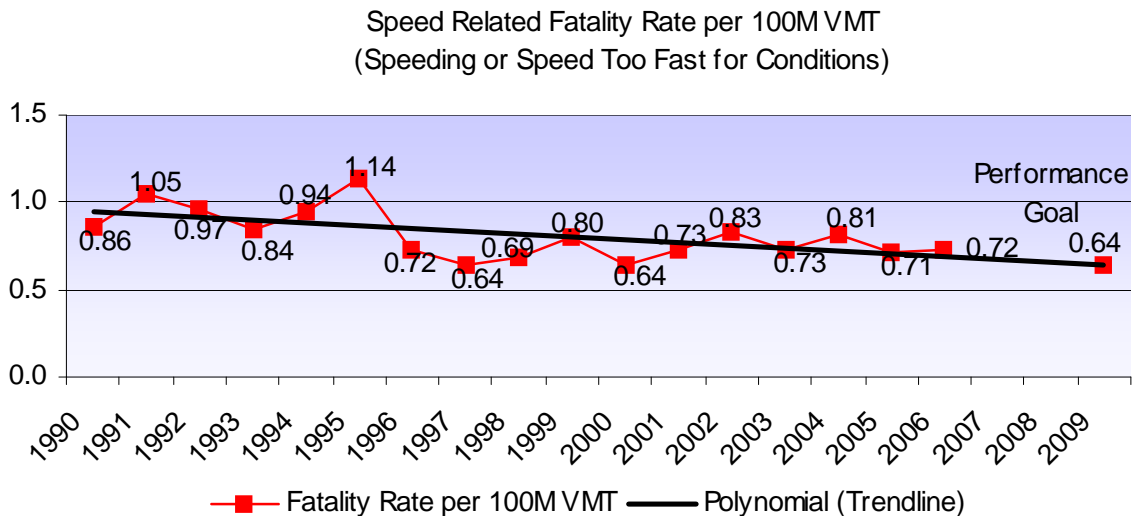
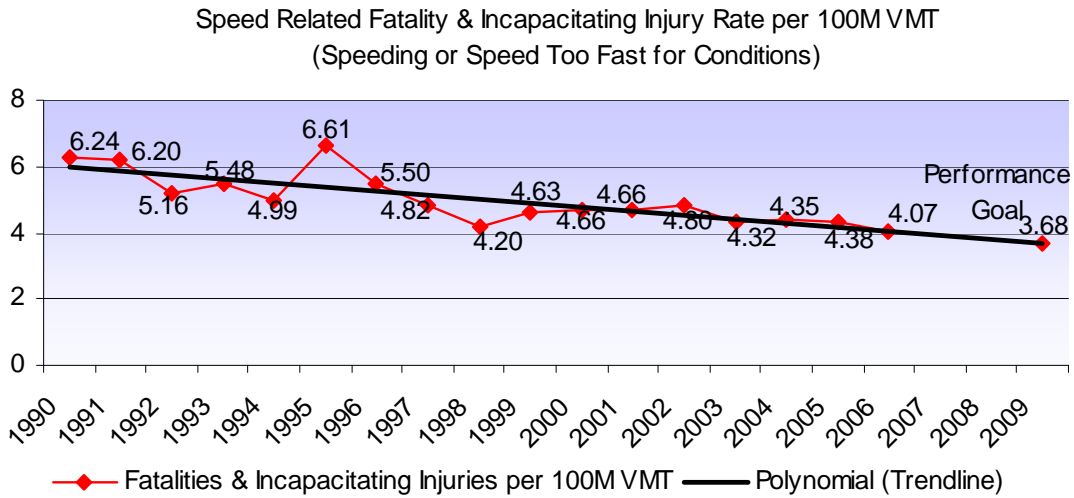
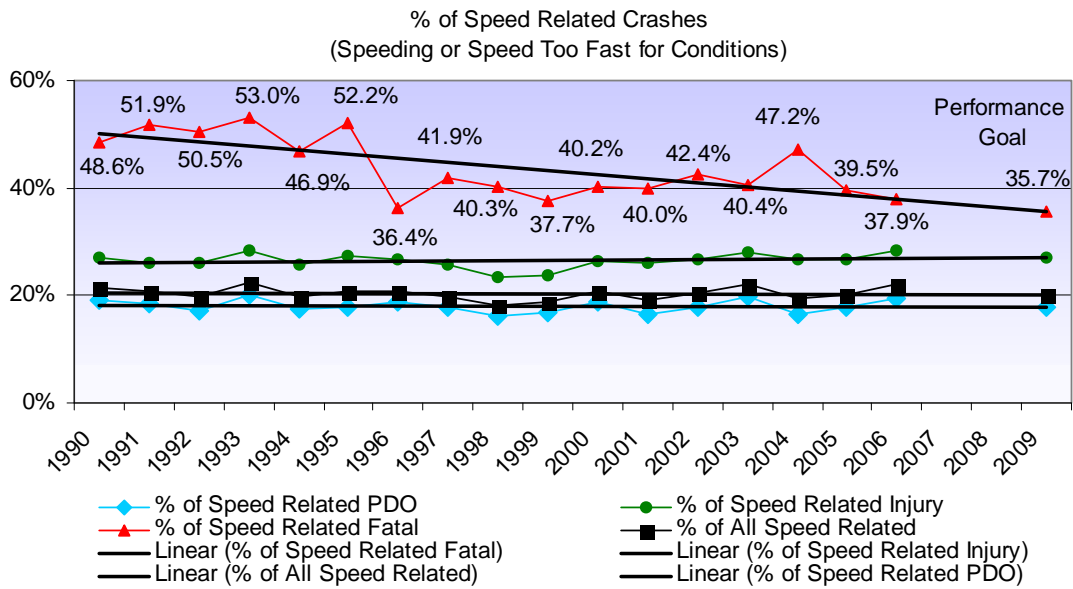


<b>Roadway Safety</b>
<p><b>Performance Goal:</b> Reduce traffic injuries and deaths associated with roadway environs through the efforts of the Safety Management System Committee projects and public awareness.</p>
<p>1. Have a representative from the Highway Safety Office (HSO) as a member of the Safety Management System (SMS) Committee.</p> <p>✓ The Governor's Representative (GR) for Highway Safety chairs this group.</p>
<p>2. SMS members will consider behavioral and roadway solutions to factors of fatal or serious injury crashes. E.g. rumble strips, traffic signs, etc.</p> <p>✓ This was demonstrated in the Wyoming Strategic Highway Safety Plan and three safety projects. Two consisted of community-based safety summits and the third involved a review of the New Mexico's safety corridor efforts.</p>
<p>3. The SMS team will forward 402 eligible projects to the Highway Safety Office for funding consideration.</p> <p>✓ Each project was reviewed by the HSO and NHTSA Region 8.</p>
<p>4. Identify other roadway safety partners.</p> <p>✓ The Highway Safety Office utilized the University media managing company and a radio weather program for the delivery of safety messages.</p>
<p>5. Produce safety messages for public information and education.</p> <p>✓ The WYDOT Public Affairs Office has developed all the HSO safety messages.</p>
<b>Summary of Activities Funded</b>
<p>Federal 402 funds financed two SMS-E3 Summit meetings with representatives from the counties of Converse, Natrona, Goshen, Platte, Niobrara counties and those in portions of Carbon, Fremont, Johnson and Laramie. The first meeting identified five traffic safety problems to be addressed: The need for more officers on the street performing traffic safety stops, speeding, teen drivers, seat belt laws, and red-light running. The second meeting started implementation plans. As an outcome of the public's desire to have more traffic safety enforcement, a group consisting of three Natrona County Police Departments, the Sheriff's Office and the Wyoming Highway Patrol have created a workgroup identified as the Combined Accident Reduction and Task Enforcement (CARTE). They have coordinated their efforts two days a month between April and September. 1,233 traffic stops were made and 1,062 citations were written. Press coverage was provided prior to the efforts initially. Now, results are published afterward. This heightens the public's awareness of officer enforcement efforts. These efforts are continuing in FY 2008.</p> <p>Representatives from the Wind River Summit worked on "A Priority Action List" but no followup meeting has been planned at this time. New reservation contacts were made.</p> <p>The New Mexico Scan tour focused primarily on enforcement affecting human behaviors of speeding.</p>





<b>Speed</b>
<b>Performance Goal:</b> Utilize state and local partners to reduce the number of persons killed or seriously injured in speed related crashes.
<p>1. Reduce the percentage of fatal speed related crashes from 39.5% in CY 2005 to 37% in 2008.</p> <p>✓ In CY 2006, speed was involved in 37.9% of all the fatal crashes. The new projected target is 35.7% at the end of CY 2009.</p>
<p>2. Reduce the fatality rate of speed related crashes per 100M VMT from .71 in CY2005 to .67 in 2007. (5% reduction)</p> <p>✗ Instead of the rate decreasing, it rose slightly to 0.72 in CY 2006. This is due to the number of multiple deaths per fatal crash that year. CY 2007 fatalities are down from the prior year but data will not be available until March 2008.</p>
<p>3. Reduce the fatal/serious injury rate in speed related crashes per 100M VMT from 4.15 in CY2005 to 4.11 in 2007. (5% reduction).</p> <p>✓ The rate in CY 2006 was 4.07. The new projected target is 3.68 in CY 2009.</p>
<p>4. Offer 100% of the first year law enforcement speed grantees up to three radars. Second year grantees are offered up to two radars, depending on agency size.</p> <p>✓ This is standard practice for equipment placement within enforcement projects.</p>
<p>5. Provide speed advisories on interstate dynamic message signs as applicable for road construction, conditions, etc.</p> <p>✓ This is standard practice by the WYDOT District Engineers and Traffic Engineers.</p>
<p>6. Encourage speed enforcement corridor projects by providing relevant data to law enforcement agencies.</p> <p>✓ The HSO provides data to agencies.</p>
<b>Summary of Activities Funded</b>
<p>Thirty-three [33] local agencies accepted Speed grants in FY 2007. To summarize, the agencies represented seven Sheriff Departments and 26 Police Departments. More information regarding these grants can be found in the Project Details section of this report.</p> <p>Two grants were provided to the Wyoming Highway Patrol (WHP); Speed and Construction Zone Speed. The available hours of overtime funding, per division, were determined and allocated. Radar equipment for the WHP was funded to support their projects.</p> <p>A Radar Training Course grant was provided to the Laramie Police Department. Seventeen officers from 13 agencies attended.</p>



## Paid Media

**Performance Goal:** Utilize all media venues appropriate in the delivery of safety messages designed to influence motorist behaviors and lower the number of person injured or killed on Wyoming roadways.

1. Maintain a media reach of 80% of the specific market.
2. Document media purchases, media types and audience reach per grant/campaign.
3. Use funding to support at least two national media campaigns: May Mobilization and August Crackdown.

✓ See Media Report in the Addendum, page 163-172

4. Outreach to Reservation.

✓ Media coinciding with the "Building New Traditions" Occupant Protection project got a delayed start in FY 2007. See Media Report in Addendum, page 172

## Summary of Activities Funded

The "Gimme a Boost" project utilized newspaper, television and radio to educate the public on state laws and correct use of child passenger booster seats.

Federal 402 dollars funded the media component of the "Alive at 25" occupant protection project. This encompassed newspaper to educate the public and students on seatbelt usage and advertise class availability.

Billboard space was purchased for a child restraint message on the reservation related to the "Building New Traditions". The HSO is pleased to make in-roads to the reservation and child safety is a good first step.

Advertising was purchased that reached Wyoming University sports enthusiasts via radio and stadium/auditorium signs. It included live and pre-programmed safety messages during broadcasts of football and basketball games, three months of sponsorship and messaging during the UW Sports Today Daily Show. Safety messages of the HSO's choosing were placed on the field and on the rotational auditorium sign. The project targeted males age 18-34 well.

Twenty second safety spots were purchased as a sponsorship of the Don Day Weather Report on Clear Channel Radio. The reports ran four times a day. The Highway Safety Office provided the safety messages.

Federal 402 funds were used in conjunction with the 403 Demonstration Grant slogan "Click It! Don't Risk It!" in May 2007. This campaign involved a law enforcement presence and an overturning pickup. The campaign targeted the demographic of young male pickup drivers ages 18-34.

WYDOT Public Affairs purchased advertising in the newspaper, on television, radio and on University baseball field signs to target seat belt usage. Media assessments were performed and are available in the Addendum on pages 173-184.

## Safe Communities

**Performance Goal:** Work with Wyoming communities regarding safety issues applicable to their region by providing best practice resources and available regional data.

1. Assist new safety coordinators in Sheridan and Natrona counties by providing county specific data and safety campaign resources.

- ✓ The Highway Safety Office (HSO) provides data and NHTSA safety campaign resources to each of the Safe Community contacts.

2. Perform outreach to Native American for a Traffic Safety/Safe Community Program.

- ✓ During on-site monitoring performed in August 2007, a special visit was made to assist the reservation in completing a Letter-of-Intent for their grant effort. Prior expressed interest never generated the necessary paperwork until recently. The FY 2008 grant targets alcohol reduction. The grant is funded with 154AL funds.

### Summary of Activities Funded

The Wellness Council of Sheridan County was funded with 402 dollars. They partnered with local Fire Department, Safe Kids, Seat Belt Coalition, local law enforcement, elementary and high schools. The Council placed highway safety topics in their newsletter, on posters, and in the newspaper.

Natrona County Safe Community performed an alcohol survey that supplemented a recent statewide survey. It was to assist in the determination of their county culture, attitude and knowledge regarding drinking and driving. Members of the Safe Community partnered with the Safe Kids chapter and the Combined Accident Reduction Traffic Enforcement (CARTE) team.

## Motorcycles

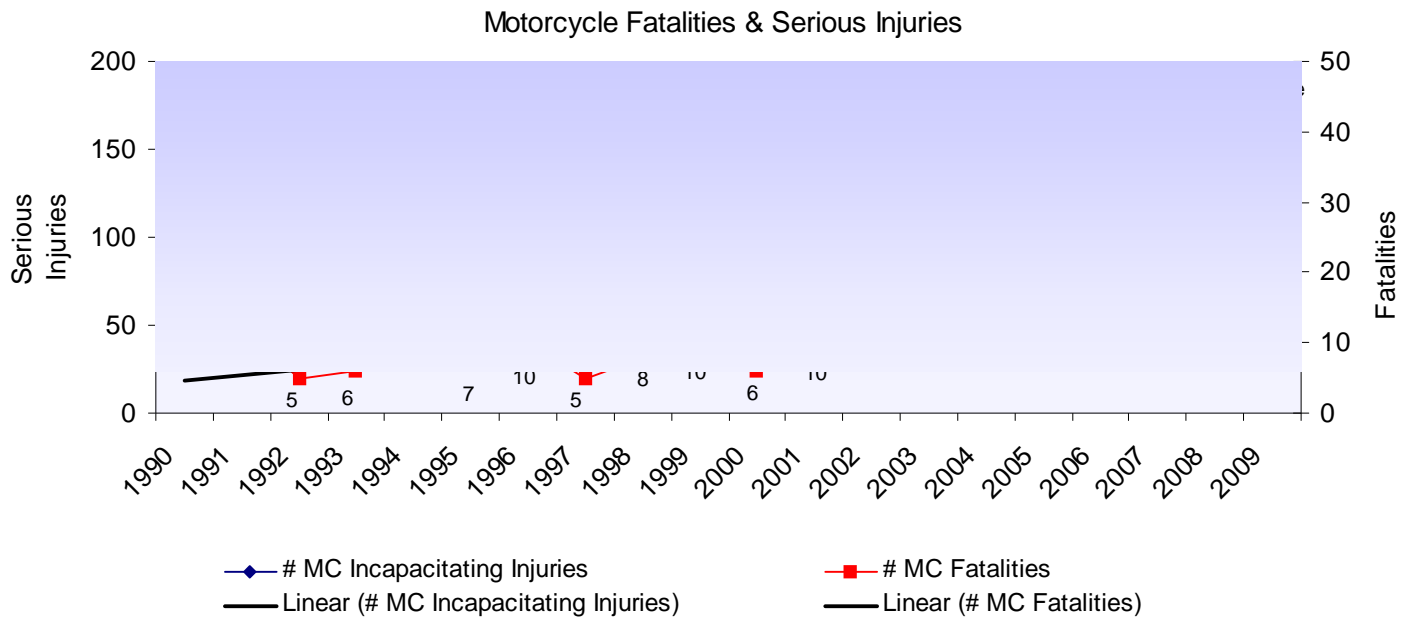
**Performance Goal:** Though the Wyoming numbers are small, reduce the upward trend of persons killed or seriously injured in motorcycle crashes.

1. Reduce the upward trend of motorcyclists being killed or seriously injured in state crashes. In 2005, 22 cyclists were killed and 158 were seriously injured. Using a linear trend line, target a reduction that limits deaths to 18 (18% reduction) and serious injuries to 134 (15% reduction).

- ✓ Although the number of fatalities in CY 2006 decreased by four (18% reduction) and the number of motorcyclists seriously injured declined by one, the trend line is increasing.

### Summary of Activities Funded

Rider education and training courses were funded with county and state dollars. Courses were taught in counties containing 63% of the state's population. Ninety-four courses were offered from April through October.



**Bicycles & Pedestrian**

**Performance Goal:** Maintain a goal of zero bicycle and pedestrian traffic fatalities.

1. The number of bicycle/motor vehicle fatalities has ranged from 0 to 3 over the past 14 years. The number of incapacitating injuries currently has a decreasing trend line. Though the actual numbers are very small, a successful measurement would be a continued decreasing trend.

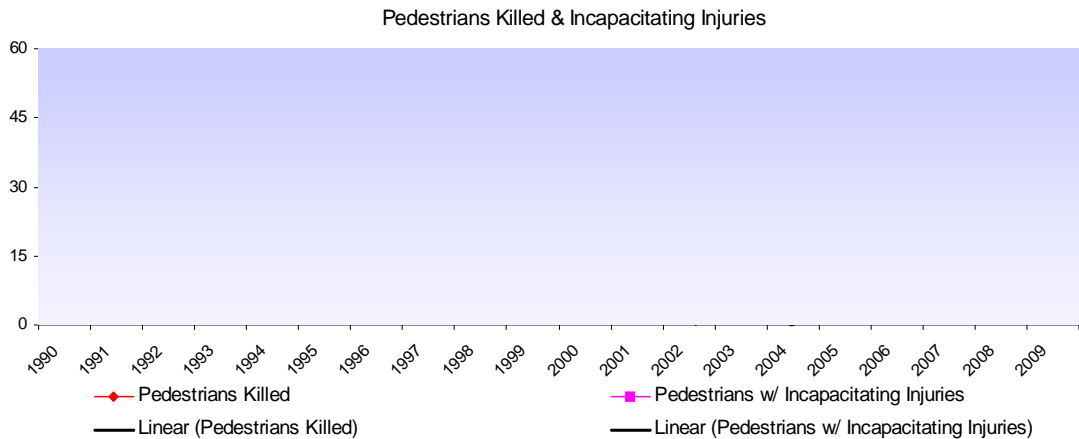
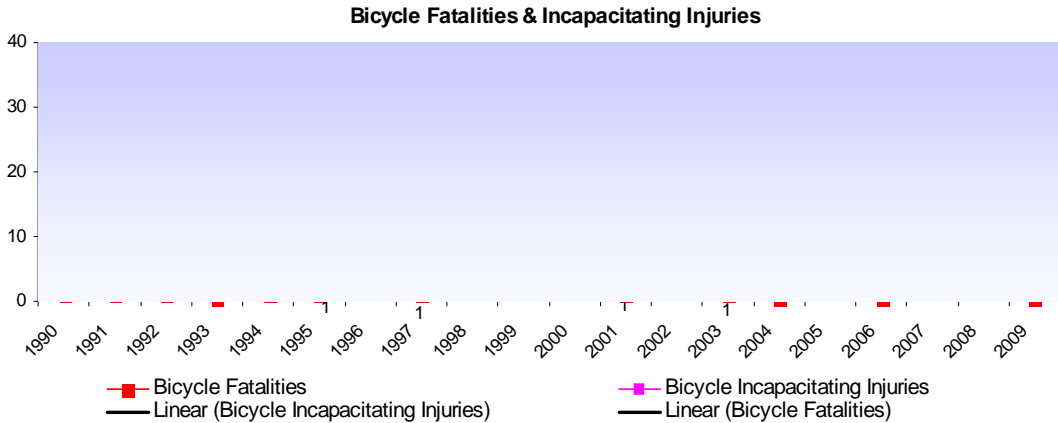
✓ There were no bicycle/motor vehicle fatalities during the CY 2006. There were 13 bicyclists that sustained incapacitating injures.

2. The number of pedestrians killed in motor vehicle traffic crashes has ranged from 14 in 1999 to 3 in 2004. There were 4 pedestrians killed in 2005 crashes. Collaborate with the pedestrian/bicycle coordinator to find new opportunities to reduce traffic related pedestrian injuries and deaths.

✓ There were six persons killed in calendar year 2006. This was a decrease of one. Pedestrians sustaining incapacitating injuries decreased dramatically from 37 to 23.

**Summary of Activities Funded**

No projects were funded with NHTSA dollars. In Wyoming, there is a WYDOT Bicycle/Pedestrian Coordinator that resides outside the Highway Safety Office.



# **402 PROGRAM AREAS**



**Program Area: 07-01**

**Planning and Administration**

**Project: 01**

**Cost: HSP Budget - \$107,350.70  
Expenditures -\$ 37,522.11**

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**Project Objectives:** The Highway Safety Program serves as the Highway Safety Office (HSO) for the state of Wyoming. The office maintains a commitment to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data-driven programs and partnerships with other traffic safety groups and organizations.

To provide funding for possible expenses required to plan and administer the Highway Safety Office during FY2007 in the following categories: personnel, personal services, materials, supplies, travel/training, memberships/subscriptions, printing/reproduction, non-major equipment and indirect costs [3.08%].

**Results:**

Costs were incurred to plan and administer the FY2007 HSO funds for Wyoming. The costs included travel expenses and registration fees for meetings, forums, various safety subscriptions, annual dues, educational materials, office materials, non-major equipment, NHTSA regional meetings, professional services, etc.

Training was a focus for the year with HSO staff attending: Lifesavers, Governor's Council on Impaired Driving Conference, KIM Conference, TSI Instructor Development Class, traveled to Bismark ND, for an Alcohol Forum, Safe Communities, and Seatbelts. Also, traveled to Chicago for a Media workshop.

Printing costs include production of Wyoming Fatal Fast Facts, Comprehensive Crash Report, Problem I.D., HSP, Annual Report and application documents. Other printing or purchases included educational resources such as pamphlets and safety materials.

A projector and speakers were purchased using P&A. The projector was non-major equipment.

**Program Area**

**Police Traffic Services/Law Enforcement Services**

**Project 01:**

**Law Enforcement Liaison**

**Cost: HSP Budget - \$ 0.00**

**Expenditures - \$ 0.00**

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**This project was funded with 154AL funds. See Program Area: Alcohol Transfer Funds 154AL (FY2005) Project 01 on page XX.**

**Program Area**

**Police Traffic Services/Law Enforcement Services**

**Project 02:**

**Eligible Training - Lifesavers - Public Affairs Office**

**Cost: HSP Budget - \$6,000.00**

**Expenditures - \$4,135.57**

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**Project Objective:** The Wyoming Department of Transportation's Public Affairs Office is utilized by the Highway Safety Program for safety-related projects and efforts to communicate with the public providing information concerning various traffic safety messages. It is very important to keep the Public Affairs Office staff current on traffic safety issues and national educational efforts in traffic safety. The national traffic safety conference, Lifesavers, has been helpful in providing this training for the PAO staff. Indirect costs will be allowable. [3.08%]

**Results:**

The Highway Safety Program office sent three Public Affairs employee's to the 2007 Lifesavers Conference in Chicago, IL from March 26-29, 2007. The group attended many useful sessions recharging, refreshing and energizing them for the year. Since this is a large conference, a tag-team effort was used to attend as many sessions as possible.

The "Zeroing in on the Problem" session focused on reaching high risk audiences and the strongest barriers to seat belt use with methodologies for fighting these barriers, including debunking myths and offering "control" to these audiences. These methodologies will be implemented in upcoming productions and media buys. "Getting and Sustaining Media Coverage for Your Programs" reinforced and gave rise to new ideas and methods of developing relationships with media in order to make them proponents for safety issues, developing opportunities for "earned media" or non-advertising dollar coverage. Other sessions looked at other non-traditional opportunities to get earned media coverage including with partnering with other states, enforcement periods and conferences. Also addressed were the benefits of organized campaigns and piggybacking on national campaigns with local messaging.

In addition to the valuable sessions, the team was able to see a showcase of new technology and ideas that vendors around the country are using to aid in the fight against drunken driving and (non) seat belt use.

The staff continued working on forming and maintaining relationships with other professionals in the field nationally and globally.

**Program Area**

**Police Traffic Services**

**Project 03:**

**BIA Basic Crash Investigation Training**

**Cost: HSP Budget - \$670.00**

**Expenditures - \$670.00**

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**Project Objectives:** This project is taught to tribal law enforcement to build relationships that will benefit highway safety. These enforcement agencies are located, primarily, in the county of Fremont. Per the Wyoming Problem identification book, Fremont County's safety index places them second in need of program assistance.

The Wyoming Highway Patrol (WHP) has agreed to conduct a Basic Crash Investigation Course for 25-30 participants March 19<sup>th</sup> through March 23<sup>rd</sup>, 2007 at the Fremont County Fire District Bat.3 located in Lander, Wyoming. This course, unlike the Wyoming Law Enforcement Academy's one day course, will duplicate the five day instruction provided to all WHP officers.

**Results:**

Captain Len DeClercq and Lt. Phil Farman (WHP) were the instructors for this training. They had 11 students from the following agencies: Lander P.D., Wind River Indian Reservation, Crow Agency Reservation (Montana), Fort Peck Reservation (Montana), Fort Belknap Reservation (Montana), and Northern Cheyenne Reservation (Montana). The training consisted of 40 hours of basic crash investigation and is the basic class that is taught to the Patrol Recruits while they are attend the WHP Academy. The following topics were covered: review of the Wyoming State Crash Form, Scene Priorities, Lamp & Tire examination, Evidence from the roadway, Outside Projects, Basic math review, Math projects, Human Factor, Evidence from the Vehicle, Crash Photography, Diagraming & Mapping, diagram Projects, Practical Exercises, and a Final Examination.

Currently at the Wyoming Law Enforcement Academy, the WHP are given 8 hours to instruct a Basic Crash class. The class we cover the crash report form, a little evidence from the Vehicle and Roadway and a little session on diagraming. The typical class time does not have nearly enough time to properly instruct a new officer in crash investigation. By giving agencies this opportunity to send their officers through the extended training session, they are given a better opportunity to succeed in their agency.

If given the opportunity the WHP would instruct another session.

**Program Area**

**Traffic Records**

**Project 01:**

**408 Traffic Records (see projects 1-4)**

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**Program Area**

**Traffic Records**

**Project 05:**

**EMS Notebooks**

**Cost: HSP Budget - \$9,600.00**

**Expenditures - \$ 0.00**

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**Project Objective:** The Department of Health (DOH), Emergency Management Services (EMS) Division is represented in both the executive and technical Wyoming Traffic Records Coordinating Committee (WyTRCC) committees. Faced with the challenge of receiving EMS run data in a timely fashion, this project will fund at least two [2] Notebook PC units to evaluate electronic capture and the timeliness of the data submitted to the EMS office. Currently, the data may be received as much as a year after a particular EMS run. Other measures of project success will address topics of accuracy, completeness and uniformity as applicable. Indirect costs will be allowable. [20.0%]

**Results:**

Notebooks were not purchased during this fiscal year. Accounting procedures within the Department of Health caused a delay in purchasing the Notebook PC's as well as the fact that the project was not funded until June of 2007. This short window of time did not allow enough time to process the purchase much less distribute, implement and evaluate the project. The HSO grant specialist and coordinator agreed with the DOH to postpone the project until FY2008. The project director will personally walk the papers to Accounting to expedite the process in the next fiscal year. This will allow more time in evaluating the effectiveness, timeliness and accuracy of the Notebooks.

**Program Area****Occupant Protection****Project 01:****Comprehensive Safety Belt Program****COSTS: HSP Budget: \$25,000.00****Expenditures: \$24,642.55**

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**Project Objectives:** Summarize local program efforts by compiling where materials are distributed and when Vince & Larry crash dummies are used to spread the buckle up message to all ages with preference given to children.

Report collaboration efforts with all 15 chapters and Safe Kids Wyoming on a "Tween" Safety Program. Booster Seat Safety programs will be provided to at least 50% of the elementary schools, Kindergarten through 3<sup>rd</sup> grade in partnership with school nurses and school resource officers. Increase the number of local law enforcement, public health nurses and firemen as CPS technicians.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

The Highway Safety Program coordinated the development and distribution of occupant protection materials to law enforcement, public health, child care providers, child safety seat program directors, schools, health fairs, county fairs, Safe Kids Chapters, etc. Vince and Larry, the crash dummies, traveled throughout the state to sixteen communities on twenty-five different trips. Whenever Vince and Larry travel, safety materials are provided to that community to share the importance of buckling up and not to drink and drive.

