

WYOMING'S HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2015

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

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Governor

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I. Process for Identifying Wyoming's Highway Safety Problem Areas

Wyoming's Highway Safety related problem identification process is done annually based on the most current calendar year final FARS data and state data. Data utilized for analysis of highway safety problem areas are primarily taken from two documents which involve information from many different highway safety related agencies or departments. Both documents are provided by the Wyoming Department of Transportation Highway Safety Program.

The "Wyoming's Comprehensive Report on Traffic Crashes" is compiled annually from traffic crash reports submitted by all levels of Wyoming law enforcement, ie: state highway patrol, sheriff's offices, municipal police departments, B.I.A., etc. Individual operator/owner crash reports are also utilized if the crash was not investigated. This document is the primary source of traffic crash information in Wyoming. It is provided to the general public, law enforcement, schools, lawyers, judges, insurance agencies, and interested local, county, and state government agencies. It is also available on the department website www.dot.state.wy.us for these safety advocates and data users. Traffic crash information is in the form of tables and graphs, easy to read and provides data which can be utilized by the reader for answering questions related to Wyoming's present and past traffic crash experiences. Information provided addresses Wyoming's traffic crash general statistics in the following categories:

1. General Crash Information
2. People Involved
3. Environmental Factors
4. Vehicles
5. Wyoming Communities
6. 14-20 Year Old Driver Involved Crashes
7. Alcohol Involved Traffic Crashes

Wyoming's Highway Safety related problem identification process is compiled annually for a more in depth analysis of traffic safety program areas which are directly eligible for federal highway safety funding consideration. These funds are apportioned and obligated each year to the State of Wyoming by the federal government through the National Highway Traffic Safety Administration for distribution throughout the state. The Wyoming Department of Transportation Highway Safety Program has the assigned responsibility of managing the pass-through funds each year. Since FY2014 the problem identification process is part of our annual Highway Safety Plan (HSP). We have done so to show the link between problem identification, performance measures and evidence based countermeasures. Specific analysis topics are subject to change but presently address the following concerns:

1. Occupant Protection Issues
2. Alcohol Crashes
3. Speed Related Crashes
4. Police Traffic Services
5. Traffic Records Data Improvements
6. Traffic Crashes involving motorcyclists
7. General Statistics - Fatality Rates, Total Traffic Crash Histories and related Human Injury Severities.
8. Vehicle Registrations
9. Driver Registrations
10. Traffic Citations
11. Distracted Driving

This information is utilized to identify Wyoming's top traffic safety problem areas. This document helps determine the selection of highway safety projects placed in the annual Wyoming Highway Safety Plan for distribution of Wyoming's Federal Highway Safety Funds.

While the two documents previously described are the primary sources utilized in the statewide problem identification processes, other special reports or publications are used to determine specific traffic safety related problems such as Alcohol and Crime in Wyoming, Wyoming's Observed Seat Belt Usage, adhoc Crash Data, Vehicle/Driver Registrations, etc. Individual grant proposals and other agency problem statements are always considered by the Highway Safety Program. They are evaluated against the above documents for available funding.

II. How Programs/Projects which are included in the annual Highway Safety Plan are developed:

Programs/projects that are included in Wyoming's Fiscal Year 2015 Highway Safety Planning Document are developed by analyzing the problem identification information described previously and final decisions and selections are determined by the Highway Safety Program.

Programs/projects in our FY2015 Highway Safety Plan (HSP) were developed through a planning process detailed below. In addition, our FY2015 HSP contains performance measures and performance targets that are evidence based. Our partners in this process consist of the WYDOT-Crash Data Management Section (Crash Data), WYDOT-Financial Services, WYDOT-Internal Review, WYDOT – Planning Department, Wyoming Highway Patrol (WHP), Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Traffic Safety Committee, Johnson & Associates (Alcohol Factors), NHTSA (FARS), DLN Consulting, Laramie Police Department (DRE Program).

Lastly, our FY2015 HSP is consistent with the 2013 Wyoming Strategic Highway Safety Plan. Our efforts to coordinate these two plans are detailed later in this section.

Data trends within Wyoming were analyzed for purposes of setting targets and for allocating resources in our FY 2015 HSP. Analysis of these trends included Final FARS data, problem identification State data and Emphasis Areas 2, 3, 4 and 6 in the 2012 Wyoming Strategic Highway Safety Plan. In turn, resources have been allocated in our FY2015 HSP consistent with data trends.

All letters of interest must be received by the Highway Safety Program by April 15 each year for consideration in the following Fiscal Year's Highway Safety Plan. The following is the annual fiscal year time frame for Wyoming's Highway Safety Plan process:

- | | | |
|-------------------------|---|---|
| October 1 thru April 15 | - | New Grant Proposals Received |
| | | 1. February/March/April - Letters and Meetings used for communicating with Key Program Area participants for program discussions and soliciting ideas for possible submissions to the Highway Safety Program by April 15. |
| March-May | - | Annual Highway Safety Problem I.D. Completed |
| | | 1. Used for Benchmark Report Document, Planning Documents, and determining long and short range performance goals and time frames. |

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

April/May	-	<p>Review Federal Highway Safety Grant Proposals Received - Evaluate Problem I.D.</p> <ol style="list-style-type: none"> 1. Select HSP Program areas to be addressed & apply grant proposals based on “estimated” new Federal Highway Safety Funds to be obligated in October and “estimated” unexpended carry-over Federal Highway Safety Funds from the current Fiscal Year’s Highway Safety Plan - [HSP].
May/June	--	<p>Organize and Complete Annual Performance Plan</p> <ol style="list-style-type: none"> 1. Provides Wyoming’s annual Highway Safety Plan Process and indicates both short and long term performance goals for selected program areas to be implemented in Wyoming’s upcoming fiscal year’s highway safety plan. Performance goals are based on information and analysis provided in Wyoming’s Annual Highway Safety Problem Identification Report completed by May 31 each year. HS Form 217 is provided.
June/July	--	<p>Organize and Complete Wyoming’s Annual Highway Safety Plan</p> <ol style="list-style-type: none"> 1. Provides Wyoming’s selected highway safety program areas, proposed projects to be implemented, certifications and assurances, estimated program area cost summaries and a HS Form 217. Prepared for NHTSA review by July 1.
July 1 {Wyoming Target Date}	--	<p>The following documents must be submitted to the National Highway Traffic Safety Administration [NHTSA] for informational and program reference purposes:</p> <ol style="list-style-type: none"> 1. Annual Highway Safety Problem I.D. Report-May 31 2. Annual Highway Safety Plan – June15 [no later than July 1 - NHTSA]
July 1 {Wyoming Target Date}	--	<p>The following documents must be submitted to the National Highway Traffic Safety Administration [NHTSA] for information and approval:</p> <ol style="list-style-type: none"> 1. Annual Performance Plan - will be completed and submitted with the annual Highway Safety Plan - June 15. [no later than July 1 - NHTSA]
September 30	--	<p>Complete current fiscal year’s highway safety plan activities.</p> <ol style="list-style-type: none"> 1. End of current fiscal year.
December 31	--	<p>Annual Report completed and submitted to NHTSA. Federal fiscal close out completed for previous fiscal year.</p>

III. How Proposed Performance Measures Were Developed:

Wyoming's Highway Safety Program is dedicated to developing a Highway Safety Plan each year that allocates Federal Highway Safety Funds in a meaningful data driven manner. Any goals which have been listed for the future are structured to provide a data driven and evidence based direction towards saving lives and reducing the high cost of injuries and property damage as a result of traffic crashes on Wyoming's roadways. In determining Wyoming's goals, performance measures were developed by using trend line analysis and moving averages, current State crash data and increased efficiency in programmatic activities.

Projects and programs generated by the annual Highway Safety Plan are only part of what is required to reduce the annual traffic crashes, deaths, injuries and property damage to the public traveling on Wyoming's many miles of roadways.

The 2013 Wyoming Strategic Highway Safety Plan shares the same process as the Highway Safety Plan. There are coordinated efforts in the implementation, evaluation and revision of safety projects. Safety emphasis areas include non-seatbelt usage, speeding, impaired driving and young drivers. The recommendations for supporting these activities coordinate with the Highway Safety Program such as data driving decision making, education, legislation, law enforcement, media support. It is Wyoming's intent to coordinate the performance targets with the State's Highway Safety Improvement Program (HSIP) by FY2016.

As citizens of Wyoming we all have a major role to play in improving the safety of our roadways and the Highway Safety Program is committed to being a major partner to that end.

IV. Traffic Safety Enforcement Program:

A comprehensive evidence based traffic safety enforcement plan is evident through our partnerships and programs with Wyoming Association of Sheriffs and Chiefs of Police, Wyoming Highway Patrol, Law Enforcement Liaison (LEL), Impaired Driving Program Manager/Trainer (IDPMT), Safe Communities and Governor's Council on Impaired Driving, etc. The high visibility enforcement funding formula was developed based on pertinent criteria: injury/fatal traffic crashes, seat belt non usage, speed related crashes, DUI arrest data. The data is applied to each counties percent of the traffic safety problem and then drilled down to individual agencies. Additionally, Wyoming's LEL provides continuous outreach and education to improve HVE results. The IDPMT provides for all aspects of the DRE/ARIDE/SFST programs to include statewide training and DRE callouts.

This enforcement plan joins together Safe Communities, Governor's Council on Impaired Driving and other traffic safety partners with emphasis given to the enforcement effort during the May Mobilization and August Crackdown campaigns.

V. Program Income:

For the FY2015 Federal Fiscal Year, the Highway Safety Office will not be funding projects that that have Program Income at this point in time.

Wyoming Information & Demographics

Governor: Matthew H. Mead (R) (First Term)

U.S. Congressional Delegation

Senators: John Barrasso, M.D. (R)
Michael B. Enzi (R)

Representative: Cynthia M. Lummis (R)

Governor's Representative: Matthew D. Carlson, P.E.
Highway Safety Program
Department of Transportation

State Highway Safety Behavioral Supervisor:

Dalene Call
Highway Safety Program
Department of Transportation

Status of Key Wyoming Traffic Safety Laws

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

FY2015 Performance Measures

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

Planning and Administration Performance Goal:

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

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

At minimum, annually conduct on-site visits with all sub-recipients with grants in excess of \$80,000.

Traffic Records Performance Goal:

Support efforts to improve traffic records data by using the WYTRCC strategic plan to develop dynamic comprehensive traffic records systems that will be timely, accurate, complete, integrated, uniform and accessible.

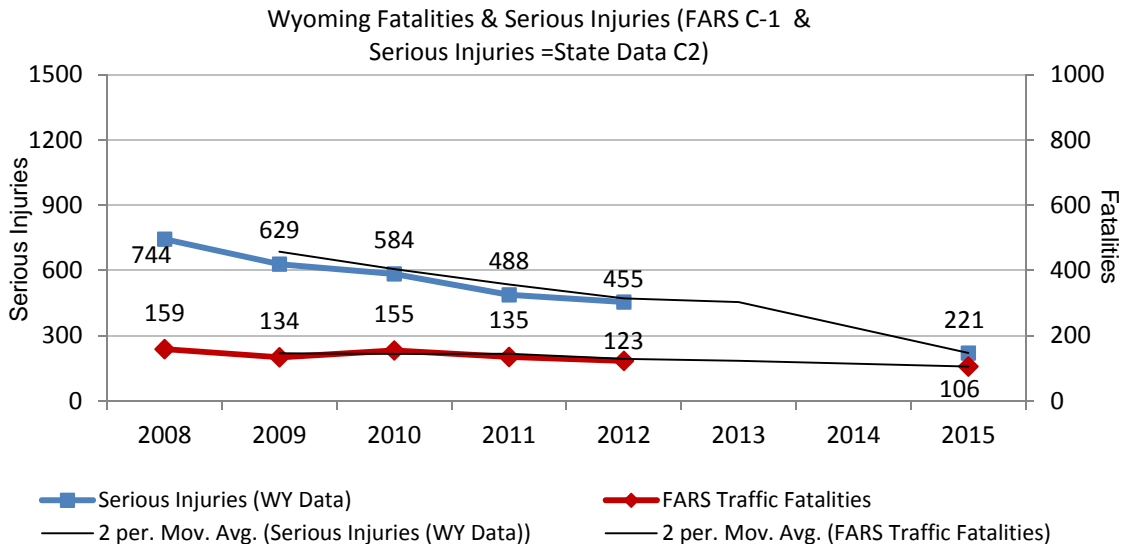
PERFORMANCE GOALS, MEASURE OF SUCCESS
Core Outcome Measures (10)

Traffic Fatalities (FARS)

(C-1) To decrease traffic fatalities from the 2008-2012 calendar base year average of 141 to 106 by December 31, 2015. Performance Target was established by trend line analysis. The 2013 Wyoming State crash Data File states that there were 87 fatalities in 75 traffic crashes. This is the lowest on record since 1945.

Serious Traffic Injuries (State Crash Data Files)

(C-2) To decrease serious traffic injuries 10 percent from the 2012 calendar year 455 injuries to 410 fatalities by CY2015. The 2008-2012 calendar base year average was 580. The goal was established to reduce serious injuries by 10 percent by a preliminary review current CY2013/14 State crash data. There were 448 serious injuries in CY 2013 and thus far in CY2014, State data indicates that fatalities are 37% above the CY2013 data based on the same time period (January through May).



In the FY2014 Highway Safety Plan, the projected goal for FY2014 was 130 fatalities and 439 serious injuries. The Final 2012 FARS data was 123 fatalities and which is below the goal. The WECRS serious injuries for 2013 was 448 which is slightly above the goal.

Fatalities/VMT (FARS/FHWA)

(C-3A) To decrease Wyoming's fatality rate (100 MVMT) from the 2007-2011 calendar base year average of 1.56 to 1.41 by December 31, 2014.

In FY2014 Highway Safety Plan, the projected goal for FY 2014 was 1.01 fatalities per 100 MVM. The FARS data was a 1.46 fatality rate per 100 MVM for 2011. The 2012 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Rural Fatalities/VMT (FARS/FHWA)

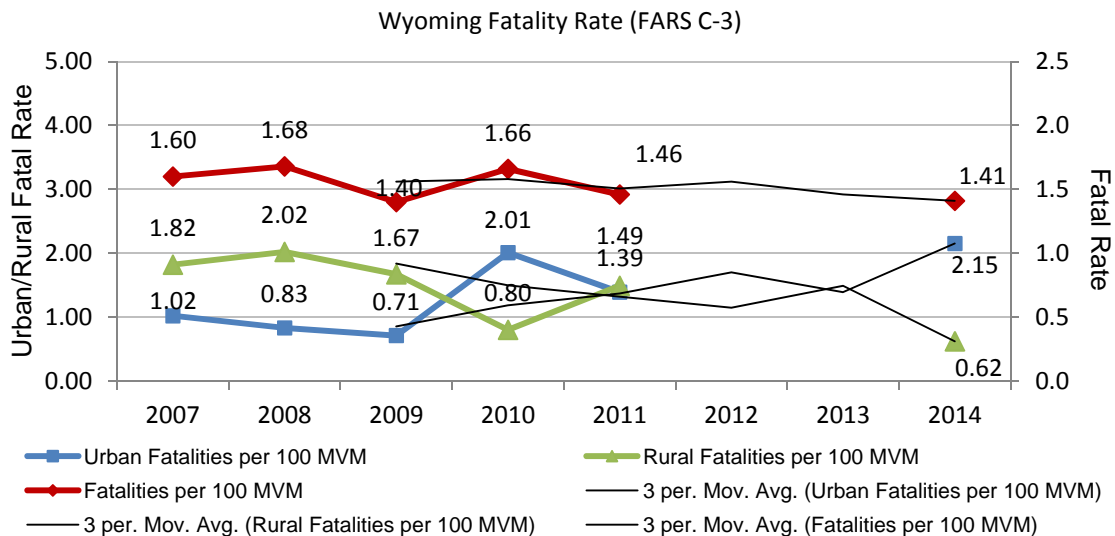
(C-3b) To maintain or decrease rural fatality rate (100 MVMT) from the 2007-2011 calendar base year average of 1.56 by December 31, 2015.

In the FY2014 Highway Safety Plan, the projected goal for FY2014 was 1.82 fatalities per 100 MVM. The FARS data was a 1.49 fatality rate per 100 MVM for 2011. The 2012 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Urban Fatalities/VMT (FARS/FHWA)

(C-3a) To decrease the upward urban fatality rate (100 MVMT) trend of 2.15 by December 31, 2015 to the 2007- 2011 calendar base year average of 1.19 by December 31, 2015.

In the FY2014 Highway Safety Plan, the projected goal for FY2014 was 0.84 fatalities per 100 MVM. The FARS data was a 1.39 fatality rate per 100 MVM for 2011. The 2012 FARS data is not yet available. The Final FARS Fatality Rates are running a year behind the final FARS data.



The graph shows Wyoming is moving towards the goal to reduce its fatality rate (overall, urban and rural) with the exception of the urban fatality rate. The urban fatality rate shows an increase to 2.15 by 2014 compared to the 2011 rate of 1.39. Wyoming chose to maintain or decrease the urban fatality rate to realistically effect change. Due to low and fluctuating urban fatality numbers, it is difficult to follow trend line analysis.

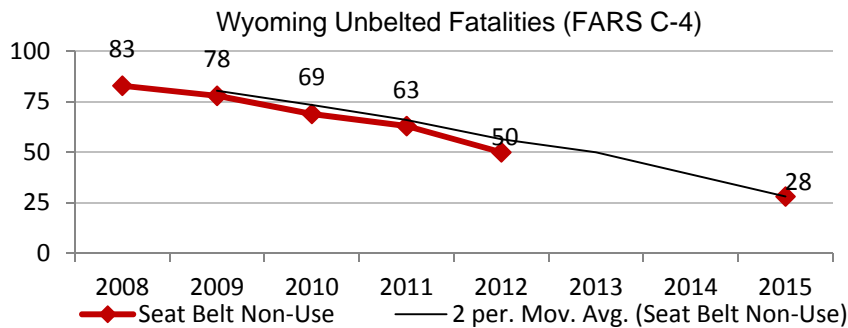
Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

(C-4) To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions from the 2008-2012 calendar base year average of 69 to 54 based on the 2011-2015 calendar year average.

Wyoming is experiencing an overall decrease of unbelted fatalities since 2008, which was the five year high of 83. The average number of unbelted fatalities from 2008 to 2012 was 69.

Wyoming's reduction in unrestrained fatalities evidence based goal was determined by the downward trend, but was also influenced by the uncertainty of working with a large geographic area and relatively small unbelted fatality numbers. Additionally, in CY2013, state data indicates there were 42 unbelted fatalities per Wyoming Electronic Crash Records System (WECRS), which would level out the trend line. Also thus far in CY2014, fatalities are 37% above the CY2013 data based on the same time period (January through May).

In the FY2014 Highway Safety Plan, the projected goal for unbelted fatalities in 2014 was 63. The FARS data was 50 unbelted fatalities in 2012. In CY2013, there were 42 unbelted fatalities per Wyoming Electronic Crash Records System (WECRS).



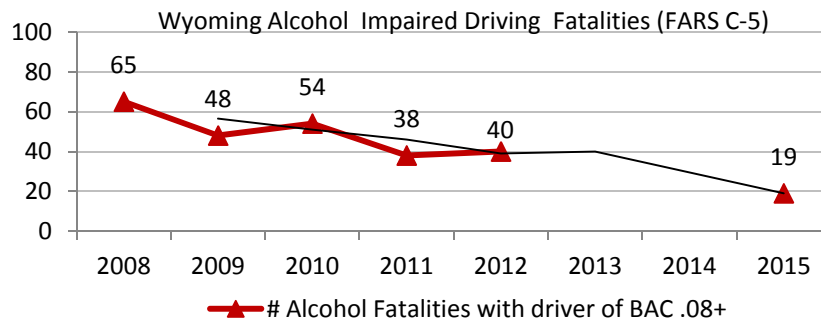
Alcohol-Impaired Driving Fatalities (FARS)

(C-5) To decrease alcohol impaired driving fatalities from the 2008-2012 calendar base year average of 49 to 39 based on the 2011-2015 calendar year average.

Wyoming is experiencing an overall decrease of alcohol impaired driving fatalities since 2008, which was the five year high of 65. The average number of alcohol impaired driving fatalities from 2008 to 2012 was 49.

Wyoming's reduction in alcohol-impaired driving fatalities evidenced based goal was determined by the downward trend, but was also influenced by the uncertainty of working with a large geographic area and relatively small alcohol-impaired driving fatality numbers. Additionally, in CY2013, state data indicates there were 12 alcohol-impaired driving fatalities per Wyoming Electronic Crash Records System (WECRS), which would level out the trend line.

Thus far in CY2014, State data indicates that fatalities are 37% above the CY2013 data based on the same time period (January through May). The 37% increase in fatalities does not differentiate alcohol involved fatalities but historically the higher the number of fatalities the higher the alcohol involvement.



Wyoming is experiencing an overall decrease of alcohol impaired driving fatalities. Continued best practices, based on data driven efforts involving high visibility enforcement, education, media blitzes, etc. will assist in meeting this goal. Additional funding has been allocated to Impaired Driving programs in FY2014 and FY2015.

In the FY2014 Highway Safety Plan, the projected goal for FY2014 was 33. The 2012 final FARS number for impaired driving fatalities was 40. In CY2013, there were 20 alcohol related fatalities per Wyoming Electronic Crash Records System (WECRS).

Speeding Related Fatalities (FARS)

(C6) To decrease speed-related fatalities from the 2008-2012 calendar base year average of 54 to 47 based on the 2011-2015 calendar year average.

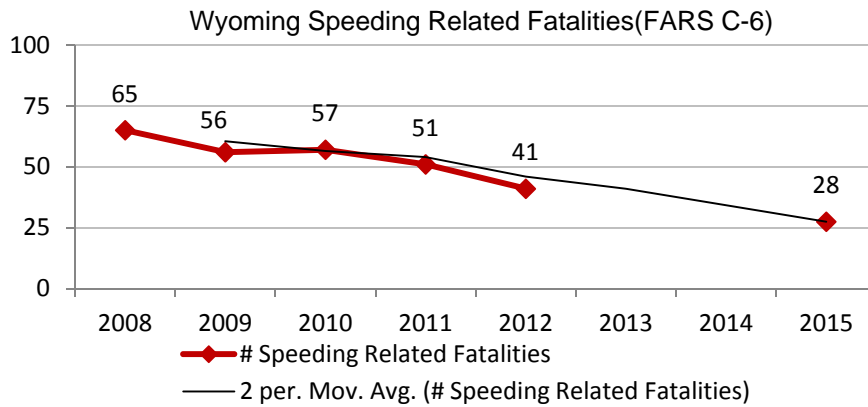
Wyoming is experiencing an overall decrease of speed related fatalities since 2008, which was the five year high of 65. The average number of speed related fatalities from 2008 to 2012 was 54.

Wyoming's reduction in speed related fatalities evidenced based goal was determined by the downward trend, but was also influenced by the uncertainty of working with a large geographic area and relatively small speed related fatality numbers. Additionally, in CY2013, state data indicates there were 50 speed related fatalities per Wyoming Electronic Crash Records System (WECRS), which would significantly level out the trend line. Also thus far in CY2014, fatalities are 37% above the CY2013 data based on the same time period (January through May).

Due to increased efficiency in high visibility enforcement we are anticipating additional speeding citations as a factor in reaching this goal.

In the FY2014 Highway Safety Plan, the 2014 projected goal was 48 speeding related fatalities. The 2012 FARS final result was 41.

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



Motorcyclist Fatalities (FARS)

(C-7) To decrease motorcyclist fatalities from the 2008-2012 calendar base year average of 19 to 12 based on the 2011-2015 calendar year average.

Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. The year 2010 was abnormally high and changed the direction of our downward trend.

Wyoming's reduction in motorcycle fatalities evidence based goal was determined by trend line analysis, but additionally factored in historical State data. In CY2013, there were 9 fatally injured motorcyclists per Wyoming Electronic Crash Records System (WECRS). Incorporating this CY2013 number allows us to set the goal at 12.

In the FY2014 Highway Safety Plan, the 2014 projected goal was 23 motorcycle fatalities. The 2012 FARS final result was 12. In CY2013, there were 9 fatally injured motorcyclists per Wyoming Electronic Crash Records System (WECRS).

Note: FARS has a different definition of motorcycles than the state. FARS is less inclusive.

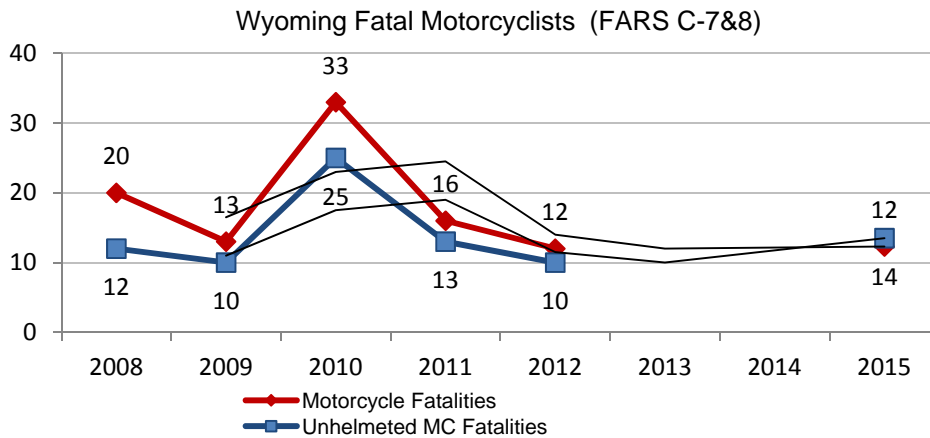
Unhelmeted Motorcyclist Fatalities (FARS)

(C-8) To decrease unhelmeted motorcyclist fatalities from the 2008-2012 calendar base year average was 14 to 11 based on the 2011-2015 calendar year average.

Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. The year 2010 was abnormally high and changed the direction of our downward trend.

Wyoming's reduction in motorcycle fatalities evidence based goal was determined by trend line analysis, but additionally factored in historical State data. Incorporating the Wyoming Electronic Crash Records System (WECRS) CY2013 number allows us to set the goal 11.

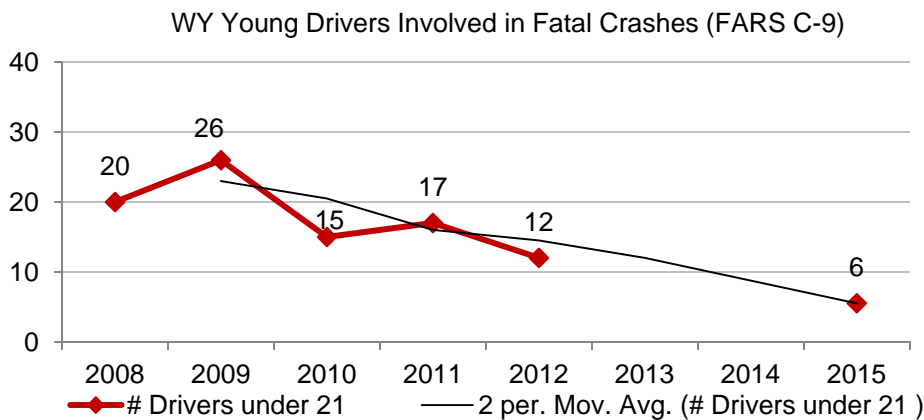
In the FY2014 Highway Safety Plan, the 2014 projected goal was 23 unhelmeted motorcycle fatalities. The 2012 FARS final result was 13. In CY2013, there were 5 fatally injured unhelmeted motorcyclists per Wyoming Electronic Crash Records System (WECRS).



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

(C-9) To decrease young drivers, age 20 or younger, involved in fatal crashes from the 2008-2012 calendar base year average of 18 to 12 based on the 2011-2015 calendar year average.

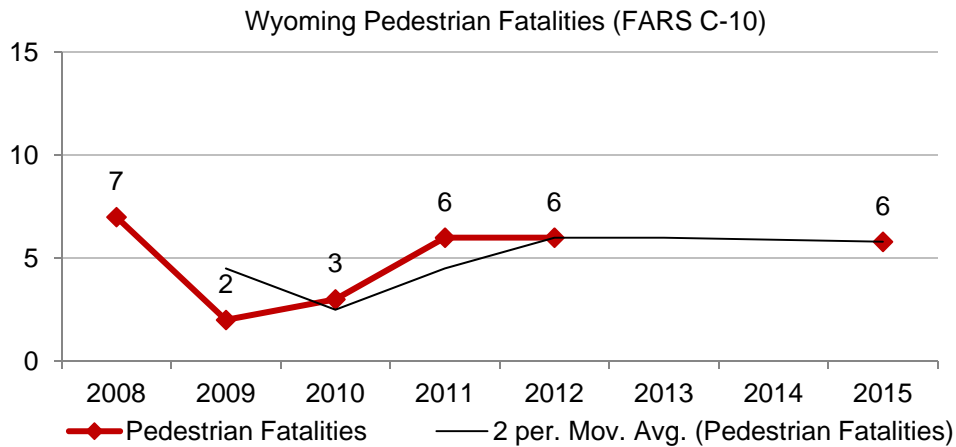
Wyoming’s evidence based goal in the reduction of drivers age 20 or younger involved in fatal crashes is based upon the downward trend and current CY2013/14 State data. In CY2013, there were 16 fatalities involving young drivers per Wyoming Electronic Crash Records System (WECRS). In CY2014, State data indicates that fatalities are 37% above the CY2013 data based on the same time period (January through May).



In the FY2014 Highway Safety Plan, the 2014 projected goal was 13 young drivers involved in fatal crashes. The 2012 FARS final result was 12. In CY2013, there were 16 young drivers involved in fatal crashes per Wyoming Electronic Crash Records System (WECRS).

Pedestrian Fatalities (FARS)

(C-10) To reduce pedestrian fatalities 25 percent from the 2008-2012 calendar base year average of 5 to 4 based on the 2011-2015 calendar year average. Wyoming’s evidence based goal in the reduction pedestrian fatalities is based upon the trend and current CY2013/14 State data. Wyoming’s Goal in the FY2014 Highway Safety Plan was 6 and Wyoming’s State data for 2013 was 3 pedestrian fatalities per Wyoming Electronic Crash Records System (WECRS).



Bicycle Fatalities (FARS)

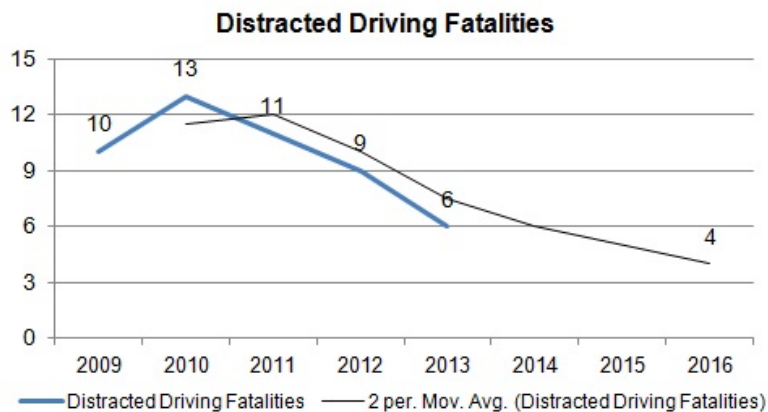
(C-11) To maintain a zero fatality goal for bicyclists. There were 4 fatal bicyclists between 2008-2012. That equates to less than 1 per year.

In CY2012-2013, there were 0 bicycle fatalities per Wyoming Electronic Crash Records System (WECRS).

The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The Bicycle/Pedestrian Coordinator works closely with the Highway Safety Office and all traffic safety partners as applicable. The Highway Safety Office does not fund bicycle and pedestrian programs.

Distracted Driving Fatalities (State Data)

(S-1) To reduce distracted driving fatalities from the CY2009-2013 base line average of 10 to 4 based on the 2011-2015 calendar year average. Goal was reached by trend line analysis.



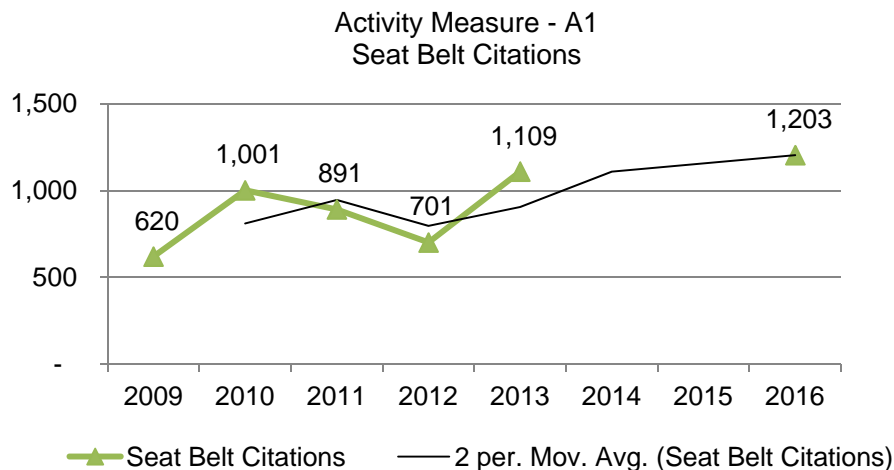
Activity Measures

Law enforcement agencies serving 85% of the state's population participate in high visibility enforcement overtime grants to increase seat belt usage, speeding and impaired driving arrests on Wyoming roadways.

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

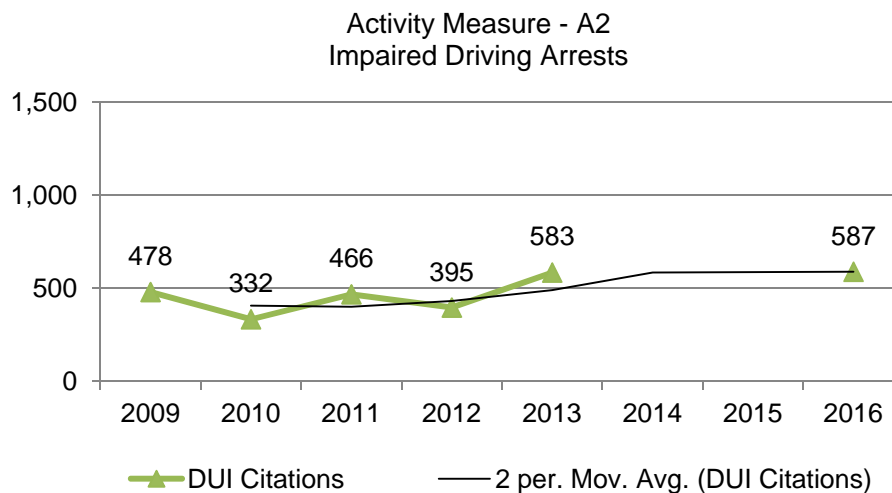
FY2013 Seat belt and child restraint citations increased by 408 citations over (seat belts – 382 and child restraint – 26) the FY2012 grant period while high visibility enforcement overtime hours decreased by 136 hours.

Wyoming's goal is to increase seat belt citations 8 percent by FY2016 to 1,203. The Wyoming Association of Sheriffs and Chiefs of Police Traffic Safety Committee has made seat belt enforcement a priority during grant funded activities.



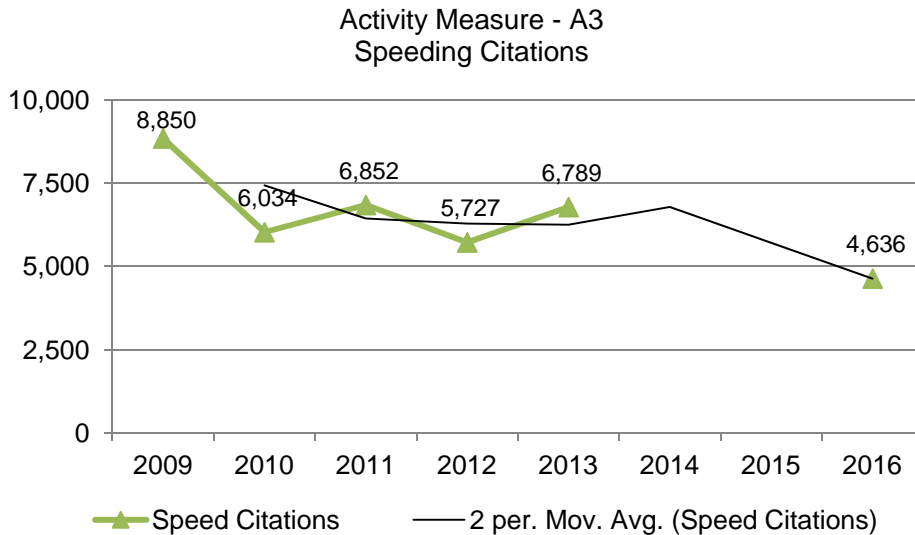
A2 – Number of impaired driving arrests made during grant-funded enforcement activities.

The number of DUI arrests during the FY2013 grant-funded enforcement activities was 583. The FY2016 goal is 587 as projected by trend line analysis.



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

Speeding is also used as a trigger offense to educate and cite individuals not wearing their seat belts. Wyoming’s goal is to increase speeding citations 3 percent by FY2016 to 6,992 instead of the projected downward trend of 4,636.



Behavioral Measure

B1 – Observational Seat Belt Survey

The Survey of Seat Belt Use* is done annually the first full week of June. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. At present, 16 of the 23 counties are included in the survey with 18 sites in each county for a total of 288 different intersections.

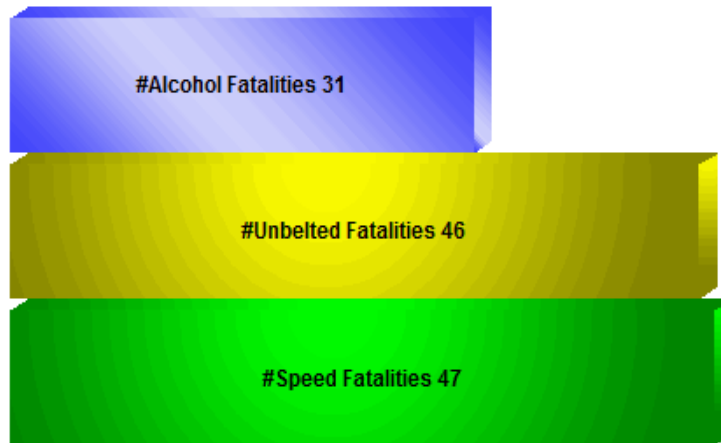
The overall estimate of seat belt use in 2013 for all vehicle occupants was 81.9 percent belted, with a standard error of 2.3 percent. The 2013 rate represents an increase of 6.4 percent over the rate of 77.0 percent in 2012.

Due to the new methodology change, only two years of data has been completed. Wyoming’s goal is to increase seat belt usage to 84 percent by FY2015

2013 OVERVIEW

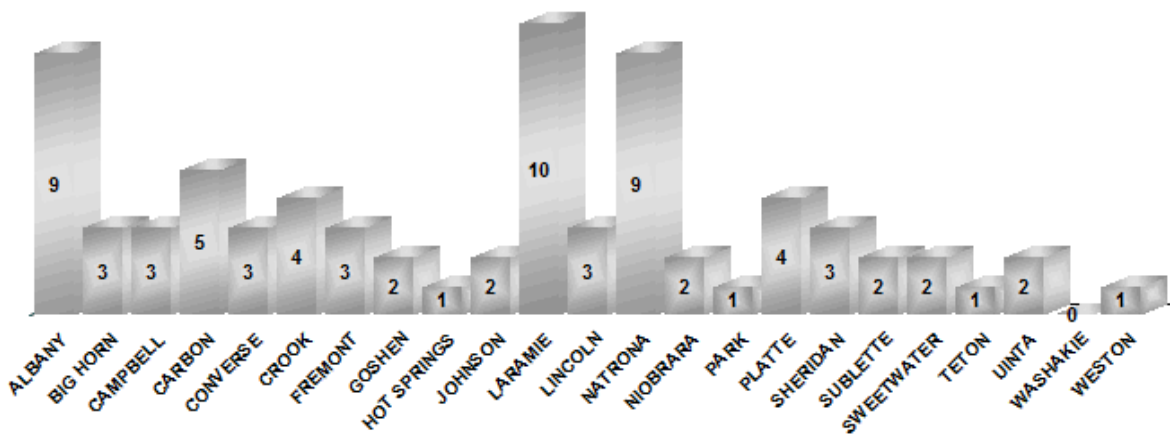
Data Driven Traffic Safety Priorities

There were 75 fatal crashes with 87 fatalities. 26 of those crashes involved alcohol with 31 fatalities, 39 crashes involved speeding with 47 fatalities and 64 crashes had 46 unbelted fatalities.



Fatal Crashes decreased from 109 in 2012 to 75 in 2013, a 31% decrease. Fatalities decreased from 120 in 2012 to 87 in 2013, a 28% decrease.

2013 Fatal Crash Count by County

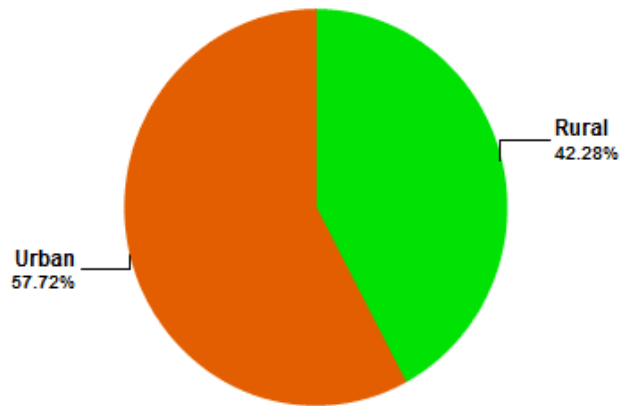


UNBELTED CRASH STATISTICS

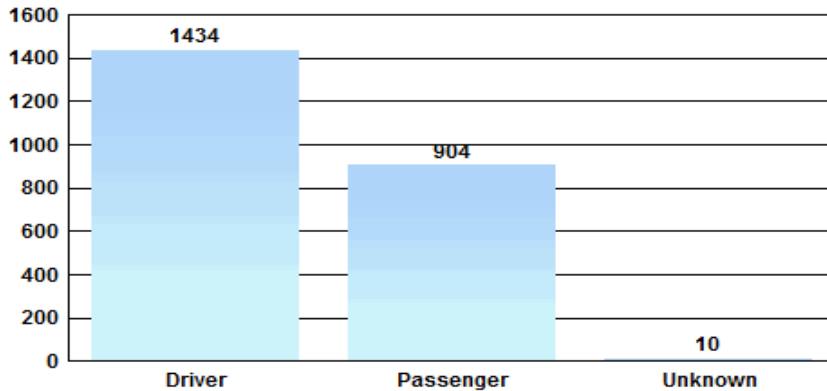
2013 Information

In 2013, there were 1147 traffic crashes with an unbelted driver or passenger of which: 44 were fatal crashes with 46 unbelted fatalities, 601 injury crashes with 663 people injured, and 502 property damage only crashes, resulting in a 10% decrease of unbelted crashes from 2012.

Unbelted Crashes by Urban/Rural



People Unbelted

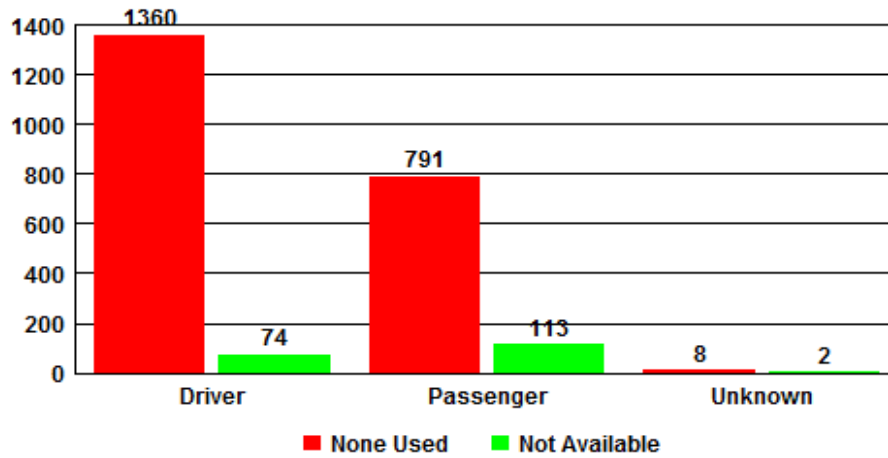


Of the 3097 people involved in the 1147 unbelted crashes 2348 (76%) were not using seat belts. In 2013 43% of all the fatalities did **NOT** use seat belts.

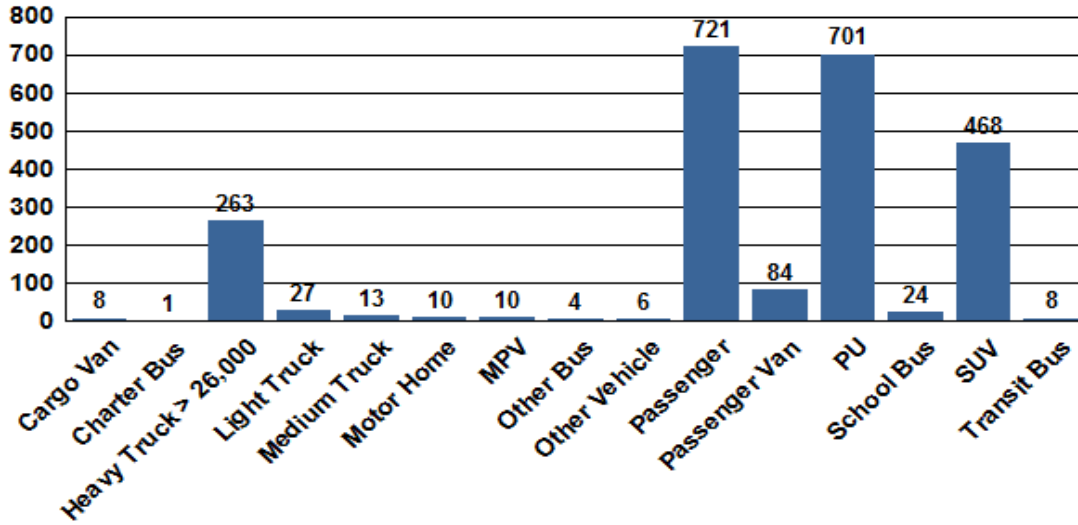
Unbelted Person Type by Injury Status

	Driver	Passenger	Unknown	Total
Fatal Injury	39	16	0	55
Incapacitating Injury	133	75	0	208
Non-Incapacitating Injury	300	162	1	463
Possible Injury	194	94	4	292
No Injury	744	535	5	1284
Unknown	24	22	0	46

Count of People by Safety Equipment Non-Used



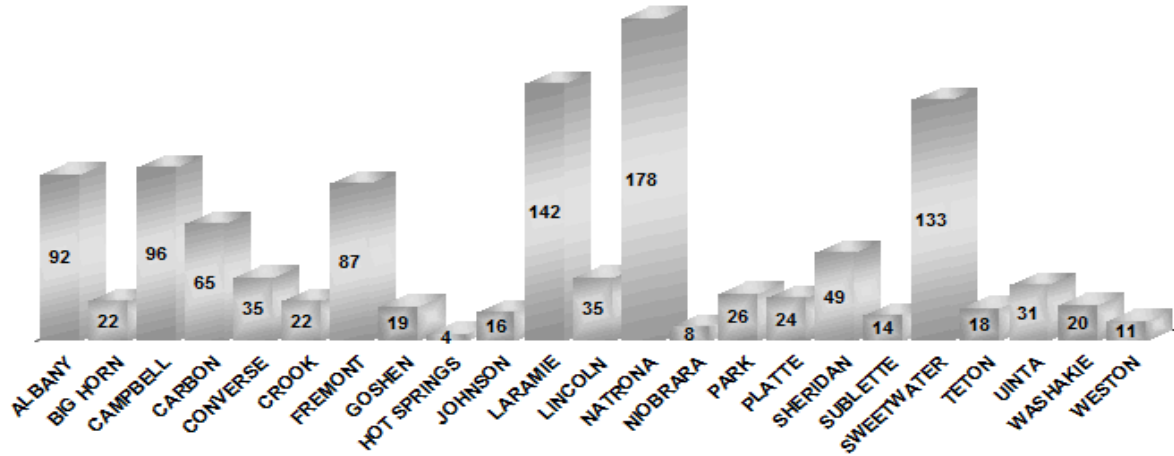
#Unbelted People by Vehicle Type



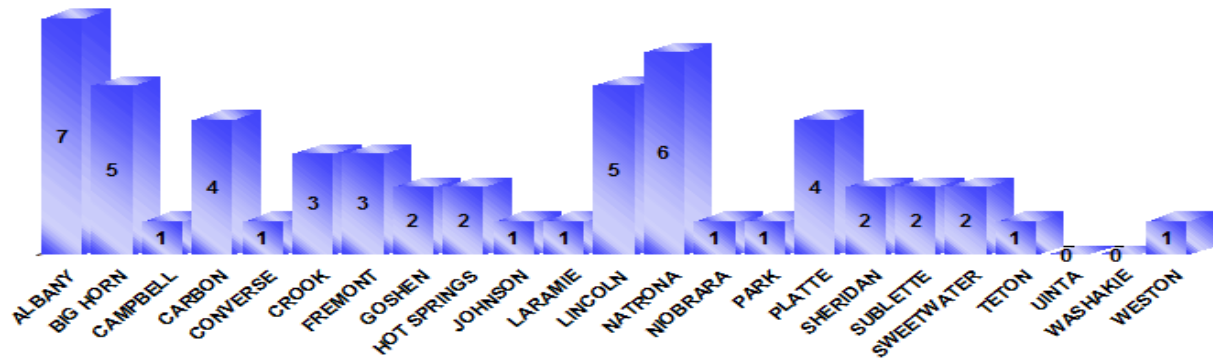
Unbelted Person Type by Age Group

	Driver	Passenger	Unknown	Total
0 - 13	1	95	0	96
14 - 16	59	107	0	166
17 - 20	234	124	1	359
21 - 24	204	103	0	307
25 - 29	175	78	1	254
30 - 39	302	136	5	443
40 - 49	151	104	1	256
50 - 59	154	84	2	240
60 - 69	82	26	0	108
70 - 79	52	14	0	66
80 +	20	15	0	35
Unknown	0	18	0	18
Total	1434	904	10	2348