A 403 Demonstration Grant began in January 2006 to help increase safety belt use in six designated counties; Albany, Campbell, Fremont, Laramie, Natrona, and Sheridan plus Uinta as the control county. The Grant called for a baseline survey, media blitz, community education, and enforcement. The baseline safety belt usage was 56.1%. The statewide survey methodology was changed and approved by NHTSA and used on all the 403 Demonstration Grant surveys. The June 403 Seat Belt Usage Survey results were 70.8% which is just the six counties. This was an increase overall for this demonstration grant of 14.7%.

The Child Passenger Safety Committee of the Wyoming Seatbelt Coalition focused their efforts on a social marketing campaign to involve the Teens and Tweens in Wyoming with ideas to keep this age group wearing their seatbelts. This campaign was developed and presented during the Safe Kids Coordinators meeting in August 2007 as the Jr. High Project. (See the 405 Section writeup for further information.) Six of the Safe Kids chapters are Risk Watch Communities and through these events share information about booster seats and seat belts.

Continued contact with law enforcement and firefighters to encourage more involvement with Child Passenger Safety training and to provide support for those already trained through incentive items provided to their communities when events are happening to strengthen the Buckle Up messages. The child passenger safety technician class announcements are distributed through each of their statewide organizations. There were 7 law enforcement officers, 4 medical, and 6 fire/ rescue individuals trained as CPS technicians in this fiscal year.

**Program Area****Occupant Protection****Project 02:****WHP-Occupant Restraint Education****COSTS: HSP Budget: \$77,310.00****Expenditures: \$52,846.61**

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**Project Objectives:** Minimum of five "Alive At 25" classes, maximum of 24 per class, number of other safety presentations conducted with contact of approximately 25,000 people by WHP troopers demonstrating their focus on occupant protection by September 30, 2007, noting behavioral and attitudinal changes toward seat belts and child safety seats.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

In 2007, the grant allowed overtime for Troopers to teach the newly adopted Alive at 25 (AA25) program. Troopers instructed 32 classes with about 500 students attending. The AA25 program was approved to be used in any Driver Education program in the state and many of the driver education instructors took advantage of the program partnering with the Wyoming Highway Patrol (WHP). Five LCD projectors were purchased to be used in the AA25 program. The grant provided funding for travel expenses for Safety and Training personnel to attend safety education workshops to understand how other agencies and organizations get increases in the seat belt and child restraint usage programs; train Troopers to become certified Child Passenger Safety Technicians (CPS Techs); Troopers attended updates and training to re-certify as CPS techs. Two checkup events were held, one in Douglas at the State Fair and one in Newcastle where over 50 child restraints were provided to the public. The trailer purchased in 2005 for storage and transport of supplies has helped in these training events and at other locations. Public service announcements were provided to each patrol division for local radio broadcasts; incentive items were purchased and used during presentations statewide; new training dolls for CPS instructors to use when training WHP recruits and in-service classes on Child Passenger Safety; and two life-size dolls for the rollover demonstrator were purchased to replace the original dummies. The seat belt convincer made a strong showing again around the state along with the rollover demonstrator. Both pieces of equipment travel throughout the state. The Crash Vehicles were transported throughout the state on trailers with the story boards about the crash. Maintenance on all equipment is on going.

In summary, the funding provided manpower and supplies to help the Wyoming Highway Patrol reach into the communities and schools to talk with and educate the public on correct seat belt and child restraint usage. A total of 803.3 hours were spent by Troopers and staff educating 27,022 people in the state. FY2008 efforts will continue to educate everyone in Wyoming on correct seat belt and child restraint usage. New ideas will be incorporated that have impact and may persuade more people to correctly buckle up.

The evaluations from the classes overwhelmingly showed a positive response to the elements of the class, the high quality of instruction, and the change in attitude for the student to become a better, safer driver and more aware of what happens in the real world.

## Program Area

## Occupant Protection

### Project 03:

### Buckle Up Kids! - UMC Foundation

**COSTS: HSP Budget: \$120,000.00**

**Expenditures: \$108,630.87**

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**Project Objectives:** A minimum of two CPS Classes conducted and with a maximum per class of 20 technician candidates certified and/or recertified. The number of child safety seats checked and replaced with the decrease in misuse noted. Review data from the trauma registry and other sources to determine if a change in behavior is being reflected.

### **Results:**

The Buckle Up Kids Program worked very closely with the WYDOT-Highway Safety Program, Safe Kids Wyoming and Emergency Medical Services for Children to streamline the efforts regarding educating the public on proper CPS throughout the grant period. The entire family in the vehicle was addressed. Provided presentations to the Safe Kids Chapter Coordinators on Occupant Protection with issues including child passenger safety, tween, teenager and adult safety. This program helped to develop the Junior High Project through the Wyoming Seatbelt Coalition. Eleven locations received the packets to implement the Junior High Project in their communities. The Junior High Project was developed at the Wyoming Seat Belt Coalition in June 07 and introduced at the Safe Kids Coordinators meeting in August 2007. There were 122 reported occupant protection events held in Wyoming from October 1, 2006 - September 30, 2007.

The database on misuse, Wyoming technicians, class participants and instructors is kept up to date and changes made when needed. **The misuse summary reports for the quarters in the grant period show a misuse rate of 88.31%.** This reflects the fact that new parents are utilizing the checkup events statewide with few repeat visits from parents/caregivers. The parent/ caregiver is educated on the proper use of the child restraint and use of the safety belt for everyone else traveling with the children. The technicians look for problems throughout the vehicle not just with the child.

The Traffic Safety Program meeting was held on March 14-15, 2007 in Casper. There were 15 individuals in attendance. The attendees were each given a chance to explain the programs they run in their communities and share ideas. The programs shared were: Alive at 25; The Booster Seat Club; Gimme a Boost and the 100 Mile Challenge. All attending felt the meeting should be held at least once a year to share ideas and to network with others working on programs in the Occupant Protection Program Area.

Three 32 hour Standardized Child Passenger Safety Technician Training classes were held statewide in Casper, Riverton and Jackson with thirty one students registered and 25 completing the course. At present, ten instructors are certified with one allowing their certification to lapse. Five refresher classes were taught in Casper, Cheyenne, Riverton, Rock Springs and Gillette with a sixth planned in Cody in October. It was critical for technicians to attend a refresher class since 6 CEUs are now required for re-certification.

Eleven checkup supply kits were provided to technicians for use in their communities to facilitate child safety seat checkup events. All individuals that participated in the 32 hour training, refresher class and awareness classes received the incentives for the class. A total of 243 safety restraints were distributed to communities throughout Wyoming. The newsletter titled *Buckle UP Express* was published quarterly with update information for the technicians and instructors and also included activities from the Safe Kids Chapters.

Through the partnership with Safe Kids Wyoming, Safe Kids Chapters statewide were able to



receive funds for CPS from Safe Kids Worldwide and from the Dept. of Health. The CPS trailer with storage units purchased in FY2005 was utilized for all CPS technician classes in FY07.

A relationship with the state licensing office for child care providers (STARS) continues to allow CEUs to any provider who completed the 32 hour CPS technician training. Emergency Nurses Association provided CEUs to nurses completing this course (three participated).

The coordinator and administrative assistant attended Lifesavers Conference to further their knowledge of the Occupant Protection issues.

## Program Area

## Occupant Protection

### Project 04:

### Seat Belt Survey

**COSTS: HSP Budget: \$61,448.05**

**Expenditures: \$52,789.81**

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**Project Objectives:** To collect the statewide data using the same sites as the previous Wyoming studies. To follow the process as closely as possible in terms of day of week, hours of sample and direction of travel. The training for the data collectors will be done as part of this contract. The collection of the data will be monitored for quality control with at least a supervisor sample validation of 10%. All of the FY2007 sites in the same nine counties will be surveyed. Fremont and Uinta counties will be added with predetermined sites for the 403 Grant efforts.

To analyze the raw data collected for the Wyoming 2007 Seat Belt Usage Study and the 403 Grant effort. The reports are to be provided to the Highway Safety Occupant Protection Coordinator for the March 2007 survey by April 6, 2007, for the April 2007 survey by May 27, 2007.

The statewide survey results will be provided to the Highway Safety Occupant Protection Coordinator by July 13, 2006 which will report the Wyoming 2007 statewide seatbelt usage rate. The consultant will provide the Wyoming 2007 Seat Belt Usage Study in completed form by August 24, 2007 to the Highway Safety Occupant Protection Coordinator as well as the 403 campaign efforts of the targeted 6 counties.

These funds will cover expenses for training for the data collection, coordination, quality assurance of data, analysis, reporting and operating costs pertaining to the completion of the 2007 Wyoming Seat Belt Study and 403 campaign evaluations. The same type expenses will be stated in the Agreement for Consulting Services between the Wyoming Department of Transportation and DLN Consulting Incorporated.

To use the new methodology developed for the statewide survey sites which meets the federal requirements and is NHTSA approved. The new methodology established a calculation method that conforms to the NHTSA federal S.157 requirements.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

### **Results:**

The results of the annual survey of vehicle seat belt use in Wyoming, conducted for the second time using the current methodology. The field data collection and the analysis were conducted by DLN Consulting, Inc. The purpose of Wyoming's study of seat belt use is to provide statistically reliable data from which generalizations, comparative analyses, and recommendations can be drawn. The Wyoming Department of Transportation views this survey as a system to monitor the usage rate and to determine seat belt usage patterns within the state. The sampling methodology was newly developed in 2006 to provide for a statistically reliable survey that could be used to measure the seat belt usage rates from year to year in Wyoming. The survey methodology was based on a random probability sample for Wyoming that was developed by NHTSA and approved for this study. Observations were made at pre-selected sites, which were surveyed over the same days of the week and during the same time frames. Front seat outboard occupants in automobiles, vans, sport utility vehicles, and pickups were observed for seat belt usage. Observers tracked 22,197 vehicles and drivers in nine counties at 207 intersections. There were 3,735 passengers observed. Results for seat belt use in Wyoming are consistent with many patterns of use in other rural states. Women were observed wearing seat belts more often than were males. Occupants in vans buckled up most often, and males in pickups were least likely to wear their seat belts. The usage rate ranged from a high of 96.7% in Teton County to a low of 49.0% in Campbell County.

Rural vehicle occupants buckled up more than those in urban areas, and occupants in vehicles with out-of-state registered license plates were more often buckled than those driving vehicles registered in Wyoming. The data indicates that 71.4% of the drivers were wearing seat belts and 76.7% of passengers were wearing seat belts. For drivers and passengers combined, 72.2% were observed wearing their seat belts. (A copy of the full report has been sent to the Rocky Mountain Regional Office.)

**Program Area**

**Occupant Protection**

**Project 05:**

**MINI GRANTS for Occupant Protection Programs**

**COSTS: HSP Budget: \$6,000.00**

**Expenditures: \$ 2,981.08**

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**Project Objectives:** To establish community-based programs in areas at or below the state occupant restraint usage level. To provide organizations a mini grant of between \$1,000 - \$3,000 to promote safety belts, child passenger safety and/ or air bag education as well as alcohol when safety belt education is involved. To provide reimbursement for materials to gain public interest in the program and to use no more than half the grant funds to compensate for salary. Evaluation measure is to increase child restraint and seat belt usage and the number of persons reached through the program message.

**Results:**

A. Dave Long of the North Memorial EMS Education Office, who is the Air Bag Detective, was asked to speak at the Wyoming EMS Trauma Conference on August 23-25, 2007 in Cheyenne, WY. He taught the workshops entitled, A.L.E.R.T. Airbag Safety (8 hour); Hybrid/ Electric Vehicle Safety (1 hour); and Trauma Crashes (1 hour). Participants were EMTs (Emergency Medical Technicians), Paramedics, Firefighters, and other interested individuals Dave Long teaches several airbag safety classes originally in conjunction with the ABRA Auto Body & Glass. He is an I-CAR instructor and technical consultant since 1998. Dave visits the press week of the Detroit Car Show annually in January learning from car manufacturers, auto engineers, and airbag companies about new restraint systems. Dave was the featured speaker on airbags at the EMS Expo conference in New Orleans, National Glass Association conferences, NAFA's Fleet Conference in San Antonio, and NHTSA's Region 3's conference in Virginia. Dave is also a NHTSA Child Passenger Safety technician.

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**Program Area****Occupant Protection****Project 06:****Building New Traditions/ Tribal Outreach****COSTS: HSP Budget: \$10,600.00****Expenditures: \$ 9,787.38**

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**Project Objectives:** Process evaluation will include specific locations where posters and 5 billboards are distributed and displayed and the number and descriptions of the people who view the posters and billboards. Conduct pre and post safety belt observation surveys at various locations on the Wind River Indian Reservation.

**Results:**

Marilyn Angel Wynn, a photographer from Idaho who specializes in Native American photos, produced two photographs for the New Traditions project: one of an elder male with a 5 year old boy wearing cowboy attire and the other of an elder female with a 5 year old girl dressed for pow-wow. The models were in the front seat of an older pick-up truck; the adults were buckled in seat belts and the children were in high-back booster seats. The booster seats used for the photo shoot were given to the child models as part of their payment. Drafts of the posters were completed by a graphic designer and submitted to WYDOT for approval. The approved drafts were first presented at the Wind River Traffic Safety Conference in April, a one-day meeting sponsored by the Eastern Shoshone and Northern Arapaho Tribes' Transportation Planner's Office and WYDOT to identify traffic safety issues and solutions relative to the Wind River Indian Reservation. The materials were included as part of a presentation about the traffic fatality rate and lack of seat belt use by Tribal members. The response was very favorable, however, attendance at the conference was quite low. One thousand (500 of each image) were printed and laminated for extended use. The posters were first made available at the Wind River Native American conference in Lander, followed by distribution at various locations throughout the reservation. Drafts of the billboards were completed by the graphic designer and approved. A schedule for the posting of the billboards was developed; they will be posted in four different locations and will alternate during the next 12 months (FY2008). The preparation of the vinyl for the four billboards was completed and the first two billboards were erected during FY07. The locations are: near the casino outside of Riverton, near the airport outside Riverton, and two between Lander and Fort Washakie. Two billboards were posted the latter part of September so no surveys were available.

**Program Area****Occupant Protection****Project 07:****GIMME A BOOST****COSTS: HSP Budget: \$ 9,500.00****Expenditures: \$ 6,853.49**

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**Project Objectives:** Process evaluation will include six elementary schools in Lander and Riverton with assemblies, the number of students per assembly, six booster seat clinics and the number of students involved. Conduct pre and post booster seat observation surveys at the various school locations both at drop-off and pick-up times. The summary will reflect the number of contacts, warnings and citations issued through the enforcement of school zones.

**Results:**

Meetings were held with the three Lander elementary school principals and the three Riverton elementary school principals to discuss the Gimme A Boost program and obtain their support for the program. Information was provided to each school to include in their November, December and January newsletters (which are mailed to all parents of elementary school students). Assemblies were held at each Lander and Riverton elementary school for 1<sup>st</sup> and 2<sup>nd</sup> grade students. The assembly included "Trooper Bear" who helped students understand the need for booster seats and helped measure students to determine who needed to use a booster seat. A wooden, transportable "Big Boy" was constructed to use with 1<sup>st</sup> and 2<sup>nd</sup> grade students during the assemblies. Students stood next to the "Big Boy" to see if they were tall enough to no longer need a booster seat. Unfortunately, our "Big Boy" would not stand securely when surrounded by young children, therefore a new "Booster Boy" was purchased from Child Safety Solutions for use during assemblies. The older model continues to be used in the office location. Six Booster Seat Clinics were held at both in Lander and Riverton at each elementary school. Attendance was low (5 families in Lander: and 7 families in Riverton), despite two weeks of paid radio advertising prior to the clinic dates. Earned media: A newspaper column about booster seats was written and submitted to the Riverton Ranger and Lander Journal; the column ran in November. Channel 13 News (NBC) ran a story about the Gimme a Boost program in November; KTWO TV News (ABC) and the Lander Journal ran a story about the program in December. Injury Prevention Resources (IPR) staff appeared on 'Chit Chat', a radio talk show in Riverton, in January. Meetings were held with law enforcement to explain the program and obtain a commitment from the Police Department in each community to provide extra patrols during drop-off and pick-up times at the schools. Information about booster seats (including where to obtain them) was provided to the officers. In Lander, extra patrols were conducted in Nov-Dec. The officers provided booster seat information to parents and issued warnings (verbal and written) to parents who failed to properly restrain their child(ren). The information was extremely well received by parents, many of whom immediately contacted IPR for a booster seat. The first leg of the enforcement program resulted in the following from the Lander PD: 18 hours of patrol, 247 contacts and 78 violations. The Lander PD conducted extra patrols for the final leg of the program in the spring. Results were: 6.5 hours of patrol, 16 contacts, 11 warnings and 5 citations. Although the Riverton PD committed to provide extra patrols during drop-off and pick-up times at all three Riverton elementary schools, because of short staffing they never actually participated. Thirty booster seats were provided to families as part of the Gimme A Boost program. The pre and post booster seat surveys were not able to be completed because it was not possible to see into the vehicle back seat where children are required to ride according to Wyoming law.

**Program Area**

**Occupant Protection**

**Project 08:**

**CPST INSTRUCTOR TRAINING**

**COSTS: HSP Budget: \$15,000.00**

**Expenditures: \$ 5,522.16**

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**Project Objectives:** Provide funding for ten technicians/instructors in the area of child passenger safety to improve their knowledge base and remain current in the ever changing child passenger safety arena.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

Two instructors were given the opportunity to attend Lifesavers through this grant. Each instructor was required to provide a summary of what workshops were attended and how the information would be used in Wyoming. Each took advantage of the Child Passenger Manufacturer's panels, discussions on new products, hands-on opportunities at the Exhibits, workshops on training techniques, Tweens in Booster and Belts, the opportunity to network with other CPST instructors and technicians. Two instructors and one technician were able to attend the KIM Conference. All came back resolved to get more information out into the state about child passenger safety and the problems being faced. New program ideas for law enforcement involvement and the importance in staying updated were elements all participants came back with from both conferences.

**Program Area**

**Occupant Protection**

**Project 09:**

**WYOMING SEAT BELT COALITION**

**COSTS: HSP Budget: \$70,000.00**

**Expenditures: \$53,910.96**

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**Project Objectives:** The formation of a seat belt coalition with a broad base, with a strategic plan of action for a statewide coordinated effort and a summary of the activities the coalition has accomplished in it's first year—legislative, advocacy, etc.

**Results:**

The Wyoming Seat Belt Coalition was formed in October 2006. A facilitator was hired and a website for the coalition members was established. Committees were formed to provide an avenue to accomplish the Occupant Protection Assessment recommendations. Three coalition meetings have been held with additional committee chair meetings. Letterhead, logo and slogan were developed by the Communication Committee; Guest speakers were used at the meetings to enhance the knowledge of the group. The Legislative Committee liked the postcard idea shared from Montana and moved forward to design postcards to be sent to legislators, education, law enforcement, Governor's Council on Impaired Driving, and other safety partners to provide basic information on the problems of non-usage of seat belts in Wyoming crashes. The Children's Committee designed and implemented a program for Junior High youth to determine seat belt usage of this population and encourage through peer education and increase in usage. Eleven counties have agreed to implement and are in varying stages. The Outreach Committee thought the coloring books and crayons from Highway Safety Program would be excellent in the Emergency Rooms at the hospitals across the state and have asked to have them sent to the Trauma Coordinators. Stephanie Usry story is continuing to be worked on to share what happens when not wearing a seat belt along with two additional stories about successful outcomes of using seat belts. A trailer was donated to the coalition from State Farm to transport a vehicle with a seat belt survivor. A display of cowboy hats was organized and is being sent throughout the state to remind people how many victims were killed in traffic crashes not wearing seat belts. Law Enforcement Committee and now with help from other members is developing an incentive program for officers to write more citations for seat belt and child restraint infractions. The Adult Committee worked on getting more information out to parents of teens about the Graduated Driver License Law for new drivers since it requires the new drivers to be buckled up and have only one other passenger with them while driving. Future issues will be language changes for the child passenger safety law, the pros and cons on a standard belt law, and a public website for seat belt information.



**Program Area**

**Occupant Protection**

**Project 10:**

**SIZZLING IN THE SUMMER**

**COSTS: HSP Budget: \$975.00**

**Expenditures: \$975.00**

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**Project Objectives:** Program success will be determined through the use of an evaluation form done with both the youth and adult participants. Provide t-shirts with safety logo applied with appropriate safety belt information for 150 elementary students.

**Results:**

The "Sizzling in the Summer Youth Program" served 38 students in grades 3-5 and 22 students in grades 6-8 during two phases of programming. During each session the students were introduced to community helpers, such as the Wyoming Highway Patrol, Emergency Medical Services, Fire Services, local law enforcement, and the Wyoming National Guard Drug Reduction Team who presented programs that ranged from vehicle occupant protection to fire safety. The students in both programs were given opportunities to learn and practice substance abuse resistance skills, teamwork skills, trust, and decision making skills through structured activities. Each activity was processed with the students after the activity ended to insure student understanding. The students and instructors enjoyed the sessions and felt a positive response was generated by all. Funding was provided for the purchase of tee shirts for all students and staff members.

**Program Area**

**Occupant Protection**

**Project 11:**

**Law Enforcement Mobilization Report Incentive  
(Various)**

**Cost: HSP Budget - \$15,000.00**  
**Expenditures - \$ 5,750.00**

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**Project Objective:** This project is to encourage participation in and reporting of May Mobilization law enforcement activities during regular shifts or overtime hours. The Highway Safety Program has offered a reporting incentive, stipend, to those agencies providing reports within 10 days after the campaign.

Since this is the initial year of this type of compensation, it is being offered primarily to agencies under Speed or D.U.I. high visibility overtime grants. The \$250.00 incentive is noted in each grant agreement issued.

**Results:**

There were 91 agencies that participated in the campaign. That is (95.79%) of the Wyoming law enforcement agencies. There were approximately 27,987 hours during the time period, in which they had [189] DWI Arrests, [66] Safety Belt Citations, [33] Child Safety Citations, [2,336] Speeding violations, and [773] of other enforcement actions taken statewide during this reporting period.

There were [23] law enforcement agencies that received the \$250.00 stipend for turning in their reports. Other agencies were counted with their numbers, but did not receive the incentive stipend.

**Program Area**

**Roadway Safety**

**Project 01:**

**Traffic Safety Information and Communication - WYDOT  
Public Affairs Office  
Cost: HSP Budget - \$30,924.00  
Expenditures - \$24,014.55**

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**Project Objective:** To coordinate the development and distribution of communication-related traffic safety information determined important for the Wyoming traveling public through various media processes, such as newspaper, television, radio, internet, mail, and any other means necessary.

To utilize the funding for materials/supplies, personal/ professional services determined appropriate for the preparation of the identified traffic safety issues for public communication efforts. Indirect costs of [3.08%]. PSA's developed using these funds will provide closed captions.

**Results:**

This project funds development costs of media campaigns. The Public Affairs Office (PAO) collaborated with the Safety Team (Highway Safety, Wyoming Highway Patrol, the Public Affairs Office, and the Dept. of Employment) using a number of approaches in this years campaigns.

New technologies have opened the doors for new opportunities, PAO undertook animating a cartoon as part of the holiday push. Working off of a parody of "Santa Clause is Coming to Town," PAO produced a campaign that included print, radio and television broadcast.

PAO developed a print ad for the Junior Thunderbirds team poster and continued the successful Trunk Trooper campaign by producing new Trunk Trooper media for both alcohol and seat bel tmessaging.

PAO also worked on the production of the UW8 documentary, including filming host talent. The documentary chronicles the fatal crash of several University of Wyoming athletes and the drunk driver that crashed into and killed them. Another documentary featured a young crash survivor, her choice not to use her seat belt and her recovery from near death injuries.

**Program Area**

**Roadway Safety**

**Project 02A:**

**SMS-E3 Summit**

**Cost: HSP Budget - \$1,546.20**  
**Expenditures - \$1,177.05**

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**Project Objective:** The goal of this summit was to identify the most important community-wide traffic safety concerns within District 2; create realistic, coordinated strategies and action plans to address these concerns; obtain commitments to carry out these action plans; and establish performance metrics to track mission success.

According to our FY2007 Problem ID, all the counties within the district ranked above the state wide average for crash rate per 100 M VMT. The counties include Converse, Goshen, Natrona, Platte, Niobrara and portions of Carbon, Fremont, Johnson and Laramie. Natrona and Platte were ranked as "needing improvement" based on alcohol crash rates per 100M VMT. Also, Natrona and Fremont counties ranked as #1 & #2 for alcohol related crashes. All counties in District 2 ranked below the statewide average for reported seatbelt usage.

**Results:**

There were 43 participants involved at the E3 Summit. They represented a diverse group of professionals which included law enforcement, EMS, school reps, engineers, district attorney's office, WYDOT personnel, Brain Injury Association, Safe Kids, Insurance Company, etc. Individuals broke out into the 5 groups with the stipulation that it must be diverse.

The E3 Summit attendees then chose the top 5 problems to address at this time: More officers on the street, Speeding, Teen Drivers, Primary vs. secondary seat belt laws, Running lights.

One overwhelming success was the multi-agency effort named Combined Accident Reduction and Task Enforcement (CARTE). In 12 days (2 days per month) of operations from April to September, CARTE made 1,233 traffic stops and issued 1,062 citations. The multi-agency CARTE task force, consists of law enforcement teams from police departments in Evansville, Casper and Mills, Natrona County Sheriff's Office and Wyoming Highway Patrol, was formed to maximize traffic enforcement efforts in the greater Casper/Natrona County area.

Another success was that Alive at 25 was coordinated with three summer driver's education classes held through Natrona County School District.

In response to the public's comments, the traffic engineers coordinated local signals to improve the Casper area driving experience.

The E3 Summit is scheduled to continue meeting to improve traffic issues in Natrona County throughout the next fiscal year.

**Program Area**

**Roadway Safety**

**Project 02B:**

**Windriver Traffic Safety Hazards Conference**

**Cost: HSP Budget - \$2267.76**

**Expenditures - \$2242.31**

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**Project Objective:** The Wind River Reservation resides in WYDOT District 5 and involves primarily Fremont County. Typically Fremont County is ranked as needing improvement. See pages 4 & 5 of the FY07 Problem Identification.

This project brings together WYDOT Safety and Traffic personnel with area law enforcement, emergency responders, health care professionals, local school districts, business and community leaders, and the public to identify existing and emerging traffic issue in and around the Wind River Reservation.

**Results:**

It was determined by the group of 59 participants to 1) Identify and prioritize reservation-wide traffic safety concerns; 2) Create realistic, coordinated strategies and action plans to address these concerns; 3) Obtain commitments to carry out these action plans; and 4) Establish performance metrics to track mission success.

The top three problems, identified through a vote of participants were: DUI Prevention Jurisdictional issues, Roadway design.

Breakout groups focused on these issues and developed action plans. A "Priority Action List" was developed:

1. Hazard Inventory/safety audit - S&A transportation authority (September)
2. Analyze and prioritize audit - combination of tribes, WYDOT, Fremont County
3. Plan development - ask who this effects (housing, residents)
4. Pathway needs - safety

In the short term - sign maintenance, signing for what is there now (curves, obstacles ... greater frequency with caution on smaller roads). Identify on map hazards associated with all roadways, and analyze for problem spots. Remove hazards out of clear zone or possibly right-of-way. ITS enhancements. Media involvement.

In the long term - outlook planning (housing); accommodate pedestrians with separated path or alternative paths. Total reconstruction. Widen roads with available funds and doesn't have to be paved.

No followup meeting has been conducted.

**Program Area**

**Roadway Safety**

**Project 02C:**

**New Mexico Scan Tours**

**Cost: HSP Budget - \$5,154.00**  
**Expenditures - \$1,440.25**

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**Project Objective:** The Wyoming DOT (WYDOT) met with the New Mexico DOT (NMDOT) highway safety program. The purpose of the visit to New Mexico was to observe 4 of NMDOT's Safety Corridors and review their program to obtain information for eventually setting-up Safety Corridors on Wyoming highways.

WYDOT has a working Safety Management System Committee (SMS). One of the goals of the SMS is to continue unfolding and applying its Strategic Highway Safety Plan. It was determined that information benefitting WYDOT could be gained, especially regarding NMDOT's experience setting up 12 Safety Corridors.

**Results:**

WYDOT will take the information and recommendations from NMDOT's experience with Safety Corridors and see where it can be applied as WYDOT considers setting up its own safety corridors.

WYDOT is seeking a method to integrate engineering enhancement as well as enforcement and public participation.

It was pointed out that the key emphasis areas for the Corridors are Education and Enforcement. Engineering is not part of the corridor treatment at this point in New Mexico and engineering enhancements are done during regularly scheduled reconstruction. Corridors are "High Crash" areas but not necessarily unsafe roadways.

Engineering improvements lend themselves to rate-based type analysis. Enforcement efforts lend themselves to count based analysis. There is a tendency of regression to the mean over time. The length of a corridor is determined by a floating analyst window of 10 crashes (or more) per mile. Once the statistics are set, corridor length is refined to meet the needs of enforcement efforts.

**Program Area**

**Roadway Safety**

**Project 03:**

**WYDOT Employee Safety Reflective Winter Coat**

**Cost: HSP Budget - \$36,078.00**

**Expenditures - \$36,000.00**

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**Project Objective:** This project completes a two-year plan to provide reflective jackets for the Wyoming Department of Transportation maintenance staff. It primarily targets the months of October through April in which weather conditions create low visibility. The project will improve workers visibility while assisting motorists, closing roads, and assisting law enforcement. Wyoming has recently experienced fatal crashes involving multiple vehicles and fatalities.