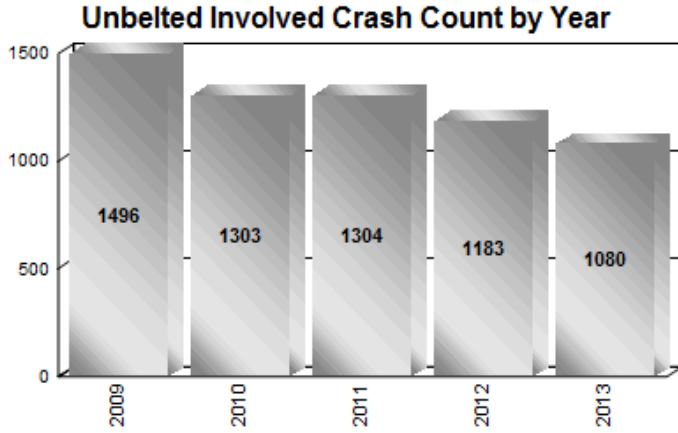
Unbelted Crash Count by County



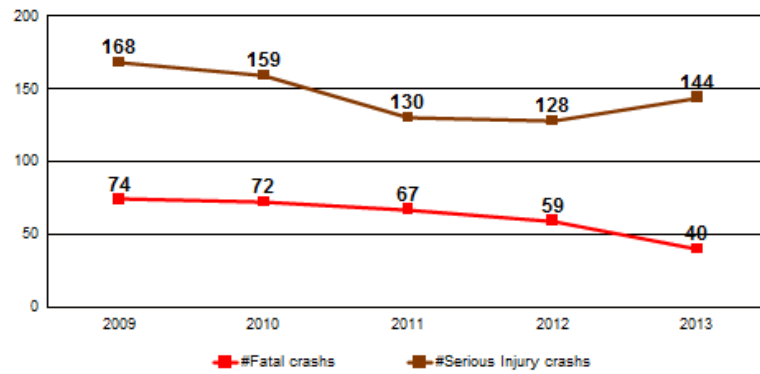
Unbelted Fatalities by County



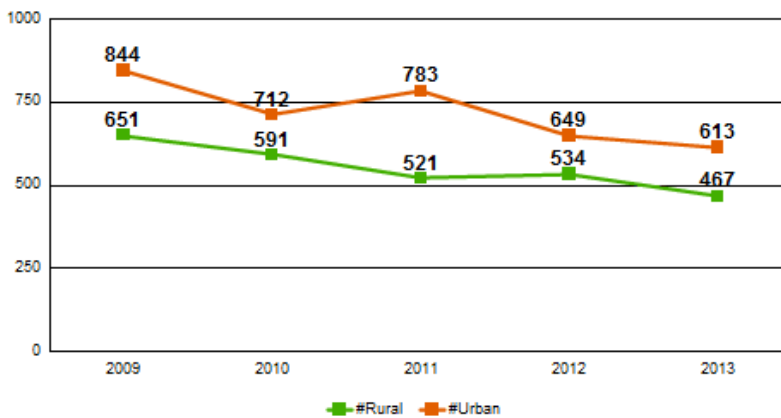
2009 - 2013 Unbelted Trend Information



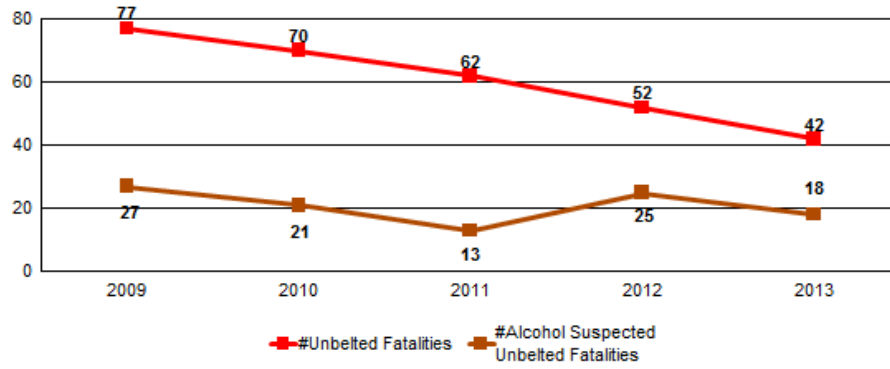
Unbelted Involved Fatal & Serious Injury Crash Counts



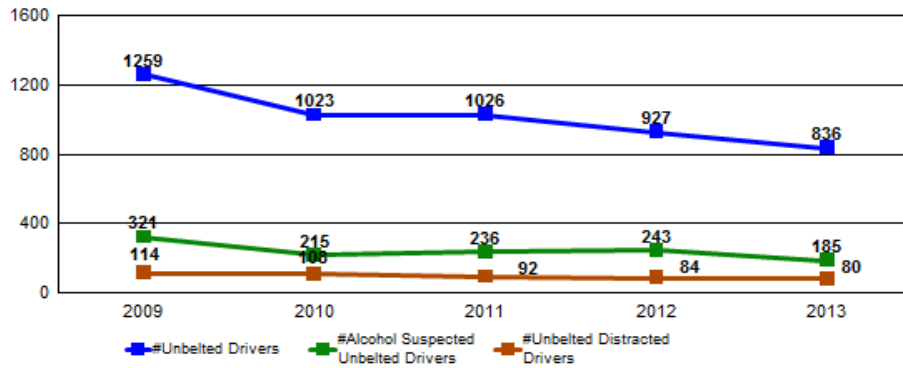
Urban & Rural Unbelted Involved Crash Counts



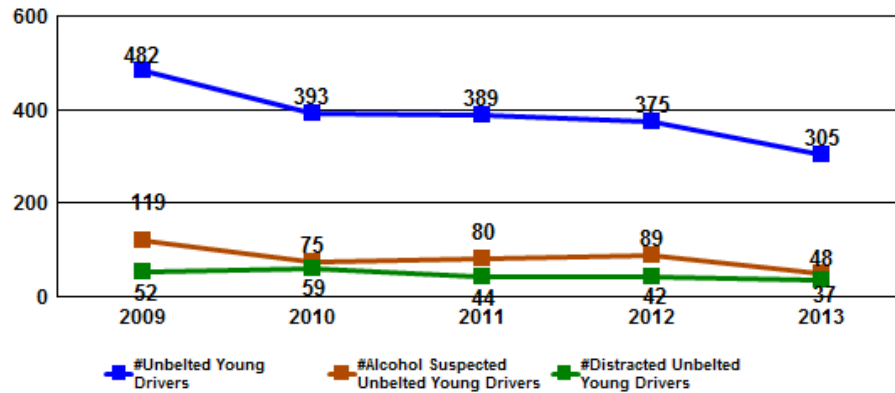
Unbelted Fatalities



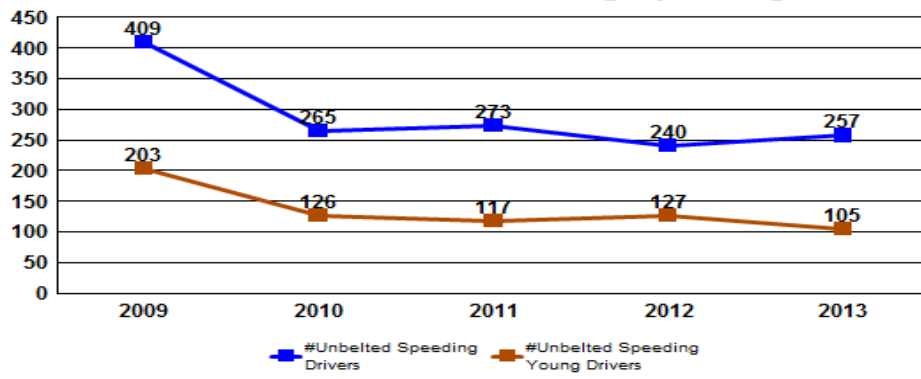
Unbelted Drivers



Unbelted Young Drivers Age 13 - 24



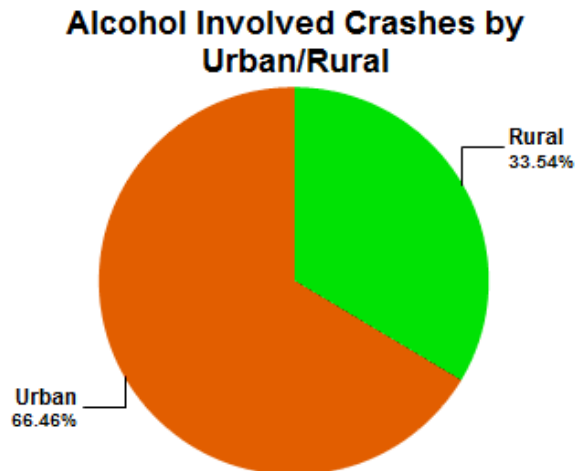
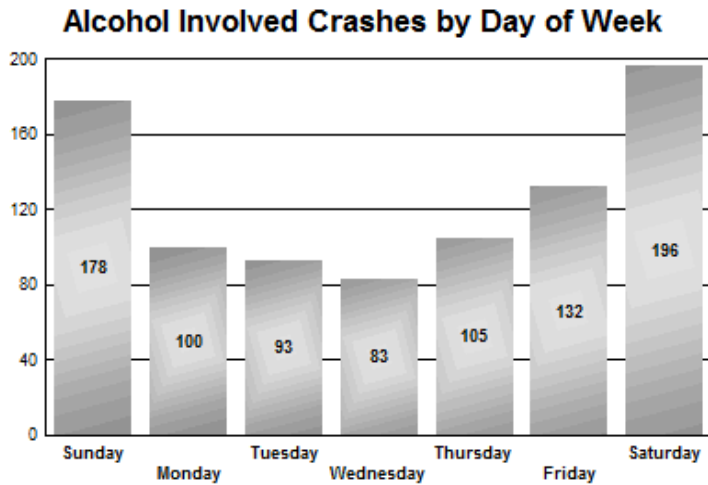
Unbelted Drivers Involving Speeding



ALCOHOL INVOLVED CRASH STATISTICS

2013 Information

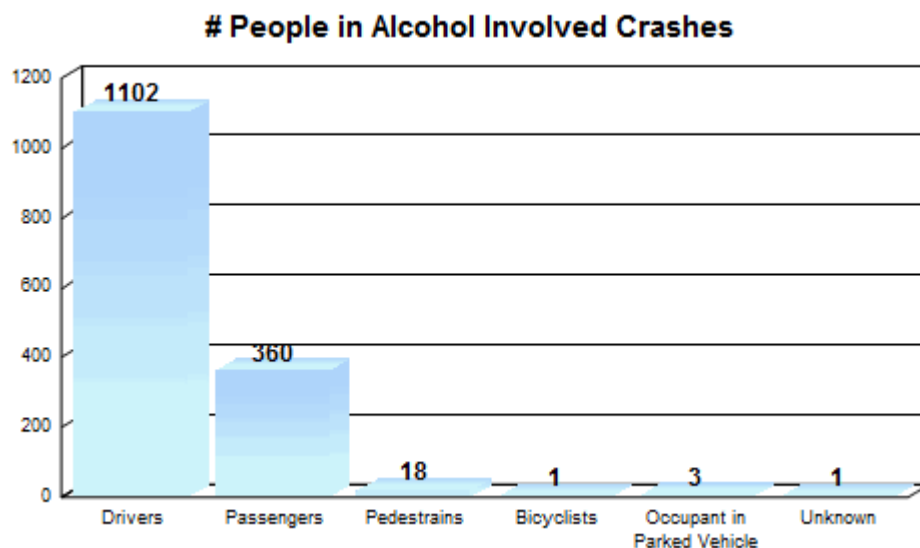
In 2013, there were 887 alcohol involved traffic crashes of which: 26 were fatal crashes with 31 fatalities, 358 injury crashes with 491 people injured, and 503 property damage only crashes, resulting in a 5% decrease of alcohol involved crashes from 2012.



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

Alcohol Involved Crashes

Time of Day	Total Crashes
Midnight - 3 am	237
3 am - 6 am	57
6 am - 9 am	31
9 am - Noon	28
Noon - 3 pm	58
3 pm - 6 pm	112
6 pm - 9 pm	176
9 pm - Midnight	188
Total	887

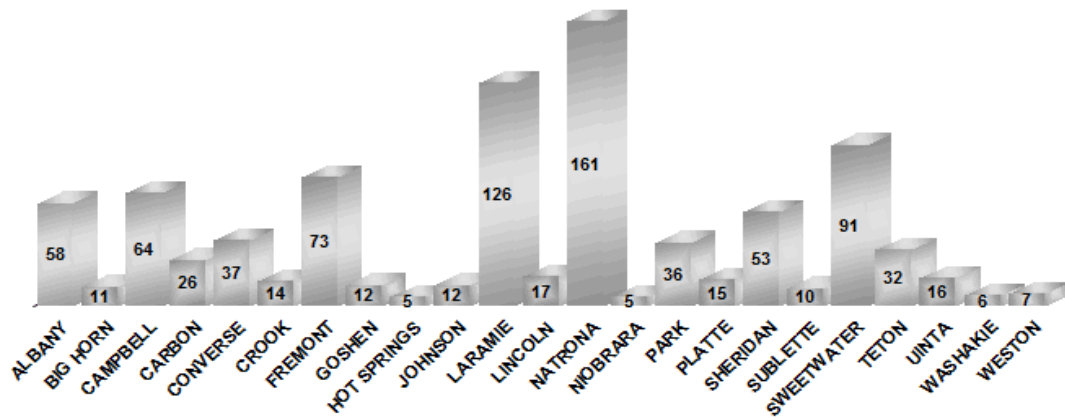


There were 1485 people involved in the 887 alcohol crashes of which: 880 Drivers were suspected of alcohol, 13 Pedestrians were suspected and, 1 Bicyclists was suspected. Of the 1462 drivers & passengers 722 (49%) were not using seat belts.

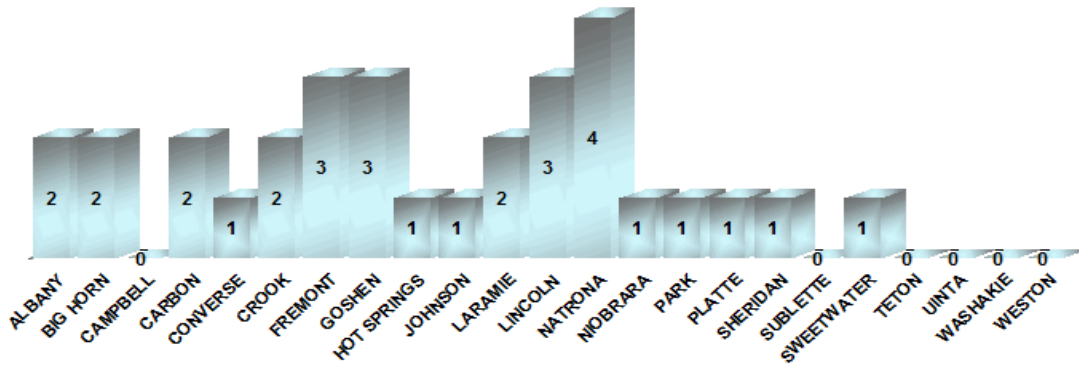
Alcohol Suspected Involved Type by Age Group & Gender

	Driver				Bicyclists		Pedestrian			
	Female	Male	UK	Total	Male	Total	Female	Male	UK	Total
14 - 16	1	2	0	3	0	0	0	0	0	0
17 - 20	19	54	0	73	0	0	0	1	0	1
21 - 24	33	132	0	165	0	0	1	3	0	4
25 - 29	24	121	0	145	0	0	0	0	0	0
30 - 39	61	143	0	204	0	0	0	1	0	1
40 - 49	37	103	0	140	1	1	2	1	0	3
50 - 59	22	88	0	110	0	0	0	0	0	0
60 - 69	4	19	0	23	0	0	0	2	0	2
70 - 79	1	7	0	8	0	0	0	0	0	0
80+	0	2	0	2	0	0	0	0	0	0
UK	1	0	6	7	0	0	0	0	2	2
Total	203	671	6	880	1	1	3	8	2	13

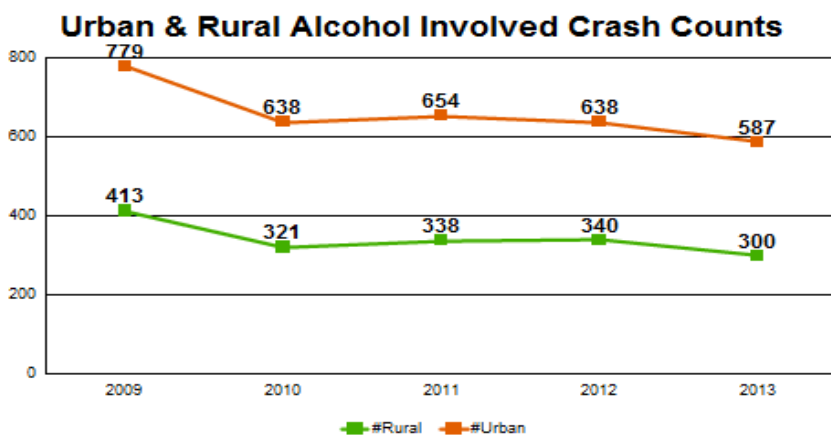
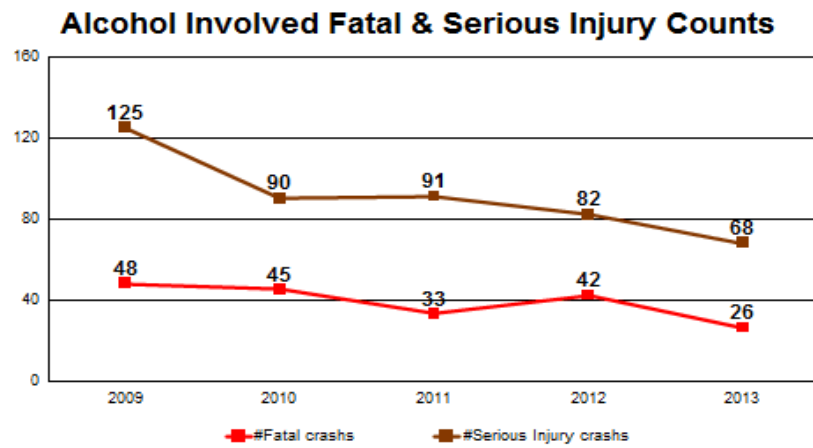
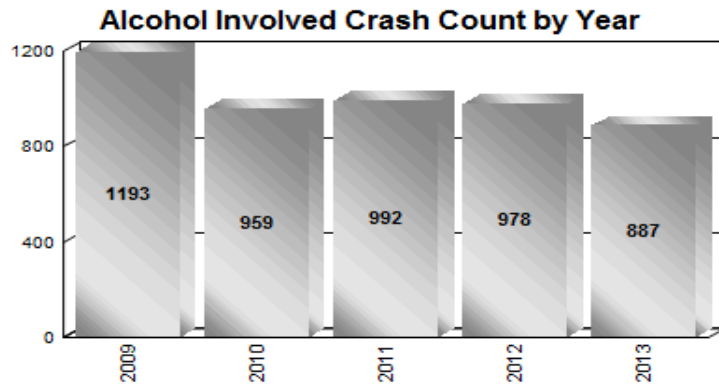
Alcohol Involved Crash Count by County



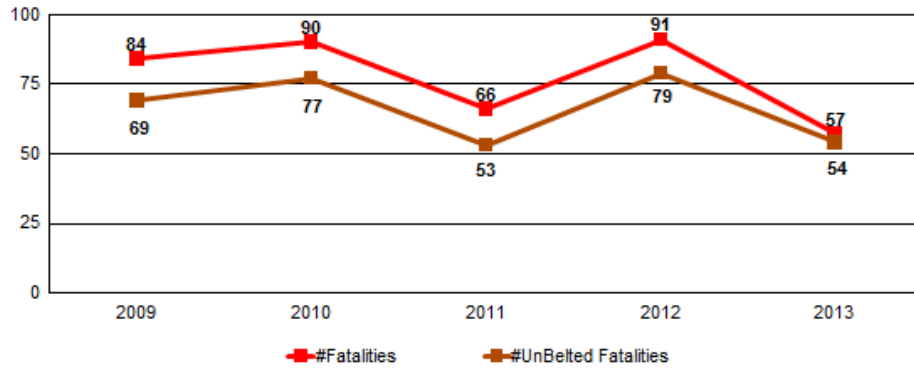
Alcohol Involved Fatalities by County



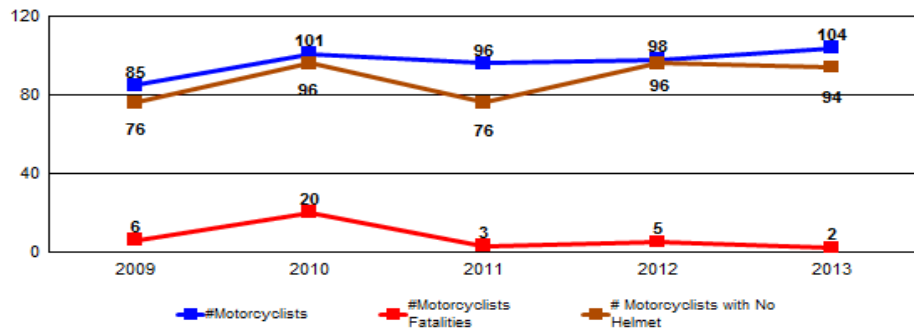
2009 - 2013 Alcohol Trend Information



Alcohol Involved Fatalities & UnBelted Fatalities

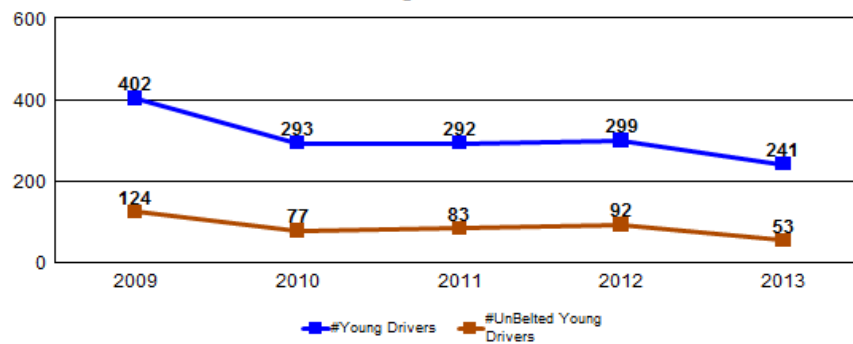


Motorcyclists Involved in Alcohol Crashes

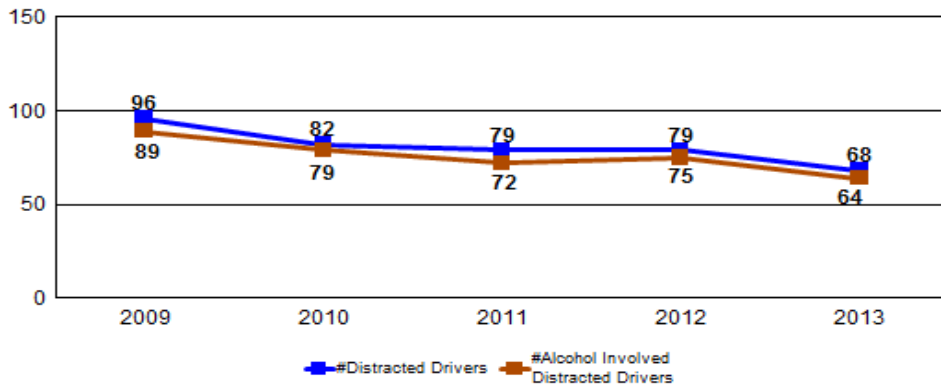


Alcohol Involved Young Drivers

Age 13 - 24



Distracted Drivers Involved in Alcohol Crashes



Speeding Drivers Involved in Alcohol Crashes

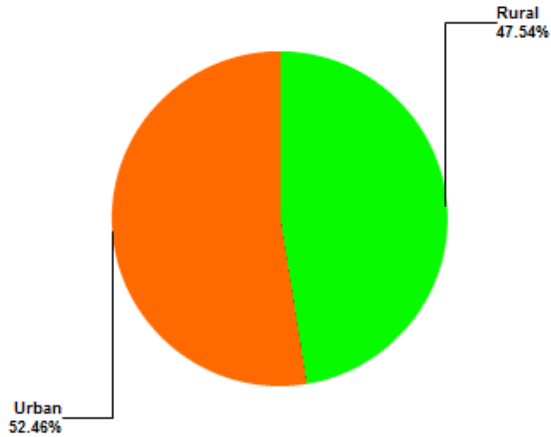


SPEED RELATED CRASH STATISTICS

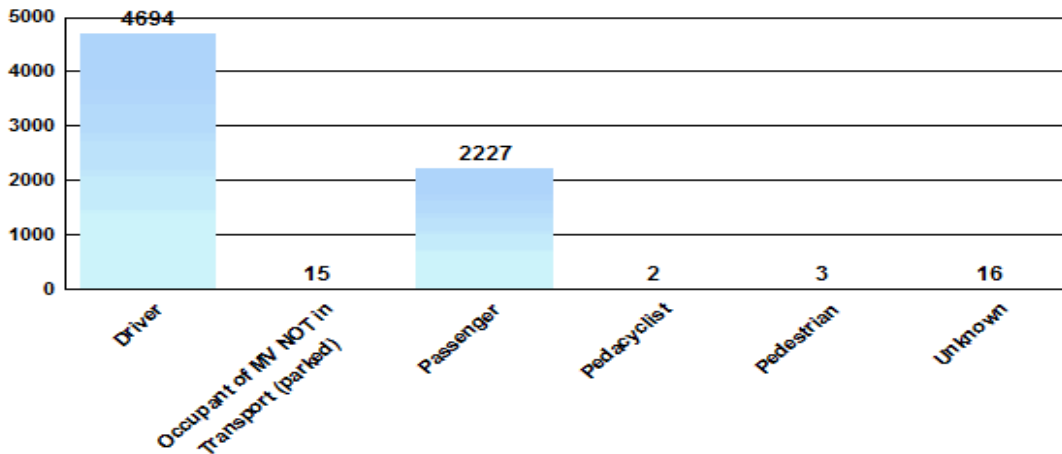
2013 Information

In 2013, there were 3469 traffic crashes that were speed related of which: 39 were fatal crashes with 47 fatalities, 777 injury crashes with 1098 people injured, and 2653 property damage only crashes, resulting in a 21% decrease of speed related crashes from 2012.