**Results:**

With the grant money received from the National Highway Traffic Safety Administration and Highway Safety, the Employee Safety office was able to purchase 509 high visibility coats for the WYDOT employees. No injuries or deaths were related to visibility thus far in 2007.

**Program Area**

**Roadway Safety**

**Project 05:**

**Macromedia**

**Cost: HSP Budget - \$3,500.00**

**Expenditures - \$2,584.34**

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**Project Objective:** The Public Affairs Office serves as the public information and education developer in all key highway safety areas. In order to keep up with emerging technology necessary to develop messages of interest to their target, training is required. The training offered in this project provides the broadest range of creative tools for expressiveness and creation of interactive media, websites or applications. Macromedia speeds design, development, and the maintenance process. Software was purchased with state funds.

The training is invaluable as the Public Affairs Office continues to educate the public about the importance of a variety of highway safety issues.

**Results:**

The Macromedia training allowed the Public Affairs Office personnel to continue to explore new media being heavily used by the youth demographic. This fiscal year was the first to use an animated commercial using this multimedia software. There are plans in the future to continually use these new media opportunities on the web and mobile media, taking full advantage of the interactive abilities they present and to the targeted audiences.



**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal Law Enforcement Overtime High  
Visibility Speed Enforcement**

**Cost: HSP Budget - \$326,100.00**  
**Expenditures - \$217,384.06**

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**Project Objectives:** This project provides the opportunity for local law enforcement to help speeding issues and reduce of its involvement in crashes. It also increases officers visibility and enforcement hours on the roadways. All overtime/high visibility grants are encouraged to utilize their contact time to support child and occupant safety equipment law through education, warnings and citations. All overtime/high visibility grants are also encouraged to participate in all the major mobilizations and campaigns during the current FY2008. Local level Problem I.D. was provided to each Speed Grant project.

This project also provides travel reimbursement at a per mile rate (established by the local level agency policy) for mileage compiled while working the FY-2007 speed overtime enforcement projects. [Travel]

**Because of the challenges with the constraints of the officers time, and the miles that they may have to travel, planning is in development of all County/Municipal Law Enforcement Overtime High Visibility Speed Enforcement Grants.**

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**Year 3 Programs**

Douglas P.D.  
Converse County S.O.  
Hot Springs County S.O.  
Albany County S.O.  
Lovell P.D.  
Thermopolis P.D.  
Lincoln County S.O.

**Year 2 Programs**

Deaver P.D.  
Washakie County S.O.  
Evanston P.D.  
Goshen County S.O.  
Fremont County S.O.  
Shoshoni P.D.  
Green River P.D.  
Cheyenne P.D.  
Torrington P.D.  
Kemmerer P.D.  
Powell P.D.

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Project Objectives:**

**Year 1 Programs**

Evansville P.D.

Cokeville P.D.

Lander P.D.

Laramie P.D.

Byron P.D.

Basin P.D.

Rock Springs P.D.

Pine Bluffs P.D.

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**Results:**

**A. Douglas Police Department - March 2007 / September 2007 - Yr. 3**

A municipal overtime speed enforcement project was started with the Douglas Police Department. All speed posted roadways were addressed within Douglas. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 187.25 overtime hours being used for speed overtime enforcement, with 42 speed citations and 284 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.52]. The rate of speed citations per overtime hours worked: [.22]. Other contacts and citations per overtime hours worked: [1.41]. One citation and seven [7] warnings were given for child restraint and four [4] citations and 20 warnings were given for seat belt violation. A total of 1,898 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Douglas P.D.

**Funds Expended: \$7,418.13**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**B. Lovell Police Department - May 2007 / July 2007 - Yr. 3**

A municipal overtime speed enforcement project was started with the Lovell Police Department. All speed posted roadways were addressed within Lovell. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 245.5 overtime hours being used for speed overtime enforcement, with 191 speed citations and 123 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.28]. The rate of speed citations per overtime hours worked: [.78]. Other contacts and citations per overtime hours worked: [.47]. No citation or warnings were given for child restraints, no citations and [6] warnings were given for seat belt violation. A total of 1,004 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Lovell P.D.

**Funds Expended: \$7,413.96**

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**C. Thermopolis Police Department - June 2007 / September 2007 - Yr. 3**

A municipal overtime speed enforcement project was started with the Thermopolis Police Department. All speed posted roadways were addressed within Thermopolis. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 68.0 overtime hours being used for speed overtime enforcement, with 62 speed citations and 50 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.65]. The rate of speed citations per overtime hours worked: [.91]. Other contacts and citations per overtime hours worked: [.69]. No citation or and [2] warnings were given for child restraints, no citations or warnings were given for seat belt violation. A total of 378 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Thermopolis P.D.

**Funds Expended: \$2,389.94**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**D. Lincoln County Sheriff's Office - May 2007 / August 2007 - Yr. 3**

A county overtime speed enforcement project was started with the Lincoln Co. S.O. All speed posted roadways were addressed within Lincoln Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 138.0 overtime hours being used for speed overtime enforcement, with 277 speed citations and 87 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.64]. The rate of speed citations per overtime hours worked: [2.0]. Other contacts and citations per overtime hours worked: [ .47]. No citation and [5] warnings were given for child restraints, no citations and [12] warnings were given for seat belt violation. A total of 3,750 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Lincoln County Sheriff's Office.

**Funds Expended: \$7,020.00**

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**E. Albany County Sheriff's Office - March 2007 / September 2007 - Yr. 3**

A county overtime speed enforcement project was started with the Albany Co. S.O. All speed posted roadways were addressed within Albany Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 264.5 overtime hours being used for speed overtime enforcement, with 481 speed citations and 138 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.34]. The rate of speed citations per overtime hours worked: [1.81]. Other contacts and citations per overtime hours worked: [.39]. There was [1] citation and [3] warnings were given for child restraints, also [1] citations and [13] warnings were given for seat belt violation. A total of 7,022 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Albany County Sheriff's Office.

**Funds Expended: \$10,992.40**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**F. Hot Springs County Sheriff's Office - July 2007 / September 2007 - Yr. 3**

A county overtime speed enforcement project was started with the Hot Springs Co. S.O. All speed posted roadways were addressed within Hot Springs Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 229.5 overtime hours being used for speed overtime enforcement, with 394 speed citations and 57 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.97]. The rate of speed citations per overtime hours worked: [1.72]. Other contacts and citations per overtime hours worked: [ .24]. No citation or warnings were given for child restraints, or seat belt violation. A total of 6,584 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Hot Springs County Sheriff's Office.

**Funds Expended: \$7,921.10**

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**G. Converse County Sheriff's Office - May 2007 / September 2007 - Yr. 3**

A county overtime speed enforcement project was started with the Converse Co. S.O. All speed posted roadways were addressed within Converse Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 259.5 overtime hours being used for speed overtime enforcement, with 307 speed citations and 130 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.68]. The rate of speed citations per overtime hours worked: [1.81]. Other contacts and citations per overtime hours worked: [ .31]. No citation or warnings were given for child restraints, and no citations and [2] warnings were given for seat belt violation. A total of 3,362 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Converse County Sheriff's Office.

**Funds Expended: \$7,687.39**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**H. Shoshoni Police Department - April 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Shoshoni Police Department. All speed posted roadways were addressed within Shoshoni. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 230.5 overtime hours being used for speed overtime enforcement, with 289 speed citations and 253 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.35]. The rate of speed citations per overtime hours worked: [1.25]. Other contacts and citations per overtime hours worked: [ .60]. Four citations and [3] warnings were given for child restraints, [3] citations and [8] warnings were given for seat belt violation. A total of 1,233 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$10,486.47**

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**I. Powell Police Department - June 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Powell Police Department. All speed posted roadways were addressed within Powell. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 28.5 overtime hours being used for speed overtime enforcement, with 5 speed citations and 50 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.93]. The rate of speed citations per overtime hours worked: [.18]. Other contacts and citations per overtime hours worked: [1.75]. One citations and no warnings were given for child restraints, [3] citations and [6] warnings were given for seat belt violation. A total of 138 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$4,464.73**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**J. Cheyenne Police Department - June 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Cheyenne Police Department. All speed posted roadways were addressed within Cheyenne. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 331.0 overtime hours being used for speed overtime enforcement, with 578 speed citations and 266 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.55]. The rate of speed citations per overtime hours worked: [1.75]. Other contacts and citations per overtime hours worked: [ .80]. Four citations and [8] warnings were given for child restraints, [2] citations and [17] warnings were given for seat belt violation. A total of 1,969 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$14,539.97**

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**K. Kemmerer Police Department - June 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Kemmerer Police Department. All speed posted roadways were addressed within Kemmerer. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 155.0 overtime hours being used for speed overtime enforcement, with 148 speed citations and 22 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.10]. The rate of speed citations per overtime hours worked: [.95]. Other contacts and citations per overtime hours worked: [ .87]. No citations or warnings were given for child restraints, and seat belt violation. A total of 1,643 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$7,092.95**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**L. Green River Police Department - May 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Green River Police Department. All speed posted roadways were addressed within Green River. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 175.75 overtime hours being used for speed overtime enforcement, with 82 speed citations and 255 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.92]. The rate of speed citations per overtime hours worked: [.47]. Other contacts and citations per overtime hours worked: [1.24]. Two citations were given for child restraints with no warnings, no citations or warnings were given for seat belt violation. A total of 1,629 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$8,350.95**

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**M. Evanston Police Department - May 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Evanston Police Department. All speed posted roadways were addressed within Evanston. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 36.5 overtime hours being used for speed overtime enforcement, with 28 speed citations and 32 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.64]. The rate of speed citations per overtime hours worked: [.77]. Other contacts and citations per overtime hours worked: [.87]. No citations or warnings were given for child restraints, four citations and [2] warnings were given for seat belt violation. A total of 243.5 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$3,494.89**



**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**N. Deaver Police Department - May 2007 / September 2007 - Yr. 2**

A municipal overtime speed enforcement project was started with the Deaver Police Department. All speed posted roadways were addressed within Deaver. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 140.0 overtime hours being used for speed overtime enforcement, with 40 speed citations and 146 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.33]. The rate of speed citations per overtime hours worked: [.29]. Other contacts and citations per overtime hours worked: [1.04]. No citations or warnings were given for child restraints, or seat belt violation. A total of 556.0 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$5,424.52**

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**O. Washakie County Sheriff's Office - June 2007 / September 2007 - Yr. 2**

A county overtime speed enforcement project was started with the Washakie Co. S.O. All speed posted roadways were addressed within Washakie Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 399.5 overtime hours being used for speed overtime enforcement, with 153 speed citations and 281 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.09]. The rate of speed citations per overtime hours worked: [.38]. Other contacts and citations per overtime hours worked: [.70]. No citation or warnings were given for child restraints, and two citations and [39] warnings were given for seat belt violation. A total of 7,515 miles of vehicle operating expenses were reimbursed. No equipment was allowed to be purchased since this was the third and final year for Washakie County Sheriff's Office.

**Funds Expended: \$11,199.75**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**P. Goshen County Sheriff's Office - June 2007 / August 2007 - Yr. 2**

A county overtime speed enforcement project was started with the Goshen Co. S.O. All speed posted roadways were addressed within Goshen Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 182.75 overtime hours being used for speed overtime enforcement, with 92 speed citations and 726 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [4.48]. The rate of speed citations per overtime hours worked: [.50]. Other contacts and citations per overtime hours worked: [3.97]. No citation or warnings were given for child restraints, with no citations and [2] warnings were given for seat belt violation. A total of 3,988 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment.

**Funds Expended: \$8,022.22**

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**Q. Fremont County Sheriff's Office - February 2007 / September 2007 - Yr. 1**

A county overtime speed enforcement project was started with the Fremont Co. S.O. All speed posted roadways were addressed within Fremont Co. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 163.0 overtime hours being used for speed overtime enforcement, with 97 speed citations and 225 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.98]. The rate of speed citations per overtime hours worked: [.60]. Other contacts and citations per overtime hours worked: [1.38]. Two citation and no warnings were given for child restraints, with [10] citations and [6] warnings were given for seat belt violation. A total of 3,076 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$7,130.78**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**R. Lander Police Department - February 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Lander Police Department. All speed posted roadways were addressed within Lander. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 436.0 overtime hours being used for speed overtime enforcement, with 292 speed citations and 540 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.91]. The rate of speed citations per overtime hours worked: [.67]. Other contacts and citations per overtime hours worked: [1.24]. Five citations and [7] warnings were given for child restraints, with two citation and [45] warnings were issued for seat belt violation. A total of 2,451miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$17,096.26**

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**S. Basin Police Department - June 2007 / July 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Basin Police Department. All speed posted roadways were addressed within Basin. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 33.5 overtime hours being used for speed overtime enforcement, with 57 speed citations and 50 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [3.19]. The rate of speed citations per overtime hours worked: [1.70]. Other contacts and citations per overtime hours worked: [1.49]. No citations or warnings were given for child restraints, with no citation and [15] warnings were issued for seat belt violation. A total of 178miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$4,734.95**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**T. Byron Police Department - May 2007 / July 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Byron Police Department. All speed posted roadways were addressed within Byron. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 234.5 overtime hours being used for speed overtime enforcement, with 302 speed citations and 29 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.41]. The rate of speed citations per overtime hours worked: [1.29]. Other contacts and citations per overtime hours worked: [.12]. No citations were given for child restraints with [2] warnings, along with [1] citation and [49] warnings were issued for seat belt violation. A total of 1,328 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$11,643.91**

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**V. Rock Springs Police Department - April 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Rock Springs Police Department. All speed posted roadways were addressed within Rock Springs. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 137.0 overtime hours being used for speed overtime enforcement, with 187 speed citations and 158 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.52]. The rate of speed citations per overtime hours worked: [1.36]. Other contacts and citations per overtime hours worked: [1.51]. One citations and no warnings were given for child restraints, along with three citation and [27] warnings were issued for seat belt violation. A total of 1,190 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$9,153.54**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**W. Laramie Police Department - May 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Laramie Police Department. All speed posted roadways were addressed within Laramie. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 137.67 overtime hours being used for speed overtime enforcement, with 189 speed citations and 111 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [2.18]. The rate of speed citations per overtime hours worked: [1.37]. Other contacts and citations per overtime hours worked: [.81]. No citations or warnings were given for child restraints, along with no citation or warnings were issued for seat belt violation. A total of 938 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$10,449.90**

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**X. Evansville Police Department - May 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Evansville Police Department. All speed posted roadways were addressed within Evansville. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 524.0 overtime hours being used for speed overtime enforcement, with 379 speed citations and 184 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.07]. The rate of speed citations per overtime hours worked: [.72]. Other contacts and citations per overtime hours worked: [.33]. One citations was issued, along with no warnings were given for child restraints, [14] citation and [1] warning was issued for seat belt violation. A total of 3,070 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$20,335.42**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**Y.      Cokeville Police Department - May 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Cokeville Police Department. All speed posted roadways were addressed within Cokeville. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 401.0 overtime hours being used for speed overtime enforcement, with 418 speed citations and 147 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.41]. The rate of speed citations per overtime hours worked: [1.04]. Other contacts and citations per overtime hours worked: [.37]. No citations and [1] warnings was issued for child restraints, [4] citation and [7] warnings were issued for seat belt violation. A total of 939 miles of vehicle operating expenses were reimbursed. Two radar units and accessories were purchased. Non-Major Equipment

**Funds Expended: \$8,356.15**

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**Z.      Torrington Police Department - July 2007 / September 2007 - Yr. 1**

A municipal overtime speed enforcement project was started with the Torrington Police Department. All speed posted roadways were addressed within Torrington. Overtime enforcement had a minimum of 51% of the overtime hours being applied to speed posted roadways shown to have higher crash involvement. Funding for personal services, non-major equipment (if applicable) and vehicle mileage reimbursement was provided. Two [2] Speed Citations per overtime hours is the goal.

This project resulted in 98.5 overtime hours being used for speed overtime enforcement, with 23 speed citations and 149 other type of contacts/citations/and warnings. The combined contact, warnings and citation rate is [1.75]. The rate of speed citations per overtime hours worked: [.23]. Other contacts and citations per overtime hours worked: [1.52]. Two citations was issued, along with no warnings were given for child restraints, three citation and [4] warning was issued for seat belt violation. A total of 674 miles of vehicle operating expenses were reimbursed. One radar unit and accessories were purchased. Non-Major Equipment

**Funds Expended: \$4,563.80**

**Program Area**

**Speed Enforcement**

**Project 01:**

**County/Municipal law Enforcement Overtime High  
Visibility Speed Enforcement - continued**

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**Results:**

**AA. Pine Bluffs Police Department - June 2007 / September 2007 - Yr. 1**

Pine Bluffs is a rural town in Wyoming where there is only one officer that handles law enforcement issues. The Project Director was replaced durin this fiscal year and no action was taken on the grant. Therefore, the grant was cancelled on the approval of the Highway Safety Officer Supervisor.

**Funds Expended: \$0.00**

**Program Area**

**Speed Enforcement**

**Project 02**

**Wyoming Highway Patrol Overtime Speed Enforcement Cost:**

**HSP Budget - \$82,464.00**

**Expenditures - \$82,464.00**

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**Project Objectives:** Compliance with Wyoming’s posted speed limits located on rural highways and on high volume urban highways continues to be addressed on a daily basis by the Wyoming Highway Patrol. The WHP will apply additional speed enforcement overtime efforts to reduce the possibility of traffic crashes caused by drivers exceeding the speed limit or making bad driving decisions while driving under the speed limit.

To provide overtime reimbursement to the WHP personnel, Lieutenant and below, at one and one half times their regular shift hourly rate of pay, plus benefits. Indirect costs will be allowable at [3.08%].

To promote the continued use of the existing seatbelt policy and enforcement of occupant protection law. To compile statistics on seatbelt/child restraint citations and/or warnings issued while working this project.

To attempt an end of project average of [2] speed citations per overtime hour worked. Other type contact and warnings will also be used for project evaluation.

**Results**

Total No. Speed Citations: 2,403

Speed Citation Rate [2.21]

***[doesn’t include Child Restraint or Seat Belt information]***

Total No. Of Other Citations: 181

Total No. Of Warnings/Other Contacts: 854

Total No. Of Citations for Seat Belts: 40

Total No. Of Citations for Child Restraints: 14

Total No. Of Warnings for Child Restraints: 11

Total No. Of Warnings for Seat Belts: 23

Total No. Of Alcohol Citations/Arrest: 0

**TOTAL CONTACTS: 3,526**

**Combined Rate [3.24]**

Total Overtime Hours Allowed: 1,332

Total Overtime Hours Expended: 1,089



**Program Area**

**Speed Enforcement**

**Project 03:**

**Wyoming Highway Patrol Construction Zone Overtime Cost: HSP**

**Budget - \$28,347.00**

**Expenditures - \$28,347.00**

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**Project Objective:** In order to enhance safety within on-system state highway construction & repair areas during heavy construction months, the WHP will apply overtime speed enforcement. Speed continues to be a major factor in traffic crashes within these type areas. The WHP will apply a concentrated effort on enforcing speed reductions, child restraint use, drinking and driving, mechanical defects, etc.

To provide overtime reimbursement to the WHP personnel, Lieutenant and below, at one and one half times their regular shift hourly rate of pay, plus benefits. Indirect costs will be allowable at [3.08%].

To promote the continued use of the existing seatbelt policy and enforcement of occupant protection law. To compile statistics on seatbelt/child restraint citations and/or warnings issued while working this project.

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**Results**

Total No. Of O/T Hours Available:		458.0
Total No. Of O/T Hours Worked:		182.0
Total No. Of Speed Citations Written:		156
Speed Citation Rate		[.86]
Total No. Of Other Citations Written:	59	
Total No. Of Child Restraint Citations Written:		3
Total No. Of Seat Belt Citations Written:		<u>11</u>
<b>Total Citations Written:</b>		<b>229</b>
Total No. Of Speed Warnings Written:		115
Total No. Of Other Contacts/Warnings Written:		90
Total No. Of Child Restraint Warnings Written:		4
Total No. Of Seat Belt Warnings Written:		<u>4</u>
<b>Total Warnings Written:</b>		<b>213</b>
Combined Rate		[1.17]

**Program Area**

**Speed Enforcement**

**Project 04:**

**Wyoming Highway Patrol Radar Upgrades**

**Cost: HSP Budget - \$74,093.67**

**Expenditures - \$74,093.67**

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**Project Objective:** To provide [24] IACP approved radars with associated accessories for WHP. This project once again plans to upgrade a portion of their fleet radars to be used in both in conjunction with outside their speed grant parameters. With their dedication of enforcing speed, their commitment to enforcing current state seat belt and child seat laws, and their ever watchful eye for impaired driving, they impact goals to reduce crashes and injuries on rural highways throughout Wyoming.

**Results**

A total of [24] DSR-2X Stalker Radars with accessories were purchased with Federal 402 funds. Remote cables, antenna, tuning forks, mounting units and other associated hardware were purchased. The units were distributed throughout the state, within the Patrol Divisions. An equipment listing is located in the Highway Safety Program Office.

**Program Area**

**Speed Enforcement**

**Project 05:**

**Mini Grants for Speed Radar Devices**

**Cost: HSP Budget - \$12,000.00**

**Expenditures - \$11,980.00**

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**Project Objective:** To provide speed radars to support local law enforcement agencies in their efforts to reduce speeding both during and beyond traffic safety campaigns. Some grantees may not be eligible for a speed grant, not having enough officers to work overtime, or may be in a particular grant year not typically provided radars.

**Results**

**A. Lincoln County Sheriff's Office - February 2007 / September 2007**

A mini grant for the purchase of [2] IACP approved radar units with accessories was issued to Lincoln County Sheriff's Office. They have done both speed and D.U.I. but did need to upgrade their equipment issues dealing with Speed Enforcement in Lincoln County [280 ] citations/warnings were written with the new radars.

**Funds Expended: [\$4,000.00]**

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**B. Thermopolis Police Department - March 2007 / September 2007**

A mini grant for the purchase of [2] IACP approved radar units with accessories was issued to Thermopolis Police Dept. They have done both speed and D.U.I. but did need to upgrade their equipment for issues dealing with Speed Enforcement in Thermopolis. [154] citations/warnings were written with the new radars.

**Funds Expended: [\$4,000.00]**

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**C. Albany County Sheriff's Office - March 2007 / September 2007**

A mini grant for the purchase of [2] IACP approved radar units with accessories was issued to Albany County Sheriff's Office. They have done both speed and D.U.I. but did need to upgrade their equipment issues dealing Speed Enforcement in Albany County [552 ] citations/warnings were written with the new radars.

**Funds Expended: [\$4,000.00]**

**Program Area**

**Speed Enforcement**

**Project 06:**

**City of Laramie Radar Training - Laramie Police Dept.**

**Cost: HSP Budget - \$8,000.00**

**Expenditures - \$7,500.00**

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**Project Objective:** This project is to fund a trainer(s) to certify law enforcement officers in the area of Radar Speed Measuring Testing Devices. The State certification is required to instruct law enforcement officers in this area. There is a shortage of regional training offered to certify instructors in this discipline. Currently, there are only a handful of institutions nationwide that offer these types of training and only a handful of instructors available to teach the class in Wyoming.

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**Results:**

The Laramie Police Department contracted with the Institute of Police Technology and Management out of Jacksonville, Florida, to conduct the class. The class was held June 11<sup>th</sup>-15<sup>th</sup> at the Laramie Police Department.

A total of 17 students representing 13 different agencies attended the training. Thirty students were targeted for the class, but the pervasive manpower shortages around the state presented a problem in getting this goal accomplished. The training went well and all 17 students passed the class with flying colors. A summary was submitted to IPTM.

There is interest building for another class. Laramie Police Department will target another training in FY2009.

**Program Area**

**Paid Media Advertising**

**Project 01:**

**Traffic Safety Paid Advertising**

**Cost: HSP Budget - \$124,182.39**  
**Expenditures - \$104,013.49**

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**Project Objective:** The Public Affairs Office (PAO) will be responsible for overseeing the development of all information related to media PSA's which will be utilized for paid advertising and will distribute statewide to media, appropriate agencies and organizations, along with providing the scripting and post production work to ensure a quality product. Arrangements will be made to provided closed captioning for the television spots. PAO will determine the best media types and locations to be purchased throughout the State to ensure the information/ PSA's are reaching the largest target audience. [402 Paid Advertising Funding.]

PAO will be responsible for the amount of funds to be used for each paid advertising.

**Results:**

The Wyoming Department of Transportation Public Affairs Office (PAO) took advantage of opportunities to reach young males through sports. PAO purchased outfield signage, advertising and produced baseball cards bearing safety messages for two state baseball teams. PAO also continued the successful Trunk Trooper campaign, with both alcohol and occupant restraint messaging. Three new Trunk Trooper broadcast ads were produced in this fiscal year. Additionally a print campaign with the Trunk Trooper campaign was launched twice during the year. PAO teamed with the Wyoming Highway Patrol in promoting the Alive at 25 education campaign, aiding in launching a print campaign to promote the class statewide.

PAO also produced a television spot promoting occupant restraint use. The spot featured a bull rider who explained that he'd ride a bull, but he would certainly not ride in a pickup without wearing his seatbelt. The ad was released in conjunction with Cheyenne Frontier Days, a large yearly rodeo event.

The campaigns were evaluated through a survey assessment conducted by Aspen Media and Market Research.

**NOTE:** The media assessments and evaluations for these campaign are in Addendum A and B on pages 163-184.

**Program Area**

**Paid Advertising**

**Project 02:**

**Building New Traditions/Tribal Outreach**

**COSTS: HSP Budget: \$13,000.00**

**Expenditures: \$ 2,035.00**

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**Project Objectives:** The assessment will comprise of: 1) size of audience reach, 2) the number of billboards posted, 3) the specific locations of each billboard; 4) the description of audience whether on reservation only or state highway general population.

**Results:**

Marilyn Angel Wynn, a photographer from Idaho who specializes in Native American photos, produced two photographs for the New Traditions project: one of an elder male with a 5 year old boy wearing cowboy attire and the other of an elder female with a 5 year old girl dressed for pow-wow. The models were in the front seat of an older pick-up truck; the adults were buckled in seat belts and the children were in high-back booster seats. Drafts of the billboards were completed by the graphic designer and approved. A schedule for the posting of the billboards was developed; they will be posted in four different locations and will alternate during the next 12 months (FY2008). The preparation of the vinyl for the four billboards was completed and the first two billboards were erected during FY07. The locations for the billboards are one near the casino south of Riverton, one near the airport outside of Riverton and the other two between Lander and Fort Washakie to be alternated during the next 12 months (FY2008) every two/three months. County population is 37,163 with the two largest communities being Lander and Riverton. The reservation is located between these two communities. The general population as well as the residents of the reservation travel through these locations, thus viewing the billboards and receiving the message to "Buckle Those You Love."

**NOTE:** The media evaluation for this campaign is in Addendum D on page 172.

**Program Area**

**Paid Advertising**

**Project 03:**

**Paid Advertising for GIMME A BOOST**

**COSTS: HSP Budget: \$ 1,000.00**

**Expenditures: \$ 1,000.00**

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**Project Objectives:** The assessment will comprise of: 1) size of audience reach, 2) the number of “Gimme A Boost” paid airings that occurred, 3) the number of free airings that occurred, if any; 4) the size of audience reached in free airings if separation of paid versus free is available.

**Results:**

Earned media: A newspaper column about booster seats was written and submitted to the Riverton Ranger and Lander Journal; the column ran in November. Channel 13 News (NBC) ran a story about the Gimme a Boost program in November; KTWO TV News (ABC) and the Lander Journal ran a story about the program in December. Injury Prevention Resources (IPR) staff appeared on ‘Chit Chat’, a radio talk show in Riverton, in January. Paid media: The booster seat clinics were advertised on local radio for two weeks prior to the events on KVOW-KTAK, KTRZ and Fremont Broadcasting.

**NOTE:** The media evaluation for this campaign is in Addendum A on page 170.

**Program Area**

**Paid Advertising**

**Project 04:**

**Paid Advertising for Alive at 25**

**COSTS: HSP Budget: \$15,462.00**

**Expenditures: \$ 8,219.27**

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**Project Objectives:** To purchase media spots on radio and in newspaper to educate the public and students on safety belt use. To coordinate the media messages with the project partners and other interested organizations or agencies. To coordinate an appropriate assessment of the media reach and the type of audiences to the Highway Safety Program.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

The Wyoming Highway Patrol used the media grant to purchase newspaper ad space to promote the Alive at 25 Program. The goal was to advertise the program and the classes available once a week starting two weeks before the class. In this grant year there were 32 classes at 20 different locations in 9 cities (Cheyenne, Rawlins, Baggs, Rock Springs, Jackson, Gillette, Sheridan, Casper, and Cody). There were 470 students who attended which was 220 more than anticipated. The newspaper ad space was purchased in The Daily Times (Rawlins, WY) circulation 3,700, run date 08/17/07; Green River Star (Green River, WY) circulation 3,400, run date 08/15/07; Cheyenne Wyoming Tribune-Eagle circulation 15,500, run date 02/16/07; and Rock Springs Daily Rocket-Miner circulation 8,942, run dates 02/16.07 & 04/03/07. The media buys helped reach the parent and teen driver to inform them about the program.