Speed Related Crashes by Rural/Urban



Count of People involved in Speed Related Crashes

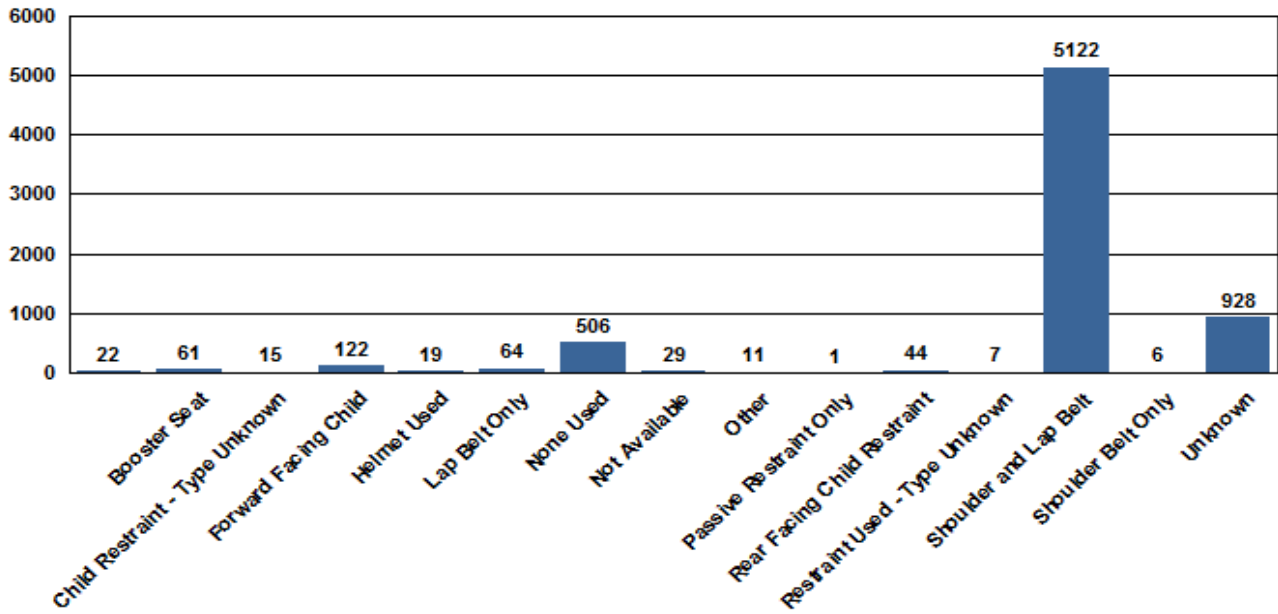


Of the 4694 drivers involved in the speed related crashes 3932 drivers (84%) were speeding.

Count of People in Speed Related Crashes by Injury Status

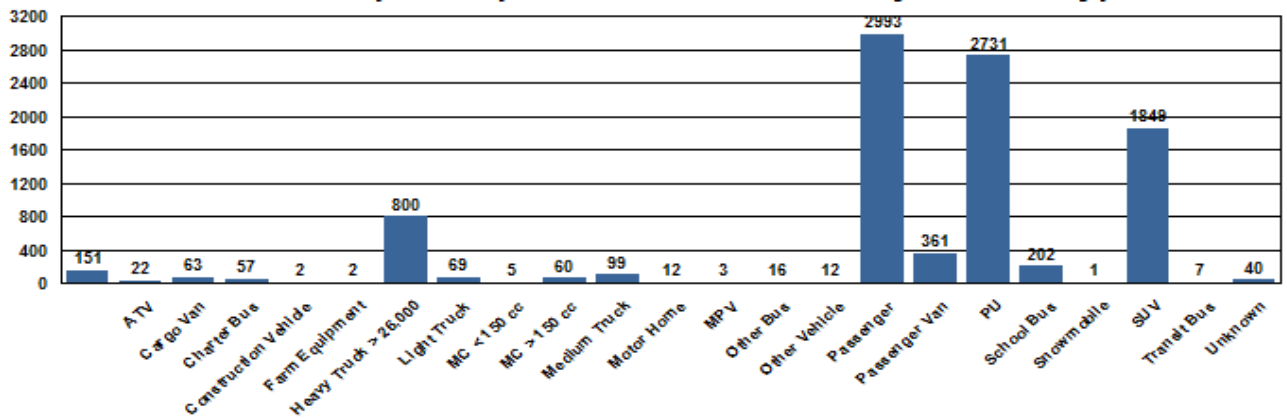
	Driver	Occupant of MV NOT in Transport (parked)	Passenger	Pedacyclist	Pedestrian	Unknown	Total
	1	0	0	0	0	0	1
Fatal Injury	32	0	15	0	0	0	47
Incapacitating Injury	112	0	55	0	0	1	168
No Injury	3774	9	1825	0	0	11	5619
Non-Incapacitating Injury	337	4	185	1	2	1	530
Possible Injury	270	2	124	1	1	2	400
Unknown	168	0	23	0	0	1	192
Total	4694	15	2227	2	3	16	6957

Count of People in Speed Related Crashes by Safety Equipment Used



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

Count of People in Speed Related Crashes by Vehicle Type

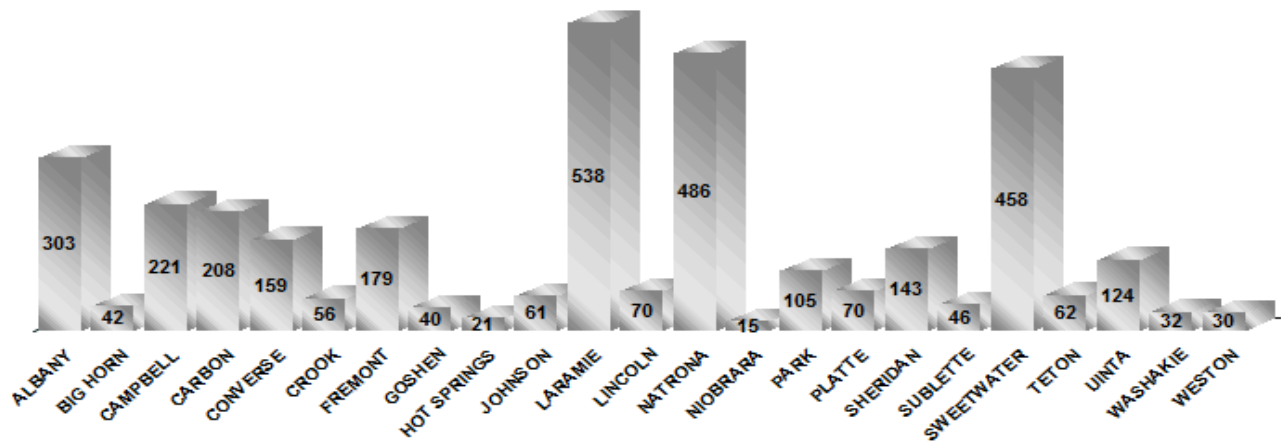


Blank Vehicle Type is from single vehicle PDO animal crashes where vehicle Type is not collected.

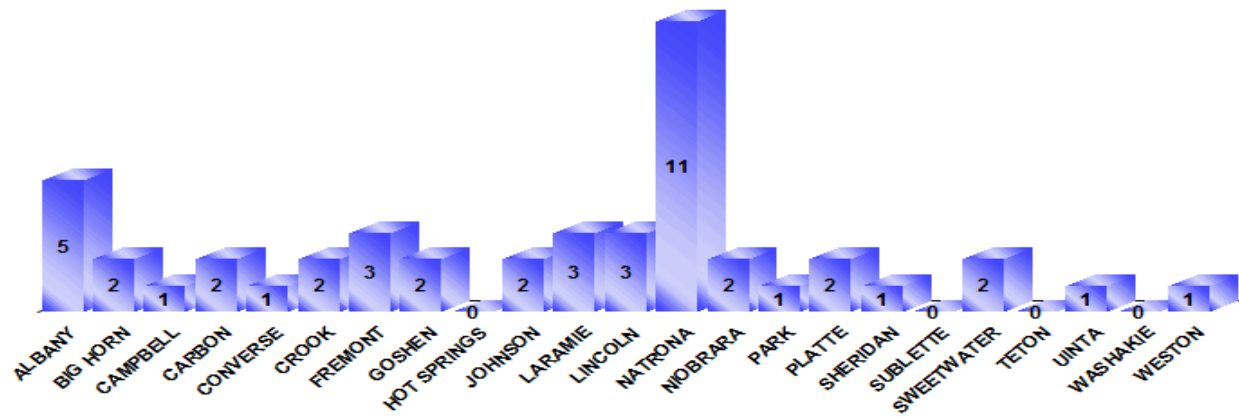
Count of People in Speed Related Crashes by Age Group

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
0 - 13	3	0	451	1	0	7	462
14 - 16	186	0	189	0	0	1	376
17 - 20	697	1	271	1	1	1	972
21 - 24	563	0	218	0	0	1	782
25 - 29	580	2	185	0	0	0	767
30 - 39	870	1	220	0	0	1	1,092
40 - 49	637	1	156	0	0	2	796
50 - 59	589	4	121	0	0	1	715
60 - 69	298	3	71	0	1	1	374
70 - 79	120	0	36	0	1	0	157
80 +	36	0	14	0	0	0	50
Unknown	115	3	295	0	0	1	414
Total	4694	15	2227	2	3	16	6957

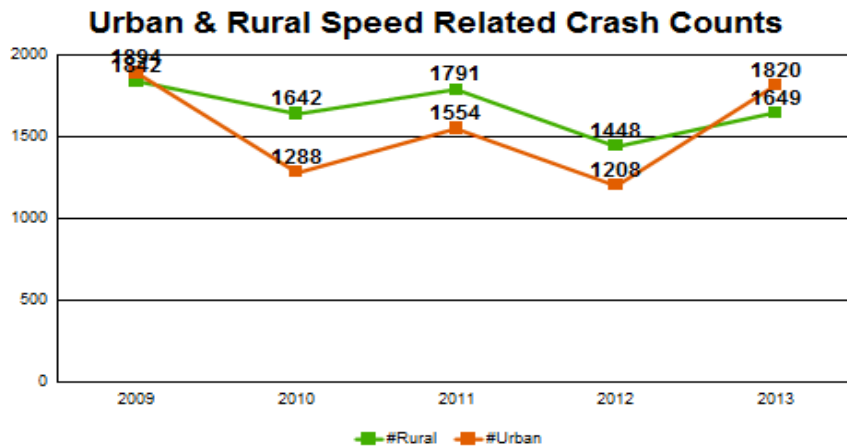
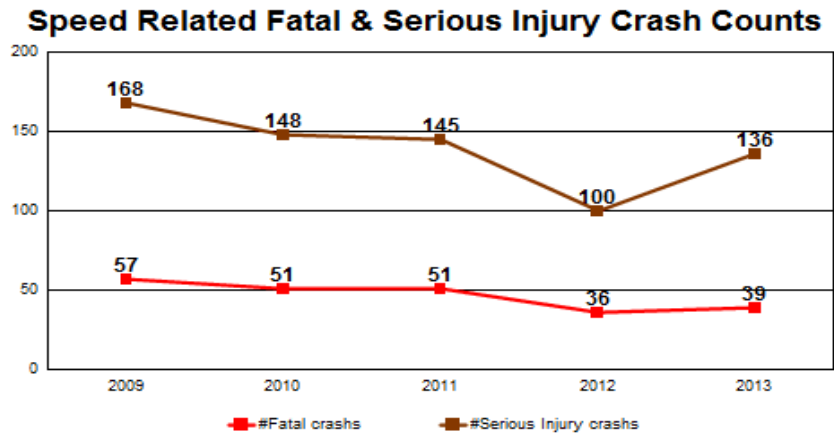
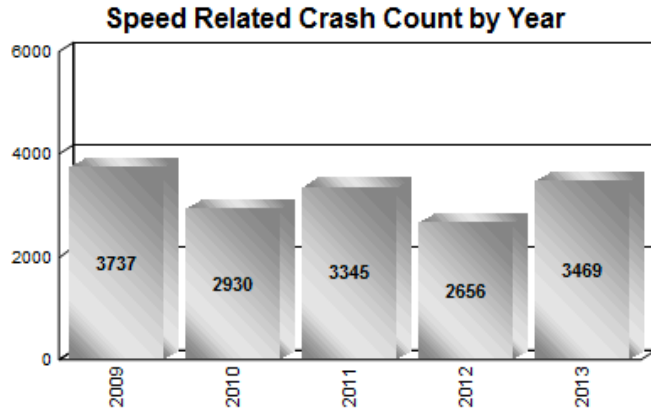
Speed Related Crash Count by County



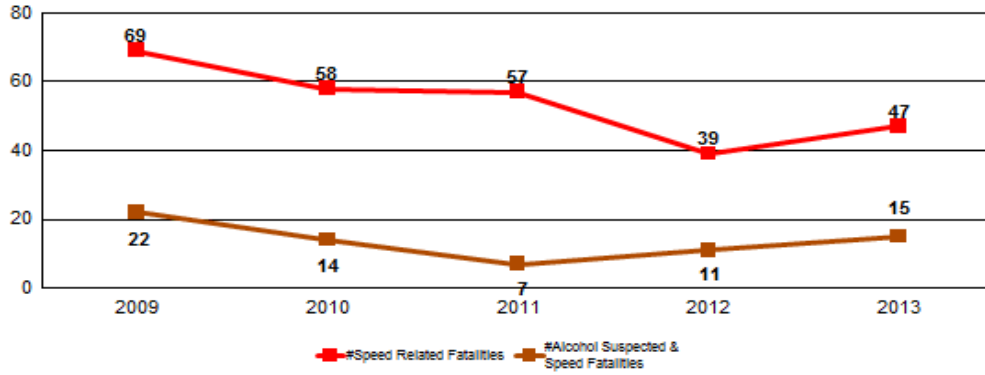
Speed Related Fatalities by County



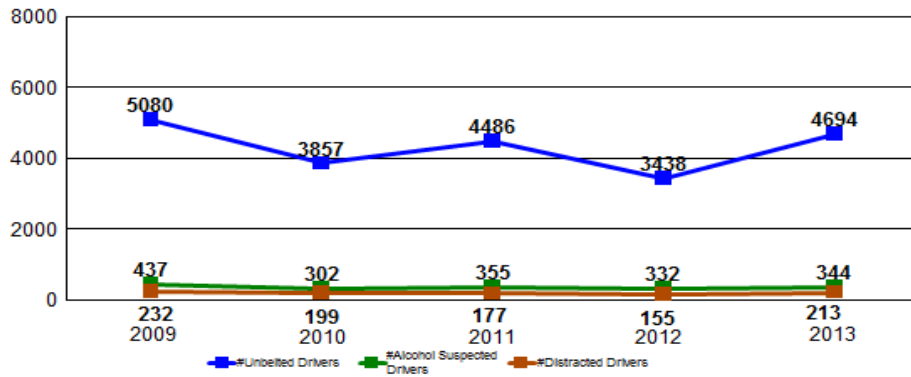
2009 - 2013 Speed Related Trend Information



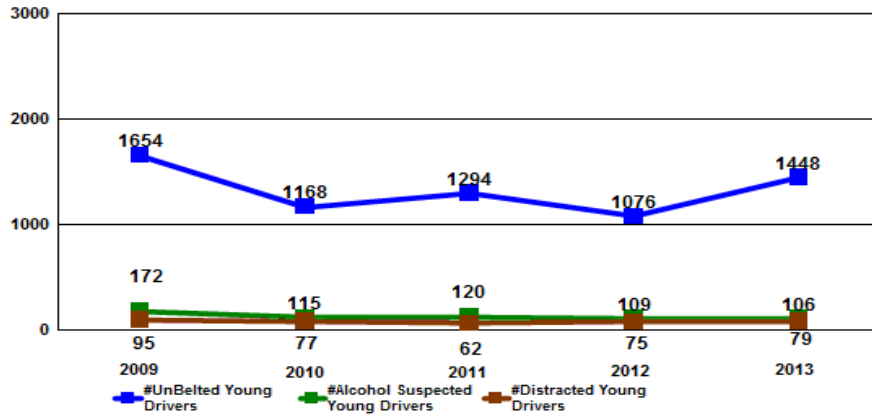
Speed Related Fatalities



Speed Related Drivers



Speed Related Young Drivers Age 13 - 24



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

State: WYOMING

Fiscal Year: 2015

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING**(applies to subrecipients as well as States)**

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**(applies to subrecipients as well as States)****Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

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

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

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

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

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

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

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

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



Signature Governor's Representative for Highway Safety

6/30/2014

Date

Matthew D. Carlson, P.E.

Printed name of Governor's Representative for Highway Safety

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

State: Wyoming
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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-15-PA-01	Planning and Administration	\$.00	\$.00	\$.00	\$ 114,235.00	\$ 114,235.00	\$.00
Planning and Administration Total			\$.00	\$.00	\$.00	\$ 114,235.00	\$ 114,235.00	\$.00
Alcohol								
	AL-2015-15-AL-01	WYSAC Alc Evaluation	\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$.00
	AL-2015-15-AL-02	WHP DUI Education	\$.00	\$.00	\$.00	\$ 194,814.00	\$ 194,814.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$ 224,814.00	\$ 224,814.00	\$.00
Motorcycle Safety								
	MC-2015-15-MC-01	Motorcycle Safety	\$.00	\$.00	\$.00	\$ 21,172.50	\$ 21,172.50	\$.00
Motorcycle Safety Total			\$.00	\$.00	\$.00	\$ 21,172.50	\$ 21,172.50	\$.00
Occupant Protection								
	OP-2015-15-OP-01	DLN Wyoming Seatbelt Survey	\$.00	\$.00	\$.00	\$ 107,212.64	\$ 107,212.64	\$.00
	OP-2015-15-OP-02	CRMC - Buckle Up Kids	\$.00	\$.00	\$.00	\$ 176,766.65	\$ 176,766.65	\$.00
	OP-2015-15-OP-03	WHP Alive at 25	\$.00	\$.00	\$.00	\$ 129,876.00	\$ 129,876.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$ 413,855.29	\$ 413,855.29	\$.00
Police Traffic Services								
	PT-2015-15-PT-01	Law Enforcement Liasion - Cheyenne	\$.00	\$.00	\$.00	\$ 139,400.24	\$ 139,400.24	\$.00
	PT-2015-15-PT-02	Law Enforcement Liasion - Casper	\$.00	\$.00	\$.00	\$ 104,713.24	\$ 104,713.24	\$.00
	PT-2015-15-PT-03	WASCOP Law Enforcement Coordinator	\$.00	\$.00	\$.00	\$ 110,200.87	\$ 110,200.87	\$.00
	PT-2015-15-PT-04	WASCOP Video Cameras	\$.00	\$.00	\$.00	\$ 217,268.35	\$ 217,268.35	\$.00
Police Traffic Services Total			\$.00	\$.00	\$.00	\$ 571,582.70	\$ 571,582.70	\$.00
Traffic Records								
	TR-2015-15-TR-01	Traffic Safety Analysis and Reporting	\$.00	\$.00	\$.00	\$ 162,345.00	\$ 162,345.00	\$.00

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	TR-2015-15-TR-02	Driver Registration Data Access	\$.00	\$.00	\$.00	\$21,646.00	\$21,646.00	\$.00
	TR-2015-15-TR-03	MVS - Vehicle Registration Data Access P	\$.00	\$.00	\$.00	\$10,823.00	\$10,823.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$194,814.00	\$194,814.00	\$.00
	Roadway Safety							
	RS-2015-15-RS-01	Douglas Radar Speed Signs	\$.00	\$.00	\$.00	\$23,860.39	\$23,860.39	\$.00
	RS-2015-15-RS-02	Greybull Radar Speed Signs	\$.00	\$.00	\$.00	\$8,437.61	\$8,437.61	\$.00
	RS-2015-15-RS-03	Cheyenne MPO	\$.00	\$.00	\$.00	\$29,284.33	\$29,284.33	\$.00
	Roadway Safety Total		\$.00	\$.00	\$.00	\$61,582.33	\$61,582.33	\$.00
	Safe Communities							
	SA-2015-15-SA-01	WDH - Injury Prevention Program	\$.00	\$.00	\$.00	\$38,003.88	\$38,003.88	\$.00
	SA-2015-15-SA-02	CLICK Program	\$.00	\$.00	\$.00	\$83,120.64	\$83,120.64	\$.00
	SA-2015-15-SA-03	WMC Region 2 Safe Communities	\$.00	\$.00	\$.00	\$125,960.15	\$125,960.15	\$.00
	SA-2015-15-SA-04	IPR Region 3 Safe Communities	\$.00	\$.00	\$.00	\$30,598.78	\$30,598.78	\$.00
	SA-2015-15-SA-05	CRMC Region 1 Safe Communities	\$.00	\$.00	\$.00	\$163,465.18	\$163,465.18	\$.00
	SA-2015-15-SA-06	Attitude and Awareness	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	SA-2015-15-SA-07	HSD Traffic Safety Education Vehicle	\$.00	\$.00	\$.00	\$659,380.00	\$659,380.00	\$.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$1,130,528.63	\$1,130,528.63	\$.00
	Paid Advertising							
	PM-2015-15-PM-01	PAO 402 Media Campaign	\$.00	\$.00	\$.00	\$432,054.16	\$432,054.16	\$.00
	PM-2015-15-PM-02	Native American Media Outreach	\$.00	\$.00	\$.00	\$107,147.70	\$107,147.70	\$.00
	PM-2015-15-PM-03	Drive Safe Wyoming	\$.00	\$.00	\$.00	\$268,800.03	\$268,800.03	\$.00
	PM-2015-15-PM-04	PAO Alcohol Media Campaigns	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$958,001.89	\$958,001.89	\$.00
	NHTSA 402 Total		\$.00	\$.00	\$.00	\$3,690,586.34	\$3,690,586.34	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
405 OP SAFETEA-LU								
405 Occupant Protection								
	K2-2015-15-K2-04	HSO Comprehensive OP Programs	\$.00	\$.00	\$.00	\$69,111.39	\$69,111.39	\$.00
	K2-2015-15-K2-05	J&A Seatbelt Media	\$.00	\$.00	\$.00	\$48,811.73	\$48,811.73	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$117,923.12	\$117,923.12	\$.00
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$117,923.12	\$117,923.12	\$.00
410 High Fatality Rate								
410 High Fatality Rate								
	K8FR-2015-15-K8-01	WASCOP Alcohol Factors	\$.00	\$.00	\$.00	\$65,032.70	\$65,032.70	\$.00
	K8FR-2015-15-K8-03	J&A Alcohol Media Support	\$.00	\$.00	\$.00	\$66,128.53	\$66,128.53	\$.00
	K8FR-2015-15-K8-05	Laramie County DUI Court	\$.00	\$.00	\$.00	\$22,667.69	\$22,667.69	\$.00
	K8FR-2015-15-K8-06	Region 5 - IPR DUI Monitoring	\$.00	\$.00	\$.00	\$81,844.61	\$81,844.61	\$.00
	K8FR-2015-15-K8-07	WMC Region 2 Safe Communities	\$.00	\$.00	\$.00	\$53,982.92	\$53,982.92	\$.00
	K8FR-2015-15-K8-08	CRMC Region 1 Safe Communities	\$.00	\$.00	\$.00	\$205,831.45	\$205,831.45	\$.00
	K8FR-2015-15-K8-09	HSO Comprehensive Alcohol Programs	\$.00	\$.00	\$.00	\$69,111.39	\$69,111.39	\$.00
	K8FR-2015-15-K8-10	Geo Locating	\$.00	\$.00	\$.00	\$21,646.00	\$21,646.00	\$.00
410 High Fatality Rate Total			\$.00	\$.00	\$.00	\$586,245.29	\$586,245.29	\$.00
410 High Visibility								
410 High Visibility								
	K8HV-2015-15-K8-01	Cheyenne Mobile Impaired Command Post	\$.00	\$.00	\$.00	\$211,048.50	\$211,048.50	\$.00
410 High Visibility Total			\$.00	\$.00	\$.00	\$211,048.50	\$211,048.50	\$.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2015-15-M2-01	WASCOP OP O/T Enforcement	\$.00	\$.00	\$.00	\$620,766.69	\$620,766.69	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	M2HVE-2015-15-M2-02	WHP OP O/T Enforcement	\$.00	\$.00	\$.00	\$258,699.70	\$258,699.70	\$.00
405b Low HVE Total			\$.00	\$.00	\$.00	\$879,466.39	\$879,466.39	\$.00
405b Low Public Education								
	M2PE-2015-15-M2-01	WHP Alive at 25	\$.00	\$.00	\$.00	\$129,876.00	\$129,876.00	\$.00
405b Low Public Education Total			\$.00	\$.00	\$.00	\$129,876.00	\$129,876.00	\$.00
MAP 21 405b OP Low Total			\$.00	\$.00	\$.00	\$1,009,342.39	\$1,009,342.39	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-15-M3-01	WASCOP E-Citations	\$.00	\$.00	\$.00	\$354,723.83	\$354,723.83	\$.00
	M3DA-2015-15-M3-02	Planning Linear Reference System Upgrade	\$.00	\$.00	\$.00	\$64,938.00	\$64,938.00	\$.00
	M3DA-2015-15-M3-03	Traffic Records Project Manager	\$.00	\$.00	\$.00	\$183,991.00	\$183,991.00	\$.00
	M3DA-2015-15-M3-04	WDH Electronic reporting System	\$.00	\$.00	\$.00	\$194,814.00	\$194,814.00	\$.00
	M3DA-2015-15-M3-05	Supreme Court E-Citation Linking	\$.00	\$.00	\$.00	\$108,230.00	\$108,230.00	\$.00
	M3DA-2015-15-M3-06	MVS - Vehicle Temporary Plate System Dev	\$.00	\$.00	\$.00	\$10,823.00	\$10,823.00	\$.00
405c Data Program Total			\$.00	\$.00	\$.00	\$917,519.83	\$917,519.83	\$.00
MAP 21 405c Data Program Total			\$.00	\$.00	\$.00	\$917,519.83	\$917,519.83	\$.00
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2015-15-M5-01	WASCOP DUI O/T Enforcement	\$.00	\$.00	\$.00	\$558,098.82	\$558,098.82	\$.00
	M5HVE-2015-15-M5-02	WHP Sturgis Detail	\$.00	\$.00	\$.00	\$135,287.50	\$135,287.50	\$.00
	M5HVE-2015-15-M5-03	WHP DUI O/T Enforcement	\$.00	\$.00	\$.00	\$98,597.53	\$98,597.53	\$.00
405d Mid HVE Total			\$.00	\$.00	\$.00	\$791,983.85	\$791,983.85	\$.00
405d Mid ID Coordinator								
	M5IDC-2015-15-M5-01	IPR Region 3 Safe Communities	\$.00	\$.00	\$.00	\$71,397.16	\$71,397.16	\$.00

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405d Mid ID Coordinator Total								
			\$0.00	\$0.00	\$0.00	\$71,397.16	\$71,397.16	\$0.00
405d Mid Court Support								
	M5CS-2015-15-M5-01	Local Intoximeters	\$0.00	\$0.00	\$0.00	\$16,234.50	\$16,234.50	\$0.00
	M5CS-2015-15-M5-02	WASCOB Blood Kits	\$0.00	\$0.00	\$0.00	\$16,849.38	\$16,849.38	\$0.00
405d Mid Court Support Total								
			\$0.00	\$0.00	\$0.00	\$33,083.88	\$33,083.88	\$0.00
405d Mid Paid/Earned Media								
	M5PEM-2015-15-PM-01	PAO Alcohol Media Campaigns	\$0.00	\$0.00	\$0.00	\$169,278.50	\$169,278.50	\$0.00
	M5PEM-2015-15-PM-02	GCID Impaired Driving Media Campaign	\$0.00	\$0.00	\$0.00	\$541,150.00	\$541,150.00	\$0.00
405d Mid Paid/Earned Media Total								
			\$0.00	\$0.00	\$0.00	\$710,428.50	\$710,428.50	\$0.00
405d Mid Training								
	M5TR-2015-15-TR-01	DRE, SFST, DECP, ARIDE TRAINING	\$0.00	\$0.00	\$0.00	\$214,836.55	\$214,836.55	\$0.00
405d Mid Training Total								
			\$0.00	\$0.00	\$0.00	\$214,836.55	\$214,836.55	\$0.00
405d Mid Information System								
	M5IS-2015-15-M5-01	WASCOB Underage Drinking & Driving	\$0.00	\$0.00	\$0.00	\$283,779.06	\$283,779.06	\$0.00
	M5IS-2015-15-M5-02	GCID Facilitator	\$0.00	\$0.00	\$0.00	\$203,851.20	\$203,851.20	\$0.00
	M5IS-2015-15-M5-03	GCID Policy Coordinator	\$0.00	\$0.00	\$0.00	\$129,876.00	\$129,876.00	\$0.00
	M5IS-2015-15-M5-04	CTP - Training	\$0.00	\$0.00	\$0.00	\$4,329.20	\$4,329.20	\$0.00
	M5IS-2015-15-M5-05	CTP - Equipment	\$0.00	\$0.00	\$0.00	\$7,681.29	\$7,681.29	\$0.00
	M5IS-2015-15-M5-06	Traffic Safety Resource Prosecutor	\$0.00	\$0.00	\$0.00	\$157,747.85	\$157,747.85	\$0.00
405d Mid Information System Total								
			\$0.00	\$0.00	\$0.00	\$787,264.60	\$787,264.60	\$0.00
405d Mid Other Based on Problem ID								
	M5OT-2015-15-M5-01	WASCOB Law Enforcement Coordinator	\$0.00	\$0.00	\$0.00	\$110,200.87	\$110,200.87	\$0.00
405d Mid Other Based on Problem ID Total								
			\$0.00	\$0.00	\$0.00	\$110,200.87	\$110,200.87	\$0.00
MAP 21 405d Impaired Driving Mid Total								
			\$0.00	\$0.00	\$0.00	\$2,719,195.41	\$2,719,195.41	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2015-15-M9-00	Motorcycle Awareness	\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$.00
MAP 21 405f Motorcycle Programs Total								
NHTSA Total			\$.00	\$.00	\$.00	\$ 9,281,860.88	\$ 9,281,860.88	\$.00
Total			\$.00	\$.00	\$.00	\$ 9,281,860.88	\$ 9,281,860.88	\$.00

FFY 2015 - Match Summary Report

SAFETEA-LU MATCH CATAGORIES

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

MAP-21 MATCH CATAGORIES

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

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

**SECTION 402
(P&A, MC, OP, PT,
TR, RS, SA, PM)**

Project Number: PA-2015-15-PA-01
Project Name: Planning and Administration
Project Sub Recipient: Highway Safety Behavioral Program

Project Description:

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

HSO staff salaries are not funded with Planning and Administration funds at present. The Planning and Administration program area funds employee and partner training, travel, vehicle, vehicle operation expenses, equipment and other elements contributing to the overall management of the HSO's Highway Safety Plan (know after as HSP).

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

Evaluation Measures: Submit National Highway Traffic Safety Administration (know after as NHTSA), required documents of the HSO, 1) Performance Targets; 2) HSP; and 3) Annual Report.

Project Funding Source: 402 PA

Budget Summary:	Planning and Administrative Expenses	\$105,548.37
	WYDOT Indirect Cost (8.23%)	\$ <u>8,686.31</u>
	TOTAL	\$114,235.00

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

Performance Target: C1: Number of Traffic Fatalities;

ALCOHOL

(AL)

Project Number: AL-2015-15-AL-01
Project Name: Evaluation of Wyoming's Initiative to Prevent Impaired Driving
Project Awardee: UW, Wyoming Survey & Analysis Center (WYSAC)

Project Description:

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

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

The second and third year (*this FY2015 being Year three*) evaluation of this project continues to focus upon the six funded communities as well as state-level change. Evaluators will work with the Governor's Council on Impaired Driving and project media consultants to gather process and outcome data, measure progress toward project goals, and create useful reports and presentations.

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

Contractor Responsibilities

- A. Obtain Institutional Review Board (IRB) approval for evaluation research;
- B. Attend and provide updates on the evaluation at quarterly Governor's Council Meetings;
- C. Provide technical assistance and training to the Governor's Council and to targeted counties as necessary;
- D. Respond to data requests of the Governor's Council as needed;
- E. Attend and participate in the annual Impaired Driving Conference;
- F. Update website material related to the evaluation;
- G. Collaborate with the project media consultants and Governor's Council representatives to evaluate progress on project goals and the impact on targeted indicators;
- H. Collect and analyze appropriate process and outcome data;
- I. And, present evaluation findings to the Governor's Council.

Contractor Products

- A. Presentation materials (Ongoing);
- B. Updated evaluation design (Due March 2014 and March 2015);
- C. Midterm formative evaluation report (Due September 2014);
- D. And, Final summative evaluation report (Due September 2015).

Project Number: AL-2015-15-AL-01 - Continued
Project Name: Evaluation of Wyoming's Initiative to Prevent Impaired Driving
Project Awardee: UW, Wyoming Survey & Analysis Center (WYSAC)

Evaluation Measures Provide final reporting of all project activities occurring during the project period by October 15, 2015.

Project Funding Source: 402

Budget Summary:	<i>Two years shown total Budget</i>	<i>\$54,115.00</i>
	<i>Indirect Cost (8.23%)</i>	<u><i>\$ 4,453.66</i></u>
	GRAND TOTAL	<u><i>\$58,568.66</i></u>

Year 1	\$27,718.75
Indirect Cost (8.23%)	<u>\$ 2,281.25</u>
TOTAL	<u><i>\$30,000.00</i></u>

Year 2 (Final Year)	\$27,718.75
Indirect Cost (8.23%)	<u>\$ 2,281.25</u>
TOTAL	<u><i>\$30,000.00</i></u>

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 5.2, 5.5, 6.5;

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

Project Number: AL-2015-15-AL-02
Project Name: WHP DUI Education
Project Awardee: Wyoming Highway Patrol (WHP)

Project Description

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

Wyoming’s alcohol involved traffic crashes in the past three years have seen a decline. However even though on a decline, alcohol involved crashes continue to be a major factor in Wyoming’s fatal traffic crashes each year. In 2013, 37% of the fatalities involved alcohol and/or drugs. The WHP has been actively working with other law enforcement organizations to show a visible and combined effort to enforcement impaired driving laws to help reduce impaired driving violations and crashes.

The WHP is very active in removing impaired drivers from Wyoming highways. In 2013, over 1,100 arrests were made by Troopers for DWUI. Though the agency has seen a decline in DWUI arrests over previous years, the Blood Alcohol Concentration average of DWUI arrest in Wyoming is increasing to 15% or greater.

As part of the overall process of removing impaired drivers, the WHP provides public education on the dangers of being impaired while operating a motor vehicle. Our impaired driving educational effort is primarily focused on drivers ages 14 to 25. The secondary focus is toward drivers 25 years old and older.

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

The WHP, upon request, sends out enhanced educational materials and printed information on impaired driving to the field and community safety service organizations. All of the print material is utilized in giving an impaired driving message. The WHP also supplies emergency number (#HELP) to the public to report drunk drivers and will incorporate NHTSA’s R.E.D.D.I. messaging to their education.

Additionally, the WHP will work with locals to provide Outstanding Performance Awards for troopers who excel in enforcement of Impaired Drivers. Additionally, the WHP will send personnel to Traffic Safety Conferences/Trainings as needed or requested by the HSO.

Evaluation Measure: Evaluation of this project will be done by reviewing the objectives, and providing a final project report submitted to the Highway Safety Program by October 15, 2015. The report will summarize the entire project and the effects statewide listing organizations and locations receiving materials.

Project Number: AL-2015-15-AL-02 - Continued
Project Name: WHP DUI Education
Project Awardee: Wyoming Highway Patrol (WHP)

Project Funding Source: 402

Budget Summary:	Personal Services	\$ 60,000.00
	(Overtime impaired driving education programs)	
	Training/Travel	\$ 20,000.00
	Program Support Materials	\$ 40,000.00
	Display Supplies	
	Banner/Posters	
	Program Support Materials	
	Outstanding Performance Awards	
	Printed Material/Signs	\$ 20,000.00
	Media	\$ 40,000.00
	WYDOT Indirect costs (8.23%)	<u>\$ 14,814.00</u>
	TOTAL	\$194,814.00

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Section 6.2, 6.5

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

MOTORCYCLE SAFETY (MC)

Project Number: MC-2015-15-MC-01 / M9MA-2015-15-M9-00
Project Name: Motorcycle Safety Project
Project Sub Recipient: Highway Safety Program

Project Description:

The Wyoming Highway Safety Program administers Federal funding for the Motorcycle Safety Program. The program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities decreased from 11 in 2012 to 9 in 2013. This project will attempt to continue to lower the number of fatalities through heightened public awareness of motorcycle on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment.

Working directly with the Motorcycle Safety Program Coordinator for safety projects beyond training classes, a media campaign will include billboards, television, radio spots plus internet banners. Funds will be used for posters and other project specific items using the branding from the TV and billboards, “**Look Twice, Save a Life. Motorcyclists are Everywhere**”. The program will continue to put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally.

Evaluation Measures: Provide written communication to the Highway Safety Behavioral Program identifying each motorcycle awareness spot and provide a copy of all media used in the project. Provide a media summary no later than October 15, 2015 and the activity summary report. Determine the effectiveness of the different forms of media and which was the most effective to get the message to the traveling public. The written media assessment will be part of the overall assessment done through the WYDOT Public Affairs Office.

Project Funding Source: 402 P & A / 405F

Budget Summary:	Motorcycle Program Project	402 (42%)	405F (58%)
	Project Expenses	\$19,562.50	\$27,718.75
	WYDOT Indirect Cost (8.23%)	<u>\$ 1,610.00</u>	<u>\$ 2,281.25</u>
	TOTAL	\$21,172.50	\$30,000.00

Project Number: MC-2015-15-MC-01 / M9MA-2015-15-M9-00- Continued
Project Name: Motorcycle Safety Project
Project Sub Recipient: Highway Safety Program

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 5: Section 1.2, 2.2, 3.4

Performance Target: C7: Number of motorcyclist fatalities:

OCCUPANT PROTECTION (OP)

Project Number: OP-2015-15-OP-01
Project Name: Wyoming Statewide Seatbelt Survey
Project Sub Recipient: DLN Consulting

Project Description:

DLN Consulting Inc. will conduct and complete the following tasks for the 2015 statewide survey for the State of Wyoming.

1. Update the iPad technology and training materials as identified for improvement from the 2014 survey:
2. Conduct observer and field monitor training in May 2015:
3. Perform a statewide seat belt observation survey the first full week of June 2015:
4. Determine seat belt use rates for the observed counties and for the State of Wyoming:

DLN Consulting Inc. will also conduct the Observer Training, Surveys, Observation Personnel, Data Processing and Analysis. The project will also include Quality Control, Project Staff, and Materials.

Evaluation Measures: The overall, statewide survey results will be submitted to the HSO no later than August 31, 2015. The final statewide seat belt survey report will be submitted to the HSO no later than September 30, 2015. The report format will be in both hard copy and electronic copy.

Project Funding Source: 402 OP

Budget Summary:	Direct Labor Costs	\$ 58,994.00
	Travel Costs (see contract for details)	\$ 37,066.00
	Project Reimbursable Costs	\$ 3,000.00
	SUB TOTAL	\$ 99,060.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 8,152.64</u>
	TOTAL	\$107,212.64

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 2: Sec. 1.2

Performance Target: C4: Number of unrestraint passengers all seat position.

Project Number: OP-2015-15-OP-02
Project Name: Buckle UP Kids
Project Awardee: CRMC (Cheyenne Regional Medical Center)

Project Description:

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

Effective child passenger safety training also raises awareness for parents/caregivers of the importance of proper occupant restraint usage for all riding with children. The misuse rate for child restraints in Wyoming dropped from 84.02% in 2009 to 72.68% in 2011, but rose back up in 2013 to 91.31%. Seatbelt usage by parents is also tracked at the Safe Kids Wyoming check-up events. . In the fiscal year 2013, the child passenger safety programs resulted in over \$2 million in health care savings statewide. 1406 car seats were inspected and 724 distributed to families. 388 checkup events/workshops were conducted that reached more than 5879 children and parents/caregivers. 582 technicians attended events and there were a total of 206 technicians in the state. At least two Standardized Child Passenger Safety Technician Training classes are scheduled each year, one in the winter and one in the summer, with additional locations requesting classes. Regional refresher and renewal technician training will be provided throughout the year to ensure technician retention. Wyoming had a recertification rate for the calendar year of 60.3% which is above the national average of 58.5%.

Project Number: OP-2015-15-OP-02 - Continued
Project Name: Buckle UP Kids
Project Awardee: CRMC (Cheyenne Regional Medical Center)

Evaluation Measures: A final report to be provided to the HSO by October 15, 2015 with the final reimbursement request. Some of the measurable objectives include:

1. The number of training classes conducted (with a minimum of two CPS technician classes with a maximum per class of 25 technician candidates certified and/or recertified), number of new technicians certified and re-certified, and number of parents and/or caregivers trained. The number of car seats checked and number of replacement seats provided.
2. Copies of the Buckle Up Express newsletter published and mailed/ emailed.
3. Amount of supplies and materials provided to CPS technicians in their communities.
4. Evaluations will be conducted following all car seat checks. Data will be collected and reviewed on numbers of seats checked/distributed and percentage of misuse and leading misuse problems. Data on adult usage will also be collected and reported on incoming vehicles to the checkup events.
5. The number of materials distributed for Boost til 9 statewide, including materials such as rack cards, posters and child safety seats. The numbers of billboards for Boost Til 9.

Project Funding Source: 402

Project Number: OP-2015-15-OP-02 - Continued
Project Name: Buckle UP Kids
Project Awardee: CRMC (Cheyenne Regional Medical Center)

Budget Summary:	Personal Services	\$ 82,550.00
	Materials/Supplies	\$ 12,000.00
	Training	\$ 40,775.00
	Travel	\$ 5,000.00
	Boost Til 9 Campaign	\$ 20,000.00
	Non Major Equipment	<u>\$ 3,000.00</u>
	SUB TOTAL	\$163,325.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 13,441.64</u>
	GRAND TOTAL	\$176,766.64

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 2: Sec. 3, 6, 7

Performance Target: C4: Number of unrestrained passengers vehicle occupant fatalities, in all seating positions;

Project Number: OP-2015-15-OP-03 / M2PE-2015-15-M2-01
Project Name: Alive @ 25 /Occupant Protection Education/Instructor Education/
 Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol (WHP)

Project Description

Every year Wyoming has a large number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2013, approximately 50% of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 50%, approximately 81% were Wyoming residents. Almost 55% of the Wyoming deaths under 21 years of age were not properly restrained. Young drivers are among the leading cause of motor vehicle crashes in the nation. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

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

This project will also provide WHP personnel training and education through travel to Traffic Safety Conferences.

The Wyoming Highway Patrol Strategic Plan strives to reduce the number of fatalities by five percent, reduce the overall number of crashes by five percent, and increase seat belt use by five percent. With this in mind, divisions are implementing new ways to educate the public about their enforcement and safety activities.

Evaluation Measure: The WHP will provide a final project report to the Highway Safety Office by October 15, 2015. The report will summarize entire project and the statewide effects.

Project Funding Source: 402 OP (50%) / 405b Low Public Education (50%)

Budget Summary:

Personal Services (Overtime for Safety Education Classes/Presentations)	\$ 85,000.00
Materials/Program Support Materials/Supplies/Awards	\$ 60,000.00
Equipment Maintenance	\$ 10,000.00
Training/Travel	\$ 40,000.00
Media Costs	\$ 45,000.00
WYDOT Indirect Costs (8.23%)	<u>\$ 19,752.00</u>
Total	\$259,752.00

Project Number: OP-2015-15-OP-03 / M2PE-2015-15-M2-01 - Continued
Project Name: Alive @ 25 /Occupant Protection Education/Instructor Education/
Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol (WHP)

Local Benefit: 0%

Capital Equipment: N/A

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

Performance Target: C9: Number of drivers age 20 or younger in fatal crashes;

**POLICE TRAFFIC
SERVICES
(PT)**

Project Number: PT-2015-15-PT-01
Project Name: Law Enforcement Liaison (LEL) - Cheyenne
Project Awardee: WYDOT-Highway Safety Office

Project Description

The Highway Safety Office of the Wyoming Department of Transportation provides grant funding opportunities to all law enforcement agencies in the State of Wyoming in the areas of speed, DUI and seat belt usage enforcement on a federal fiscal year basis. There are approximately 75 individual grant applications each year.

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

The Highway Safety Office will administer the grant application process, approval, documentation, reporting and oversight for the LEL. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

- To provide campaign media/events assistance to Highway Safety Office, law enforcement agencies and Safe Communities.
- To assist coordination of state activities with national initiatives as needed by the Highway Safety Office sub-recipients.
- To assist coordination of local and state traffic safety initiatives.
- To conduct on-site training and education to law enforcement agencies as requested by the Highway Safety Office and WASCOP.
- Travel as required and to include any travel expense associated with Traffic Safety Conferences as needed that are specifically related to this project.
- To submit a monthly report of grant activity to Highway Safety Office and post to the WASCOP project site.
- To attend meetings and/or serve as a Highway Safety Office representative as requested by the Highway Safety Behavioral Program Manager.
- To provide all fiscal requirements identified in the grant management manual utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures. (See attached).

Evaluation Measure: LEL will provide a final summarized report of all grant funded activities by October 15, 2015

Project Funding Source: 402 PT

Budget Summary:

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

Project Number: PT-2015-15-PT-01 - Continued
Project Name: Law Enforcement Liaison (LEL) - Cheyenne
Project Awardee: WYDOT-Highway Safety Office

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 2: Section 3.1

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

Project Number: PT-2015-15-PT-02
Project Name: Law Enforcement Liaison (LEL) – Casper
Project Awardee: WYDOT-Highway Safety Office

Project Description

The Highway Safety Office of the Wyoming Department of Transportation provides grant funding opportunities to all law enforcement agencies in the State of Wyoming in the areas of speed, DUI and seat belt usage enforcement on a federal fiscal year basis. There are approximately 75 individual grant applications each year.

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

The Highway Safety Office will administer the grant application process, approval, documentation, reporting and oversight for the LEL. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

- To provide campaign media/events assistance to Highway Safety Office, law enforcement agencies and Safe Communities.
- To assist coordination of state activities with national initiatives as needed by the Highway Safety Office sub-recipients.
- To assist coordination of local and state traffic safety initiatives.
- To conduct on-site training and education to law enforcement agencies as requested by the Highway Safety Office and WASCOP.
- Travel as required and to include any travel expense associated with Traffic Safety Conferences as needed that are specifically related to this project.
- To submit a monthly report of grant activity to Highway Safety Office and post to the WASCOP project site.
- To attend meetings and/or serve as a Highway Safety Office representative as requested by the Highway Safety Behavioral Program Manager.
- To provide all fiscal requirements identified in the grant management manual utilizing forms from the Highway Safety Program with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures. (See attached).

Evaluation Measure: LEL will provide a final summarized report of all grant funded activities by October 15, 2015

Project Funding Source: 402 PT

Budget Summary:

Professional Services	
(30 hrs per week)	\$ 78,000.00
Travel/Training Expenses	\$ 18,750.00
WYDOT Indirect Charges (8.23%)	<u>\$ 7,962.52</u>
Total	\$104,712.52

Local Benefit: 100%

Project Number: PT-2015-15-PT-02 - Continued
Project Name: Law Enforcement Liaison (LEL) – Casper
Project Awardee: WYDOT-Highway Safety Office

Equipment: N/A

CTW: Chapter 2: Section 3.1

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

Project Number: PT-2015-15-PT-03 / M5OT-2015-15-M5-01
Project Name: Law Enforcement Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Project Description

Johnson and Associates (J&A) will contract through WASCOP to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant-related law enforcement initiatives and strategies in accordance with grant requirements.