**NOTE:** The media evaluation for this campaign is in Addendum A on page 171.



**Program Area**

**Paid Advertising**

**Project 05:**

**University of Wyoming Sports Properties**

**Cost: HSP Budget - \$49,500.00**  
**Expenditures - \$49,500.00**

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**Project Objective:** The University of Wyoming Sports Properties (UWSP) provides the HSP an opportunity to reach their target audience and will work with the Highway Safety Team to reach a statewide targeted audience via radio and stadium/auditorium signage for traffic safety messages. Live and pre-programmed safety messages will be broadcast during UW Football and Basketball games. A three month sponsorship on the UW Sports Today Daily Show will assist recognition and social norming efforts. A safety message of the Safety Team's choosing will be placed on a court level rotational sign at the Arena Auditorium (capacity 15,000). Production costs of signs will be covered by the University of Wyoming Sports Properties.

**Results:**

The NHTSA produced Rollover Ad with Wyoming tag line and Black Shroud Campaign were used during the University of Wyoming athletic games. The messages were broadcast during football and basketball games. A field level banner was utilized as well. There were commercials during the UW Sports Today Daily Show and the WYDOT Highway Safety Program information banner was placed on the official University of Wyoming athletic website. There was also a courtside rotational sign in the Arena Auditorium.

Average attendance for the 2005 UW Football Season was 20,650 per game. There were six [6] scheduled home games in '06. Average attendance for Cowboy basketball over the last four seasons had been 8,950 fans per game and the Cowgirls (WBB) had been averaging over 1,000 fans per game (2005-06). There were bonus spots due to the cowgirls basketball team advancing to the 2007 Women's National Invitational Tournament finals and being nationally ranked at 24.

This medium was especially effective reaching a target audience of pickup drivers between the ages of 18 and 34.

**NOTE:** The UW Sports Properties Media summary is located in Addendum A on page 163-164.

**Program Area**

**Paid Advertising**

**Project 06:**

**Clear Channel Radio Sponsorship**

**Cost: HSP Budget - \$3,117.14**

**Expenditures - \$2,448.00**

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**Project Objective:** Sponsorship of the Don Day Weather spot with a traffic safety message to build public awareness of focus areas identified by the Highway Safety. Key issues to address include the national seat belt mobilization, motorcycle safety and other roadway safety messages. Radio spots will be provided by Highway Safety with the help of the Public Affairs Office.

**Results:**

A 20 second radio spot was played four times time daily for the months April through September. The 20 second radio spot was provided by Highway Safety on a traffic safety message (NHTSA Rollover Ad with Wyoming tag line 'Click It - Don't Risk It) sponsoring the Don Day Weather spot identifying 402 funding was successfully completed. The radio spots focusing on seat belt usage ran daily and had a target audience of approximately 100,000 population everyday. The safety belt message was especially effective due to the popularity of the program and radio offers a target audience while driving.

NOTE: See Clear Channel Media summary is located in Addendum A on page 168.

**Program Area**

**Paid Advertising**

**Project 07:**

**Click It - Don't Risk It (6 Target Counties)**

**Cost: HSP Budget - \$47,900.00**  
**Expenditures - \$47,900.00**

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**Project Objective:** The Highway Safety Office (HSO) was engaged in the NHTSA 403 Demonstration Grant targeting male pickup drivers between the ages of 18 and 34. The HSO financed the paid media with 402 Funds during the May Mobilization, specifically for the demonstration counties of Albany, Campbell, Fremont, Laramie, Natrona and Sheridan. The campaign slogan was "Click It - Don't Risk It".

**Results:**

The HSO used Federal 402 funds to complete the media campaign of the NHTSA 403 Demonstration Grant in the six (6) target counties. The media utilized NHTSA's rollover ad tagged with Wyoming's message 'Click It - Don't Risk It'

**NOTE:** The media evaluations for this campaign is in Addendum A on page 164.

**Program Area**

**Youth Alcohol Program**

**Project 01:**

**MADD Multimedia Presentation**

**COSTS: HSP Budget: \$69,500.00**

**Expenditures: \$68,137.57**

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**Project Objectives:** Conducting the MADD School Assembly Program in 50% of the schools, report the number of students and if the schools involved work with the curriculum and fill out evaluations.

**Results:**

MADD finished the grant with 102 multimedia assemblies reaching 21,068 students from elementary, Jr. High and High School. The shows (Game On-Elementary & Take 2-Jr & Sr. High School) were well received with many schools requesting assemblies for next year. This year three teams came into Wyoming from MADD National to direct the assemblies. The MADD National presenters are well trained and relate well to the students. Because three teams were used, the project coordinator could not participate as often, plus some of the presentations were during the Legislative Session when the coordinator was not available. The multimedia presentations were shown at 54 Elementary Schools, 17 Middle/ Junior High Schools, 26 Junior Hi/ High Schools and the Wyoming Boys & Girls Schools, Wardle Academy, Kemmerer Alternative School and the Cathedral Home. One school in northern Wyoming was a one room schoolhouse and they couldn't believe they were given the opportunity to have the show for their students. All of the schools provided an evaluation for the show presented from both students and teachers which are on file in the Highway Safety Office.

The whole program has risen to a new level with the backing of MADD National from new equipment, new vehicles and people who are running the program who really care about the issue. The assembly evaluations received were all positive both about the program as well as the presenters who directed the assemblies and are part of the program file at the Highway Safety Program. Victims of drunk driving crashes have attended the assemblies and shared their story with the students. Law enforcement officers also participated in some of the assemblies. The MADD Victim display has been set up at some of the schools with many students impacted. The programs were presented at 54 Elementary Schools (18.6%), 17 Middle School/Jr. High (18.8%) and 31 High Schools (39.2%).

**Program Area**

**Safe Communities**

**Project 01:**

**Wellness Council of Sheridan County**

**Safe Communities**

**COSTS: HSP Budget: \$25,000.00**

**Expenditures: \$24,254.71**

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**Project Objectives:** Provide a summary of the events in the county stressing the decrease of alcohol and other drug impairment when driving. The statewide observational survey for seat belt usage will be utilized to evaluate usage affecting the traffic crash picture.

**Results:**

The Wellness Council partnered with the Fire Department and Safe Kids for Halloween safety and to spread the buckle up message to the children and their parents and provided child safety seat checkup event where 31 seats were checked and 4 seats provided to parents. Participated in the newly formed Wyoming Seat Belt Coalition.

In preparation for the upcoming holidays, a action plan was put together to provide a very visual reminder of the number of people that had been killed in vehicle crashes in the last 5 years within their community. A family provided the vehicle where a 27 year old man had been killed because of drinking and driving and not wearing a seat belt another family provided a trailer. The Wyoming Highway Patrol (WHP) helped the coordinator pull together display boards about the crash. A PSA ran for two weeks before the vigil to inform the public about the candlelight vigil and the tree honoring crash victims and their families asking for memories. The Christmas tree displayed the memory stars provided by members of the community who had family die in crashes. This display was used throughout Sheridan from November 24-January 19 in prominent locations plus at the two other county high schools. On November 24<sup>th</sup>, there was a vigil on the main street in Sheridan at the beginning of their traditional "Christmas Stroll". Family members spoke to the crowd about their lose and how seat belts and alcohol were factors in the deaths. The total contact from this activity was more than 10,000 people of all ages and many several times throughout the holidays. The vehicle was then transferred to a WHP trailer to be used for education statewide.

A Gift of a Mother's Love was the theme for Child Passenger Safety Week in February where the first child born received a child safety seat and other gifts to ensure the child was properly transported. Education was presented at Lamaze classes about child passenger safety where they provided packets for each family with CPS contact information. The Council worked with the physical education teacher at Coffeen Elementary to provide education about the importance of the bike helmet and proper use.

Three individuals sponsored by the Council attended Lifesavers where they gathered information to enhance their programs in Sheridan. Each participant provided a report on their experience and how they could use this information in Sheridan to improve the crash data for the county. The officer who attended a workshop on Drug Recognition Enforcement and brought it back to the department that a training class was being held in Wyoming. One of the Sheridan Police Department officers attended and is now certified as a DRE officer.

The Junglemobile was part of the April Healthy Kids Day Event. This educates children and their parents about health and safety issues such as: swim, poison, bike, pedestrian, and vehicle safety. The High School Health Fair, in May, was held in conjunction with prom and graduation. School assemblies were scheduled and the multimedia presentation by MADD and Alive at 25. PSA's were developed and given to the radio stations during the May Mobilization and an article was placed in the Sheridan press to encourage the community to buckle up and partnered with the

CASA Carnival to inspect child safety seats and educate the parents on proper use.

From May through September, the child passenger safety technicians checked a total of 62 car seats for a total of the year of 287 which was recognized by Safe Kids Wyoming with the "2007 Anna Thompson Award" for the most safety seats checked in one year by one of the Safe Kids Chapters.

The Council participated in the Fourth of July campaign, "Buzzed Driving is Drunk Driving" by putting up posters around the community and placing an article in the Sheridan Press. The Wellness Council published a monthly newsletter with articles throughout the year emphasizing these issues. At all speaking opportunities, resources are shared, where appropriate, and utilized the Wyoming Department of Transportation as a resource for more details, "brainstorming" for ideas or more network contacts.

The Sheridan County Teen Seat Belt Survey was conducted in the communities of Big Horn, Tongue River and Sheridan at the High Schools. The results were for male drivers 52.11% usage, female drivers 67.86% usage; for male passengers 50.0% and female passengers 63.27%. Total overall usage was 58.44%. (NOTE: From the state seat belt observational survey, Sheridan County usage was 75%.)

**Program Area**

**Safe Communities**

**Project 02:**

**Safe Communities Proposals**

**COSTS: HSP Budget: \$16,000.00**

**Expenditures: \$ 0.00**

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**Project Objectives:** Outreach and fund up to three communities to address speed, occupant protection, alcohol issues and/or other traffic safety issues.

**Results:**

No new Safe Communities were started during this fiscal year. An action plan to establish a new Safe Community network will be generated with assistance from the NHTSA Region 8 Safe Community contractor and our Regional Program manager in FY2008

**Program Area**

**Safe Communities**

**Project 03:**

**Natrona County Safe Community**

**COSTS: HSP Budget: \$19,036.00**

**Expenditures: \$ 7,625.72**

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**Project Objectives:** The number of crashes with injuries, deaths and/or property damages will be measured to past years. Report any legislation change regarding impaired driving, its effect on the county citizens (especially children) and measure an increase in public awareness through collaboration with WASCOP on the Public Opinion Survey on Alcohol (funded by 154AL funds).

**Results:**

The grant for this project was not received until May 2007. This was a short period of time to accomplish much of the original project description, but progress was made which created the groundwork for the next grant year cycle.

Data from the 2006 Wyoming's Comprehensive Report on Traffic Crashes shows Natrona County continues to lead the state in the most alcohol related crashes resulting in injury with a reduction in the fatalities. During the first two months of the grant, a survey was taken to determine the culture, attitude and knowledge of Natrona County citizens regarding drinking and driving. The results were from 713 surveys:

- \* Natrona County citizens (91%) knew the legal blood alcohol concentration was lower than a .10.
- \* 98% thought it was child endangerment when a driver had been drinking with a child in the vehicle.
- \* 42% believed Wyoming law addressed the issue of drunk drivers with children in the vehicle.
- \* 22% traveling to Cowboy football games allow passengers in vehicle to drink alcohol.
- \* 79% believed you could lose your license for a year for refusing to take a blood test if stopped.
- \* 38% believed they can judge the amount of alcohol consumed and still safely drive a vehicle.
- \* 78% believe it is illegal for persons under 21 years old to drive with any amount of alcohol in their system.
- \* 55% surveyed admitted to driving knowing they may have had too much to drink.
- \* 89% would use public transportation instead of driving if they had been drinking if better options were available.
- \* 72% want a law requiring helmets on bicycles and motorcycles.
- \* 85% said they always wear seat belts.
- \* 4% said they never wear seat belts.
- \* 11% only wear seat belts on highway or interstate travel.
- \* 43% said stricter seat belt law would convince folks to wear a seat belt.
- \* 57% said a stricter seat belt law would not convince them.

Safe Kids Day was the first opportunity in the grant cycle to begin the education. Brochures and handouts reminded parents of the DUI child endangerment and open container laws became effective July 1, 2007, as well as the importance of using proper restraints by parents and children. The coalition of Safe Kids of Central Wyoming continued to grow and strengthen its ties within the community. Through the involvement in the Traffic Summit, a law enforcement partnership was formed (CARTE) to create highly visibility enforcement for overall speeding with emphasis on school zones for speed, seat belts and child restraints at two schools per month. A lap top computer was purchased with grant funds to assist with information at checkup events, survey sites and meetings. Plans for the holiday campaign are beginning and will gear up with the FY08 grant.



**Program Area**

**Bicycle & Pedestrian Safety**

**Project 01:**

**Share the Road Campaign**

**COSTS: HSP Budget: \$ 3,813.96**

**Expenditures: \$ 0.00**

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**Project Objectives:** The posting location of each of the billboards, what the reach is at that location, what television stations played the PSA and what was the reach. Feedback from bicyclists will be in these locations will determine if a positive impact was accomplished for the bicyclist/motorist relations.

**Results:**

The Project Director left the Wyoming Department of Transportation shortly after the grant was in place and no one else in Planning took it on as their project. The grant was cancelled. No activity.



**Program Funds: 403 Demonstration Grant**



**Wyoming Western Multi-State Low Belt Use  
403 Demonstration Grant Overview  
October 10, 2007**

**403 Funds Expended: \$199,503.62  
402 Support Funds Expended: \$183,724.38**

**Goal:**

Raise the overall seat belt usage rate for all motorists in Wyoming by implementing multiple campaigns focused in target counties having low belt usage and the greatest potential to impact the state.

Grant time period: August 2005 - August 2007

Grant amount: \$250,000

Campaign periods: March 2006, May 2006, November 2006, March 2007, May 2007

Campaign slogan: **Click It! Don't Risk It!**

Campaign elements: Media (radio, TV, posters, cards), Community and Law Enforcement

Evaluation: Opinion polls and observational surveys

**Challenge:**

Wyoming is the most rural state in the nation. As such, people are comfortable driving long distances on very rural roadways and do so with a sense of assurance that they are good drivers and their roadways are safe. Traveling many miles with virtually no other traffic creates a false sense of security and generates a perception of safety. Wyoming residents have the typical rural independent, self-sufficient, and freedom loving attitudes.

**Target:**

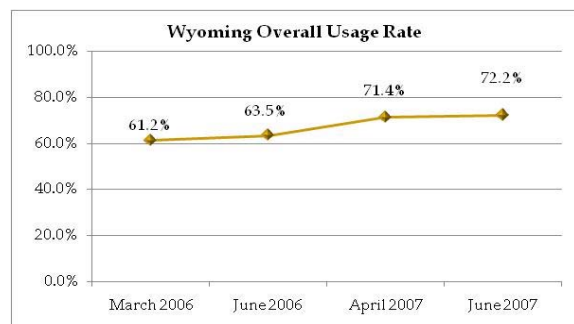
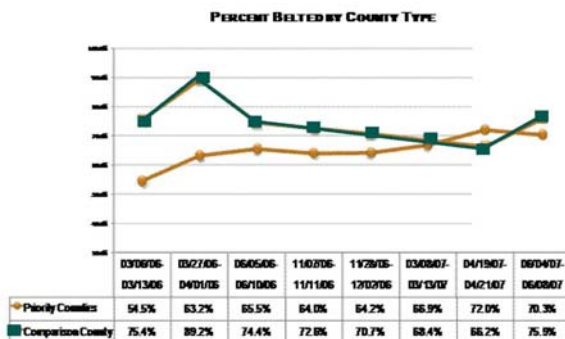
Counties: Albany, Campbell, Fremont, Laramie, Natrona, Sheridan = 56% Wyoming population

Primary group: Males pickup drivers ages 18-34

Secondary groups: all males and the general public

**Grant outcomes:**

- ▶ Priority counties usage went from 54.5% pre-campaigns to 70.3% post-campaigns (15.8 percentage point increase or 29% overall increase). Control county usage was 75.4% pre-campaigns to 75.9% post-campaign.
- ▶ Statewide usage went from 61.2% in March 2006 using new methodology to 72.2% June 2007. This was an 11 percentage point increase or an overall 18% increase.



### 403 Grant Conclusions:

- ▶ Priority county targets increased statewide usage rates.
- ▶ Multiple campaigns with high concentration of media appeared to be key in increases.
- ▶ Media was law enforcement focused.
- ▶ Concern in sustaining the 72.2% usage with limited 402 funds for media efforts.

Campaign improvements that would heighten success.

- ▶ Larger community network on which to launch coordinated campaign efforts.
- ▶ Saturation of enforcement during campaigns that issue belt citations.
- ▶ Overtime funding for law enforcement available sooner in the FY.

### More Evaluation Details

**Opinion Polls:** At Driver's License exam sites: Laramie, Cheyenne, Casper and Sheridan.

**Survey items:** Demographic data, Self-reported seat belt usage, Type of vehicle generally driven, Perception of receiving a seat belt citation, Awareness of media messages and Support for a primary law.

#### Outcome: Self-reported seat belt usage

- "always wear their belts" no statistical change over time.
- Females wear their belts more than males - females report low-mid 70%, males report generally mid-50% range but reached a high of 60.5% post grant.
- By vehicle type - pickup self reported usage lowest (53.4%), car (65.7%) and SUV (66.8%). Note not enough vans to be significant.

#### Outcome: Knowledge of Media Campaigns

- "*Click It! Don't Risk It!*" 9.3% pre-campaigns to 57.1% post 2007 campaign
- "*Click It or Ticket!*" 51.5% pre-campaigns to 59.0% post 2007 campaign
- "*No Excuses, Buckle Up!*" low knowledge that decreased over time period

#### Outcome: Media source

Television highest result as 46.5%, followed by highway message boards 41%, radio 31%, posters (late in distribution) 19.5% and newspaper (not utilized) 11.3%.

#### Outcome: Support for a primary (standard) seat belt law

- overall results varied 54.7% - 59.7%
- pickup truck drivers varied from 44.3% to 51.2%

**Observational surveys:** Conducted in all six counties plus the control county of Uinta.

Survey items: Occupant type (driver/passenger), Gender, Vehicle type (auto, van, SUV, pickup), Population (rural/urban), Vehicle registration (in/out-of-state).

Outcome: Priority counties usage went from 54.5% pre-campaigns to 70.3% post-campaigns (15.8 percentage point increase or 29% overall increase). Control county usage was 75.4% pre-campaigns to 75.9% post-campaign.

Outcome: The number of pickups observed in each county affected the overall usage rate of that county. Counties with higher observed pickup trucks had lower usage rates than those counties with fewer observed pickup trucks.

Other outcomes:

- Female occupants buckled more than males and their rate increase more overall.
- Rural areas had higher uses but urban usage rate increased more overall.
- Van and SUV occupants were most likely to be belted and pickup truck occupants were least likely to be belted.

**Program Area**

**405 Occupant Protection**

**Project 01:**

**Seat Belt Coalition Projects**

**COSTS: HSP Budget: \$159,874.00**

**Expenditures: \$ 0.00**

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**Project Objectives:** The measure will vary with the individual project.

**Results:**

**A. Junior High Project-** This project was designed to have a local county coordinator work with the Junior High School student organization with the permission of the Principal/Superintendent to observe the student seat belt usage upon arrival at school; then provide educational programs and then resurvey their seat belt usage. This project was presented to the Safe Kids Chapter Coordinators in August 2007 at the Annual Safe Kids Chapter Coordinators meeting. Ten Safe Kid Chapter Coordinators in the state have agreed to participate. Each coordinator is expected to contact the principal at the Junior High schools in their county to get them to participate in the project. Once the principal agrees, then the coordinator has to find an organization **within** the school who will take on the project.

This project is continuing into FY08 to complete each of the steps. All of the coordinators are working at different rates to accomplish this project. So far, Converse County, Hot Springs County and Natrona County have begun the project.

**B. Educational Postcards to Safety Partners** - This project is to design, print and mail postcards to safety partners about Wyoming seat belt facts. The postcards will be sent bi-monthly with a different design and message to the same individuals and organizations. The first postcard was designed, a postcard service was explored, price quotes were received. The process took longer than anticipated and will be continued in FY08.

**Program Area**

**408 Traffic Records**

**Project 01:**

**Crash Data Migration**

**Cost: HSP Budget - \$20,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** The Wyoming motor vehicle crash data currently resides on the state mainframe. This platform cannot be easily linked to other data sources nor is the database relational. To improve data accessibility and integration possibilities, the crash data must be migrated from the state mainframe to an Oracle Database.

To date, the Department of Transportation has funded phase one, creating a normalized crash database with GIS elements and phase two, copying and testing the mainframe data in the new relational database. Testing of the new relational database is currently being performed to ensure reports from Oracle are comparable to standard reports and ad hoc queries.

**Results:**

To date, the Department of Transportation has funded phase one, creating a normalized crash database with GIS elements and phase two, copying and testing the mainframe data in the new relational database. Testing of the new relational database is currently being performed to ensure reports from Oracle are comparable to standard reports and ad hoc queries.

No monies were spent on this project during this fiscal year although testing has been ongoing.

**Program Area**

**408 Traffic Records**

**Project 02:**

**Electronic Crash Data Capture**

**Cost: HSP Budget - \$39,076.00**

**Expenditures - \$18,812.40**

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**Project Objective:** The Wyoming motor vehicle crash data is currently captured manually using a paper form. The manual process of completing the traffic crash report is not as responsive for the officer at the crash scene nor does it ensure accuracy, completeness and consistency as much as an interactive electronic capture. This is also true for the Highway Safety Program's Accident Records Section which manually performs edit checks and data entry on the 151+ variables per report. The current form is only 47% MMUCC compliant versus 97.5% MMUCC compliancy rate.

The development of an electronic crash data capturing system for the new PR 902 crash report form will ensure uniformity whether paper or electronic capture is used. The electronic crash data capturing system will require completeness, validity and consistency checks through tables and cross field edits. This effort will move the crash system forward in the areas of accessibility and will move to a platform on which future integrations with GIS and other traffic records systems can be integrated.

**Results:**

The Electronic Crash Data Capture has been progressing appropriately and on schedule with a 97.5% MMUCC compliancy rate. The form was hard copy designed, beta tested and electronically produced.

Visual Statement, the company chosen to electronically implement the crash report, has been meeting milestones in reference to the successful implementation of the Electronic Crash Report on January 1, 2008 to assist with accuracy and consistency. The new crash report will have validation rules which will assist the officers in completing the new fields as well as drop down boxes, highlighted mandatory fields, barcode scanners, GPS accessibility, etc.

Phase 1 of the electronic beta testing occurred in September with agencies that represented 46% of all Wyoming crash reports submitted. Training sessions for those agencies were conducted via a webex training (training via internet). The second phase incorporated additional agencies that submit an additional 22% of all crash reports. Feedback was received and incorporated into the form.

Several newsletters were sent out to update officers on the electronic crash report status, goals, FAQ's, contact information and roll-out. A video was produced and sent to all law enforcement agencies explaining and demonstrating the actual electronic crash reporting process.

We are looking forward to the next fiscal year with the implementation of the electronic crash report form and all its reporting capabilities improving the accuracy, consistency, completeness, timeliness and availability of the crash data.

**Program Area**

**408 Traffic Records**

**Project 03:**

**Electronic Citation Data System**

**Cost: HSP Budget - \$5,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** The process for writing and inputting citation data is a manual process. Manually entering the data opens the door for errors and incomplete data due to officer's writing and human error.

The Wyoming Highway Patrol has been working with the State Court System in this project to have an electronic citation data system that improves timeliness, consistency, completeness, accuracy, data timeliness and stored in such a manner that makes the data integration ready.

The electronic citation data capturing system will require completeness, validity and consistency checks through tables and cross field edits. This effort will move the citation system forward in the areas of accessibility and will move to a platform on which future integrations with GIS and other traffic records systems can be integrated.

**Results:**

Due to privacy issues, complexity of the project and the many stakeholders effected, the Electronic Citation Data Systems did not move further than the committee work. The committee is working out privacy and statewide issues associated with this project.

A project coordinator will be added to this project in the next fiscal year to speed up and facilitate the successful implementation of the electronic citation data system that will be satisfactory to law enforcement, court administrators around the State and the Highway Safety Program, etc.

**Program Area**

**408 Traffic Records**

**Project 04:**

**WyTRCC Project Coordinator**

**Cost: HSP Budget - \$60,924.00**

**Expenditures - \$57,138.63**

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**Project Objective:** Traffic Records projects are detailed to assist and coordinate activities related to WyTRCC projects identified in the Highway Safety Plan (07-27-01, 07-27-02, and 07-27-03). The Highway Safety Program will hire a contractor to work with each Traffic Record's project director and the contractor may be called upon to provide project formulation, project management, procurement project execution, etc...

**Results:**

The Highway Safety Program hired R & S Consulting to work as project manager of Electronic Crash Reporting System. R & S performed a multitude of tasks associated with the success of implementing Wyoming's Electronic Crash Report on schedule, the crash data migration, and ERP Safety Analysis Project.

Specifically, drive completion of the RFP, contract and Purchase Order. R & S spearheaded efforts in bid scoring between the different vendors and worked out an acceptance testing plan, cutover plan, training plan, migration plan. R & S kicked off the project with the vendor and stakeholders.

R & S facilitated the specification of the validation rules necessary for the electronic crash report.

Essentially, R & S managed the overall Project Plan: Wyoming Electronic Crash Reporting System (WECRS) project execution, pilot program, deployment of "Shadow Database", and data migration to WECRS.

The Wyoming Traffic Records Coordinating Committee and Highway Safety Program is planning to continue working with a contractor in the next fiscal year due to the success and technical expertise brought to this year's projects.



**Program Area**

**K8 410 Alcohol SAFETEA-LU (FY2006) Funds**

**Project 04:**

**Custodial Alcohol Factors**

**Cost: HSP Budget - \$40,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** To produce a multiple year trend line of the alcohol factors of in-custody arrests and use the resulting information in statewide educational efforts, this project will gather the same data elements as the FY06 project. This smaller scale effort is anticipated for the next three years. This will be provided to law enforcement agencies throughout the state as well as city, county and state policy makers.

**Results:**

This project was funded with 154AL funds. See 154AL, Project 22-23

**Program Area:** K8 410 Alcohol SAFETEA-LU

**Project: 05** Video Cameras/Accessories for D.U.I. Arrest  
Wyoming Local Law Enforcement Agencies/Departments  
**COST: HSP Budget: \$199,065.00**  
**Expenditures: \$199,065.00**

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**Project Objectives:** To provide a minimum of [36] video cameras and accessories (non-major equipment) to Wyoming Local Law Enforcement agencies/departments including Wyoming Highway Patrol, to assist with D.U.I. arrest and court convictions. Depending on the market value, Video Cameras meeting the DOH/CTP specifications may exceed \$5,000.00 and thus be considered Major Equipment.

**Results:**

**A. Wyoming Highway Patrol**

This project assisted the WHP in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 22 Video Camera's w/ accessories: **Funds Expended: \$131,990.00**

**B. Hulett Police Department**

This project assisted the Hulett Police Department in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 2 Video Camera's w/ accessories:  
**Funds Expended: \$18,987.96**

**C. Hot Springs County Sheriff's Office**

This project assisted the Hot Springs Co. S.O. in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 3 Video Camera's w/ accessories:  
**Funds Expended: \$13,500.00**

**D. Powell Police Department**

This project assisted the Powell Police Department in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 3 Video Camera's w/ accessories:  
**Funds Expended: \$12,951.00**

**Program Area:** K8 410 Alcohol SAFETEA-LU

**Project: 05** Video Cameras/Accessories for D.U.I. Arrest  
Wyoming Local Law Enforcement Agencies/Departments  
**Continued**

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**Results:**

**E. Lander Police Department**

This project assisted the Lander Police Department in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 3 Video Camera's w/ accessories:

**Funds Expended: \$13,500.00**

**F. Laramie Police Department**

This project assisted the Laramie Police Department in assisting with D.U.I. arresting and court convictions. The equipment provides access for other law enforcement department/agencies. The purchase of 3 Video Camera's w/ accessories:

**Funds Expended: \$12,960.00**

**Program Area**

**K8 410 Alcohol SAFETEA-LU (FY2006) Funds**

**Project 07:**

**City of Laramie SFST Training/Data Assistant**

**Cost: HSP Budget - \$40,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** This project is for funding a trainer to certify law enforcement officers in the area of D.U.I. Standardized Field Sobriety Testing, (SFST). In the State of Wyoming, certification is required to instruct law enforcement officers in this area. There is a shortage of regional training offered to certify instructors in this discipline. Currently, there are only a handful of institutions nationwide that offer these types of training and only a handful of instructors available to teach SFST in Wyoming.

**Results:**

The SFST Training effort has not grown to the point of needing a Data Certification Assistant.

**Program Area**

**K8 410 Alcohol SAFETEA-LU**

**Project 08:**

**Traffic Safety Resource Prosecutor**

**Cost: HSP Budget - \$20,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** This project is to fund a Traffic Safety Resource Prosecutor (TSRP) which addresses one of the recommendations documented in the 2005 Alcohol Special Management review.

The Highway Safety Office (HSO) will request a list of appropriate speakers to address the Wyoming Prosecutor's Association from the NHTSA Rocky Mountain Regional (RMR) office. That will be determined what the alcohol prosecution needs are and the HSO will determine if the needs can be satisfied using 402 (or that like) funds.