This project will also incorporate funding to support the coordination of selective strategic enhanced enforcement strategies which were funded by separate project grants in previous years. The individual projects included: Highway Safety Media Coordinators, Traffic Safety Committee, Enhanced DUI & Occupant Protection Enforcement Efforts.

In addition, J&A staff will facilitate the flow of information between the Highway Safety Office, the Association and Wyoming law enforcement agencies to include:

1. Process and administer all authorized Highway Safety Selective Traffic Enforcement Program grants for FY2015
2. Continue to assess and improve existing law enforcement grants management system
3. Maintain the online/consolidated grant reporting system currently in use
4. Provide all grant announcements, information and follow-up
5. Monitor and record event activity reports submitted by grantee agencies
6. Provide the Highway Safety Office with official reports of grantee overtime grant activities and productivity numbers
7. Review vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments.
8. Ensure that all necessary and required grant documentation is reported and recorded.
9. Provide campaign media/events assistance to local law enforcement agencies
10. Coordinate all state activities with national initiatives
11. Assist coordination of all local and state traffic safety initiatives
12. Travel as required to facilitate the Traffic Safety Committee meetings, including travel associated with in-state and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project.
13. Submit a monthly administrative overview and summary report of all grant activity to HSO
14. Schedule and coordinate/facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by the HSO
15. Handle the grant application process for FY2016
16. Provide Technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or the Highway Safety Office
17. Provide technical assistance and staffing services for WASCOP's standing committee on traffic safety
18. Provide a communication/project management system for all participants
19. Schedule meetings as-needed of designed representatives of the HSO, WASCOP and Johnson & Associates to review the status of the grant administration process and to discuss relative issues or concerns
20. To provide all fiscal requirements identified in the grant management manual utilizing forms from the HSO with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

Project Number: PT-2015-15-PT-03 / M5OT-2015-15-M5-01- Continued
Project Name: Law Enforcement Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Evaluation Measure: To provide a final report of all project activities occurring during the project period by October 15, 2015.

Project Funding Source: 402 PT/ 405D

Budget Summary:	402 (50%)	405D (50%)
Professional Services	\$ 75,000.00	\$ 75,000.00
Travel	\$ 11,700.00	\$ 11,700.00
Meetings	\$ 2,500.00	\$ 2,500.00
Communications (Project Sites)	\$ 600.00	\$ 600.00
Materials & Supplies	\$ 3,400.00	\$ 3,400.00
WASCOP Indirect Charges (9.25%)	<u>\$ 8,621.00</u>	<u>\$ 8,621.00</u>
WASCOP TOTAL	\$101,821.00	\$101,821.00
WYDOT Indirect Charges (8.23%)	<u>\$ 8,379.87</u>	<u>\$ 8,379.87</u>
Total	\$110,200.87	\$110,200.87

Local Benefit: 100%

Capital Equipment: N/A

CTW: Chapter 2: Section 3.1

Performance Target: C4: Number of unrestrained passengers; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above;

Project Number: PT-2015-15-PT-04
Project Name: Video Camera
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police

Project Description

Typically one third of Wyoming’s fatal crashes are alcohol involved. The data shows that between 2008-2012, alcohol related fatalities averaged 35.3%. In 2013, the same was trend continued with 35.6% alcohol related fatalities. Alcohol continues to be a significant factor in fatal and serious injury crashes in Wyoming. Finding and arresting impaired drivers is the key to reducing the number of drunk drivers and persons killed on Wyoming’s roadways. Another issue is the conviction of the offender. Video cameras assist by visually supporting an officer’s probable cause for the stop and field sobriety tests.

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

Evaluation Measure: A monthly and final year-end report will be provided summarizing all video equipment purchased by October 15, 2015.

Project Funding Source: 402

Budget Summary:	Video Camera	\$183,750.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 16,996.88</u>
	WASCOP Total	\$200,746.88
	WYDOT Indirect Charges (8.23%)	<u>\$ 16,521.47</u>
	Total	\$217,268.35

Local Benefit: 100%

Equipment: Video Camera(s)

CTW: Chapter 1: Section 2.5

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

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

Project Number: RS-2015-15-RS-01
Project Name: Douglas Radar Speed Sign
Project Awardee: Douglas Police Department

Project Description

Converse County has a population of nearly 14,000 people with 6,100 living inside the Town of Douglas. There are four schools within Douglas with 1,685 students. There are approximately 800 students in attendance on a daily basis and a significant number of students are required to cross busy streets to arrive at school. Additionally, there were 172 crashes in CY2013.

This project would purchase four Radar Signs to be placed strategically in Douglas with targeted emphasis on school zones thus assisting the Douglas Police Department with speed enforcement and traffic safety. Evaluating the school zones and a need for increasing traffic safety around the schools, the Douglas Police Department would take the data collected from the radar speed signs, analyze problem areas and enhance targeted high visibility enforcement. The goal is to slow down traffic, educate the public on their speed in town and provide a safer environment for pedestrians and other vehicles. Data will be compiled from the radar speed signs and law enforcement and summarized in a final report.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2015. The report will contain statistics contained within the unit and benefits to the Town of Douglas.

Project Funding Source: 402 RS

Budget Summary:	Radar Speed Signs	
	4 @ 5,511.50	\$22,046.00
	WYDOT's Indirect Cost (8.23%)	<u>\$ 1,814.39</u>
	Total	\$23,860.39

Local Benefit: 100%

Equipment: 4 Radar Speed Signs

CTW: Chapter 3: Aggressive Driving & Speeding Section Enforcement – 2.3 'Other Enforcement Methods'

Performance Measures: C6: Number of speed related fatalities;

Project Number: RS-2015-15-RS-02
Project Name: Greybull Radar Speed Sign
Sub grantee: Greybull Police Department

The Town of Greybull has three main entry ways into the city limits. There is a problem with motorists coming into town at high rates of speed, especially during summertime, endangering pedestrians when they cross in certain areas of the town. Only one patrol officer is on duty the majority of time which makes it impossible to be at each end of the town to regulate traffic. Crashes have increased 25% from CY2012 to CY2013.

The Greybull Police Department would purchase two Radar Speed Signs to be placed strategically in Greybull thus assisting the Greybull Police Department with speed enforcement and traffic safety. The goal is to slow down traffic, educate the public on their speed in town and provide a safer environment for pedestrians and other vehicles. The Greybull Police Department will cover all future costs of maintenance and upkeep of the equipment.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2015 with the reimbursement request. The report will contain statistics contained within the unit and benefits to the Town of Greybull.

Project Funding Source: 402 RS

Budget Summary:	Radar Speed Sign	\$7,796.00
	WYDOT's Indirect Cost (8.23%)	<u>\$ 641.61</u>
	Total	\$8,437.61

Local Benefit: 100%

Equipment: Non-Major 2 Radar Speed Signs @ \$4,145.00

CTW: Chapter 3: Sec. 2.3

Performance Measures: C6: Speeding Related Fatalities

Project Number: RS-2015-15-RS-03
Project Name: Cheyenne Transportation Safety Management Plan Update
Project Awardee: Cheyenne Metropolitan Planning Organization (MPO)

Project Description:

Project Phasing Request

The MPO would like to request that the tasks identified under the Cheyenne Transportation Safety Management Plan Update (Project No. RS-2014-14-RS-02) be completed in two separate phases. Phase I will be completed in FY14 (September 2014) and Phase II will be completed in FY15 (after October 2014). The request for breaking out the project into two phases is due to unexpected delays experienced in our office due to a variety of reasons including key project management staff turnover. Due to this delay, our office feels that it will be difficult to complete the tasks identified in the grant agreement in a satisfactory manner by the end of FY14. In order to provide a quality end product for the grant money received and a robust planning process, we request that you let us complete this project in two phases. The goals, final outcomes and deliverables of the plan will not change. However, each phase will have associated tasks and outcomes to be completed as outlined in the proposed phasing schedule.

Phasing Schedule

Jun, July, Aug, Sep, Oct, Dec, **Task** 1. Kickoff Meeting 2. Data Analysis 3. Transportation Safety Advisory Committee Meetings and Safety Summit 4. Plan Development **Month** Nov TSAC Meeting Kickoff Meeting Safety Summit Draft and Final Plan. **se I Tasks and Outcomes**

- Project Kickoff,
- Crash Data Request to WYDOT,
- Data Compilation and Analysis,
- TSAC Meeting #1 to review data,
- TSAC Meeting #2 to prepare for Safety Summit,
- Complete all prep work for Summit

Phase 1 Tasks and Outcomes

Project Kickoff
Crash Data Request to WYDOT
Data Compilation and Analysis
TSAC Meeting #1 to review data
TSAC Meeting #2 to prepare for Safety Summit
Complete all prep work for Summit

Phase II Tasks and Outcomes

- Convene the *Cheyenne Transportation Safety Summit*,
- Compile all information from the Summit to prepare draft report,
- TSAC Meeting #3 to review and gather feedback on the draft report,
- Incorporate feedback to prepare final report,
- Adoption and approval of the final TSMP

Project Number: RS-2015-15-RS-03 - Continued
Project Name: Cheyenne Transportation Safety Management Plan Update
Project Awardee: Cheyenne Metropolitan Planning Organization (MPO)

Evaluation Measures Provide final reporting of all project activities occurring during the project period by October 15, 2015.

Project Funding Source: 402 RS

Budget Summary:	Two years shown total Budget		\$54,115.00
	Indirect Cost (8.23%)		<u>\$ 4,453.66</u>
		TOTAL	\$58,568.66
	Year 1		\$27,057.50
	Indirect Cost (8.23%)		<u>\$ 2,226.83</u>
		TOTAL	\$29,284.33
	Year 2 (Final Year)		\$27,057.50
	Indirect Cost (8.23%)		<u>\$ 2,226.83</u>
		TOTAL	\$29,284.33

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 5.2, 5.5, 6.5;

Performance Target: C1: Number of Traffic Fatalities;

SAFE COMMUNITIES (SA)

Project Number: SA-2015-15-SA-01
Project Name: Injury Prevention Program
Project Awardee: Department of Health (DOH) – EMS Program

Project Description:

To address the problem of injury, the Department of Health is seeking to establish an Injury Prevention Program. While there are several state agencies and programs that have initiated and maintained injury prevention efforts, there is no unified Injury Prevention Program at the State level. The DOH is looking to close this gap. This will provide an opportunity for collaboration among several state agencies and traffic safety partners.

As part of the DOH strategic planning efforts, the Public Health Division formed workgroups to address known public health concerns. One group was tasked to focus on the problem of injuries (Intentional and Unintentional). Unintentional injuries include motor vehicle crashes due to alcohol, distracted driving, speeding, seat belt usage, helmets, etc.

This project will utilize the Safe States approach and will include 5 core components in the Injury Prevention Program: infrastructure; collect/analyze injury data; design, implement and evaluate programs; provide technical support and training; and public policy. This program will include developing an injury prevention plan; a surveillance system, disseminate reports, develop and strengthen policy initiatives, develop a network of advocates, identifying existing Wyoming laws that have an impact on injury and conduct a statewide mortality and morbidity study.

Costs for travel, training, printing and publications, supplies will be prorated to pay for the traffic safety concerns only. This is a collaborative effort with multiple partners and funding.

Evaluation Measure: Provide a summarized report of all project activities by October 15, 2015 to the Highway Safety Program. The report will include progress made in a statewide Injury Prevention Program as it relates to traffic safety.

Project Funding Source: 402 SA / Department of Health

Budget Summary:

	402	DOH
Program Coordinator	\$20,000.00	\$ 60,000.00
0.5 Epidemiology AWEC (salary)	\$ 0.00	\$ 25,000.00
Printing/publication (Reports, brochures, educational materials)	\$ 3,000.00	\$ 0.00
Travel/Training	\$ 5,000.00	\$ 1,500.00
Office Supplies/Expenses	\$ 900.00	\$ 300.00
DOH Indirect Charge (21.5%)	\$ 6,214.00	\$ 18,662.00
DOH Total	\$35,114.00	\$105,462.00
Indirect Cost (8.23%)	\$ 2,889.88	\$ 0.00
Total	\$38,003.88	\$105,462.00

Local Benefit: 0%

Equipment: N/A

Project Number: SA-2015-15-SA-01 - Continued
Project Name: Injury Prevention Program
Project Awardee: Department of Health (DOH) – EMS Program

CTW: Chapter 1: Sec. 5.2, 6.1, 7.3; Chapter 2: Sec. 1.1-3,

Performance Target: C1: Number of Traffic Fatalities;

Project Number: SA-2015-15-SA-02
Project Name: CLICK Program
Project Sub Recipient: Laramie County School District #1

Project Description:

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

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

Project Funding Source: 402 SA

Budget Summary:	Facilitator for 2014-2015 School year	\$ 48,500.00
	Benefits (Health Insurance, Life Insurance, Long Term Disability, Social Security, Medicare, Retirement)	\$ 16,200.00
	Travel Expenses	\$ 5,500.00
	Project Expense (Printing, Supplies, Program Enhancements, Educational Materials)	\$ 4,500.00
	Media Advertising	\$ 1,500.00
	Cell Phone	\$ 600.00
	WYDOT Indirect Cost (8.23%)	\$ <u>6,320.64</u>
	TOTAL	\$ 83,120.64

Local Benefit: 100%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

Performance Target: C9: Number of drivers age 20 or younger in fatal crashes

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Project Description:

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

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

This project will pay for salaries and operating expenses only. The HSO Statewide Safe Communities grant will be lead in providing and purchasing media and program enhancement materials for Region 2 to ensure a coordinated and unified statewide effort.

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming’s population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 418 accidents in 2012 – 6 fatal accidents that resulted in 6 deaths and 67 crashes that involved injuries that resulted in 86 people being hurt. Of the 6 fatalities 4 were unrestrained and 2 were restrained. There were 6 alcohol related fatal/serious injury crashes in which there were 7 persons that were fatally or seriously injured. There were 9 traffic crashes involving motorcycles with 9 injuries in 2012 with zero fatalities.

Natrona County

Natrona County is home to Casper, the state’s 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15.9% of the total in Wyoming. There were a total of 2,205 accidents in 2012 – 10 fatal accidents that resulted in 11 deaths and 432 crashes that involved injuries and resulted in 557 people being hurt. Of the 10 fatalities, 2 were unrestrained and 5 were restrained. There were 71 alcohol related fatal/serious injury accidents in which there were 81 people who fatally or seriously injured. There were 56 motorcycle crashes with 2 fatalities and 40 injuries and 2 not wearing helmets in 2012.

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming’s population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 85 accidents in 2012 – 5 fatal crashes that resulted in 6 deaths and 15 crashes that involved injuries that resulted in 30 people being hurt. Of the 5 fatalities, 3 were unrestrained and 2 restrained. There was 2 alcohol related serious injury crashes in which 2 people were seriously injured. There were no motorcycle crashes in 2012.

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.3% of the total in Wyoming. There were a total of 326 accidents in 2012 – 2 fatal crashes that resulted in 2 deaths and 64 crashes that involved injuries that resulted in 92 people being hurt. Of the 2 fatalities, none were unrestrained and 2 were restrained. There were 8 alcohol related fatal/serious injury crashes in which there were 9 persons fatally or seriously injured. There were 7 motorcycle crashes in 2012 with no fatalities.

NHTSA estimates that if Wyoming were to pass a primary seat belt law, usage would raise significantly. With a primary seat belt law, each year Wyoming could save about 12 lives, 80 serious injuries and \$26 million in costs. With so much to gain and so much currently being lost (both financially through loss of life, property and revenue), Wyoming must take strides to increase seat belt use through education, awareness, and enforcement.

The 2013 seat belt observation survey results for only Natrona and Platte counties show Natrona County at only 63.9% which is considerably lower than the state 81.9%. Platte County is at 84.3% which is higher than the state 81.9%. There needs to be a strong effort to change the behavior in Natrona County in the next year to increase the usage.

All of the local events to be held in Casper/Natrona County will be presented to volunteers and safety advocates in Converse, Niobrara, and Platte Counties to implement in their communities. Assistance will be offered by the Safe Communities Region 2 office when requested. Local events in these communities will increase as strong relationships are created.

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

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

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming. We are supported by a coalition of 49 individuals who represent a wide range of organizations and agencies. Those organizations include the following:

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

Project Funding Source: 402 SA / 410 HFR (High Fatality Rate)

Budget Summary:

Personnel Services					
	Hours	Wages	Total	Benefits	Total
Safe Communities Program	40 hrs x 52 wks	\$41.25	\$85,803.12	\$30,374.30	\$116,177.42
Director				(35.4%)	
Safe Communities Coordinator	20 hrs x 52 wks	\$19.48	\$20,256.39	\$7,170.76	\$27,427.15
				(35.4%)	
Safe Communities Coordinator	20 hrs x 52 wks	\$16.09	\$16,732.14	\$5,923.18	\$22,655.32
Total					\$166,259.89
Total Personnel Services Budget					\$166,259.89

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Project Budget

	<u>402 Funds(70%)</u>	<u>Alcohol Funds (30%)</u>
Personnel Services:	\$116,381.92	\$49,877.97
Program Director \$41.25/hr		
Safe Communities Coordinator \$19.48/hr		
Safe Communities Coordinator \$16.09/hr		
Benefits (35.4%)		
SUB TOTAL	\$116,381.92	\$49,877.97
WYDOT Indirect Costs (8.23%)	<u>\$ 9,578.23</u>	<u>\$ 4,104.95</u>
TOTAL BUDGET	\$125,960.15	\$53,982.92

Local Benefit: 100%

Capital Equipment: Non-Major Equipment

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all seat position; C5: Number of drivers involving a driver or motorcyclist with a BAC of .08 or more.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Project Description:

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

This project will pay for salaries and operating expenses only. The HSO Statewide Safe Communities grant will be lead in providing and purchasing media and program enhancement materials for Region 3 to ensure a coordinated and unified statewide effort.

Fremont County:

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

In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities. According to the Wyoming FY2012 Problem Identification manual, specifically the Safety Index Ranking, Fremont County is listed as an area that needs improvement in all categories with the exception of Crash Rate Per 1000 Population category. Fremont County has the second worst Total Ranking Safety Index in the State of Wyoming, making Fremont County a necessary area of focus to reach Highway Safety goals in the state of Wyoming.

Park County:

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

In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Park County is listed as an area that needs improvement in Alcohol Rate per 100 Million Vehicle Miles and Driver Safety Equipment Usage categories, making Park County a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Hot Springs County:

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

In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Hot Springs County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Hot Springs County has the worst rating of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Washakie County:

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

In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Washakie County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Washakie County has the second worst ranking of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Big Horn County:

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

In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Big Horn County is ranked sixth in the state as needs improvement in the Driver Safety Equipment Usage category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Injury Prevention Resources will be implementing Safe Communities projects in the following counties in Wyoming.

The above mentioned areas each have unique problems facing their communities in District 5. According to the Highway Safety Index Ranking Fremont County is the second most problematic area in reference to the Total Ranking Safety Index. The remaining 4 counties in District # 5 fall above the Safety Index Average of 12.0. This data will guide IPR to place large amounts of concentrated efforts in Fremont County, particularly because Fremont County is a high risk population. Fremont and Park County have been identified as needing improvement in the Alcohol Rate per 100 Million Vehicle Mile category. Alcohol related programs will be conducted at a higher rate of execution in these areas with an expectation of producing improved statistics relevant to alcohol related crashes and vehicle occupant protection.

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1, #2, #3 and the CLICK Kids Program in the state of Wyoming resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of these agencies in the local events and partnerships by participating in the NHTSA National Campaigns of; the May Mobilization and August Crackdown, plus other times selected by the coalition where the data shows a need.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Essential Job Functions Breakdown

Executive Director- The Executive Director will work to assist coordinators as needed, evaluate and report on the grant as well as maintain necessary community partnerships as the lead point of contact for all partnering agencies within Safe Communities Region # 3.

Safety Education Coordinator- This employee will be responsible for scheduling, planning and executing all events relevant to Safe Communities throughout Region #3. They will regularly be responsible for coordination of efforts to execute educational events within the public, businesses and educational institutions throughout the entire region at specific events. This employee will also be responsible for other duties as assigned by the Executive Director

Media Coordinator- The employee in this position will be responsible for coordination of all earned and paid media; including IPR website, Facebook, twitter, linked-in (and numerous other types of social media) local internet media, newspapers, radio, television, billboards and any other types of advertising/media opportunities. In addition, they will assist in the grant reporting process and other duties as assigned by the Executive Director

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

Project Funding Source: 402 SA / 410 HFR (High Fatality Rate)

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Budget Summary

	402(30%)	405D (70%)
Personnel Services	\$24,708.00	\$57,652.00
Accounting	\$ 1,620.00	\$ 3,780.00
Rent and Utilities	<u>\$ 1,944.00</u>	<u>\$ 4,536.00</u>
SUB TOTAL	\$28,272.00	\$65,968.00
WYDOT Indirect Cost (8.23%)	<u>\$ 2,326.79</u>	<u>\$ 5,429.17</u>
TOTAL	\$30,598.79	\$71,397.17

Local Benefit: 100%

Capital Equipment: Non-Major Equipment

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all
 seat position; C5 Number of fatalities involving a driver or
 motorcyclist with a BAC of .08 or more;

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Project Description:

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

Region #1

Laramie County

Laramie County has an estimated population of 95,809 people in 2013. It is one of Wyoming's larger cities, a metropolitan area, densely populated at 35.67 persons per square miles in contrast to the state average of 5 persons per square mile. The county accounts for roughly 16% of the population of Wyoming. Laramie County Community College, located in Cheyenne, WY, enrolled 8,000 students in the 2012-2013 school year. Cheyenne is the home of Cheyenne Frontier Days, bringing in close to 500,000 people every year to Laramie County, increasing the need for efforts to educate and create awareness of the risk of injury and death with impaired driving and when restraints are not used. The economic loss for Laramie County due to traffic crashes is estimated at \$298,035,900 in 2012 the second largest amount in the state of Wyoming.

In Laramie County, there were 1840 crashes in 2012. Of the 1840 crashes there were 413 injury crashes and 563 individual injuries. In total there were 9 fatal crashes resulting in 9 fatalities. Overall 3% of Laramie County drivers were not wearing their seat belt, and 3% of passengers are unprotected without occupant restraints. According to the 2013 Statewide Seat Belt Observational Survey, Laramie County seatbelt usage had decreased from the 80.5% in 2010 to 73.0% in 2013 which is below the state usage rate of 81.9%. In 2012 there were a total of 572 total DUI arrests and the average DUI BAC level was 0.156; of those 572 DUI arrests 82 resulted in traffic crashes. This high number of DUI's in Laramie County shows a continual need for education and awareness on drinking and driving.

Albany County

There is an estimated population of 37,422 people residing in Albany County in 2013 according to the US Census Bureau. The people per square mile ratio are 8.76, slightly larger than the Wyoming average. Albany County is the home of the University of Wyoming in Laramie, Wyoming. As the only University in the state, UW covers roughly 785 acres and is home to 12,839 students. With an economic loss of \$217,204,200 and a large proportion of residents between the ages of 18 and 24 Albany County is a location that will greatly benefit from increased outreach regarding proper use of vehicle restraints as well as the dangers of impaired and distracted driving.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

In 2012 of the 13,894 crashes in Wyoming 978 were from Albany County. Within these crashes there were 194 injury crashes resulting in 269 injuries and 6 fatalities. Of the serious and/or fatal crashes 44% of the vehicle occupants were unbelted. Overall alcohol was involved 85.42% of traffic crashes in Albany County and 22.92% of traffic crashes involved drugs. Now Albany County has the 5th highest number reported in economic loss due to crashes there is a heightened need for education in this area.

Carbon County

The US Census Bureau reported in 2013 the estimated population of Carbon County was 15,748 people. This county encompasses over 7,990 square miles of land. Currently Safe Communities does a lot of work in both Laramie and Albany County with traffic safety. In Carbon County there is a great opportunity for Safe Communities to expand partnerships and create relationships with the residents. The goal is to increase knowledge of safety in areas such as occupant protection and impaired driving for all inhabitants. While Carbon County is not greatly populated, the citizens deserve a full education on how to be safe within the county they reside.

Carbon County houses only 2 people per square mile yet in this county there were 696 crashes in 2012. These crashes accounted for \$200,711,900 in economic loss. Of the 696 there were 137 injuries crashes. In total there were 7 fatal crashes resulting in 7 fatalities. In Carbon County there was a total of 162 DUI's and the average BAC level was .209. Fourteen individuals were injured from the 34 crashes involving alcohol and there were 18 crashes ending with property damages involving alcohol use. In 2012, safety restraints were only used 77% of the time in alcohol involved crashes which is significantly lower than the number of safety restraints that were in all crashes in Carbon County at a usage rate of 93%.

Goshen County

Goshen County had a total estimated population of 13,612 residents in 2013. The county itself covers 2,225 square miles of land area and has a ratio of people to square mile of 6.0 according to the US Census Bureau. Goshen County is home to the Fort Laramie National Historic Site. This is a common fieldtrip location for elementary schools across the state. People from all corners of Wyoming have come to see the infamous Oregon Trail wagon routes and historic structures that made Fort Laramie. Due to this historic site there is a large amount of travel within Goshen County. The largest city in this county is Torrington, which is a location that has held multiple car seat events in the past. A strong partnership already exists between Laramie County and Goshen County because of the success of the events. Due to the current relationship that Safe Communities has with Goshen County, and Torrington itself, time could be spent expanding the partnerships rather than cultivating a connection. There are a multitude of growth opportunities in this area.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

In 2012 there were a total of 227 crashes in Goshen County. While one of these crashes were fatal and led to a single death, 41 of the crashes qualified as injury crashes. A total of 54 injuries occurred because of the crashes. One hundred percent of the 41 traffic crashes involved alcohol and the average BAC level of those traffic crashes was .147 nearly twice the legal limit.

**Data collected from the Wyoming's 2012 Report on Traffic Crashes courtesy of the Wyoming Department of transportation.*

Region #2

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

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming's population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 418 accidents in 2012 – 6 fatal accidents that resulted in 6 deaths and 67 crashes that involved injuries that resulted in 86 people being hurt. Of the 6 fatalities 4 were unrestrained and 2 were restrained. There were 6 alcohol related fatal/serious injury crashes in which there were 7 persons that were fatally or seriously injured. There were 9 traffic crashes involving motorcycles with 9 injuries in 2012 with zero fatalities.

Natrona County

Natrona County is home to Casper, the state's 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15.9% of the total in Wyoming. There were a total of 2,205 accidents in 2012 – 10 fatal accidents that resulted in 11 deaths and 432 crashes that involved injuries and resulted in 557 people being hurt. Of the 10 fatalities, 2 were unrestrained and 5 were restrained. There were 71 alcohol related fatal/serious injury accidents in which there were 81 people who fatally or seriously injured. There were 56 motorcycle crashes with 2 fatalities and 40 injuries and 2 not wearing helmets in 2012.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming's population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 85 accidents in 2012 – 5 fatal crashes that resulted in 6 deaths and 15 crashes that involved injuries that resulted in 30 people being hurt. Of the 5 fatalities, 3 were unrestrained and 2 restrained. There was 2 alcohol related serious injury crashes in which 2 people were seriously injured. There were no motorcycle crashes in 2012.

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.3% of the total in Wyoming. There were a total of 326 accidents in 2012 – 2 fatal crashes that resulted in 2 deaths and 64 crashes that involved injuries that resulted in 92 people being hurt. Of the 2 fatalities, none were unrestrained and 2 were restrained. There were 8 alcohol related fatal/serious injury crashes in which there were 9 persons fatally or seriously injured. There were 7 motorcycle crashes in 2012 with no fatalities.

NHTSA estimates that if Wyoming were to pass a primary seat belt law, usage would raise significantly. With a primary seat belt law, each year Wyoming could save about 12 lives, 80 serious injuries and \$26 million in costs. With so much to gain and so much currently being lost (both financially through loss of life, property and revenue), Wyoming must take strides to increase seat belt use through education, awareness, and enforcement.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Region #5

Fremont County:

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

In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities. According to the Wyoming FY2012 Problem Identification manual, specifically the Safety Index Ranking, Fremont County is listed as an area that needs improvement in all categories with the exception of Crash Rate Per 1000 Population category. Fremont County has the second worst Total Ranking Safety Index in the State of Wyoming, making Fremont County a necessary area of focus to reach Highway Safety goals in the state of Wyoming.

Park County:

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

In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Park County is listed as an area that needs improvement in Alcohol Rate per 100 Million Vehicle Miles and Driver Safety Equipment Usage categories, making Park County a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Hot Springs County:

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

In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Hot Springs County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Hot Springs County has the worst rating of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Washakie County:

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

In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Washakie County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Washakie County has the second worst ranking of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Big Horn County:

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

In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Big Horn County is ranked sixth in the state as needs improvement in the Driver Safety Equipment Usage category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Injury Prevention Resources will be implementing Safe Communities projects in the following counties in Wyoming.

The above mentioned areas each have unique problems facing their communities in District 5. According to the Highway Safety Index Ranking Fremont County is the second most problematic area in reference to the Total Ranking Safety Index. The remaining 4 counties in District # 5 fall above the Safety Index Average of 12.0. This data will guide IPR to place large amounts of concentrated efforts in Fremont County, particularly because Fremont County is a high risk population. Fremont and Park County have been identified as needing improvement in the Alcohol Rate per 100 Million Vehicle Mile category. Alcohol related programs will be conducted at a higher rate of execution in these areas with an expectation of producing improved statistics relevant to alcohol related crashes and vehicle occupant protection.

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1, #2, #3 and the CLICK Kids Program in the state of Wyoming resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of these agencies in the local events and partnerships by participating in the NHTSA National Campaigns of; the May Mobilization and August Crackdown, plus other times selected by the coalition where the data shows a need.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

The program will expand the partnership with a State Office Model to strengthen the strategic planning of Safe Communities as a whole. Partnerships will include the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, community colleges, the University of Wyoming, Car Seat Inspection Stations and community partners. The idea behind all of these programs is to coincide the event times with marketing efforts conducted by our local WYDOT public specialist. Throughout Safe Communities the program will also partner with members of law enforcement, educators, health and safety advocates in the community as well as the counties to stimulate change in how the county deals with drunk drivers and unbuckled citizens at the local level. Grant funds will be used for partial salary and benefits, planning and implementing projects, media collaboration, travel for an appropriate traffic safety conference and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

All of the local events to be held in Casper/Natrona County will be presented to volunteers and safety advocates in Converse, Niobrara, and Platte Counties to implement in their communities. Assistance will be offered by the Safe Communities Region 2 office when requested. Local events in these communities will increase as strong relationships are created.

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

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

Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming. We are supported by a coalition of 49 individuals who represent a wide range of organizations and agencies. Those organizations include the following:

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

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

- Numbers will evaluate progress and success of projects (activities) created and launched.
- How many people are reached by each project?
- Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seat belt?
- Is the rate of DUI arrests down in this Region?
- Is the rate of alcohol related crashes down in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?
- Has the percentage of citizens wearing a seat belt in the region increased?
- Has Wyoming strengthened its seat belt law?
- Has the number of children in child restraints increased?
- Has the number of parents being arrested for the lack of a child passenger seat decreased?
- Has the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?
- The number of attendees at each of the basketball games reached with the message
- The number of concession staff that have worn the shirts at the games
- CLICK Evaluation measures: School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver's license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly by supervisor to monitor duties of the Click Facilitator at all schools in the district.

All sub grantees must turn in a Year End Summary Report of all purchases, buys, activities, etc., at the end of the fiscal year with your last reimbursement request. If a summary is not turned in with payment, the payment will be held until summary is received

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Project Funding Source: 402 SA \$163,465.18 (45%)
410 HFR (High Fatality Rate) \$205,831.45 (55%)

Budget Summary:

Region #1	\$196,225.00
Region #2	\$ 63,950.00
Region #5	\$ 54,540.00
Media Coordinators	<u>\$ 26,499.66</u>
SUB TOTAL	\$341,214.66
WYDOT IC (8.23%)	<u>\$ 28,081.97</u>
TOTAL	\$369,296.63

Local Benefit: 0%

Capital Equipment: N/A

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all seat position; C5: Number of fatalities involving drivers or motorcyclists with a BAC of .08 or more;

Project Number: SA-2015-15-SA-06
Project Name: Attitude & Awareness Survey
Project Awardee: WYDOT-Highway Safety Program

Project Description

Traffic safety surveys seek to obtain information on the public's knowledge, opinions, or self reported driving behavior. So the population of interest usually is all drivers.

GHSA and NHTSA have developed and tested a basic set of survey questions including information on seat belt use, impaired driving, and speeding to be used in regular telephone or similar surveys to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. GHSA and NHTSA have developed a core set containing nine questions and the survey will select a representative sample of all drivers throughout the State.

In association with the Strategic Performance Improvement Program, the Highway Safety Office will oversee the work associated with conducting the survey. Included will be the Attitude and Awareness Survey containing at minimum the core set of nine questions. The data will be provided to our sub-recipients and used in problem identification for Highway Safety projects.

Evaluation: A final report will be provided to the HSO no later than October 15, 2015. The report will summarize the results of the survey. Results will be provided in the FY2015 Annual Report.

Project Funding Source: 402 SA

Budget Summary:	Attitude & Awareness Survey	\$27,718.75
	WYDOT Indirect Charges (8.23%)	<u>\$ 2,281.25</u>
	Total	\$30,000.00

Local Benefit: 0%

Capital Equipment: None

CTW: Chapter 2: 3.2;

Performance Target: C1: Number of Traffic Fatalities;

Project Number: SA-2015-15-SA-07
Project Name: Traffic Safety Education Vehicle
Project Sub Recipient: Highway Safety Behavioral Program

Project Description:

The Wyoming Highway Safety Office is requesting grant funding for the purchase of a trailer and power unit (truck) containing high tech and hands on educational equipment intended to better educate and inform the public to include school aged children, of the importance of the proper use of vehicle safety belts and the dangers of impaired and distracted driving. This combination vehicle would be taken to statewide events on a year around bases to promote the programs of NHTSA and the Highway Safety Office.

The proposed educational and promotional trailer consists of a 45 foot goose neck configuration with three side doors leading to separate rooms containing hands on seat belt and child safety seat demonstrators, and a separate room containing computer driving simulators. The rear of the trailer will contain a handicapped accessible ramp and door. The entry side exterior will have deployable shade awnings and flat screen TV monitors capable of displaying educational videos and public safety messaging. The trailer will be equipped with an on board generator, kitchenette, and air conditioning. The trailer has an estimated overall weight of 17,628lbs.

Due to the overall weight and length of the educational trailer, the recommended power unit (truck) is the Dodge 5500 6.7 turbo diesel or the Ford F550 6.7 turbo diesel. Either of these power units specs indicate that they would be adequate to effectively pull the trailer on any variation of road grade represented in the State of Wyoming. The power unit would be of a crew cab configuration to accommodate traveling staff with a utility box bed to facilitate storage of additional equipment.

Evaluation Measures: The number of events, type of events, and the trainings offered will be reported and tracked. Surveys will be given to those who participate in the hands on activities the vehicle will provide.

Project Funding Source: 402

Budget Summary:	Trailer including graphics	\$ 400,000.00
	Power Unit and Utility Bed	\$ 100,000.00
	Supplies and additional Equipment	\$ 100,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 49,380.00</u>
	TOTAL	\$ 649,380.00

Local Benefit: 0%

Capital Equipment: Major equipment as needed

CTW: Chapters 1-10

Performance Target: 50% C:4 Number of unrestraint passengers all seat positions;
 50% C:5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

PAID MEDIA (PM)

Project Number: PM-2015-15-PM-01
Project Name: 402 Highway Safety Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Project Description:

Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) highway safety efforts are undertaken on a statewide basis with cooperation of various partners, including WYDOT District Public Involvement Specialists.

The estimated population of Wyoming as of 2010 is 568,158 people. According to WYDOT Highway Safety statistics for 2013; alcohol was involved in 34.6% of fatalities on Wyoming roads and many others were not using proper occupant restraints. Challenging driving conditions are also serious contributors to crashes on Wyoming roadways. For example, distracted and winter driving crashes are a contribution factor in at least 10 percent of Wyoming fatalities.

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, non-fatal injuries and millions of dollars in property damage. WYDOT PAO is working to make the public aware of identified traffic safety issues related to the tragedy of traffic crashes and other roadway issues. The traffic safety issues to be addressed may be determined either by WYDOT PAO staff, a WYDOT safety committee, or other undetermined methods. The WYDOT PAO has taken the lead in a coordinated media effort with traffic safety partners (ie., Media Coordinators, Safe Communities, Law Enforcement) to ensure continuity of message and eliminate duplication of effort.

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues that are identified by the Highway Safety Office problem identification. The PAO will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for enhanced educational materials and printing for the PAO or public information specialists.

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

Project Number: PM-2015-15-PM-01 - Continued
Project Name: 402 Highway Safety Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Project Funding Source: 402 PM

Budget Summary:	Production Costs	\$ 10,000.00
	(Materials/Supplies/professional Services)	
	Media Purchases (Newspaper, Television Radio, Internet, Sports Venues)	\$ 311,000.00
	Public Involvement Specialists	\$ 75,000.00
	Travel/Training	\$ 3,200.00
	WYDOT Indirect Cost (8.23%)	\$ <u>32,854.16</u>
	TOTAL	\$ 432,054.16

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

Performance Target: C4: Number of unrestraint passengers all seat positions,

Project Number: PM-2015-15-PM-02
Project Name: Native American Media Outreach
Project Awardee: Wyoming Department of Transportation District 5

Project Description:

Wyoming Department of Transportation District 5 is located in the central part of Wyoming and includes residents of Fremont County/Wind River Indian Reservation. The estimated population in Fremont County as of 2010 was 40,123 people. Fremont County accounts for about 7.1 percent of the population of the state.

Based on the three-year average (2010-12), of the 166 fatally or seriously injured vehicle occupants involved in traffic crashes, 102 (61 percent) were unbelted; 72 percent in pickup truck crashes were unbelted; and of the 34 unbelted pickup truck occupants, 26 were male and 18 were between the ages of 18-34. Based on the three-year average (2010-12), there was 62 alcohol related fatal/serious injury crashes in which 81 persons were fatally or seriously injured. There were 36 fatalities and 45 incapacitating injuries, and 16 percent of all alcohol related fatal/serious injury crashes were urban; the rest were rural.

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

Travel expenses are needed for Wind River Reservation work to gather necessary materials for the development of new campaigns and to travel to conferences to aid in the implementation of the project.

Evaluation Measures: A final report will provide by October 15, 2015 summarizing grant funded activities.

Project Funding Source: 402 PM (C4 50% / C5 50%)

Budget Summary:	Design & Creative Services	\$ 20,000.00
	Travel Expenses	\$ 3,000.00
	Materials/Supplies	\$ 3,000.00
	Program Enhancements	\$ 5,000.00
	Post-Work Survey	\$ 10,000.00
	Paid Media	\$ 65,000.00
	WYDOT Indirect Cost (8.23%)	\$ <u>8,147.70</u>
	TOTAL	\$107,147.70

Local Benefit: 100%

Capital Equipment: Non-major/Major equipment as needed

Project Number: PM-2015-15-PM-02 - Continued
Project Name: Native American Media Outreach
Project Awardee: Wyoming Department of Transportation District 5

CTW: Chapters 1-10

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

Project Number: PM-2015-15-PM-03
Project Name: Drive Safe Wyoming
Project Awardee: Montgomery Broadcasting

Project Description:

Since 2011, Drive Safe Wyoming has been working to educate Wyoming drivers about the dangers of distracted driving and raise awareness about the state laws on texting while driving. Drive Safe Wyoming has no paid staff, so the vast majority of the funds are spent on media and promotion for the purpose of reaching as many people as possible. The goal is to leverage paid media for additional earned media to educate people in various ways about what distracted driving is, why it's so dangerous, and encourage them to improve their own driving habits, not just for their own safety, but to be a better example to young people in their lives.

Nationally, more than 9 people are killed and more than 1,060 people are injured in crashes that are reported to involve a distracted driver, according to NHTSA. Distracted driving, more specifically texting while driving, is also a very serious problem on Wyoming's 33,000 miles of public roads. Driver distraction was cited as a contributing factor or cause in an average of 8 or 9 fatalities per year since 2011, and an average of 440 injuries per year in the same time span.

Drivers who wouldn't typically drive reckless or impaired don't have the same perception of texting while driving, although studies show that reaction times of a person using a cell phone while driving can be delayed as much as if that person had a blood alcohol concentration of .08 percent. A 2012 survey by NHTSA on distracted driving attitudes and behaviors found that "distraction-prone" drivers tend to be younger, more affluent, and have more formal education than "distraction-averse" driver.

Evaluation Measures: Drive Safe Wyoming will use Nielson/Arbitron ratings to show the gross impressions produced by the radio campaign as well as some basic audience data. We can show weekly impressions from the billboards and digital media campaigns as well. Monthly activity reports will detail events that take place describe how the media became engaged and the impact they had in some of the individual markets around the state.

Project Funding Source: 402 PM

Project Number: PM-2015-15-PM-03 - Continued
Project Name: Drive Safe Wyoming
Project Awardee: Montgomery Broadcasting

Budget Summary:	Statewide Paid Media (statewide radio, billboards, digital)	\$233,160.00
	Promotional Items (primarily used for education in April)	\$ 3,000.00
	Development, Design / Production (includes Website)	\$ 10,000.00
	Travel/Training (pre-approved)	<u>\$ 2,200.00</u>
	SUB TOTAL	\$248,360.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 20,440.03</u>
	GRAND TOTAL	\$268,800.03

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 2: Sec. 3.2, Chapter 4: Sec. 2. 3, 4.2.

Performance Target: S1: Number of Distracted Driving Fatalities;

Project Number: M5PEM-2015-15-PM-01/PM-2015-15-PM-04
Project Name: Highway Safety Alcohol Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Project Description:

Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) highway safety efforts are undertaken on a statewide basis with cooperation of various partners, including WYDOT District Public Involvement Specialists.

The estimated population of Wyoming as of 2010 568158 people. According to WYDOT Highway Safety statistics for 2013; alcohol was involved in 34.6% of fatalities on Wyoming roads and many others were not using proper occupant restraints. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

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

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified by problem identification. The PAO will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items and printing for the PAO or public information specialists.

The WYDOT PAO has taken the lead in a coordinated media effort with traffic safety partners (ie., Media Coordinators, Safe Communities, Law Enforcement) to ensure continuity of message, eliminate duplication of effort and enhance the overall effectiveness of grant funded traffic safety enforcement efforts statewide. The coordination will focus on August Crack Down, holiday campaigns and local campaigns that focus on impaired drivers. This will increase the visibility of the enforcement efforts during each of the campaigns.

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

Project Funding Source: 405D (\$169,278.50) / 402 (\$150,000.00)

Project Number: M5PEM-2015-15-PM-01/ PM-2015-15-PM-04- Continued
Project Name: Highway Safety Alcohol Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Budget Summary:	Production Costs	\$ 10,000.00
	(Materials/Supplies/professional Services)	
	Media Purchases	\$ 235,000.00
	(Newspaper, Television, Radio, Internet, Sports Venues)	
	Public Involvement Specialists	\$ 50,000.00
	Overall Survey Costs	\$
	WYDOT Indirect Cost (8.23%)	\$ <u>24,278.50</u>
	TOTAL	\$ 319,278.50

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

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

**SECTION 405
OCCUPANT PROTECTION
(K2)**

Project Number: K2-2015-15-K2-04
Project Name: Comprehensive Safety Belt / Special Events / Events Calendar
Project Sub Recipient: Highway Safety Behavioral Program

Project Description:

This program compliments other prevention and education efforts aimed at saving lives in Wyoming through the increased use of seat belt and child restraint systems. In 2013, there were 14,564 traffic crashes of which: 75 were fatal crashes with 87 fatalities, 2,785 injury crashes with 3,759 people injured, and 11,704 property damage only crashes. Of the people involved in the unbelted crashes 1,703 were not using seat belts. In 2013 62% of all the fatalities did **NOT** use seat belts. The message to all ages statewide.

The Project Coordinator will work with safety partners to plan and implement seat belt awareness events for the May Mobilization statewide and the Child Passenger Safety (known after as CPS), Awareness week in September.

The Highway Safety Office will partner with the many traffic safety advocates to spread the buckle up message to all ages statewide. One example of an event would be the State Basketball Tournament held in Casper in February, where volunteers manned an informational booth to spread the word about buckling up. Another special event is the Wyoming State Fair held in Douglas in August annually where the Fair attendees are to ask questions, see demonstrations and hear stories of survivors.

The Safety Campaigns throughout the fiscal year correspond with the NHTSA campaign schedule to fight impaired driving, promote motorcycle awareness, increase the use of safety belts/child restraints and reduce speed related crashes. The campaign calendar is designed to provide campaign schedules for each of the campaign events throughout the calendar year showing when the media begins and ends, enforcement efforts and times, and encourages community involvement planning with partners such as WYDOT Public Affairs Office, Wyoming Highway Patrol, and WASCOP and other organizations. The calendar is distributed to law enforcement partners, community leadership, Safe Kids Coalitions/partners, Safe Communities, legislators, coalition members, public health and other advocates as a focus device for community event planning.

As incentive for program development for the May Mobilization and August Crackdown campaigns, increasing law enforcement visibility on the interstate while working high visibility enforcement, crashes and directing traffic, the HSO will provide ANSI Standard 107-2010 Class III, reflective, lightweight raincoats. These raincoats will reduce their risk of being struck by a vehicle and protect them from the elements in inclement weather and low light situations. These lightweight rain jackets would allow law enforcement to be easily seen and identifiable as law enforcement officers while allowing easy access to their weapons. This lightweight rain coat may also be used in conjunction with their existing winter coat's liner in colder conditions. The distribution of the rain coats will be based upon a performance standard yet to be determined.

Project Number: K2-2015-15-K2-04 - Continued
Project Name: Comprehensive Safety Belt / Special Events / Events Calendar
Project Awardee: Highway Safety Behavioral Program

Evaluation Measures: Report collaboration efforts with all safety partners on the increased messaging directed toward the adult driver aged 21-49 and as a secondary target population drivers under 21. Summarize the Awareness Events for both the May Mobilization and CPS Awareness Weeks.

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

To distribute the calendar on a timely basis to the above safety partners and advocates and provide this list for review in the project file. To provide anecdotal comments on how the calendar assisted these partners in participating in the different traffic safety campaigns.

Project Funding Source: 405 OP SAFETEA-LU

Budget Summary:	Comprehensive OP Project	
	Project Expenses	\$37,983.44
	Special Events Project	
	Project Expenses	\$22,776.41
	Events Calendar Project	
	Project Expenses	\$ 2,500.00
	SUB TOTAL	\$63,259.85
	WYDOT Indirect Cost (8.23%)	\$ <u>5,851.54</u>
	TOTAL	\$69,111.39

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 2; section 3,5,6,7 (**Comprehensive OP**), Chapter 1: Sec. 5.5, 6.5; Chapter 2: Sec. 3.1, 6.7; Chapter 3: Sec. 4; Chapter 4: Sec. 2; Chapter 5: Sec. 4; Chapter 6: Sec. 3; Chapter 7: Sec. 1.2; Chapter 8: Sec. 3.1; Chapter 9: Sec. 1.3, 2.2, 3, 4.2. (**Special Events**), and Chapter 2, 5.5; Chapter 2: Sec. 3.1, 6; Chapter 3: Sec. 4; Chapter 4: Sec. 2; Chapter 4: Sec. 2; Chapter 5: Sec. 4; Chapter 6: Sec. 3; Chapter 7: Sec. 1.2; Chapter 8: Sec. 3.1; Chapter 9: Sec. 1.3, 2.2, 3, 4.2. (**Events Calendar**)

Performance Target: C4: Number of unrestraint passenger all seat position.

Project Number: K2-2015-15-K2-05/K8FR-2015-15-K8-03
Project Name: Strategic Enforcement Media Support
Project Awardee: Johnson & Associates

Project Description

The Highway Safety Office (HSO) employs a strategic problem-based approach to reducing the number of alcohol-involved crashes and unbelted injuries due to traffic crashes. An enhanced enforcement effort was initiative in 4 counties with the lowest seat belt usage rate and 7 counties with the most alcohol related crashes.

A critical component of the enhanced enforcement strategy is to provide support for the Enhanced High Visibility Enforcement effort with a continuous local public media/messaging effort. The purchase of the media is to create the perception among the motoring public in the targeted counties that if they drive impaired – or without buckling up – they will be caught by the increased enforcement effort. This project provides for a coordinated method and process for providing localized media/messaging support for the various enhanced DUI and occupant protection enforcement initiatives throughout the State.

The primary goals are to reduce the number of injuries and fatalities in alcohol-related traffic crashes and second, to increase seat belt usage in the State.

Evaluation Measure: A monthly and final year-end report will be provided summarizing all project activities by October 15, 2015.

Project Funding Source: 405 SAFETEA-LU /405D

Budget Summary:		402 (58%)	405 (42%)
	Personal Services	\$ 5,000.00	\$ 5,000.00
	Media	\$ 50,000.00	\$34,000.00
	Printing	\$ 2,500.00	\$ 2,500.00
	Website / Social Media	\$ 3,600.00	\$ 3,600.00
	J&A Total	\$61,100.00	\$45,100.00
	WYDOT Indirect Charges (8.23%)	\$ 5,028.53	\$ 3,711.73
	Total	\$66,128.53	\$48,811.73

Local Benefit: 0%

Equipment: N/A

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

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

SECTION 410
ALCOHOL
(HF)

Project Number: K8FR-2015-15-K8-01
Project Name: Alcohol Factors
Project Awardee: Wyoming Association of Sheriffs and Chief of Police (WASCOP)

Project Description

WASCOP will analyze the alcohol-related data for all custodial arrests from January 1 through December 31, 2014. This Information is being collected at the time of book-in at the twenty-three county detention facilities in the state, as well as at the Fremont County Alcohol Crisis Center.