**Results:**

It was initially planned to identify and obtain TSRP. Due to HSO time constraints this project was not completed. It is hopeful that the HSO will be able to obtain a TSRP representative in FY2008.

**Program Area**

**K8 410 Alcohol SAFETEA-LU (FY2006) Funds**

**Project 10:**

**DUI Supervised Probation Toolkit**

**Cost: HSP Budget - \$8,000.00**

**Expenditures -\$6,000.00**

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**Project Objectives:** To develop a DUI Supervised Probation (DSP) Needs Assessment Toolkit by September 30, 2007. To conduct needs assessments in two Wyoming communities interested in replicating the DSP model and provide a report of the results to the Highway Safety Office by mid October 2007.

**Results:**

A letter was sent to all County Attorneys, Circuit Court and Municipal Court Judges and Circuit Court Clerks introducing them to the DUI Supervised Probation program. The letter advised them of WYDOT Highway Safety's plans to implement one additional DSP program next year, and invited them to participate in the selection process. Six counties responded to the invitation: Sweetwater, Carbon, Campbell, Teton, Crook and Weston.

A questionnaire was developed to collect information about DUI offenders and how they are currently managed by the local criminal justice system in each of the interested counties. A follow-up correspondence was sent electronically to the County Attorneys in Sweetwater, Carbon, Campbell and Teton, and to the Circuit Court Judge in Crook and Weston asking them to complete and return the questionnaire to IPR, along with letters of support for the DSP program from local funding sources. One additional county (Big Horn) indicated an interest in the DSP program and the questionnaire along with instructions for completion were sent to the County Attorney.

Completed questionnaires were received from Carbon, Campbell, Sweetwater and Weston/Crook (combined) counties. No letters of support were submitted by any of the communities. Follow up conversations with contact individuals in Sweetwater and Campbell counties indicated that they could not obtain a local commitment to fund a program for which no data was yet available to measure its effectiveness, and no costs were known. Local governing boards could not commit future boards to fund the program. The individuals from Sweetwater and Campbell counties were advised to submit a letter indicating they understood the 'seed money' concept and they were prepared to seek funding to continue the program once the initial federal highway safety grant ended. A letter of support was submitted by the Sweetwater County Attorney; the Campbell County Commissioners refused to submit a letter of support for the DSP program. Despite several attempts to discuss this situation and the revised requirements with Weston/Crook and Carbon counties, no response was received.

All the completed information received from the interested counties was reviewed. A schematic was developed to rate each county on the following variables obtained from the assessment tool:

- ✓ Communication (how easy is it to reach the program principals by email or phone).
- ✓ Client caseload (will there likely be enough clients to justify a full-time position).
- ✓ Need for innovative sentencing options in the community.
- ✓ Preparedness for innovative sentencing options.
- ✓ Local support (evidence of understanding the seed money concept).

The Assessment Tool Schematic was used to determine which county was the best candidate for the DSP program. Sweetwater County was selected for FY2008 startup.

**Program Area**

**2010 Motorcycle Safety**

**Project 01:**

**Motorcycle Website Development**

**Cost: HSP Budget - \$100,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** The Wyoming Highway Safety Program houses the Motorcycle Safety Program. It is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. With motorcycle fatalities and serious injuries on the rise, the HSO would like to improve the recruitment of motorcycle instructors and riders as well as increase public awareness about motorcycle riders.

This will be accomplished with the development of an interactive website allowing electronic instructor application as well as a database driven electronic training class application, payment and scheduling. It will also provide downloadable multi-media safety messages, posters and data regarding motorcycle safety factors to increase public awareness.

**Results:**

Although no 2010 funds were expended this fiscal year, meetings and actions have been ongoing and several projects are being developed:

- ✓ Tear off cards that will be placed at motorcycle dealers, driver services, etc., with motorcycle class information.
- ✓ Campaigns heightening the public's awareness of motorcyclists on the roadway. Production of posters and educational materials that can be placed in auto dealers, port-of-entry, etc. regarding the public's awareness of motorcycles as well as radio and television medium.
- ✓ A more dynamic, up-to-date web site offered to educate, update and inform the public on motorcycle safety issues. Highway Safety's Motorcycle Safety Coordinator will be working with the IT Program to keep the website uniform with the WYDOT website.

**Program Area**

**154 AL Alcohol Transfer Funds (FY2003)**

**Project 01:**

**Comprehensive Alcohol Program**

**COSTS: HSP Budget: \$15,322.95**

**Expenditures: \$15,322.95**

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**Project Objectives:** Provide a report of project activity, materials purchased or printed and/or incentive items with the message contained thereon as applicable.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

The funds were used to print 1,000 13-month campaign calendars distributed statewide to law enforcement, Governor's Council on Impaired Driving, Wyoming Seat Belt Coalition and other safety partners. 2,000 of each of the three alcohol-related brochures were purchased and distributed statewide through requests from program coordinators, law enforcement, schools, and other safety partners. The messages were: "Sobering Facts: Drinking and Driving"; "DUI It's a Crime!"; and "Teens and Driving: Drunk, Drugged or Drowsy –Don't Drive Impaired". Printed 500 Blood Alcohol Concentration Pocket Guides with distribution through Health Fairs and other alcohol related program requests. 2,500 magnetic clips were purchased for distribution also through the Annual Governor's Impaired Driving Conference and law enforcement with the message, "Designate First or Drive Sober!" 1,000 Personal Alcohol Test strips were purchased to be distributed through the Governor's Conference and through health fairs and other alcohol-related program requests. 20,000 Blood Alcohol Concentration Pocket Guides were designed and printed and have been distributed statewide for health fairs, the Annual Governor's Conference and Council, local and state law enforcement. 5,000 pens were purchased with an alcohol message "Designate a Driver or Drive Sober" which are distributed statewide. Purchased 6,400 Boot Coolies for the distribution at Cheyenne Frontier Days, local rodeos and fairs with the messages: Cowboy UP! Do the Right Thing Designate First or Drive Sober!"



**Program Area**

**154 AL Alcohol Transfer Funds (FY2004)**

**Project 01:**

**WY Parents LEAD**

**COSTS: HSP Budget: \$56,499.74**

**Expenditures: \$ 0.00**

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**Project Objectives:** Produce an educational packet for the target audience. Document distribution plan.

**Results:**

No funds were expended. This project was put on the back burner and will be addressed again in FY2008.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2005)**

**Project 01:**

**Law Enforcement Liaison**

**Cost: HSP Budget - \$44,179.43**

**Expenditures - \$44,179.41**

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**Project Objectives:** This project would provide funding for a local law enforcement liaison. The liaison would supplement the Highway Safety Program staff's efforts to reach out to various law enforcement agencies. The liaison will encourage participation in the various state/national highway safety campaigns as well as provided followup to encourage reporting of said participation.

To strengthen both, the HSO sees benefit in utilizing the liaison to distribute applicable data and materials, solicit campaign support and registrations, catalog agencies' activities during campaigns, encourage and report saturation patrol efforts, and serve as a communication conduit between officers and the HSO. The liaison will assist in finding appropriate and palatable solutions for data identified causes of fatalities and serious injuries on Wyoming roadways.

**Results:**

This project was accepted by the Wyoming Association of Sheriff and Chiefs of Police {WASCOP}. Byron Oedekoven is the WASCOP executive director and lead LEL. Byron and Gary Coe from the Denver office of NHTSA started the annual tour of the State in March. They met with Sheriffs and Chief's. Each HSO grant was addressed. Gary's role was to assist in explaining our newest grant as the "Law Enforcement Liaison" for Wyoming. A visit was planned and conducted for every county in the State during March, with the exception of Gillette, which had to be postponed. Underage drinking in Wyoming is receiving a lot of attention with the several grants and programs that state and local agencies are working on. Through the several grants that the Wyoming Association of Sheriff's and Chiefs have we are leading the discussion on several fronts. The liaison was able to attend the National Leadership Conference on Underage Drinking and attended several training sessions where information presented is applicable to Wyoming. The liaison was also included in preparation for the new crash report form that will be in effect January 1, 2008. He also gave an officers and association fact to the WEBINAR presentations that helped overcome the negativity that law enforcement personnel were experiencing.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2005)**

**Project 02:**

**Traffic Safety Resource Prosecutor**

**Cost: HSP Budget - \$55,000.00**

**Expenditures - \$ 0.00**

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**Project Objective:** This project is to fund a Traffic Safety Resource Prosecutor (TSRP) which addresses one of the recommendations documented in the 2005 Alcohol Special Management review.

The Highway Safety Office (HSO) will request a list of appropriate speakers to address the Wyoming Prosecutor's Association from the NHTSA Rocky Mountain Regional (RMR) office. That will be determined what the alcohol prosecution needs are and the HSO will determine if the needs can be satisfied using 402 (or that like) funds.

**Results:**

Due to time constraints on the Highway Safety Office, this project wasn't addressed.

**Program Area**

**Alcohol [154AL]  
Transfer Funding Addendum (FY2005 Funding)**

**Project 03:**

**Alcohol Screening & Brief Intervention  
COSTS: HSP Budget: \$50,000.00  
Expenditures: \$ 0.00**

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**Project Objectives:** 1) Identify partners willing to work on this effect. 2) Meet with partners and identify activities that apply to ASBI. 3) Seek approval from NHTSA RMR. 4) Update HSP accordingly and proceed with activities.

**Results:**

No funds were expended. Wyoming Department of Health Mental Health and Substance Abuse Services Division and the First Lady held a meeting to seek out partners, but Highway Safety Program Coordinator was not able to attend. No further action was pursued.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2005)**

**Project 05:**

**Law Enforcement Mobilization Report Incentive  
(Various)**

<b>Cost: HSP Budget -</b>	<b>\$15,000.00</b>
<b>Expenditures -</b>	<b>\$ 3,500.00</b>

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**Project Objective:** This project is to encourage participation in and reporting of May Mobilization law enforcement activities during regular shifts or overtime hours, the Highway Safety Program has offered a reporting incentive, stipend, to those agencies providing reports within 10 days after the campaign.

Since this is the initial year of this type of compensation, it is being offered primarily to agencies under Speed or D.U.I. high visibility overtime grants. The \$250.00 incentive is noted in each grant agreement issued.

**Results:**

There was no activity on this particular area.

See **Program Area 07-06 Occupant Protection:**

**Project 11: Law Enforcement Mobilization Report Incentive**

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 01:**

**Governor's Council on Impaired Driving  
Injury Prevention Resources -Lander,Wyoming  
COSTS: HSP Budget: \$ 91,100.00  
Expenditures: \$ 73,780.62**

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**Project Objectives:** To reduce the number of alcohol-related traffic crashes statewide, increase awareness of the drinking and driving problem in Wyoming, to increase the use of seat belts as the best defense against an impaired driver.

**Results:**

The Governor's Council on Impaired Driving met quarterly throughout the year. Minutes from each of the meetings were provided to Council members and are posted on the Council's website. November meeting council members continued planning for the Impaired Driving Conference and on the public education campaigns for creating a 'two-hour' time of test bill, DUI Child Endangerment, and mandatory testing of drivers in fatal and serious injury crashes. January meeting continued the Conference planning, confirming speakers and marketing the Governor's Awards. May meeting was held in conjunction with the Governor's Conference. The August meeting the council selected four new priority issues: enhanced sanctions for high BAC and multiple offenders, a comprehensive review of Wyoming's Implied Consent statute, citation/disposition tracking, and amending the definition of controlled substance in the DUI statute to include other routes of administration with continued work on mandatory testing of all drivers involved in fatal and serious injury crashes. Priority Issues for the Council were: 1)DUI Child Endangerment was introduced in the 2007 Legislative Session by Senator Ross where many of the Council were requested to testify on this issue. The bill passed and was signed into law by the Governor and became effective July 1, 2007. 2) Time of Test was introduced by Representative Ken Esquibel but even with his request of the Council to testify, the bill was not heard on the floor of the Senate. 3)Mandatory Testing of Drivers the council worked on a draft of an educational brochure and will continue to work on other educational opportunities regarding this issue. Five members and/or staff attended Lifesavers Conference in Chicago where the Council coordinator gave a presentation about the Governor's Council at the workshop, "Creating Change through State Impaired Driving Task Forces." Reconstruction began on the Council's website to used as a resource for the public on impaired driving issues. The new domain name registered for the Council is: ImpairedDrivingCouncil.org. The site is not yet available to the public.

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 02:**

**Alcohol Aspects of Alive at 25**

**COSTS: HSP Budget: \$15,000.00**

**Expenditures: \$ 0.00**

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**Project Objectives:** Minimum number of "Alive At 25" classes (5), Maximum number of students per class (25), number of other safety presentations conducted by WHP troopers demonstrating their focus on reduction of alcohol-related crashes by September 30, 2007, noting behavioral and attitudinal changes toward drinking and driving.

Indirect costs (3.08%) are allowable as part of the grant expenditures.

**Results:**

The Wyoming Highway Patrol decided not to request these funds but to concentrate on the Alive at 25 Program through the Occupant Protection Grant [OP02]. The Wyoming Highway Patrol continues to provide safer roadways in Wyoming through education and enforcement.

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 03:**

**DUI Supervised Probation Program  
Injury Prevention Resources  
COSTS: HSP Budget: \$104,891.00  
Expenditure: \$ 74,859.26**

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**Project Objectives:** To evaluate the program through the reduction in the number and percent of repeat DUI offenders in Fremont County. A database consisting of all DUI conviction data will be created and will be used to evaluate the effectiveness of the DSP program.

**Results:**

A database developed at the beginning of this project continues to track offenders sentenced to the DSP program; includes demographics of those sentenced and their progress throughout the program. A total of 185 DUI offenders were referred to DSP this year, bringing the total number of referred offenders (program-to-date) to 401. To date, there are 229 active clients, 172 of whom are considered compliant with the conditions of their probation (75% compliance rate). This is a significant improvement over the 51% compliance rate prior to the start of this program. A total of 3,370 contacts were made with clients in the office, on the phone, or face-to-face in another location. A total of \$35,550.00 was collected from DSP clients (program user fees). This program income was used to defray the cost of the program as noted in the Highway Safety Program files. Both caseworkers attended Lifesavers Conference as part of the furthering education. Both DSP caseworkers re-certified through the Prevention Research Institute's Prime For Life Driving Unimpaired program to be used in this program.



**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 04:**

**Annual Governor's Impaired Driving Conference**

**COSTS: HSP Budget: \$57,400.00**

**Expenditure: \$44,089.69**

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**Project Objectives:** Conduct an Impaired Driving Prevention Conference which will provide a forum to recognize law enforcement and individuals statewide for their dedication to the reduction of impaired driving. Evaluation forms will be used for the workshops and the overall conference to determine timeliness of the topics and determine collaborative action.

**Results:**

A contractor was hired to manage the logistics for the Annual Governor's Impaired Driving Conference. A "save-the-date" postcard was mailed to 5,500 people statewide with registration materials mailed in early March. DUI enforcement award certificates, citizen award plaques, appreciation cards from the Governor, and the Conference programs were designed. A press release about the Citizens Awards was prepared and submitted by the Governor's Office to all media outlets in the state. Letters were sent to each law enforcement agency notifying them of which officers would be receiving DUI Enforcement Awards from the Governor. The Awards sub-committee reviewed nominations and made recommendations to the Governor. The Annual Governor's Impaired Driving Conference was held on May 2, 2007 at the Parkway Plaza in Casper; 153 people were in attendance with an additional 96 attended the Awards Recognition. The workshops offered were: An Intensive Supervised Probation: A DUI Approach; Partnering with the Media; SFST Refresher Course Part I and Part II; Understanding Dram Shop; Survey of Alcohol Issues in WY: Changing Attitudes by Changing Communities; Drug Impaired Driving; Legislative Issues and Trends; and Fatal and Serious Injury Crashes: Mandatory Testing of All Drivers. Ten citizen awards and 101 DUI Enforcement Awards (top 100 officers in the state) were presented by Governor Freudenthal. Photographs of all the recipients were e-mailed to local media outlets in each county along with a story about the award recipient(s). Hard copies of the photographs were mailed to each recipient.

**NOTE:** See Addendum C on pages 185-186.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 05:**

**Wyoming Highway Patrol Overtime High Visibility D.U.I. Enforcement**

<b>Cost: HSP Budget -</b>	<b>\$78,340.80</b>
<b>Expenditures -</b>	<b>\$78,340.80</b>

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**Project Objective:** Each patrol district was given overtime hours as assigned by the WHP project director. The program started March 2007 through September 2007. Each patrol district could work any routes they felt were a D.U.I. problem.

The goal of this project was to obtain .10 D.U.I. citations per O/T hour worked. Total contacts will also be considered when evaluating the effectiveness of this program.

Funding was also requested to send WHP staff officers to the annual C.A.R.E. conference at a location to be determined at a later date.

The Wyoming Highway Patrol will implement a statewide overtime D.U.I. enforcement efforts, remove and arrest the “drinking driver” before involvement in a traffic crash causing death/injury/property damage on Wyoming’s roadways.

Attempt to maintain an average of .10 D.U.I. citations per O/T hour while working approximately 769.0 hrs. of overtime [one and one half times regular pay] for D.U.I. overtime enforcement.

To provide a maximum of \$5,000.00 for travel/training which would be used to send WHP staff officers to an annual C.A.R.E. conference at a location to be determined. Costs to be included are travel, motel/hotel, meals, and registration expenses. National D.U.I. trends and issues are discussed at this conference.

To provide funding for indirect costs. [3.08%]

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 05:**

**Wyoming Highway Patrol Overtime High Visibility D.U.I. Enforcement - continued**

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**Results**

FY-2007 Program Evaluation Statistics:

Total D.U.I. Citations:	83
Total Non-D.U.I. Citations:	359
Total No. Of Seat Belt Citation:	52
Total No. Of Child Restraints:	4
Total Other Warnings/Assists:	1,050
Total No. Of Seat Belt Warnings:	28
Total No. Of Child Restraints Warnings:	6

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Total Overtime Hours Expended:	769.0
Total Overtime Hours Allowed:	1,123.5

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D.U.I. Citations/O/T hour =	.11
Non-D.U.I. Citations/O/T hour =	.47
Other Citations/Contacts/Warnings/Assists/O/T hour =	.07 [1.41] per O/T hr.
Belt Citations:	.53
Average B.A.C. Reported:	.13

**NOTE:** Training and travel funds were utilized for sending two [2] WHP staff officers to the annual C.A.R.E. conference.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law Enforcement Overtime High Visibility D.U.I. Enforcement**

**Cost: HSP Budget - \$203,475.00**

**Expenditures - \$135,257.31**

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**Project Objective:** This project will provide the opportunity for local law enforcement to target alcohol impaired driving and reduce its involvement in crashes. It also increases their visibility and enforcement hours on the roadways. Some smaller law enforcement departments will also be included in addressing the drinking and driving problem. Local level Problem I.D. was provided to each D.U.I.

To continue D.U.I. overtime enforcement grant program for the third [3<sup>rd</sup>] and final year are Laramie County Sheriff's Office, Lander Police Department, Thermopolis Police Department, Johnson County Sheriff's Office, and Natrona County Sheriff's Office. To continue D.U.I. Overtime enforcement grant program for their 2<sup>nd</sup> year was, Goshen County Sheriff's Office, Riverton Police Department, Teton County Sheriff's Office, and Casper Police Department.

If any of the above locations do not continue during FY-2007, an attempt will be made to replace the project with other interested local law enforcement agencies/or departments.

To start D.U.I. overtime enforcement grants in eight [8] additional city/county law enforcement agencies and/or departments during FY-2007.

To provide personal expenses for overtime reimbursement to county or city law enforcement for working the D.U.I. grant projects [Personal Services]. To provide travel reimbursement as a per mile rate [established by the local level agency policy], for mileage compiled while working the D.U.I. overtime enforcement project. [Travel].

To provide a maximum of two or three portable breath testers \$499.00 each for the 1<sup>st</sup> or 2<sup>nd</sup> year D.U.I. grants recipients only. Number of portable Breath Testers depend on the size of the department or agency. For the 3<sup>rd</sup> year grant recipients there is no equipment offered.

Attempt to maintain and end of project average of [.10] D.U.I. citations per O/T hour worked. Other types of citations and non-citations contacts will also be compiled for program evaluation.

Days and time with D.U.I. Enforcement were agreed upon to be taken off of the local department and agencies. The department/agencies thought that the days and times were not letting them get the drinking drivers.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**

continued

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**Results**

**A. Lander Police Department - February 2007 / September 2007 - Yr 3**

A project was started with Lander Police Dept. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: February, March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 315.0 overtime hours being used for D.U.I. overtime enforcement with [36] D.U.I. citations and [273] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [.87]. The average B.A.C. for D.U.I. citations written: [.18]. One citations were written for child restraint violations, and none for seat belt violations. Eleven [11] warnings were issued for child restraints and twenty [20] for seat belts. A total of 1,990 miles of vehicle operating expenses were reimbursed with this project. No equipment was allowed to be purchased since this was the third and final year for Lander P.D.

**Funds Expended: 9,728.45**

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**B. Thermopolis Police Department - April 2007 / September 2007 - Yr 3**

A project was started with Thermopolis Police Dept. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 213.75 overtime hours being used for D.U.I. overtime enforcement with [31] D.U.I. citations and [94] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.15] and other citations/contacts/warnings per O/T hour worked: [.44]. The average B.A.C. for D.U.I. citations written: [.13]. One citations were written for child restraint violations, and one [1] for seat belt violations. Two [2] warnings were issued for child restraints and seven [7] for seat belts. A total of 1,026 miles of vehicle operating expenses were reimbursed with this project. No equipment was allowed to be purchased since this was the third and final year for Thermopolis P.D.

**Funds Expended: 7,433.81**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**

continued

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**Results**

**C. Laramie County Sheriff's Office - May 2007 / September 2007 - Yr 3**

A project was started with Laramie Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 229.0 overtime hours being used for D.U.I. overtime enforcement with [26] D.U.I. citations and [273] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [1.19]. The average B.A.C. for D.U.I. citations written: [.13]. No citations were written for child restraint or seat belt violations. One [1] warnings were issued for child restraints and nine [9] for seat belts. A total of 3,072 miles of vehicle operating expenses were reimbursed with this project. No equipment was allowed to be purchased since this was the third and final year for Laramie Co. S.O.

**Funds Expended: 9,259.15**

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**D. Johnson County Sheriff's Office - May 2007 / September 2007 - Yr 3**

A project was started with Johnson Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 184.0 overtime hours being used for D.U.I. overtime enforcement with [17] D.U.I. citations and [15] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.09] and other citations/contacts/warnings per O/T hour worked: [.08]. The average B.A.C. for D.U.I. citations written: [.15]. One citations were written for child restraint and seat belt violations. No warnings were issued for child restraints and fifteen [15] for seat belts. A total of 2,645 miles of vehicle operating expenses were reimbursed with this project. No equipment was allowed to be purchased since this was the third and final year for Thermopolis P.D.

**Funds Expended: 6,646.47**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**

continued

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**Results**

**E. Natrona County Sheriff's Office - February 2007 / September 2007 - Yr 3**

A project was started with Natrona Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: February, March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 224.0 overtime hours being used for D.U.I. overtime enforcement with [10] D.U.I. citations and [239] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.04] and other citations/contacts/warnings per O/T hour worked: [1.07]. The average B.A.C. for D.U.I. citations written: [.14]. Two citations were written for child restraint violations, and none for seat belt violations. One [1] warnings were issued for child restraints and twenty four [24] for seat belts. A total of 3,708 miles of vehicle operating expenses were reimbursed with this project. No equipment was allowed to be purchased since this was the third and final year for Natrona Co. S.O.

**Funds Expended: 10,993.12**

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**F. Teton County Sheriff's Office - March 2007 / September 2007 - Yr 2**

A project was started with Teton County S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 449.0 overtime hours being used for D.U.I. overtime enforcement with [51] D.U.I. citations and [522] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [1.16]. The average B.A.C. for D.U.I. citations written: [.12]. No citations were written for child restraint violations, and six [6] for seat belt violations. Six [6] warnings were issued for child restraints and twenty seven [27] for seat belts. A total of 4,202 miles of vehicle operating expenses were reimbursed with this project. Two PBT's and accessories were purchased.

**Funds Expended: 14,456.20**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**

continued

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**Results**

**G. Goshen County Sheriff's Office - March 2007 / September 2007 - Yr 2**

A project was started with Goshen Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 188.0 overtime hours being used for D.U.I. overtime enforcement with [3] D.U.I. citations and [330] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.02] and other citations/contacts/warnings per O/T hour worked: [2.01]. The average B.A.C. for D.U.I. citations written: [.22]. No citations were written for child restraint or seat belt violations. Two [2] warnings were issued for child restraints and two [2] for seat belts. A total of 1,194 miles of vehicle operating expenses were reimbursed with this project. Two PBT's and accessories were purchased.

**Funds Expended: 5,021.53**

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**H. Riverton Police Department - March 2007 / September 2007 - Yr 2**

A project was started with Riverton Police Dept. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 145.5 overtime hours being used for D.U.I. overtime enforcement with [13] D.U.I. citations and [252] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.09] and other citations/contacts/warnings per O/T hour worked: [1.73]. The average B.A.C. for D.U.I. citations written: [.19]. One citations were written for child restraint violations, and fourteen [14] for seat belt violations. Two [2] warnings were issued for child restraints and eleven [11] for seat belts. A total of 849 miles of vehicle operating expenses were reimbursed with this project. Two PBT's and accessories were purchased.

**Funds Expended: 5,604.45**



**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**  
continued

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**Results**

**I. Casper Police Department - March 2007 / September 2007 - Yr 2**

A project was started with Casper P.D. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 235.25 overtime hours being used for D.U.I. overtime enforcement with [29] D.U.I. citations and [272] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.12] and other citations/contacts/warnings per O/T hour worked: [1.16]. The average B.A.C. for D.U.I. citations written: [.15]. Two [2] citations were written for child restraint and none for seat belt violations. Two [2] warnings were issued for child restraints and thirty three [33] for seat belts. A total of 1,720 miles of vehicle operating expenses were reimbursed with this project. Two PBT's and accessories were purchased.

**Funds Expended: 13,830.22**

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**J. Fremont County Sheriff's Office - June 2007 / September 2007 - Yr 1**

A project was started with Fremont Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 314.0 overtime hours being used for D.U.I. overtime enforcement with [34] D.U.I. citations and [189] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [.60]. The average B.A.C. for D.U.I. citations written: [.00]. Two citations was written for child restraint violations, and six [6] for seat belt violations. Ten [10] warnings were issued for child restraints and thirty [30] for seat belts. A total of 6,201 miles of vehicle operating expenses were reimbursed with this project. Three [3] PBT's and accessories were purchased.

**Funds Expended: 17,703.14**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**  
continued

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**Results**

**K. Sheridan County Sheriff' Office - July 2007 / September 2007 - Yr 1**

A project was started with Sheridan Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 44.0 overtime hours being used for D.U.I. overtime enforcement with [5] D.U.I. citations and [53] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [1.20]. The average B.A.C. for D.U.I. citations written: [.14]. No citations for child restraint or seat belt violations were issued. No warnings were issued for child restraints and eight [8] for seat belts. A total of 801 miles of vehicle operating expenses were reimbursed with this project. Three [3] PBT's and accessories were purchased.

**Funds Expended: 3,782.28**

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**L. Converse County Sheriff's Office - May 2007 / September 2007 - Yr 1**

A project was started with Converse Co. S.O. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 562.5 overtime hours being used for D.U.I. overtime enforcement with [21] D.U.I. citations and [158] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.04] and other citations/contacts/warnings per O/T hour worked: [.28]. The average B.A.C. for D.U.I. citations written: [.14]. No citations for child restraint or seat belt violations were issued. No warnings were issued for child restraints and one [1] for seat belts. A total of 3,752 miles of vehicle operating expenses were reimbursed with this project. Three PBT's and accessories were purchased.

**Funds Expended: 11,199.88**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**  
continued

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**Results**

**M. Powell Police Department - June 2007 / September 2007 - Yr 1**

A project was started with Powell P.D. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 119.25 overtime hours being used for D.U.I. overtime enforcement with [10] D.U.I. citations and [128] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.08] and other citations/contacts/warnings per O/T hour worked: [1.07]. The average B.A.C. for D.U.I. citations written: [.13]. No citations for child restraint or seat belt violations were issued. One warnings were issued for child restraints and none for seat belts. A total of 1,087 miles of vehicle operating expenses were reimbursed with this project. Three [3] PBT's and accessories were purchased.

**Funds Expended: 7,469.87**

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**N. Laramie Police Department - March 2007 / September 2007 - Yr 1**

A project was started with Laramie P.D. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: March, April, May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 165.5 overtime hours being used for D.U.I. overtime enforcement with [21] D.U.I. citations and [174] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.13] and other citations/contacts/warnings per O/T hour worked: [1.05]. The average B.A.C. for D.U.I. citations written: [.15]. No citations for child restraint or seat belt violations were issued. No warnings were issued for child restraints and one [1] for seat belts. A total of 1,294 miles of vehicle operating expenses were reimbursed with this project. Two PBT's and accessories were purchased.

**Funds Expended: 9,154.51**

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 06:**

**Local Alcohol Countermeasures County/Municipal Law  
Enforcement Overtime High Visibility D.U.I. Enforcement**  
continued

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**Results**

**O. Gillette Police Department - May 2007 / September 2007 - Yr 1**

A project was started with Gillette P.D. for the above months. The majority of D.U.I. overtime enforcement was performed in the months of: May, June, July, August, and September 2007, to have the highest alcohol involvement for their area. The project resulted in 196.7 overtime hours being used for D.U.I. overtime enforcement with [21] D.U.I. citations and [150] other type citations/contacts/warnings. The rate of D.U.I. citations per O/T hour worked: [.11] and other citations/contacts/warnings per O/T hour worked: [.76]. The average B.A.C. for D.U.I. citations written: [.13]. One [1] citations for child restraint and seat belt violations were issued. Three [3] warnings were issued for child restraints and nine [9] for seat belts. A total of 1,515 miles of vehicle operating expenses were reimbursed with this project. Three [3] PBT's and accessories were purchased.

**Funds Expended: 11,496.90**

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**P. Pine Bluffs Police Department**

Pine Bluffs is a rural town in Wyoming where there is only one officer that handles law enforcement issues. The Project Director was replaced during this fiscal year and no action was taken on the grant. Therefore, the grant was cancelled on the approval of the Highway Safety Office Supervisor. **Funds Expended: \$0.00**

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 07:**

**Campbell County Community Youth Impact Circles  
Wyoming prevention and Awareness Coalition  
COSTS: HSP Budget: \$ 57,000.00  
Expenditures: \$ 40,967.85**

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**Project Objectives:** Report the outcome of each Youth Impact Circle (YIC) through the participants and facilitators thus reducing youth impaired driving. Minimum number of Youth Impact Circles (12). Provide the numbers of youth participants, summary of the YIC knowledge and attitudinal pre and post evaluations.

**Results:**

The goal of the Youth Impact Circle (YIC) is to prevent impaired driving through awareness and understanding. It provides a forum for both the victim and the offender and focuses on victimization created by impaired driving and supports victims by providing services and bridging gaps between community agencies. The "Circle" comes from a Native American tradition and allows the participants, possibly for the first time, to be able to voice their personal feelings and opinions of themselves, the Justice System, what they have just heard and seen, or maybe to just support or assist one of their peers present at the "Circle".

Sixty-one youth circles were presented through partnerships in the Gillette area. Total youth attendance was 652, 342 males and 310 females, additional adults total 258. All youth completed the Pre and Post Surveys. They each had previously received a Driving Under the Influence (DUI), or Minor in Possession (MIP) and were on Juvenile Probation, Juvenile Diversion, in the Re-Entry from the Wyoming Boys or Girls School, participant in the Campbell County Memorial Hospital A.S.S.S.P. program, Personal Frontiers program or in the YES house day treatment program. None of these youth are of legal age for drinking alcohol.

**Post Test Survey Results:**

- \* 96% of the youth surveyed indicated a raised level of awareness regarding risks associated with impaired driving.
- \* 82% indicated past 30-day alcohol use.
- \* 21% indicated they had attended school impaired.
- \* 98% indicated that riding with someone impaired is unsafe.
- \* 92% felt the best protection from an impaired driver was to wear a seat belt.
- \* 78% felt that peer pressure or wanting to "just fit in" caused their current legal problems.
- \* 94% indicated that after listening to the speakers they would warn others of risks involved with impaired driving.
- \* 86% indicated an improved knowledge of the effects of alcohol on the body and brain.
- \* 97% felt that the Youth Impact Circle was the most memorable and moving of all sanctions that had been placed upon them.

Youth are able to understand the victims point of view and even offer support in most cases. Many youth stated they felt safe in the circle and could confide honestly with other members of their circle.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 08:**

**Alcohol Paid Media - WYDOT Public Affairs Office**

**Cost: HSP Budget - \$64,173.20**

**Expenditures - \$55,700.81**

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**Project Objective:** The WYDOT-Public Affairs Office (PAO) will be responsible for overseeing the development of all information-related media PSA's which will be utilized for paid advertising, and will distribute statewide to media, appropriate agencies and organizations, along with providing the scripting and post-production work to ensure a quality product. Arrangements will be made to provide closed-captioning for the television spots. (Any eligible Federal 402 Highway Safety funding available through previously issued grants to PAO, WHP, and Highway Safety Program may be used for costs related to this objective.) The Paid Advertising Funds will not be used for production.

PAO will determine the best media types and locations to be purchased throughout Wyoming to ensure the information/PSA's are reaching the largest audience.

PAO will be responsible for the amount of funds to be used for each paid advertising spot, identifying how they will assess advertising effectiveness, and the amount of funds needed for the required assessments. The assessments may be conducted by PAO, other agencies, or other individuals as identified by PAO.

The method of the post-campaign assessment may utilize various survey instruments such as a random survey. All expenses shall be verified by copies of vouchers, invoices, etc., and kept on file as well as providing the Highway Safety Program with copies. Reimbursement requests from the PAO to the Highway Safety Program shall be submitted along with the project activity report on a monthly basis, and any required final assessment report no later than November 15, 2006.

**No costs should be incurred after September 30, 2007.**

**Results:**

One of the first efforts of the year was tied into the Christmas alcohol campaign. New technologies have opened the doors for new opportunities, PAO undertook animating a cartoon as part of the campaign. Working off of a parody of "Santa Clause is Coming to Town," PAO produced the spot and campaign which included print, radio and television media. The Public Affairs Office took the opportunity to reach young males through sports and placed signage with the Casper Rockies minor league baseball team to promote responsible drinking. PAO also continued the successful Trunk Trooper campaign, with both alcohol and restraint defense to drunk driver messaging. Three new Trunk Trooper broadcast ads were produced in the '06-'07 fiscal year. A Trunk Trooper print campaign was launched twice during the year. There was also a CW Teen Alcohol Awareness campaign focusing on making good decisions.

The campaigns were evaluated through a survey assessment conducted by Aspen Media and Market Research.

NOTE: The media assessments and evaluations are in Addendums A and B on pages 163-184.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 09:**

**WASCOP Alcohol Factor Survey Part Two  
Data Analysis**

**Cost: HSP Budget - \$63,030.00  
Expenditures - \$59,576.82**

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**Project Objective:** This project was funded for the data analysis of the FY2006 Alcohol Factor Survey performed by Wyoming Association of Sheriff and Chief's,(WASCOP). The FY2006 project collected expanded date in Wyoming custodial arrests and has received more complete reporting than the introductory effort of FY2005.

The second phase will be accomplished during a seven-month period of FY2007 – October 1, 2006 though march 30, 2007. It will include the activities: [1] assembling the date in usable formats: [2] obtaining analysis requests from EUDL and the governor's Council on Impaired Driving and the like, [3] comprehensive analysis of the data best meeting the needs of all interested safety partners: [4] a collaborative process for formulating specific recommendations and strategies: [5] a draft of the final report and: [6] printing and dissemination of the project report to at least each county that collected the data and major alcohol reduction partners. y for offset cost for additional work to assigned monitor; (5) create a master database in a manner that will allow for efficient harvesting of information during the analysis state; (6) provide copy of the database and proof of completion of the data collection phase by November 15, 2006.

The funding for this project will also cover travel cost while working on getting input and statistics from individual groups.

**Results**

This project was conducted during a nine-month period (October 1, 2006 – June 30, 2007) and was a scheduled, follow-up effort to the collection of alcohol related data for all persons arrested and detained in detention facilities in Wyoming during the previous six months. This phase of the originally designed two-phase sixteen-month effort focused on analyzing the collected data, developing appropriate strategies and recommendations, producing a comprehensive report, and disseminating the information statewide.

Specifically, this project involved the following series of activities: (1) assembling the data in usable formats; (2) a comprehensive analysis of the collected data; (3) a collaborative process for formulating specific recommendations and strategies; (4) conducting additional research; (5) drafting of the two reports; (5) and the printing and dissemination of the reports.

Preliminary results from the collected data were presented to members of the Wyoming Association of Sheriffs and Chiefs of Police, the Governor's Substance Abuse and Violent Crime Advisory Board, the Advisory Council for the Enforcing Underage

**Results**

Drinking Laws Grant Program, and the Governor's Council on Impaired Driving. Discussions centered on interpreting the results and identifying additional areas for further analysis. Follow-up presentations and discussions were conducted with each of these groups in order to discuss and formulate appropriate strategies and recommendations.

A review of all national research literature available on the relevant topics was conducted and incorporated into the Report's findings/analysis/ and recommended strategies. Two reports were eventually produced as a result of this project effort: a fifty-six page Final Report containing a comprehensive analysis of all the collected data, graphs, charts, strategies and recommendations; and a ninety-six page Supplemental Report containing county, community and law enforcement agency specific data. Both reports were printed and disseminated to every chief of police and sheriff in Wyoming. In addition, every member of the Councils and Boards mentioned previously were provided with a copy of the final report.

The high percentage of alcohol-involved arrests (63%), the inordinate number of arrests for public intoxication and driving under the influence, and the high levels of blood alcohol content recorded for these arrests (0.2345 and 0.1593 respectively) provide compelling statistics concerning the impact of alcohol abuse on crime in Wyoming.

The project manager presented the findings and recommendations to a wide variety of interested groups, as well as to newspaper, radio and television reporters (specific groups are identified in previously submitted Project Monthly Reports). In addition, presentations to a number of County Prevention Groups have already been scheduled and will continue beyond the end of this project period.

PDF's of both reports were created and are available for public review on two websites : the Wyoming First Lady's Initiative to Reduce Childhood Drinking ( <http://wfli.org> ) and the Wyoming Association of Sheriffs and Chiefs of Police ( <http://wascop.org> ).

This project was completed on schedule, within budget and with all identified objectives accomplished.



**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 10:**

**Tribal Outreach**

**COSTS: HSP Budget: \$25,000.00**

**Expenditure: \$ 0.00**

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**Project Objectives:** Conduct outreach efforts focused on impaired driving issues on the Wind River Indian Reservation with tribal support. Report on efforts, attitude changes, number of contacts and formulate an action plan for future outreach.

**Results:**

Finding the right contact on the Reservation was a difficult process. We were able to connect with another tribal organization, Eastern Shoshone Recovery Center, who is willing to work on traffic safety issues. Sobriety checkpoints are of interest on the Reservation which will help this outreach effort. A meeting in Riverton in September 2007 generated a request for funding which was put together for FY2008. At the meeting elements of the problem on the Reservation were discussed, what partnerships were already in place [Wind River Police Department & Eastern Shoshone Recovery Center], and how WYDOT Highway Safety funding can assist with these traffic safety issues.

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 11:**

**Cheyenne Community CAN (Change Attitudes Now)**

**COSTS: HSP Budget: \$27,700.00**

**Expenditures: \$15,733.68**

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**Project Objectives:** Project evaluation will report the success of all CAN members who remain alcohol and drug free (data collected by LCSD #1) and that safety belt use is at 100% for these students by visual survey done by the project coordinator. A questionnaire will be given to all CAN members at the end of the school year. Survey teachers and students of elementary schools where CAN program presentations were given. (Minimum number of presentations (10) planned for at least 20 students per presentation.)

**Results:**

Students in CAN come from the general student body of both East and Central High Schools. Many CAN students are in other extra-curricular activities such as: Student Council, FFA, FBLA, Drama, Music, and Athletics and 16 students who were just in CAN. In the 2006-2007 school year, no CAN student had a single alcohol/ drug violation and no seatbelt violations. One CAN member did have a traffic citation for speeding in front of the school but the School Resource Officer reported that he was wearing his seat belt.

The CAN students planned and participated in the Red Ribbon Week in October to begin their school year of presentations. Throughout the year the students went to eight of the elementary schools in the District providing presentations on seat belt safety, alcohol and other drugs. The CAN students have partnered with the DARE officers and present at each of the graduations. Each month the students present on average 12 times per month. They present in classrooms, assemblies, Dare Graduations, student health fairs, and other requests. In April, they planned a CAN Challenge Camp for 4<sup>th</sup> and 5<sup>th</sup> grade District students where they worked with the students in activities such as football, basketball, volleyball, dance and theater providing the younger students opportunities to understand how important their choices such as the dangers in riding in a car and not being buckled up or dealing with peer pressure and how to stay away from drugs. The coordinator and three CAN students also attended the Annual National Leadership Conference where they networked with other students to learn new ways to present their ideas to younger students, strengthen their own resistance skills against peer pressure. During the CAN presentations, the CAN student explains why they are in CAN and their choice to remain alcohol and drug free and to always wear their seat belt. They provide trading cards to the young students as a reminder of their choices and how it has helped them be successful.

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 12**

**Natrona County School District #1 Superstars**

**COSTS: HSP Budget: \$43,000.00**

**Expenditures: \$ 0.00**

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**Project Objectives:** Project evaluation will be through the use of surveys of the student population before and after implementation and also surveying the student body of the elementary students for what they know and have experienced. Questions on the surveys will include alcohol and other drug use and if students are drinking and driving, using seatbelts or driving with impaired drivers. This information will be cross-referenced with the data from the annual risk surveys done by the Department of Health through the schools. Report number of student Superstars, number of schools involved, number of role modeling activities or presentations.

**Results:**

No grant was provided for this program. The community program coordinator quit in the middle of the prior year and the other school coordinators did not work together to coordinate the citywide program. This changed the intent of the initial grant in FY06. Since no program was coordinated, no funding was provided.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 13:**

**Eligible Training - State Chemical Testing Program (CTP)**

<b>Cost: HSP Budget -</b>	<b>\$17,500.00</b>
<b>Expenditures -</b>	<b>\$ 2,567.71</b>

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**Project Objective:** This project was funded with Federal 402 funds, for technical and educational training of state CTP staff. This staff supports the efforts of law enforcement by performing alcohol blood alcohol concentrations, maintains local equipment and conducting equipment training courses. The project funded the Registration/Travel expenses for training/educational seminars.

Indirect costs was allowed [17%]

**Results**

Michelle Upton and Jodie Callen attended the Robert F. Borkesten course on Alcohol and Highway Safety at Indiana University. Michelle attended the course in December 2006 followed by Jodie in May 2007. This is a week long course on alcohol analysis effects and litigation. The course is very thorough and is taught by several international leaders in the field of alcohol analysis and litigation issues. Completion of this course is mandatory before any CTP employee will be allowed to testify in breath alcohol cases.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 14:**

**State Chemical Testing Program - Testing Equipment (CTP)**

<b>Cost: HSP Budget -</b>	<b>\$14,040.00</b>
<b>Expenditures -</b>	<b>\$12,267.00</b>

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**Project Objective:** This project will provide for the purchase of two Intoximeter EC/IR II breath alcohol testing instruments to be used for training law enforcement personnel in administering B.A.C. tests accurately. The Highway Safety Program and law enforcement agencies throughout the state depend heavily on the expertise and training provided by the Chemical Testing staff.

Indirect costs was allowed [17%]

**Results**

Two Intoximeter EC/IR II breath alcohol testing instruments were purchased to be used for training law enforcement personnel. Intoximeter Inc. has ceased manufacturing the EC/IR as they have replaced it with the upgraded ECIR/II and eventually all EC/IR instruments in Wyoming will be replaced with the EC/IR II. The CTP has the task of training, certifying and maintaining a training database for all law enforcement agencies in the state. There are several EC/IR II instruments currently in the field and the instruments acquired, via of this grant, were used in all operator training courses since they arrived at the CTP.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 15:**

**Video Cameras/Accessories for D.U.I. arrest support for Alcohol Countermeasures, Wyoming Local Law Enforcement Agencies/Departments**

**Cost: HSP Budget - \$45,000.00**

**Expenditures - \$44,521.99**

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**Project Objective:** To provide a minimum of [18] video cameras and accessories [Non-Major Equipment] to Wyoming local law enforcement agencies/department to assist with D.U.I. arrest and court convictions. They will also improve officer safety stops.

**Results**

The following three [3] law enforcement agencies applied for and received grants for video cameras. A total of ten [10] cameras were purchased through these grants. The law enforcement agencies and the number of video camera units purchased are provided below.

- A. Shoshoni Police Department - Three [3] Video Cameras  
**Funds Expended: \$13,021.99**
- B. Goshen County Sheriff' Office - Three [3] Video Cameras  
**Funds Expended: \$13,500.00**
- C. Converse County Sheriff's Office - Four [4] Video Cameras  
**Funds Expended: \$18,000.00**

**Program Area:** Alcohol Transfer Funds 154AL (FY2006)

**Project: 17** Laramie County D.U.I. Court - SCRAM  
**Cost: HSP Budget - \$21,600.00**  
**Expenditures - \$11,200.00**

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**Project Objectives:** This project is being requested to pay for monitoring of 30 individuals for 60 days per person at twelve dollars a day. The use of the Secure Continuous Remote Alcohol Monitor (SCRAM) device, worn on the offender's ankle, will ensure compliance. They anticipate handling the costs after that point.

The D.U.I. Court goal is to obtain a compliance rate of 80%. Review data from DCI Annual Report, Department of Health's Substance Abuse Division, MADD, Case management System and Highway Safety Program county level impact.

**Results:**

The Laramie County DUI Court (DUI Court) continues to provide sentencing options to the Laramie County Circuit Court and the Laramie County District Court. The DUI Court continues to utilize regularly scheduled Court hearings, supervised probation, Secure Continuous Remote Alcohol Monitor (SCRAM) technologies, and comprehensive and regimented substance abuse treatment in order to reduce repeat impaired driving offenses in Laramie County. The DUI Court Program continues to take a proactive approach to combat the driving under the influence (DUI) problem within Laramie County by promoting program philosophies directed at upholding offender accountability, responsibility, and treatment attendance.

The DUI Court has successfully incorporated the use of the SCRAM device for DUI offenders. The SCRAM device works by measuring how much alcohol is emitted from the body. Alcohol is processed out of the human body in two ways, by being metabolized and/or excretion. Metabolism accounts for greater than 90% of ingested alcohol and occurs predominantly in the liver. The remaining 10% of ingested alcohol is excreted and unchanged whenever water is removed from the body, which includes breath, urine, perspiration, and saliva. The most common alcohol testing mechanism used for excretion-based testing is through breath using a portable breath test (PBT). The excreted alcohol can be measured and correlated to a person's Blood Alcohol Concentration (BAC). The SCRAM devices can detect and measure the amount of alcohol being excreted through the perspiration from the wearer's body. The SCRAM bracelet can also detect and report whether the wearer is attempting to tamper with the device. Some common tampering techniques include removing the device, attempting to place an object between the device and the skin, and/or submersing the device in water. The SCRAM alcohol monitor can conduct transdermal alcohol tests 24 hours a day, 7 days a week and is worn around the ankle. The SCRAM device has become an indispensable tool in its ability to monitor alcohol consumption and abstinence in DUI Court participants. There was a **98%** compliance rate with this program.

**Results:**

One of the goals of the SCRAM program is to get program participants sober and keep them sober, and at the same time, require them to participate in intensive drug and alcohol treatment. The DUI Court currently requires all DUI Court program participants to wear the SCRAM bracelet for the first 60 days of the program. The DUI Court utilizes the funds provided by the Wyoming Department of Transportation to pay for the first 30 days and then the program participant is required to pay for the next 30 days.

The funds from the Wyoming Department of Transportation allow the DUI Court to effectively monitor the use of alcohol for a longer period of time. The utilization of the SCRAM device has been so successful that the DUI Court has had only one person continue to drink alcohol while wearing the bracelet.

At this time, it does appear that the current use of the SCRAM device combined with the other strategies used by the DUI Court is having the desired effects. To date, the Laramie County DUI Court has twenty-six individuals actively enrolled in the program, twenty-two individuals have graduated the program, four individuals have transferred to other programs, and nine individuals have been unsuccessfully terminated from the program. The DUI Court program maintains a 79% retention rate, which demonstrates that once an individual is enrolled in the program he or she successfully completes the program. Of those individuals that have been, or are currently enrolled in the program, only one individual has been re-arrested for a DUI offense. One of the more remarkable achievements the DUI Court has experienced is only one out of the twenty-two program graduates has been rearrested for a DUI since graduation. That fact indicates that 95% of the individuals who graduate the program do not re-offend. This one statistic is a considerable achievement considering of the 22 program graduates they account for a total of 66 DUI arrests in their lifetime.

DUI Court participants have also participated in over 3,000 hours of substance abuse counseling, paid over \$4,000.00 in DUI Court fees, and over \$10,000.00 in fines and associated Court costs. The current program participants collectively have 3,038 sober days which is monitored by the SCRAM device and random and frequent breath and urine screens. Program graduates had 7,132 days of collective sobriety at the day of graduation.

The DUI Court Team feels that the new and dynamic approaches listed above have had an impact on the amount of DUI related crashes in Laramie County. By identifying DUI offenders who have substance abuse issues and providing them with supervised probation, plus using sobriety compliance technologies, all in combination with the philosophies and practices of Drug/DUI Court programming, the DUI Court has made a positive impact on the safety of our community.



**Program Area:** Alcohol Transfer Funds 154AL (FY2006)

**Project: 17** Laramie County D.U.I. Court - SCRAM - continued

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**Results:**

The overall goal of the DUI Court program is to continue to make our community safer from the dangers of drunk driving. By identifying those offenders in need of treatment, monitoring their sobriety by using the SCRAM device, requiring higher offender accountability, and ensuring compliance through regular Court appearances the DUI Court is making a positive impact in Laramie County. To date, only one person who has graduated from the DUI Court program has received any additional arrests for DUI. The DUI Court currently has a 79% retention rate, which indicates that participants are getting involved in drug and alcohol treatment, they are remaining sober, and they are succeeding. The DUI Court program will continue to monitor and evaluate the program periodically and will make the necessary adjustments to continue and advance on the successes that the program has already experienced.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 18:**

**City of Laramie DRE Training**

**Cost: HSP Budget - \$33,750.00**

**Expenditures - \$24,868.01**

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**Project Objective:** To provide funding to train 15 officers as DREs (Drug Recognition Experts). This program is a nationally recognized program in which Police Officers who are well versed in Standardized Field Sobriety Tests and DWUI enforcement are trained through an intensive 3-week program to assess and evaluate offenders who are suspected to be under the influence of drugs.

The Highway Safety Office (HSO) is pleased that Laramie has offered to host officers statewide for this program.

**Results:**

On May 21st and 22nd, the first Wyoming Drug Recognition Expert Preliminary School was completed in Laramie since funding was sufficient, the class size was allowed to grow to 25 students. These students represented twelve different agencies and successfully completed the training. The training included a drinking lab where volunteers were brought in and dosed with alcohol to the point where they exhibited physiological effects of being under the influence of a central nervous system depressant. All 25 students passed the training. The instructors were provided through direct funding from International Association of Chiefs of Police (IACP) through a NHTSA grant. The instructors were from Colorado, Oregon, and California, and Ernie Floegel from the IACP was also present for the training.

On May 24th and 25th, the second DRE Preliminary School was held in Casper at the University of Wyoming Outreach school. There were forty students from twenty different departments at this training, which also included a drinking lab. Upon the completion of the preliminary schools, twenty four students from twelve agencies were selected to go on to the seven day basic school, based on their performance in the preliminary school.

The DRE basic was held in Laramie from June 25th through July 3rd. Several days before the start of the training, the Casper Police Department pulled their students out of the training due to low manpower as well as other issues. One alternate was brought in at the last minute and twenty-one students completed the training. The Wyoming students had the highest overall average on the final exam than any other DRE basic class on record. Upon the completion of the training, a graduation ceremony was held with many administrators and contributors to the program in attendance.

**Results:**

The twenty one students were divided into three separate groups for the field certifications in Phoenix, Arizona. Students were flown down to Phoenix where a large capacity rental van was used to shuttle them around. The students were housed at the Mainstay Suites, where DRE students from around the country often stay. The actual evaluations were conducted primarily at the Maricopa County Jail in downtown Phoenix with the assistance of representatives from the Arizona Governor's Office of Highway Safety as well as DRE Instructors from around the Phoenix area.

All but one of the twenty one students completed the necessary evaluations for certification. The one student was short on one of his seven drug categories. Arrangements have already been made for the student to travel to Denver to complete the certification process. Since the certifications were completed, the newest Wyoming DREs have already completed over twenty field evaluations on a variety of charges. Eighteen of the evaluations were performed on subjects who had been arrested for Driving Under the Influence. A more complete accounting of these evaluations will be provided at the end of the calendar year. The first year of Wyoming's Drug Evaluation and Classification Program was a resounding success and I expect even more success, another DRE training project is planned in FY2008.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 19:**

**Washakie County S.O. SIDNE Car**

**Cost: HSP Budget - \$23,000.00**

**Expenditures - \$23,000.00**

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**Project Objective:** To project would provide funding for the purchase of a Simulated Impaired Driving Experience or (SIDNE) vehicle. The vehicle simulates the effects of impairment from alcohol or other drugs on a motorist's driving skills. In Impaired Mode, the vehicle reacts with delayed steering, braking and acceleration, simulating the effects of a vehicle being driven by an impaired driver.

**Results:**

The Washakie County Sheriff's Office has used the SIDNE at least ten times since they received it in April of 2007. It was used it with the Washakie County #1 and #2 school districts. The SIDNE Car was also used it with the driver's educations classes in June of this year for both school districts. Washakie Co. S.O. have used it with the health classes of both school districts in September of this year. It has also been used to demonstrate the effects of drunk driving in approximately ten classes, in both school districts. The SINDE has been used with grades 9<sup>th</sup> though 12<sup>th</sup> and the ages vary from 15 to 18. All classes have been taught at the Worland High School.

The SIDNE is used to show students the reaction time of an intoxicated driver. A course is set up, and the students drive the SIDNE through the course. Students or filmed and they later watch the film and write a reaction to the experience with the SIDNE. Student reactions to the SIDNE are taken for a grade in health class. A passenger also rides with the driver wearing the fatal vision goggles to show what it is like to ride with an intoxicated driver.

Student's reactions to the SIDNE experience range from shock at the reaction time it takes to stop and turn the machine. They also use the phrase that the vehicle went out of control. We then explain to them that they are in control of the vehicle, it is not the machine, it is them. They view the SINDE as a fun learning tool.

This is their first school year to have the SIDNE; I only seeing our program strengthening year after year.

The SIDNE was also put on display at our yearly health fair. Officer demonstrated how the SIDNE operated, and used the time with the crowd to explain the dangerous effects of drinking and driving. I also took the SINDE with me to CAMP POST CARD this year, to show other departments and officer what a great tool the SIDNE was for teaching about the dangers of drinking and driving.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 20:**

**Intoximeter**

**Cost: HSP Budget - \$25,000.00**

**Expenditures - \$23,704.00**

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**Project Objective:** In cooperation of and with the advice from the Director of the Wyoming State Chemical Testing Laboratory, assistance will be provided to Wyoming Law Enforcement's efforts to arrest and remove drinking drivers or prior to a traffic crash event by providing funding [Under \$5,000.00 each - Federal funding - Major/Non-major Equipment] for the purchase of [5] EC/IR type "approved" Intoximeter or Alco Sensor IVs with accessories, meeting the specifications set forth by the Department of Health. Equipment will be monitored by the Highway Safety Program for use, operating condition, and agency location. During FY2007 the Department of Health has taken on the duties of inventory on all equipment purchased. The monitoring of the equipment is then given a copy to the Highway Safety program Office.

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**Results**

**A. Crook County Sheriff's Office**

This project assisted the Crook County Sheriff's Office in arresting drinking drivers by providing funding for the purchase of an "approved" intoximeter with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The intoximeter selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$5,000.00**

**B. Fremont County Sheriff's Office**

This project assisted the Fremont County Sheriff's Office in arresting drinking drivers by providing funding for the purchase of an "approved" intoximeter with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The intoximeter selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$5,000.00**

**Results****C. Carbon County Sheriff's Office**

This project assisted the Carbon County Sheriff's Office in arresting drinking drivers by providing funding for the purchase of an "approved" intoximeter with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The intoximeter selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$5,000.00**

**D. Lincoln County Sheriff's Office**

This project assisted the Campbell County Sheriff's Office in arresting drinking drivers by providing funding for the purchase of an "approved" Alco Sensor IV with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The Alco Sensor IV selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$2,000.00**

**E. Fremont County Sheriff's Office - (Dubois Office)**

This project assisted the Sweetwater County Sheriff's Office in arresting drinking drivers by providing funding for the purchase of an "approved" Alco Sensor IV with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The Alco Sensor IV selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$1,704.00**

**F. Laramie Police Department**

This project assisted the Laramie Police Department in arresting drinking drivers by providing funding for the purchase of an "approved" intoximeter with accessories for the jail/detention/office facility. A media release was issued by the department acknowledging the Federal 402 funding. The intoximeter selected was on the Highway Safety Program approved list and was calibrated by the Wyoming State Chemical Testing Program Staff. The equipment provides access for other law enforcement department/agencies. **Funds Expended: \$5,000.00**

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 21:**

**The BACCHUS Network  
University of Wyoming AWARE Program  
COSTS: HSP Budget: \$20,000.00  
Expenditures: \$ 0.00**

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**Project Objectives:** Summary of the number of students involved in the peer education on health and safety issues. The activities generated that focused on positive peer education to reduce and/or eliminate harm caused by alcohol and the deaths and injuries from alcohol-related crashes.

**Results:**

No grant was provided for this program. The contact with the University of Wyoming did not make themselves available for contract negotiations.

**Program Area**

**154AL Alcohol Transfer Funds (FY2006)**

**Project 22:**

**Statewide Coordinated Youth Program**

**COSTS: HSP Budget: \$40,000.00**

**Expenditures: \$ 0.00**

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**Project Objectives:** A report will be compiled to show the collaboration statewide of the youth organizations and their efforts to address youth identified traffic safety issues to affect change in the traffic crash picture in Wyoming.

**Results:**

No grant was provided for this program. The initial discussion for the grant was to provide an umbrella coordination effort for the youth organizations statewide that work on traffic safety and other teen related issues. This effort was to complimented the Wyoming First Lady's Initiative with the Youth for Justice. This did not come to fruition, but the Department of Health Mental Health and Substance Abuse Services Division did provide a grant to provide technical assistance to the CAN (Change Attitudes Now) programs statewide.



**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 23:**

**Custodial Alcohol Factors**

**Cost: HSP Budget - \$43,453.18**

**Expenditures - \$36,473.95**

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**Project Objective:** This project continues the FY2006 alcohol Factor Survey performed by Wyoming Association of Sheriff and Chief's, (WASCOP) in order to create a trendline. The effort collects specific data in custodial arrests in Wyoming that is more comprehensive in its approach than the initial effort in 2005. In order to expand the 2005 effort, this project will be conducted in two phases. The first phase will occur in FY2007 and the second analysis phase will occur in early FY2008.

**Results:**

This project was part of a continuing effort by the Wyoming Association of Sheriffs and Chiefs of Police to collect alcohol related data in custodial arrests in all twenty-three counties in Wyoming. This project was initiated with the expressed purpose of assessing the impact of alcohol on crime in Wyoming more accurately in order to devise effective strategies aimed at reducing the number of alcohol related traffic crashes and crimes in Wyoming.

This project was conducted during a seven-month period (March 1, 2007 – September 30, 2007) and involved the collection of alcohol-related data in all custodial arrests in Wyoming. Specifically, data was collected from a total of 11,591 persons who were arrested and subsequently detained in detention facilities in all twenty-three counties in Wyoming, as well as the Fremont County Alcohol Crisis Center. Data was collected from 78% of all persons arrested in Wyoming during this time period.

Data collected during this project period indicates that alcohol continues to be a major factor whenever a person is taken into custody by law enforcement in Wyoming. The percentage of arrests involving alcohol (68%), the number of arrests for public intoxication and driving under the influence (9% and 31%), and the high levels of blood alcohol content recorded for these arrests(0.2513 and 0.1529) equaled or surpassed the statistics recorded for the same time period in 2006.

This was the third year that the Association has been funded by the Wyoming Department of Transportation to collect alcohol related data in custodial arrests in Wyoming. The statistics and analysis contained in the reports that have been published as a result of this continuing effort have been reviewed and are being used by a large number of prevention, treatment, law enforcement professionals, as well as by the media and general public statewide. It is the only comprehensive, statistically based analysis of the impact of alcohol on crime in Wyoming. A large number of professionals have not only come to rely on the data, but have come to expect the published results on a yearly basis.

**Results:**

The Association has received funding from WYDOT to collect the data for the same time period in 2008. As a result of the proven benefit to a variety of efforts that are currently underway statewide, the Substance Abuse and Mental Health Services Division of the Wyoming Department of Health have joined in this effort and have agreed to assist in funding the collection of data for a twelve-month period. All previous efforts were limited to six months due to cost constraints. This full year of data collection in 2008 should enhance the analysis process and be helpful in devising additional enforcement strategies.

The project manager presented the findings and recommendations from this year's data collection to a wide variety of interested groups, as well as to newspaper, radio and television reporters. In addition, presentations to a number of County Prevention Groups have already been scheduled and will continue into the coming year. The printing and dissemination of the two reports that have been produced from this project will take place as a part of 2008 efforts. In addition, PDF's of both reports will be created and made available for public review on two websites : the Wyoming First Lady's Initiative to Reduce Childhood Drinking ( <http://wfli.org> ) and the Wyoming Association of Sheriffs and Chiefs of Police ( <http://wascop.org> ).

This project was completed on schedule, within budget and with all identified objectives accomplished.

**Program Area**

**Alcohol Transfer Funds 154AL (FY2006)**

**Project 24:**

**City of Laramie SFST Training**

**Cost: HSP Budget - \$8,000.00**

**Expenditures - \$7,500.00**

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**Project Objective:** This project is for funding a trainer to certify law enforcement officers in the area of D.U.I. Standardized Field Sobriety Testing, (SFST). In the State of Wyoming, certification is required to instruct law enforcement officers in this area. There is a shortage of regional training offered to certify instructors in this discipline. Currently, there are only a handful of institutions nationwide that offer these types of training and only a handful of instructors available to teach SFST in Wyoming.

**Results:**

The Laramie Police Department contracted with the Institute of Police Technology and Management out of Jacksonville, Florida, to conduct the class. The class was held August 13<sup>th</sup>-17<sup>th</sup> at the Laramie Police Department.

A total of 27 students representing 20 different agencies attended the training. I had hoped to get 30 students in the class, but the pervasive manpower shortages around the state presented a problem in getting this goal accomplished. The training went well and all 17 students passed the class with a minimum passing score of 80, with 13 of the students passing with a perfect score. Laramie Police Department had previously submitted a summary sent by IPTM.

The class included an alcohol workshop where the students were trained in the proper method to dose participants with alcohol for future classes. This is a very important aspect to SFST training as it lets practitioners see the effects of alcohol first-hand. This class also in important to improving our overall DUI enforcement skills around the state. The next component to this will be in ensuring that each agency is keeping up on the training that their officers receive. Laramie Police Department will be working with DECP State Coordinator to try to accomplish this and will keep you posted on my efforts.

The class was well received by the students and I have already received calls requesting another class in the future. Based on an aggressive 2008 training schedule at the Laramie Police Department. The Laramie Police Department doesn't anticipate trying to get another instructor class here until summer 2009.

**Program Area**

**Hazard Elimination - [154HE]  
Transfer Funding [FY-2005 ]**

**HSP Budget:[154HE]- \$205,198.98**

**Total Expenditure: \$ 6,627.08**

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**Reference:** The TEA-21 Restoration Act established two transfer programs to encourage States to enact Open Container laws [Section 154HE] and Repeat Intoxicated Driver laws [164HE]. States that do not meet the statutory requirements of either program on October 1, 2000 will have one and one-half percent of funds apportioned to the State on those dates under each of Sections 104[b][1], [b][3], and [b][4] of title 23 of the United States Code will be transferred to the State's apportionment under Section 402 of that title for each non-complying program. Wyoming is subject to transfer of funds for both programs. Neither law was enacted prior to October 1, 2000. This addendum identifies those Section [154 & 164] FY-2005 transfer funds proposed for Hazard Elimination funding in Wyoming's approved FY-2007 Highway Safety Plan.

These funds have been reviewed and approved by the Wyoming Governor's Representative for Highway Safety and the Director of Wyoming's Department of Transportation for consideration of hazard elimination project implementation under this program area.

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**Project Objectives:** The Wyoming Highway Safety Program will issue a Highway Safety Grant agreement to the proper program within WYDOT. This agreement will authorize WYDOT to use these funds during FY-2006 which take on the characteristics and requirement of FHWA's Section 152 Hazard Elimination Program [154HE]

WYDOT will submit reimbursement requests to the Highway Safety Program for processing after being reviewed and signed by the proper WYDOT official verifying that the costs are eligible under Section 152. Notification of hazard elimination projects assigned to these funds will be provided to the Highway Safety Program.

**Results:**

All [154HE] transfer funding has been contracted to WYDOT and assigned to hazard elimination projects during FY-2007. Expenses have been involved as indicated above for [154HE] were approved Hazard Elimination Projects. Proper documentation has been received for verification of costs and are on file in the Highway Safety Program files as required.

**Program Area**

**Hazard Elimination - [154HE] and [164HE]  
Transfer Funding [FY-2006 ]**

**HSP Budget:[154HE]- \$3,450,879.00**  
**Total Expenditure- \$2,600,757.00**

**HSP Budget:[164HE]- \$4,450,879.00**  
**Total Expenditure: \$4,450,879.00**

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**Reference:** The TEA-21 Restoration Act established two transfer programs to encourage States to enact Open Container laws [Section 154HE] and Repeat Intoxicated Driver laws [164HE]. States that do not meet the statutory requirements of either program on October 1, 2000 will have one and one-half percent of funds apportioned to the State on those dates under each of Sections 104[b][1], [b][3], and [b][4] of title 23 of the United States Code will be transferred to the State's apportionment under Section 402 of that title for each non-complying program.

Each fiscal year, the State determined to be in noncompliance with 23 U.S.C. 154, will be advised of the funds expected to be transferred under Sec. 1270.6 from apportionment required under 23 U.S.C. 104 (e). These funds will be transferred to the State's apportionment under Section 402 of that title for the non-complying program. Wyoming does not have an Open Container Law nor the required Repeat Intoxicated Driver Law. These funds are approved by the Wyoming Governor's Representative for Highway Safety and the Director of Wyoming's Department of Transportation for use in Wyoming's Hazard Elimination Program. All required documentation and project certifications will be provided to the Highway Safety Program for entry into the NHTSA 402 [GTS] grant tracking system.

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**Project Objectives:** The WYDOT Highway Safety Program will be the primary contact for coordinating and documenting the approved use of these 402 transfer funds. The State Highway Safety Engineer – who is normally responsible for the Wyoming Hazard Elimination Program will be the official project director and approving signature for reimbursement of costs assigned to hazard elimination projects - [eligible under Section 152 which are utilizing these 154HE and 164HE transfer funds]. The Highway Safety Engineer will be notified by the proper WYDOT officials which Hazard Elimination Projects have been assigned to these 402 - 154HE and 164HE transfer funds, and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process. The Highway Safety Program will do a separate reimbursement in the 402 GTS finance process for any costs incurred for Hazard Elimination projects. This will allow WYDOT's federal aid - accounting program to track these funds separate from normal 402 highway safety program expenses.

**Results:**

All [154HE & 164HE] transfer funding has been contracted to WYDOT and assigned to hazard elimination projects during FY-2007. Expenses have been involved as indicated above for [154HE] and [164HE] approved Hazard Elimination Projects. Proper documentation has been received for verification of costs and are on file in the Highway Safety Program files as required.

**Program Area**

**Hazard Elimination - [154HE] and [164HE]  
Transfer Funding [FY-2007 ]**

**HSP Budget:[154HE]- \$4,007,861.25**  
**Total Expenditure- \$ 0.00**

**HSP Budget:[164HE]- \$5,080,960.00**  
**Total Expenditure: \$ 0.00**

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**Reference:** The TEA-21 Restoration Act established two transfer programs to encourage States to enact Open Container laws [Section 154HE] and Repeat Intoxicated Driver laws [164HE]. States that do not meet the statutory requirements of either program on October 1, 2000 will have one and one-half percent of funds apportioned to the State on those dates under each of Sections 104[b][1], [b][3], and [b][4] of title 23 of the United States Code will be transferred to the State's apportionment under Section 402 of that title for each non-complying program.

Each fiscal year, the State determined to be in noncompliance with 23 U.S.C. 154, will be advised of the funds expected to be transferred under Sec. 1270.6 from apportionment required under 23 U.S.C. 104 (e). These funds will be transferred to the State's apportionment under Section 402 of that title for the non-complying program. Wyoming does not have an Open Container Law nor the required Repeat Intoxicated Driver Law. These funds are approved by the Wyoming Governor's Representative for Highway Safety and the Director of Wyoming's Department of Transportation for use in Wyoming's Hazard Elimination Program. All required documentation and project certifications will be provided to the Highway Safety Program for entry into the NHTSA 402 [GTS] grant tracking system.

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**Project Objectives:** The WYDOT Highway Safety Program will be the primary contact for coordinating and documenting the approved use of these 402 transfer funds. The State Highway Safety Engineer – who is normally responsible for the Wyoming Hazard Elimination Program will be the official project director and approving signature for reimbursement of costs assigned to hazard elimination projects - [eligible under Section 152 which are utilizing these 154HE and 164HE transfer funds]. The Highway Safety Engineer will be notified by the proper WYDOT officials which Hazard Elimination Projects have been assigned to these 402 - 154HE and 164HE transfer funds, and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process. The Highway Safety Program will do a separate reimbursement in the 402 GTS finance process for any costs incurred for Hazard Elimination projects. This will allow WYDOT's federal aid - accounting program to track these funds separate from normal 402 highway safety program expenses.

**Results:**

All [154HE & 164HE] transfer funding has been contracted to WYDOT and assigned to hazard elimination projects during FY-2007. No expenditures were incurred during FY2007 with these funds.

# **ADDENDUMS**

**ADDENDUM A**

**PAID MEDIA REPORTS**



**Paid TV, Radio and Print Media  
FY07**

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Frequency	Funding Source	Cost	Amount Obligated (Highway Safety Only)
Alive at 25	L.C.S.D. #1 Public Schools Chronicle	10/1/06							1		Laramie County			402	900.00	
"	"	12/1/06							1		Laramie County			402	900.00	
"	"	2/1/07							1		Laramie County			402	900.00	
"	"	4/1/07							1		Laramie County			402	900.00	
"	"	6/7/07							1		Laramie County			402	900.00	4,500.00
Baseball Cards	Cheyenne Grizzlies Baseball LLC	06/01-08/31/07								32,000 Cards safety message	Larmie County			402	2,560.00	2,560.00
Click It - Dont Risk It	Cheyenne Grizzlies Baseball LLC	06/01-08/31/07								Venue Signage 30,000 Cards safety message	Laramie County		22 home games	402	2,870.00	2,870.00
Baseball Cards	Laramie Colts Baseball	06/01-08/31/07									Albany County	7,800 in attendance & parades		402	1,080.00	1,080.00
Letters to Santa	KVOK/KTAK Don Day Weather Sponsorship	12/1-25/2006									Fiernont Count	Unrated		402	200.00	200.00
Click It - Dont Risk It	UW Cowboy Sports Radio Network	03/12/06-09/30/07									100,000 Population		4x a day - everyday	402	3,024.00	3,024.00
Rollover	UW Cowboy Sports Radio Network	10/07/06-04/20/07				102	66	36			25 Stations Statewide			402	\$41,000.00	
Drunk Driving Limit Under Arrest	UW Cowboy Sports Radio Network	10/07/06-04/20/07				101	66	35			25 Stations Statewide			402	"	
Drunk Driving Limit Under Arrest	UW Arena Auditorium	11-2-06 Tto 3-3-07								Venue Signage 1	8,950 X 17		Mens Basketball	402	\$5,000.00	

**Paid TV, Radio and Print Media  
FY07**

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Frequency	Funding Source	Cost	Amount Obligated (Highway Safety Only)
No Excuses - Buckle Up	UW Arena Auditorium	11-2-06 Tto 3-3-07							1 Bonus	Venue Signage	8,950 X 17		Womens Basketball	402	0	
Drunk Driving Over the Limit Under Arrest	UW Arena Auditorium	11-3-06 Tto 2-28-07							1	Venue Signage	1,000 X 13		Mens Basketball	402	\$0.00	
No Excuses - Buckle Up	UW Arena Auditorium	11-3-06 Tto 2-28-07							1 Bonus	Venue Signage	8,950 X 17		Womens Basketball	402	\$0.00	
No Excuses - Buckle Up	Web	10-1-06 - Present							1	Banner Ad	<a href="mailto:Roll@uwotmi.org">Roll@uwotmi.org</a>					
You Drink - You Drive - You Lose	War Memorial Stadium	10-1-06 to 11-18-06							1	Venue Signage	114,653		UW Football Game	402	\$0.00	49,500.00
Rollover (Click it - Don't Risk It)	KOLZ	05/17/07-06/03/07				120	60	60				19.60%	4.3	402		
"	KING	"				120	60	60				20.60%	6.1	402		
"	KGGY	"				120	60	60				24.70%	10	402		
"	KAML	"				120	120	*120 Overnight				NA	8.6	402		
"	KGWY	"				120	120	*120 Overnight				NA	7.8	402		
"	KTRZ	"				120	60	60				38.10%	5.6	402		
"	KRVK	"				120	80	40				20.30%	5.6	402		
"	KTRS	"				120	80	40				43%	13.2	402		
"	KYTI	"				120	60	60				14.9	4.5	402		
"	KZMY	"				120	60	60				23.9	5.6	402		
"	KCWY TV	"	226	113	113							83.40%	4.2	402	10,110.00	
"	KGWN TV	"	129	50	79							69.90%	5.7	402		
"	KFNB FOX	"	61	45	16							Unrated		402		
"	KLWY FOX	"	61	45	16							Unrated		402		
"	Cable	"	3,840	1,920	1,920							Unrated		402	34,940.00	
Agency Fee														402	2,850.00	47,900.00
Guys & Gals Click it - Don't Risk It	KCWY	5/18/07-05/29/07	168	83	85							94%	5.7	402	6,500.00	
"	KGWN	"	287	166	121							64.40%	6.1	402	6,500.00	
"	KLWY	"	6	1	5							Unrated		402	470.60	
"	CABLE	"	3,288	1,874	1,414							Unrated		402	11,500.00	24,970.60
Guys & Gals Click it - Don't Risk It	KCWY	6/22/07 - 7/6/07	168	83	85							94%	5.7	402	6,000.00	
"	KGWN	"	287	166	121							64.40%	6.1	402	6,000.00	

**Paid TV, Radio and Print Media  
FY07**

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Frequency	Funding Source	Cost	Amount Obligated (Highway Safety Only)
"	KTWO	"	12	12	0						Unrated	Unrated		402	1,500.00	
"	CABLE	"	3,288	1,874	1,414						Unrated	Unrated		402	11,500.00	\$25,000.00
Cowboy - Buckle UPI	CFD Rodeo's	7/20/07-7/29/07									12,500	100.00%	1	402	FREE	
"	KGWN -TV	7/20/07-7/29/07	287	166	121							67.80%	4.2	402	6,000.00	
"	KGWY -TV	7/20/07-7/29/07	140	70	70							67.50%	3.1	402	6,000.00	
"	KTWO - TV	7/20/07-7/29/07	9	9	0						Late news Only			402	1,125.00	
"	CABLE	7/20/07-7/29/07	3,288	1,874	1,414						Unrated	Unrated		402	11,500.00	24,625.00
Trunk Trooper	Casper Star	7/3/07-7/4/07							1		31,110	77.77%	2.5	402	1,063.50	
"	Laramie Daily Boomerang	"									5,286	131.21%	2.5	402	617.00	
"	Rock Springs Rocket-Miner	"									8,942	22.35%	2.5	402	652.80	
"	Rawlins Daily Times	"									3,900	9.75%	2.5	402	383.70	
"	Gillette News	"									7,200	18.00%	2.5	402	565.00	
"	N. Wyoming Daily News	"									3,946	9.86%	2.5	402	354.00	
"	Riverton Ranger	"									7,200	18.00%	2.2	402	474.00	
"	Sheridan Press	"									6,565	16.41%	2.5	402	647.50	
"	Tribune Eagle	"									16,012	40.03%	2.5	402	1,165.00	5,922.50
Designate Driver & Click it - Don't Risk It	KGWY -TV	8/17/07 - 9/3/07	144	72	72							70.40%	3.3	402	6,000.00	
"	KGWN -TV	"	133	108	25							67.10%	4.6	402	6,000.00	
"	CABLE	"	2,286	1,143	1,143						Unrated	Unrated		402	8,000.00	20,000.00
Designate a Driver	Newspaper Ads	8/22-31/07							68		Statewide			402/ WYDOT PAO	13,567.80	13,567.80
	<b>Total</b>	<b>Radio/TV/Print Media Spots</b>	<b>8,066</b>	<b>4,297</b>	<b>3,769</b>	<b>1,403</b>	<b>892</b>	<b>511</b>	<b>86</b>					<b>TOTAL</b>		<b>225,719.90</b>

403 DEMONSTRATION GRANT  
 MEDIA SUMMARY  
 FY07

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Audience Viewing	Funding Source	Cost	Amount Obligated (Highway Safety)
Rollover	KOLZ	Nov 15 - 26 '06				120	60	60			Cheyenne	19.60%	4.3	403	\$1,275.00	
"	KING	"				120	60	60			Cheyenne	20.60%	6.1	403	\$1,275.00	
"	KCGY	"				120	60	60			Laramie	24.70%	10	403	\$660.00	
"	KAML	"				120	120	*120 Overnight			Gillette	NA	8.6	403	\$1,428.00	
"	KGWY	"				120	120	*120 Overnight			Gillette	NA	7.8	403	\$1,618.40	
"	KTRZ	"				120	60	60			Riverton	38.10%	5.6	403	\$660.00	
"	KRVK	"				120	80	40			Casper	20.30%	5.6	403	\$960.00	
"	KTRS	"				120	80	40			Casper	43%	13.2	403	\$960.00	
"	KYTI	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KZWY	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KGWY TV	"	234			120	60	60			Sheridan	23.9	5.6	403	\$630.00	
"	KGWN TV	"	244	117	117	120	60	60			Casper	94.00%	5.7	403	\$8,500.00	
"	KFNB FOX	"	65	32	33						Cheyenne	64.40%	6.1	403	\$8,500.00	
"	KLWY FOX	"	64	32	32						Casper	Unrated		403	\$2,250.00	
"	Cable	"	576	288	288						Variety	Unrated		403	\$2,250.00	
Rollover	KOLZ	Mar 13 - 24 '07				120	60	60			Cheyenne	19.60%	4.3	403	\$13,119.00	\$44,703.40
"	KING	"				120	60	60			Cheyenne	20.60%	6.1	403	\$1,275.00	
"	KCGY	"				120	60	60			Laramie	24.70%	10	403	\$660.00	
"	KAML	"				120	120	*120 Overnight			Gillette	NA	8.6	403	\$1,428.00	
"	KGWY	"				120	120	*120 Overnight			Gillette	NA	7.8	403	\$1,632.00	
"	KTRZ	"				120	60	60			Riverton	38.10%	5.6	403	\$660.00	
"	KRVK	"				120	80	40			Casper	20.30%	5.6	403	\$960.00	
"	KTRS	"				120	80	40			Casper	43%	13.2	403	\$960.00	
"	KYTI	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KZWY	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KGWY TV	"	339	113	226						Casper	86.50%	4.7	403	\$8,500.00	
"	KGWN TV	"	150	50	100						Cheyenne	65.40%	4.7	403	\$8,500.00	
"	KFNB FOX	"	135	45	90						Casper	Unrated		403	\$2,250.00	
"	KLWY FOX	"	135	45	90						Cheyenne	Unrated		403	\$2,250.00	
"	Cable	"	5,760	1,920	3,840						Variety	Unrated		403	\$13,440.00	\$45,050.00
		<b>Total TV Spots</b>														
		<b>Total Radio Spots</b>														
		<b>Total Print Media</b>														
		<b>Total</b>														
		<b>Radio/TV/Print Media Spots</b>	<b>7,702</b>	<b>2,764</b>	<b>10,466</b>	<b>2,400</b>	<b>440</b>	<b>880</b>								

**FY07 Alcohol Paid TV, Radio and Print Media**

Campaign Name	Station	Start/End Dates	TV Total	Free TV	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Audience Viewing	Funding Source	Cost	Amount Obligated (Highway Safety Only)
Santa Claus [YDYDYL]	Statewide Newspaper Ads	Dec 8-22, 2006							21		Statewide				\$7,004.04	\$7,004.04
Santa Claus [YDYDYL]	KGWN										40.9		3.2x	154AL	\$1,500.00	
Santa Claus [YDYDYL]	KCWY										74.5		2.5x	154AL	\$1,500.00	
Ray Lansing Fee															\$61.10	\$3,061.10
Designate Driver	University of Wyoming-The Branding Iron	Dec 7-15, 2007									10,000					
Santa Knows When Your Car	KCWY	Dec 18 '06-Jan 8 '07	64	32	32				5			100%	2.5x	154AL	\$1,786.25	\$1,786.25
"	KJWY	"	13	13	0						Unrated		2.5x	154AL	\$2,285.00	
"	KGWN	"	106	46	60						Unrated		3.2x	154AL	\$585.00	
"	Cable	"	144	72	72						Unrated			154AL	\$2,000.00	
"	KAASS	Dec 11-24, 2006				80	40	40						154AL	\$2,918.00	\$7,766.00
"	KWLT	"				80	40	40						154AL	\$800.00	
"	KRVK	"				64	43	21			Natrona & Fremont County			154AL	\$910.62	
"	KRRR	"				64	64	0			Not Rated	20.30%	5.6x	154AL	\$860.00	
"	KRAE	"				48	0	48			Not Rated			154AL	\$0.00	
"	KOLT	"				80	40	40						154AL	\$1,120.00	
"	KING	"				80	40	40			Albany & Laramie County	20.60%	6.1x	154AL	\$880.00	
"	KGWY	"				158	79	79			Campbell County	100.0000W	7.8x	154AL	\$1,738.00	
"	KZMQ	"				64	32	32			Not Rated			154AL	\$639.75	
"	KNYN	"				64	32	32			Not Rated			154AL	\$376.48	
"	KGGY	"				79	52	27			Albany & Laramie County	24.70%	10x	154AL	\$825.91	
"	KTRZ	"				80	40	40				38.10%	5.6x	154AL	\$611.78	
"	KQSW	"				64	42	22			Not Rated			154AL	\$741.30	
"	KZWB	"				80	40	40						154AL	\$376.48	
"	KRND/KJUA	"				36	18	18			Spanish			154AL	\$270.00	
"	KYTI	"				80	40	40			Sheridan & Campbell County	23.90%	5.6x	154AL	\$611.78	\$11,662.10
YDYDYL	Casper Rockies	Jun 15-Sept 20, 2007								Grand Stand Signs 4x8	60,000 Attendance + TV Exposure + Other Sports Played in Park			WYDOT-Public Affairs Office	\$2,500.00	\$2,500.00

**FY 2007 Summary  
Clear Channel Radio Sponsorship**

Campaign Name	Station	Start/End Dates	Radio Total	Paid Radio	Free Radio	Audience Size	Evaluation Results	Audience Viewing	Funding Source	Cost	Amount Obligated (Highway Safety Only)
Rollover Ad	KCGY	March 26-31, 2007	24	24	0	100,000	4x	100,000	402	\$96.00	
Rollover Ad	KCGY	April 1-30, 2007	120	120	0	100,000	4x	100,000	402	\$480.00	
Rollover Ad	KCGY	May 1-31, 2007	124	124	0	100,000	4x	100,000	402	\$496.00	
Rollover Ad	KCGY	June 1-30, 2007	120	120	0	100,000	4x	100,000	402	\$480.00	
Rollover Ad	KCGY	July 1-31, 2007	124	124	0	100,000	4x	100,000	402	\$496.00	
Rollover Ad	KCGY	August 1-30, 2007	124	124	0	100,000	4x	100,000	402	\$496.00	
Rollover Ad	KCGY	September 1-30, 2007	120	120	0	100,000	4x	100,000	402	\$480.00	
		<b>Total Radio Spots</b>	<b>756</b>	<b>756</b>	<b>0</b>				<b>Total</b>	<b>\$3,024.00</b>	

403 DEMONSTRATION GRANT  
 MEDIA SUMMARY  
 FY07

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Audience Size	Evaluation Results	Audience Viewing	Funding Source	Cost	Amount Obligated (Highway Safety)
Rollover	KOLZ	Nov 15 - 26 '06				120	60	60			Cheyenne	19.60%	4.3	403	\$1,275.00	
"	KING	"				120	60	60			Cheyenne	20.60%	6.1	403	\$1,275.00	
"	KCGY	"				120	60	60			Laramie	24.70%	10	403	\$660.00	
"	KAML	"				120	120	*120 Overnight			Gillette	NA	8.6	403	\$1,428.00	
"	KGWY	"				120	120	*120 Overnight			Gillette	NA	7.8	403	\$1,618.40	
"	KTRZ	"				120	60	60			Riverton	38.10%	5.6	403	\$660.00	
"	KRVK	"				120	80	40			Casper	20.30%	5.6	403	\$960.00	
"	KTRS	"				120	80	40			Casper	43%	13.2	403	\$948.00	
"	KYTI	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KZWY	"				120	60	60			Sheridan	23.9	5.6	403	\$630.00	
"	KWYV TV	"	234	117	117						Casper	94.00%	5.7	403	\$8,500.00	
"	KGWN TV	"	244	122	122						Cheyenne	64.40%	6.1	403	\$8,500.00	
"	KFNB FOX	"	65	32	33						Casper	Unrated		403	\$2,250.00	
"	KLWY FOX	"	64	32	32						Cheyenne	Unrated		403	\$2,250.00	
"	Cable	"	576	288	288						Variety	Unrated		403	\$13,119.00	\$44,703.40
Rollover	KOLZ	Mar 13 - 24 '07				120	60	60			Cheyenne	19.60%	4.3	403	\$1,275.00	
"	KING	"				120	60	60			Cheyenne	20.60%	6.1	403	\$1,275.00	
"	KCGY	"				120	60	60			Laramie	24.70%	10	403	\$660.00	
"	KAML	"				120	120	*120 Overnight			Gillette	NA	8.6	403	\$1,428.00	
"	KGWY	"				120	120	*120 Overnight			Gillette	NA	7.8	403	\$1,632.00	
"	KTRZ	"				120	60	60			Riverton	38.10%	5.6	403	\$660.00	
"	KRVK	"				120	80	40			Casper	20.30%	5.6	403	\$960.00	
"	KTRS	"				120	80	40			Casper	43%	13.2	403	\$960.00	
"	KYTI	"				120	60	60			Sheridan	14.9	4.5	403	\$630.00	
"	KZWY	"				120	60	60			Sheridan	23.9	5.6	403	\$630.00	
"	KWYV TV	"	339	113	226						Casper	86.50%	4.7	403	\$8,500.00	
"	KGWN TV	"	150	50	100						Cheyenne	65.40%	4.7	403	\$8,500.00	
"	KFNB FOX	"	135	45	90						Casper	Unrated		403	\$2,250.00	
"	KLWY FOX	"	135	45	90						Cheyenne	Unrated		403	\$2,250.00	
"	Cable	"	5,760	1,920	3,840						Variety	Unrated		403	\$13,440.00	\$45,050.00
		<b>Total TV Spots</b>		<b>2,764</b>	<b>10,466</b>											
		<b>Total Radio Spots</b>				<b>2,400</b>	<b>440</b>	<b>880</b>								
		<b>Total Print Media</b>														
		<b>Total Radio/TV/Print Media Spots</b>	<b>7,702</b>	<b>2,764</b>	<b>10,466</b>	<b>2,400</b>	<b>440</b>	<b>880</b>								









# **ADDENDUM B**

## **PAID MEDIA ASSESSMENTS**

9/25/2007

ASPEN



MEDIA AND  
MARKET  
RESEARCH

5505 CENTRAL AVENUE

BOULDER CO 80301

303-786-9500

FAX 303-447-9029

WYOMING DEPARTMENT

OF

TRANSPORTATION

*2007 Seat Belt Safety Study*



ASPEN

MEDIA AND  
MARKET  
RESEARCH

5505 CENTRAL AVENUE

BOULDER CO 80301

303-786-9500

FAX 303-447-9029

Q.1. Just so we have your responses placed in the correct category, please tell me when I read the age range that includes your correct ages... (Read List)

	<u>N</u>	<u>Percent</u>
a. 18-25	21	21.0
b. 26-35	79	79.0
c. 36-55	--	--
d. Over 55	--	--
e. Under 18	--	--
f. DK/Refused	--	--
<b>Total Qualified</b>	100	100.0

Q.2. Do you get your news and information from (Read List, Multiple Answers)

	<u>N</u>	<u>Percent</u>
a. Local Radio Stations	52	52.0
b. Local TV Broadcast Station	66	66.0
c. Newspaper	55	55.0
d. Internet	63	63.0
e. Other, specify (Do Not Read)	2	2.0
f. DK/Refused (Do Not Read)	1	1.0
<b>Total Qualified</b>	100	239.0

Q.3. How often do you read the newspaper? (Read List)

	<u>N</u>	<u>Percent</u>
a. Daily	24	24.0
b. Nearly Daily	19	19.0
c. Weekly	21	21.0
d. Rarely	33	33.0
e. Never (Do Not Read) (If never, skip to question 6)	3	3.0
f. DK/Refused (Do Not Read)	--	--
<b>Total Qualified</b>	100	100.00



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303-786-9500

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Q.4. Which newspapers do you read? (Multiple Answers)

	<u>N</u>	<u>Percent</u>
a. SPECIFY	9	9.3
b. None	0	--
c. DK/Refused	3	3.1
d. Casper Star Tribune	48	49.5
e. Wyoming Tribune Eagle	42	43.3
<b>Total Qualified</b>	97	105.2

Q.5 Which content of the newspaper do you read? (Read List, Multiple Answers)

	<u>N</u>	<u>Percent</u>
a. News	83	85.6
b. Opinion/Editorial	44	45.4
c. Sports	63	64.9
d. Entertainment	39	40.2
e. Outdoors	51	52.6
f. Classifieds	61	62.9
g. Obituaries	42	43.3
h. Comics	45	46.4
i. Other, specify (Do Not Read)	2	2.1
j. DK/Refused (Do Not Read)	1	1.0
<b>Total Qualified</b>	97	444.4

Q.6. How often do you watch television? (Read List)

	<u>N</u>	<u>Percent</u>
a. Daily	65	65.0
b. Nearly Daily	19	19.0
c. Weekly	9	9.0
d. Rarely	4	4.0
e. Never (if never, skip to question 11)	3	3.0
f. DK/Refused	--	--
<b>Total Qualified</b>	100	100.0


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303-786-9500

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Q.7. When do you watch more television?

	<u>N</u>	<u>Percent</u>
a. Winter months	63	64.9
b. Summer months	3	3.1
c. Throughout the year	30	30.9
d. DK/Refused, (Do Not Read)	1	1.0
<b>Total Qualified</b>	97	100.0

Q.8. Do you watch more cable or broadcast programming?

	<u>N</u>	<u>Percent</u>
a. Cable	76	78.4
b. Broadcast	20	20.6
c. DK/Refused	1	1.0
<b>Total Qualified</b>	97	100.0

Q.9. Do you record your TV programs or watch them live?

	<u>N</u>	<u>Percent</u>
a. Record	19	19.6
b. Live	76	78.4
c. DK/Refused	2	2.1
<b>Total Qualified</b>	97	100.0

Q.10. During what part of the day are you most likely to watch television?

	<u>N</u>	<u>Percent</u>
a. Mornings	4	4.1
b. Afternoons	6	6.2
c. Evenings	86	88.7
d. DK/Refused, (Do Not Read)	1	1.0
<b>Total Qualified</b>	97	100.0


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BOULDER CO 80301

303-786-9500

FAX 303-447-9029

Q.11. How often do you listen to the radio? (Read List)

	<u>N</u>	<u>Percent</u>
a. Daily	72	72.0
b. Nearly Daily	9	9.0
c. Weekly	7	7.0
d. Rarely	9	9.0
e. Never (Do Not Read) (If never, skip to question 15)	3	3.0
f. DK/Refused, (Do Not Read)	--	--
<b>Total Qualified</b>	100	100.0

Q.12. Where do you spend the majority of your time listening to the radio? (Read List)

	<u>N</u>	<u>Percent</u>
a. Car	70	72.2
b. Home	9	9.3
c. Work	20	20.6
d. Other, specify	--	--
e. DK/Refused, (Do Not Read)	--	--
<b>Total Qualified</b>	97	100.0

Q.13. When do you typically listen to the radio? (Read List)

	<u>N</u>	<u>Percent</u>
a. Mornings	27	27.8
b. Afternoons	7	7.2
c. Evenings	9	9.3
d. Throughout the day	60	61.9
e. DK/Refused, (Do Not Read)	2	2.1
<b>Total Qualified</b>	97	100.0




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BOULDER CO 80301

303-786-9500

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Q.14. What radio genre do you prefer? ( Read List, Multiple Answers)

	<u>N</u>	<u>Percent</u>
a. Country	34	35.1
b. Rock	55	56.7
c. Adult Contemporary	11	11.3
d. Oldies	20	20.6
e. Easy Listening	6	6.2
f. Sports	17	17.5
g. Talk	22	22.7
h. NPR (National Public Radio)	20	20.6
i. Other, specify (Do Not Read)	4	4.1
j. DK/Refused, (Do Not Read)	1	1.0
k. Christian Programming	5	5.2
<b>Total Qualified</b>	97	201.0

Q.15. Did you see the commercial featuring a bull rider who said, "I might take chances in the arena, but not on the road."

	<u>N</u>	<u>Percent</u>
a. Yes	34	34.0
b. No (Skip to question 18)	63	63.0
c. Don't know (Skip to question 18)	3	3.0
d. Refused (Skip to question 18)	--	--
<b>Total Qualified</b>	100	100.0

Q.16. Thinking about that commercial, would you say you feel Positive, Somewhat Positive, Neutral, somewhat Negative, or Negative about the spot?

	<u>N</u>	<u>Percent</u>
a. Positive	15	44.1
b. Somewhat positive	9	26.5
c. Neutral	10	29.4
d. Somewhat negative	--	--
e. Negative	--	--
f. DK/Refused	--	--
<b>Total Qualified</b>	34	100.0


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5505 CENTRAL AVENUE

BOULDER CO 80301

303-786-9500

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Q.17. How did the commercial affect your attitude toward seat belt use? Are you (Read List)

	<u>N</u>	<u>Percent</u>
a. More likely to use	9	26.5
b. Somewhat more likely to use	4	11.8
c. No effect	20	58.8
d. Somewhat less likely to use	1	2.9
e. Less likely to use	--	--
f. DK/Refused, (Do Not Read)	--	--
<b>Total Qualified</b>	34	100.0

Q.18. Which of the following campaigns have you heard of in Wyoming? (Read List, Multiple Answers)

	<u>N</u>	<u>Percent</u>
a. No Excuses Buckle Up!	74	74.0
b. Don't be a Dum-ass	39	39.0
c. Click it-Don't Risk It	85	85.0
d. Buckle Those You Love	41	41.0
e. Click or Ticket!	84	84.0
f. Don't be a Dummy, Buckle Up!	55	55.0
g. Trunk Trooper	74	74.0
h. None (Do Not Read)	1	1.0
i. DK/Refused (Do Not Read)	1	1.0
<b>Total Qualified</b>	100	100.0

Q.19. Do you Always, Nearly always, Sometimes, Seldom, or Never wear a seat belt when driving or riding in a vehicle?

	<u>N</u>	<u>Percent</u>
a. Always, skip to Q22	73	73.0
b. Nearly always, skip to Q21	17	17.0
c. Sometimes, skip to Q21	6	6.0
d. Seldom, skip to Q21	3	3.0
e. Never	1	1.0
f. DK/Refused, skip to 22	--	--
<b>Total Qualified</b>	100	100.0

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MEDIA AND  
MARKET  
RESEARCH

5505 CENTRAL AVENUE

BOULDER CO 80301

303-786-9500

FAX 303-447-9029

Q.20 Why don't you wear your seat belt? ( Multiple Answers) (After response, skip to Q22)

	<u>N</u>	<u>Percent</u>
a. SPECIFY	1	100.0
b. DK/Refused	1	100.0
<b>Total Qualified</b>	1	100.0

Q.21. What would motivate you to wear your seat belt all of the time? (Multiple Answers) (After response, skip to Q22)

	<u>N</u>	<u>Percent</u>
a. SPECIFY	5	18.5
b. DK/Refused	10	37.0
c. Nothing	5	18.5
d. More Comfortable	2	7.4
e. Reminders	5	18.5
<b>Total Qualified</b>	27	100.0

Q.22. And finally for classification purposes do you primarily identify yourself as Caucasian, African American, Hispanic, Asian, Native American, or with another Ethnic group?

	<u>N</u>	<u>Percent</u>
a. Caucasian	92	92.0
b. African American	5	5.0
c. Hispanic	1	1.0
d. Asian	1	1.0
e. Native American	1	1.0
f. Other, specify	--	--
g. DK/Refused	1	1.0
<b>Total Qualified</b>	100	100.0

ASPEN



MEDIA AND  
MARKET  
RESEARCH

WYOMING DEPARTMENT

OF

TRANSPORTATION

Alcohol Study 2007

Wyoming department of Transportation  
Alcohol Study  
Final, 10/05/07

Hello, this is \_\_\_\_\_ with Aspen Research. We are conducting a brief 3-minute survey for the Wyoming Department of Transportation.

**Q.1.** Just so we have your response placed in the correct category, please tell me when I read the age range that includes your current age....(Read List)

	N	Percent
1. 18-25	13	13%
2. 26-35	87	87%
3. 36-55	--	--
4. Over 55	--	--
5. Under 18	--	--
6. DK/Refuse	--	--

**Q.2.** Which of the following advertising campaigns have you seen or heard of in Wyoming? (Read List, Multiple Answers)

	N	Percent
1. No Excuses Buckle Up!	64	64%
2. Don't be a Dumass	38	38%
3. Click it-Don't Risk It	78	78%
4. Drunk driving. Over the Limit. Under arrest	71	71%
5. Click it or Ticket!	89	89%
6. Don't be a Dummy, Buckle Up!	47	47%
7. Trunk Trooper	50	50%
8. None (Do not Read)	2	2%
9. DK/Refused	1	1%

**Q.3.** Did you see, hear, or hear about specifically any advertisements featuring the "Trunk Trooper?"

	N	Percent
1. Yes	53	53%
2. No	47	47%
3. DK/Refused	--	--

**Q.4.** How did you feel about the Trunk Trooper advertisement? (Read List)

	N	Percent
1. Positive	13	24.5%
2. Somewhat Positive	15	28.3%
3. Neutral	15	28.3%
4. Somewhat negative	3	5.7%
5. Negative	6	11.3%
6. DK/Refused	1	1.9%

**Q.5.** How did the Trunk Trooper advertisement affect your attitude toward drinking and driving?

	N	Percent
1. More likely to drink and drive	1	1.9
2. No effect	33	62.3%
3. Somewhat less likely to drink and drive	3	5.7%
4. Less likely to drink and drive	15	28.3%
5. DK/Refused	1	1.9%

**Q.6.** Where did you see or hear the Trunk Trooper advertisement? (Read List, Multiple answers)

	N	Percent
1. Television	48	90.6%
2. Newspaper	2	3.8%
3. Radio	4	7.5%
4. Billboard	3	5.7%
5. Word of Mouth	1	1.9%
6. Other	2	3.8%

**Q.7.** Have you ever driven alcohol impaired?

	N	Percent
1. Yes	37	37%
2. No	61	61%
3. DK/Refused	2	2%

**Q.8.** How often have you driven impaired in the last two years?

	N	Percent
1. Daily	0	--
2. Weekly	1	2.7%
3. Monthly	1	2.7%
4. Seldom	14	37.8%
5. Only Once	7	18.9%
6. DK/Refused	14	37.8%

**Q.9.** What would deter you from driving impaired?

	N	Percent
1. Please Specify	93	93%
2. DK/Refused	7	7%

And finally for classification purposes do you primarily identify yourself as Caucasian, African American, Hispanic, Asian, Native American, or with another Ethnic group?

	N	Percent
1. Caucasian	96	96%
2. African American	1	1%
3. Hispanic	2	2%
4. Asian	0	--
5. Native American	1	1%
6. Other, specify	--	--
7. DK/Refused	1	1%

**ADDENDUM C**

**GOVERNOR'S AWARDS BANQUET**



The Governor's Awards honor individuals and organizations whose outstanding efforts have helped reduce impaired driving throughout Wyoming.



Dear Friends,

I am incredibly proud of the people in this state who continue to work tirelessly to make our lives safer by preventing impaired driving.

We have accomplished a great deal so far, and we now have an ideal opportunity to use our established momentum to do even more.

Impaired driving is a problem that touches every community and every family in Wyoming. This complex problem will not be solved by one single effort. It is a problem that belongs to all of us, and it is our shared responsibility to keep working together to find effective solutions.

On May 2, 2007 the Council on Impaired Driving will again host a statewide conference to highlight this critical issue. The conference will focus on the growing problem of drug-impaired drivers.

During the conference, I will again recognize Wyoming citizens and peace officers whose efforts resulted in positive impacts on the residents of Wyoming. Enclosed you will find materials to nominate an individual or organization for a Governor's Award. These awards have gained important visibility in our state and are prized by those who have been honored for having made a difference in our lives. Please put aside some time to submit your recommendations.

I hope you will plan to attend this comprehensive and educational event. Thank you for your work and your support of this critical effort.

Best regards,

**Dave Freudenthal**  
Governor

## Award Nominations

The following information should be included in each entry and numbered accordingly, or fill out a nomination form available at [www.IPRwyoming.org/GovernorsCouncil](http://www.IPRwyoming.org/GovernorsCouncil).

1. Award category being entered.
2. Name, organization, address and daytime telephone number of individual making the nomination.
3. Name, organization, address and daytime telephone number of award nominee.
4. Brief summary of the program or activity being nominated.
5. Brief program history including: development, implementation, target audiences (such as underage drinkers, young adult drinking drivers, chronic drunk drivers, etc.)
6. Explanation of any limitations or special challenges faced.
7. Description of the results including how the nominees' efforts contributed to reducing impaired driving.

**Additional items** may be submitted in support of the nomination. Supporting items can include promotional materials such as posters, brochures, videos (VHS or DVD format), news stories or published articles and photographs. Please securely fasten or label supporting items to the entry.

**Materials will be returned if requested.**

**Self nominations are encouraged and accepted.**

**Submit nominations by March 23, 2007 to:**

Governor's Council on Impaired Driving  
153 N. 4th Street, Suite B  
Lander, Wyoming 82520  
307-332-2821 fax: 307-335-9835  
email: [stopinjuries@wyoming.com](mailto:stopinjuries@wyoming.com)  
website: [www.IPRwyoming.org/GovernorsCouncil](http://www.IPRwyoming.org/GovernorsCouncil)

**Please recognize those who have worked hard to make a difference in the lives of Wyoming citizens.**

Make a nomination in one of the following categories. Winners will be recognized at the Governor's Awards Banquet.

## Award Categories and Criteria

### Legislative

**Criteria:** For lawmakers whose vigorous efforts have promoted the passage of impaired driving legislation.

**Eligibility:** Former and current members of the Wyoming House and Senate.

### Adjudication

**Criteria:** For nominees whose efforts have shown outstanding initiative in the prosecution and adjudication of DUI offenders.

**Eligibility:** Wyoming prosecutors, judges, other court system personnel.

### Law Enforcement

**Criteria:** For law enforcement officers or departments that have demonstrated excellence in implementing innovative techniques in the detection and deterrence of DUI offenders.

**Eligibility:** Wyoming peace officers and Wyoming law enforcement agencies.

### Business

**Criteria:** For companies that have taken a leadership role in promoting initiatives to prevent or reduce impaired driving.

**Eligibility:** Wyoming businesses of any size.

### Media

**Criteria:** For exceptional coverage of impaired driving issues by an agency or individual.

**Eligibility:** Wyoming media including television, radio, print, and others.

### Education and Prevention

**Criteria:** For outstanding efforts in developing and implementing creative prevention or education programs aimed at informing people about the dangers of impaired driving.

**Eligibility:** Local or state agencies, public service groups, community organizations, educators, and schools.

### Citizen Activist

**Criteria:** For persons who have worked tirelessly to change public attitudes and behavior about impaired driving.

**Eligibility:** Individuals, organizations, the faith community, civic groups, local task forces and local chapters of national organizations.

### Youth Initiative

**Criteria:** For nominees that have demonstrated unprecedented leadership in reducing impaired driving among youth.

**Eligibility:** Young individuals, school-based groups, community organizations or government agencies.

### Government

**Criteria:** For government officials who have shown personal dedication in leading efforts to reduce impaired driving.

**Eligibility:** Elected or appointed officials from state or local government.

**ADDENDUM D**

**FY 2006**

**HAZARD ELIMINATION REPORT**



Dave Freudenthal  
Governor

# Department of Transportation

State of Wyoming  
Systems Planning & Railroads  
Phone (307) 777-4412 Fax (307) 777-4759



John F. Cox  
Director

August 24, 2007

Mr. Phillip Miller  
Division Administrator  
Federal Highway Administration  
1916 Evans Avenue  
Cheyenne, WY 82001-3716

Attn: Mr. Paul Harker

Re: **Wyoming Highway Safety Improvement Report FY 2007**

WYDOT's Railroad Program as administered by Systems Planning manages functions and activities relating to grade-crossing surfaces and signal upgrades and installations, fencing, fireguards, livestock loss and injury, and the National Rail-Highway Grade Crossing Inventory.

130-funded projects are almost always limited solely to warning device installations or upgrades, and sight distance mitigation. Sometimes this department participates in funding for traffic signal preemptions. We agree that all public crossing safety improvements may be eligible, but we choose not to fund pavement markings, illumination, separations, etc. with 130 funds simply because there is not enough to cover the higher priority signal jobs already programmed. Almost all of these activities must be covered by a programmed roadway construction job that encompasses the crossing, or alternatively funded by Grade Crossing Protection (GCP) funds, Safety funds, etc. We typically leave the signing and markings to the agency having jurisdiction over the road.

Systems Planning developed and administered WYDOT's Highway Rail Grade Crossing Improvement Program using STP-R funds for various signal upgrades throughout Wyoming including installation or upgrading of rail-grade crossing warning devices at Crossing surfaces were improved at Edgerton and in rural Big Horn County.

In addition, the Rail Program reviewed plans and participated in reconnaissance activities for highway reconstruction in order to determine applicable warranted improvements relating to grade crossing surfaces and signals. The Program produced cooperative agreements for track, signal, and crossing work, and relayed budget information to appropriate WYDOT programs based on railroad construction estimates and quantities.

5300 Bishop Boulevard  
Cheyenne, Wyoming 82009-3340

The Rail Program also inventoried public and private crossings throughout the state, processed petitions for opening and closures of crossings, inspected railroad fencing relating to complaints by affected land-owners, inspected fire guards, and investigated livestock losses/injuries. The Program reviewed and paid invoices on rail-related projects, and reviewed near-miss reports provided by BNSF and UP Railroads for analysis of safety improvements.

The Program will continue to strive to be proactive in coordinating rail-grade crossing improvements and upgrades in conjunction with WYDOT roadway construction activities. The Program will continue to build and maintain partnerships with rail carriers in Wyoming to provide safety improvements, and ultimately a safer overall statewide transportation system.

The Rail Program will continue administration of the Rail-Highway Grade Crossing Inventory for public crossings throughout the State. There are approximately 350 public crossings in the state, and roughly 50% remain unsignalized (passive), or have flashing light assemblies without gates. The Rail Program will continue to develop and administer a financially constrained Highway-Rail Grade Crossing Improvement Program using STP-R funds for various signal upgrades throughout Wyoming.

The Program will also continue plan reviews of highway reconstruction, attend reconnaissance activities, and continue production of cooperative agreements for track, signal, and crossing work. A financially constrained STP-R work program will be developed and administered.

Finally, the Rail Program will continue to inventory private crossings, process petitions for opening and closures of highway-rail grade crossings, inspect railroad fencing and fire guards, investigate livestock issues, and continue to review near-miss reports provided by BNSF and UP Railroads.

Products will include an up-to-date Rail Highway Grade Crossing inventory, signal and surface improvements throughout the State of Wyoming based on a hazard priority rating; and improvements to rail-grade crossings in conjunction with WYDOT roadway construction activities.

Please contact me if you require any additional information.

Sincerely,



Dan Kline, Systems Planning Supervisor  
Systems Planning & Railroads

- for -

Mark Wingate, P.E.  
Systems Planning Engineer

5300 Bishop Boulevard  
Cheyenne, Wyoming 82009-3340

**Railway-Highway Crossings Project Metrics**  
**23 USC 130**  
**WYOMING**

Project Number	Location (County/Municipality, Highway)	USDOT Crossing Number	FHWA Roadway Functional Classification (see Note 1)	Project Type and Description (using the suggested groupings provided in guidance)	Crossing Protection (active, passive)	Crossing Type (vehicle, pedestrian, etc)	Total Project Cost	Funding Type	Before Crash Data (____ years)					After Crash Data (____ years)					Effectiveness (see Note 2)				
									Fatal	Serious Injury	Other Injury	PDO	Fatal	Serious Injury	Other Injury	PDO	Fatal	Serious Injury		Other Injury	PDO		
CN13059	Cde Creek Rd Converse	089327W	8	Circuitry upgrade & surface	ACT	VEH	\$104,472.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	
1906024	WYO-372	810373K	7	Circuitry upgrade	ACT	VEH	\$149,352.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN12046	First St, Cokeville	807292G	8	Circuitry upgrade	ACT	VEH	\$306,766.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
P261026	Clark St, Laramie	810692D	14	REMOVED	ACT	VEH	\$50,000.00	GCP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
0C18002	Yellowstone Moorcroft	927512F	8	Circuitry upgrade & surface	ACT	VEH	\$350,813.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN15018	Broadway Thermopolis	090465G	9	Surfacing	ACT	VEH	\$56,471.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN15017	Amoreti Thermopolis	090463T	9	Surfacing	ACT	VEH	\$73,000.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
6598029	24th St Cheyenne	245684D	17	Surfacing	ACT	VEH	\$72,800.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
6598094	US 30 Walcott Jct.	810270K	7	REMOVED	ACT	VEH	\$27,000.00	GCP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN21008	Main St Newcastle	064920E	6	Surfacing	ACT	VEH	\$100,000.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN03011	Co Rd 84 Sheridan Co	098856D	9	Circuitry upgrade & surface	ACT	VEH	\$202,000.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN03016	Co Rd 42 Sheridan Co	098896B	8	Circuitry upgrade	ACT	VEH	\$150,000.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
CN03019	Co Rd 110 Sheridan Co	104164F	9	Circuitry upgrade	ACT	VEH	\$150,000.00	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A

**Notes:**  
Classification Guidelines at [http://www.fhwa.dot.gov/planning/fcsec2\\_1.htm](http://www.fhwa.dot.gov/planning/fcsec2_1.htm)  
2. Show whether the project achieved its purpose using benefit-cost or other methodology developed by the State. These analyses may include all crashes, or targeted crash types, depending on the nature of the improvement that was implemented.

FY 2007 HE REPORT									
October 1, 2006-September 30, 2007									
SubJob	Fund Type/Yr	Invoice Date	GTS Voucher Date	Project #	Amount	Description	Location & Safety Activity		
550	154HE/FY05	None		B039-00(019)	\$ -	Interstate Statewide Rumble Strips	Interstate - Statewide rumble strips		
551	154HE/FY05	9/17/2007	09/21/07	W074-00(009)	\$ 5,171.08	Green River West - Little America Rd.	Little America Road RM 69.49 - 83.56		
	Total Job				\$ 5,171.08				
553	154HE/FY05	9/17/2007	09/21/07	2000-00(043)	\$ 1,456.00	Wilson-Idaho Line (Teton Pass Section)	Wyo. 230, RM 27.44-27.12		
	Total Job				\$ 1,456.00				
600	154HE/FY06	None		2000043	\$ -	Wilson - Idaho Line	Rt. 2000 RM 6.85 - 17.49 (Guardrail)		
601	154HE/FY06	None		U258015	\$ -	Casper Streets/Wyo. West Blvd	Rt. U258 RM 11.22 - 11.78 (Add 5 lane)		
602	154HE/FY06	None		W0374009	\$ -	Green River West	Rt. W0374 RM 69.49 - 83.56 (R-O-W Fence)		
603	154HE/FY06	10/6/2006	12/01/06	2106013	\$ 893,384.00	Fort Bridger - Lyman Road	Rt. 2106 RM 34.85-42.3 (Widen & Overlay)		
604	154HE/FY06	None		0254145	\$ -	Casper Marginal	Rt. 1025 RM 185.00 - 185.70 (Repl Struc/Surf/X Rds)		
605	154HE/FY06	10/6/2006	12/1/2006	0302040	\$ 1,707,373.00	Moran Junction - Dubois Road	Rt. 1025 RM 100.7-109.3 (Widen & Resurface)		
	Total				\$ 2,600,757.00				
626	164HE/FY06	10/6/2006	12/1/2006	0302040	\$ 202,072.02	Moran Junction-Dubois Road	Rt. 1025 RM 100.7-109.3 (Widen & Resurface)		
626	164HE/FY07	9/17/2007	09/21/07	0302040	\$ 252,850.98	Moran Junction-Dubois Road	Rt. 1025 RM 100.7-109.3 (Widen & Resurface)		
627	164HE/FY06	12/18/2006	1/4/2007	0252137	\$ 3,325,782.75	Wheatland - Glendo Road	Rt. 1025 RM 100.7-109.3 (Widen & Resurface)		
627	164HE/FY07	9/17/2006	09/21/07	0252137	\$ 670,173.25	Wheatland - Glendo Road	Rt. 1025 RM 100.7-109.3 (Widen & Resurface)		
	Total				\$ 4,450,879.00				
700	154HE/FY07	None		0254138	\$ -	Glenrock - Casper	Rt. 1025 RM 174.89 - 180.72 (Widen & Overlay/AR/ITS)		
701	154HE/FY07	None		0C18013	\$ -	Crook Co. / Moorcroft Streets	Rt. 0C18 RM 0 (RRXing Relocation)		
702	154HE/FY07	None		B061001	\$ -	Highway District 1/ITS	Rt. B061 RM 0 (FL Beacons on Rd CL/Blank out+)		
703	154HE/FY07	None		ICOPSRV	\$ -	ICOP Server Installation - Patrol	ICOP Server Install - Patrol		
	Total				\$ -				
726	164HE/FY07	None		0802178	\$ -	Rock Springs Marginal	Rt. 1080 RM 101.75-107.9 (Resurfacing/Struc Repl/ITS WC)		
727	164HE/FY07	None		0251157	\$ -	I-25 Cheyenne Marginal/College Dr/Missile Dr.	Rt. 1025 RM 7.85 - 10.59 (Install Tower Lighting)		
728	164HE/FY07	None		6598144	\$ -	Laramie Streets/ Grand/24th St/ Signal	Rt. 0P65 RM 330.13 - 330.13 (Traffic Signal)		
729	164HE/FY07	None		B061001	\$ -	Highway District 1/ITS	Rt. B061 RM 0 (FL Beacons on Rd CL/Blank out+)		
	Total				\$ -				
Compiled: 12/14/2007									
Anna L. Thompson & Dee W. Peterson									
Assisted by:									
Rodney Freier - Budget									
Files used:									
402 Section - HE Invoices									
ERP Project Program									