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

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

Evaluation Measure: A final report summarizing all project activities occurring during the project period is due by October 15, 2015.

Project Funding Source: 410

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

Local Benefit: 0%

Equipment: N/A

CTW: Chapter 1: Section 2.5

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

Project Number: K2-2015-15-K2-05/K8FR-2015-15-K8-03
Project Name: Strategic Enforcement Media Support
Project Awardee: Johnson & Associates

Project Description

The Highway Safety Office (HSO) employs a strategic problem-based approach to reducing the number of alcohol-involved crashes and unbelted injuries due to traffic crashes. An enhanced enforcement effort was initiative in 4 counties with the lowest seat belt usage rate and 7 counties with the most alcohol related crashes.

A critical component of the enhanced enforcement strategy is to provide support for the Enhanced High Visibility Enforcement effort with a continuous local public media/messaging effort. The purchase of the media is to create the perception among the motoring public in the targeted counties that if they drive impaired – or without buckling up – they will be caught by the increased enforcement effort. This project provides for a coordinated method and process for providing localized media/messaging support for the various enhanced DUI and occupant protection enforcement initiatives throughout the State.

The primary goals are to reduce the number of injuries and fatalities in alcohol-related traffic crashes and second, to increase seat belt usage in the State.

Evaluation Measure: A monthly and final year-end report will be provided summarizing all project activities by October 15, 2015.

Project Funding Source: 405 SAFETEA-LU /405D

Budget Summary:	402 (58%)	405 (42%)
Personal Services	\$ 5,000.00	\$ 5,000.00
Media	\$ 50,000.00	\$34,000.00
Printing	\$ 2,500.00	\$ 2,500.00
Website / Social Media	\$ 3,600.00	\$ 3,600.00
J&A Total	\$61,100.00	\$45,100.00
WYDOT Indirect Charges (8.23%)	\$ 5,028.53	\$ 3,711.73
Total	\$66,128.53	\$48,811.73

Local Benefit: 0%

Equipment: N/A

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

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

Project Number: K8FR-2015-15-K8-05
Project Name: Laramie County DUI Court
Project Awardee: Laramie County DUI Court

Project Description:

Since its inception in 2006, the DUI Court program has enrolled 263 individuals into the program. Currently, the DUI Court has 27 participants that collectively account for 116 previous DUI arrests. There have also been 145 individuals who have graduated the DUI Court program who, themselves have also accumulated 611 prior DUI arrests before entering the program. However, not all who graduate from the program stay out of the criminal justice system. These individuals account for 30 new arrests since graduation. Although the DUI Court Team works diligently to address post-program recidivism, the overall and substantial decrease in DUI arrests for these chronic offenders is remarkable.

As an example of the reduction in DUI arrests for chronic offenders in Laramie County, the DUI Court recently completed a recidivism audit that looks back 53 months (July 2009 to January 2014) and found the following results:

Years Reviewed	Number of Graduates	Arrest Prior-Program	Arrest In-Program	Arrest Post-Program	Graduate Success Rate
7/09 to 12/11	55	221	0	11	80%
1/12 to 1/14	24	162	0	4	83%
53 Month Totals:	79	383	0	15	Average - 81.5%

The fact that approximately 81.5% of the individuals that graduate the DUI Court program do not get rearrested, regardless of the charge, is a remarkable statistic.

The safety of the Laramie County community from impaired drivers remains a top priority for the DUI Court Team. However, participating in the program will also save Laramie County valuable taxpayer dollars. Reducing recidivism reduces costs to Wyoming taxpayers. If you attached a cost of \$100 to each arrest, it quickly becomes apparent the savings the DUI Court provides to Laramie County.

Project Number: K8FR-2015-15-K8-05 - Continued
Project Name: Laramie County CUI Court
Project Awardee: Laramie County DUI Court

Years Reviewed	Arrest Prior-Program	Est. Costs at \$100 an Arrest	Arrest In-Program	Arrest Post-Program	Est. Costs at \$100 an Arrest	Est. Savings for County Taxpayers
7/09 to 12/11	221	\$22,100	0	11	\$1,100	\$21,000
1/12 to 1/14	162	\$16,200	0	4	\$400	\$15,800
53 Month Totals:	79	\$38,300	0	15	\$1,500	\$36,800

It should also be noted that these are very conservative estimates. It is the belief of the DUI Court Team that the program is saving the County and the State of Wyoming much more. DUI Court participants receive substance abuse services, job placement services, family and couples counseling, medication assistance, and other beneficial services. All of these wrap-around services are designed to assist program participants to live a healthy, drug and alcohol-free life.

More importantly, the DUI Court program has demonstrated that the program has the ability to target the most egregious and dangerously impaired driver, provide them with appropriate services within an intensively supervised probation setting, and instill the appropriate preventions that keep program participants from re-offending. These accomplishments could not have taken place without the support of our agency partners. In their continued support of the DUI Court program, the Wyoming Department of Transportation has greatly assisted in making Laramie County a safer community.

The Laramie County DUI Court Team will be requesting funds to attend the 2015 National Association of Drug Court Professionals (NADCP) conference. Although the training agenda has yet to be determined, the DUI Court Team can expect to attend conference sessions covering the following subject matters:

- *Staying Ahead of the Curve, Drugs of Choice – Alcohol*
- *Supervision to Support Recovery and Public Safety*
- *Traditional and Non-Traditional Benefits from Probation and Law Enforcement Officers in Drug/DUI Court programs*
- *Co-Occurring Disorders: Effective Treatment, Supervision, and Case Management for Your Problem-Solving Court*
- *Drug Court Expert Perspectives on the Use of VIVITROL® and Counseling with Alcohol and Opioid Dependent Drug Court Participants*
- *Alcohol Monitoring and Testing Technologies: A Primer for New Programs, a Refresher on Policies*

The following is just a brief synopsis of what sessions will be offered. The DUI Court Team can also attend role specific training and the 2015 DUI Court Forum.

At the time of the submission for this *Letter of Intent to Seek Funding*, the training is scheduled to not take place until July, 2015 in National Harbor, Maryland; therefore the following figures are an estimation of the potential costs.

Project Number: K8FR-2015-15-K8-05 - Continued
Project Name: Laramie County CUI Court
Project Awardee: Laramie County DUI Court

Evaluation Measures: Provide final reporting of all project activities occurring during the project period by October 15, 2015.

Project Funding Source: 410 High Fatality Rate

Budget Summary:

Airfare	\$ 3,816.00
Hotel	\$ 8,040.00
Per Diem	\$ 3,408.00
Ground Transportation	\$ 85.00
Membership/Registration	\$ 5,295.00
Mileage	\$ 300.00
	SUB TOTAL
	\$20,944.00
WYDOT Indirect Cost (8.23%)	\$ 1,723.69
	TOTAL
	\$22,667.69

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 5.2, 5.5, 6.5;

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

Project Number: K8FR-2015-15-K8-06
Project Name: DUI Monitoring
Project Awardee: IPR (Injury Prevention Resources)

Project Description:

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

In Fremont County in 2011 there were a total of 887 crashes, 11 of these crashes were fatalities. According to the Wyoming FY2012 Problem Identification manual, specifically the Safety Index Ranking, Fremont County is listed as an area that needs improvement in all categories with the exception of Crash Rate Per 1000 Population category. Fremont County has the second worst Total Ranking Safety Index in the State of Wyoming, making Fremont County a necessary area of focus to reach Highway Safety goals in the state of Wyoming.

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

Finally, numerous studies have shown that many people will become successful if they are allowed back in society instead of serving jail time if they have a job and are monitored for sobriety. Fremont County Judges have been looking for ways to make sure offenders out on bond or probation are on some type of system that is mostly foolproof and will keep them sober while they are out of jail. This has become a daunting task.

Project Number: K8FR-2015-15-K8-06 - Continued
Project Name: DUI Monitoring
Project Awardee: IPR (Injury Prevention Resources)

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

- Continue to offer SCRAMx bracelets to the courts in the cases of Bond
- Continue to offer SCRAMx bracelets to Drug Court for their clients
- Continue to offer SCRAMx bracelets to Injury Prevention Resources for their clients
- Continue to offer SCRAMx bracelets to Probation and Parole for their clients
- Continue to work with the Judges, County Attorney, Law Enforcement and the Courts to improve our program and make adjustments where necessary.

Evaluation Measures: A final report to be provided to the HSO by October 15, 2015 with the final reimbursement request. Some of the measurable objectives include:

- Numbers will evaluate progress and success of projects (activities) created and launched.
- How many people are reached by each project?
- Is there a reduction in the number of injuries due to alcohol related crashes?
- Has the rate of DUI arrests changed in this Region?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Project Funding Source: 410 (HFR) High Fatality Rate

Project Number: K8FR-2015-15-K8-06 - Continued
Project Name: DUI Monitoring
Project Awardee: IPR (Injury Prevention Resources)

Budget Summary: E.D. (½ wage)
 20,500 + 2500 (medical) X 16% employer cost = \$ 26,680
 (\$ 25.65 hourly)
 DUI MON Agent (Full)
 27,000 + 5000 (medical) X 16% employer cost= \$ 37,120
 (\$17.85 hourly)

Personnel Services (listed above)	\$ 63,800.00	
Accounting	\$ 2,700.00	
Travel/ Training	\$ 2,000.00	
Copier	\$ 240.00	
Internet	\$ 450.00	
Office Cost	\$ 930.00	
Phone	\$ 1,650.00	
Rent and Utilities	\$ 3,240.00	
Tamper clips	\$ 30.00	(3 @ \$10 per pack)
Batteries	\$ 80.00	(2 @ \$40 per pack)
Faceplate	\$ 125.00	(1 @ \$125 per pack)
Strap Kits	\$ 250.00	(2 @ \$125 per pack)
Strap	\$ 45.00	(3 @ \$15 per pack)
XL Strap	\$ 60.00	(2 @ \$30 per pack)
Magnets	\$ 21.00	(3 @ \$7 per pack)
	SUB TOTAL	\$ 75,621.00
	WYDOT	
	Indirect Cost (8.23%)	<u>\$ 6,223.61</u>
	TOTAL	\$81,844.61

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 2.7

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

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Project Description:

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

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

This project will pay for salaries and operating expenses only. The HSO Statewide Safe Communities grant will be lead in providing and purchasing media and program enhancement materials for Region 2 to ensure a coordinated and unified statewide effort.

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming’s population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 418 accidents in 2012 – 6 fatal accidents that resulted in 6 deaths and 67 crashes that involved injuries that resulted in 86 people being hurt. Of the 6 fatalities 4 were unrestrained and 2 were restrained. There were 6 alcohol related fatal/serious injury crashes in which there were 7 persons that were fatally or seriously injured. There were 9 traffic crashes involving motorcycles with 9 injuries in 2012 with zero fatalities.

Natrona County

Natrona County is home to Casper, the state’s 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15.9% of the total in Wyoming. There were a total of 2,205 accidents in 2012 – 10 fatal accidents that resulted in 11 deaths and 432 crashes that involved injuries and resulted in 557 people being hurt. Of the 10 fatalities, 2 were unrestrained and 5 were restrained. There were 71 alcohol related fatal/serious injury accidents in which there were 81 people who fatally or seriously injured. There were 56 motorcycle crashes with 2 fatalities and 40 injuries and 2 not wearing helmets in 2012.

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming’s population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 85 accidents in 2012 – 5 fatal crashes that resulted in 6 deaths and 15 crashes that involved injuries that resulted in 30 people being hurt. Of the 5 fatalities, 3 were unrestrained and 2 restrained. There was 2 alcohol related serious injury crashes in which 2 people were seriously injured. There were no motorcycle crashes in 2012.

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.3% of the total in Wyoming. There were a total of 326 accidents in 2012 – 2 fatal crashes that resulted in 2 deaths and 64 crashes that involved injuries that resulted in 92 people being hurt. Of the 2 fatalities, none were unrestrained and 2 were restrained. There were 8 alcohol related fatal/serious injury crashes in which there were 9 persons fatally or seriously injured. There were 7 motorcycle crashes in 2012 with no fatalities.

NHTSA estimates that if Wyoming were to pass a primary seat belt law, usage would raise significantly. With a primary seat belt law, each year Wyoming could save about 12 lives, 80 serious injuries and \$26 million in costs. With so much to gain and so much currently being lost (both financially through loss of life, property and revenue), Wyoming must take strides to increase seat belt use through education, awareness, and enforcement.

The 2013 seat belt observation survey results for only Natrona and Platte counties show Natrona County at only 63.9% which is considerably lower than the state 81.9%. Platte County is at 84.3% which is higher than the state 81.9%. There needs to be a strong effort to change the behavior in Natrona County in the next year to increase the usage.

All of the local events to be held in Casper/Natrona County will be presented to volunteers and safety advocates in Converse, Niobrara, and Platte Counties to implement in their communities. Assistance will be offered by the Safe Communities Region 2 office when requested. Local events in these communities will increase as strong relationships are created.

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

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

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming. We are supported by a coalition of 49 individuals who represent a wide range of organizations and agencies. Those organizations include the following:

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

Project Funding Source: 402 SA / 410 HFR (High Fatality Rate)

Budget Summary:

Personnel Services					
	Hours	Wages	Total	Benefits	Total
Safe Communities Program	40 hrs x 52 wks	\$41.25	\$85,803.12	\$30,374.30	\$116,177.42
Director				(35.4%)	
Safe Communities Coordinator	20 hrs x 52 wks	\$19.48	\$20,256.39	\$7,170.76	\$27,427.15
				(35.4%)	
Safe Communities Coordinator	20 hrs x 52 wks	\$16.09	\$16,732.14	\$5,923.18	\$22,655.32
Total					\$166,259.89
Total Personnel Services Budget					\$166,259.89

Project Number: SA-2015-15-SA-03 / K8FR-2015-15-K8-07 - Continued
Project Name: WMC Region 2 Safe Communities – (Operating Expenses)
Project Awardee: Wyoming Medical Center – Region Two

Project Budget

	<u>402 Funds(70%)</u>	<u>Alcohol Funds (30%)</u>
Personnel Services:	\$116,381.92	\$49,877.97
Program Director \$41.25/hr		
Safe Communities Coordinator \$19.48/hr		
Safe Communities Coordinator \$16.09/hr		
Benefits (35.4%)		
SUB TOTAL	\$116,381.92	\$49,877.97
WYDOT Indirect Costs (8.23%)	<u>\$ 9,578.23</u>	<u>\$ 4,104.95</u>
TOTAL BUDGET	\$125,960.15	\$53,982.92

Local Benefit: 100%

Capital Equipment: Non-Major Equipment

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all seat position; C5: Number of drivers involving a driver or motorcyclist with a BAC of .08 or more.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Project Description:

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

Region #1

Laramie County

Laramie County has an estimated population of 95,809 people in 2013. It is one of Wyoming's larger cities, a metropolitan area, densely populated at 35.67 persons per square miles in contrast to the state average of 5 persons per square mile. The county accounts for roughly 16% of the population of Wyoming. Laramie County Community College, located in Cheyenne, WY, enrolled 8,000 students in the 2012-2013 school year. Cheyenne is the home of Cheyenne Frontier Days, bringing in close to 500,000 people every year to Laramie County, increasing the need for efforts to educate and create awareness of the risk of injury and death with impaired driving and when restraints are not used. The economic loss for Laramie County due to traffic crashes is estimated at \$298,035,900 in 2012 the second largest amount in the state of Wyoming.

In Laramie County, there were 1840 crashes in 2012. Of the 1840 crashes there were 413 injury crashes and 563 individual injuries. In total there were 9 fatal crashes resulting in 9 fatalities. Overall 3% of Laramie County drivers were not wearing their seat belt, and 3% of passengers are unprotected without occupant restraints. According to the 2013 Statewide Seat Belt Observational Survey, Laramie County seatbelt usage had decreased from the 80.5% in 2010 to 73.0% in 2013 which is below the state usage rate of 81.9%. In 2012 there were a total of 572 total DUI arrests and the average DUI BAC level was 0.156; of those 572 DUI arrests 82 resulted in traffic crashes. This high number of DUI's in Laramie County shows a continual need for education and awareness on drinking and driving.

Albany County

There is an estimated population of 37,422 people residing in Albany County in 2013 according to the US Census Bureau. The people per square mile ratio are 8.76, slightly larger than the Wyoming average. Albany County is the home of the University of Wyoming in Laramie, Wyoming. As the only University in the state, UW covers roughly 785 acres and is home to 12,839 students. With an economic loss of \$217,204,200 and a large proportion of residents between the ages of 18 and 24 Albany County is a location that will greatly benefit from increased outreach regarding proper use of vehicle restraints as well as the dangers of impaired and distracted driving.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

In 2012 of the 13,894 crashes in Wyoming 978 were from Albany County. Within these crashes there were 194 injury crashes resulting in 269 injuries and 6 fatalities. Of the serious and/or fatal crashes 44% of the vehicle occupants were unbelted. Overall alcohol was involved 85.42% of traffic crashes in Albany County and 22.92% of traffic crashes involved drugs. Now Albany County has the 5th highest number reported in economic loss due to crashes there is a heightened need for education in this area.

Carbon County

The US Census Bureau reported in 2013 the estimated population of Carbon County was 15,748 people. This county encompasses over 7,990 square miles of land. Currently Safe Communities does a lot of work in both Laramie and Albany County with traffic safety. In Carbon County there is a great opportunity for Safe Communities to expand partnerships and create relationships with the residents. The goal is to increase knowledge of safety in areas such as occupant protection and impaired driving for all inhabitants. While Carbon County is not greatly populated, the citizens deserve a full education on how to be safe within the county they reside.

Carbon County houses only 2 people per square mile yet in this county there were 696 crashes in 2012. These crashes accounted for \$200,711,900 in economic loss. Of the 696 there were 137 injuries crashes. In total there were 7 fatal crashes resulting in 7 fatalities. In Carbon County there was a total of 162 DUI's and the average BAC level was .209. Fourteen individuals were injured from the 34 crashes involving alcohol and there were 18 crashes ending with property damages involving alcohol use. In 2012, safety restraints were only used 77% of the time in alcohol involved crashes which is significantly lower than the number of safety restraints that were in all crashes in Carbon County at a usage rate of 93%.

Goshen County

Goshen County had a total estimated population of 13,612 residents in 2013. The county itself covers 2,225 square miles of land area and has a ratio of people to square mile of 6.0 according to the US Census Bureau. Goshen County is home to the Fort Laramie National Historic Site. This is a common fieldtrip location for elementary schools across the state. People from all corners of Wyoming have come to see the infamous Oregon Trail wagon routes and historic structures that made Fort Laramie. Due to this historic site there is a large amount of travel within Goshen County. The largest city in this county is Torrington, which is a location that has held multiple car seat events in the past. A strong partnership already exists between Laramie County and Goshen County because of the success of the events. Due to the current relationship that Safe Communities has with Goshen County, and Torrington itself, time could be spent expanding the partnerships rather than cultivating a connection. There are a multitude of growth opportunities in this area.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

In 2012 there were a total of 227 crashes in Goshen County. While one of these crashes were fatal and led to a single death, 41 of the crashes qualified as injury crashes. A total of 54 injuries occurred because of the crashes. One hundred percent of the 41 traffic crashes involved alcohol and the average BAC level of those traffic crashes was .147 nearly twice the legal limit.

**Data collected from the Wyoming's 2012 Report on Traffic Crashes courtesy of the Wyoming Department of transportation.*

Region #2

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

Converse County

Converse County is a rural county that is divided by Interstate 25 accounting for 2.5% of the Wyoming's population. The crashes in Converse County account for 3% of the total in Wyoming. There were a total of 418 accidents in 2012 – 6 fatal accidents that resulted in 6 deaths and 67 crashes that involved injuries that resulted in 86 people being hurt. Of the 6 fatalities 4 were unrestrained and 2 were restrained. There were 6 alcohol related fatal/serious injury crashes in which there were 7 persons that were fatally or seriously injured. There were 9 traffic crashes involving motorcycles with 9 injuries in 2012 with zero fatalities.

Natrona County

Natrona County is home to Casper, the state's 2nd largest city. With a population density of 14.1, it is more than double the average of the state. Natrona County is also dissected by Interstate 25. The crashes in Natrona County account for 15.9% of the total in Wyoming. There were a total of 2,205 accidents in 2012 – 10 fatal accidents that resulted in 11 deaths and 432 crashes that involved injuries and resulted in 557 people being hurt. Of the 10 fatalities, 2 were unrestrained and 5 were restrained. There were 71 alcohol related fatal/serious injury accidents in which there were 81 people who fatally or seriously injured. There were 56 motorcycle crashes with 2 fatalities and 40 injuries and 2 not wearing helmets in 2012.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Niobrara County

Niobrara County accounts for only 0.4% of Wyoming's population, making it the least densely populated county in the state. The crashes in Niobrara County account for less than 1% of the total in Wyoming. There were a total of 85 accidents in 2012 – 5 fatal crashes that resulted in 6 deaths and 15 crashes that involved injuries that resulted in 30 people being hurt. Of the 5 fatalities, 3 were unrestrained and 2 restrained. There was 2 alcohol related serious injury crashes in which 2 people were seriously injured. There were no motorcycle crashes in 2012.

Platte County

Platte County accounts for 1.5% of the population of Wyoming. This rural county also serves as a corridor for Interstate 25. The crashes in Platte County account for 2.3% of the total in Wyoming. There were a total of 326 accidents in 2012 – 2 fatal crashes that resulted in 2 deaths and 64 crashes that involved injuries that resulted in 92 people being hurt. Of the 2 fatalities, none were unrestrained and 2 were restrained. There were 8 alcohol related fatal/serious injury crashes in which there were 9 persons fatally or seriously injured. There were 7 motorcycle crashes in 2012 with no fatalities.

NHTSA estimates that if Wyoming were to pass a primary seat belt law, usage would raise significantly. With a primary seat belt law, each year Wyoming could save about 12 lives, 80 serious injuries and \$26 million in costs. With so much to gain and so much currently being lost (both financially through loss of life, property and revenue), Wyoming must take strides to increase seat belt use through education, awareness, and enforcement.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Region #5

Fremont County:

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

In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities. According to the Wyoming FY2012 Problem Identification manual, specifically the Safety Index Ranking, Fremont County is listed as an area that needs improvement in all categories with the exception of Crash Rate Per 1000 Population category. Fremont County has the second worst Total Ranking Safety Index in the State of Wyoming, making Fremont County a necessary area of focus to reach Highway Safety goals in the state of Wyoming.

Park County:

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

In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Park County is listed as an area that needs improvement in Alcohol Rate per 100 Million Vehicle Miles and Driver Safety Equipment Usage categories, making Park County a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Hot Springs County:

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

In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Hot Springs County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Hot Springs County has the worst rating of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Washakie County:

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

In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Washakie County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Washakie County has the second worst ranking of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Big Horn County:

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

In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Big Horn County is ranked sixth in the state as needs improvement in the Driver Safety Equipment Usage category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Injury Prevention Resources will be implementing Safe Communities projects in the following counties in Wyoming.

The above mentioned areas each have unique problems facing their communities in District 5. According to the Highway Safety Index Ranking Fremont County is the second most problematic area in reference to the Total Ranking Safety Index. The remaining 4 counties in District # 5 fall above the Safety Index Average of 12.0. This data will guide IPR to place large amounts of concentrated efforts in Fremont County, particularly because Fremont County is a high risk population. Fremont and Park County have been identified as needing improvement in the Alcohol Rate per 100 Million Vehicle Mile category. Alcohol related programs will be conducted at a higher rate of execution in these areas with an expectation of producing improved statistics relevant to alcohol related crashes and vehicle occupant protection.

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1, #2, #3 and the CLICK Kids Program in the state of Wyoming resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of these agencies in the local events and partnerships by participating in the NHTSA National Campaigns of; the May Mobilization and August Crackdown, plus other times selected by the coalition where the data shows a need.

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

The program will expand the partnership with a State Office Model to strengthen the strategic planning of Safe Communities as a whole. Partnerships will include the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, community colleges, the University of Wyoming, Car Seat Inspection Stations and community partners. The idea behind all of these programs is to coincide the event times with marketing efforts conducted by our local WYDOT public specialist. Throughout Safe Communities the program will also partner with members of law enforcement, educators, health and safety advocates in the community as well as the counties to stimulate change in how the county deals with drunk drivers and unbuckled citizens at the local level. Grant funds will be used for partial salary and benefits, planning and implementing projects, media collaboration, travel for an appropriate traffic safety conference and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

All of the local events to be held in Casper/Natrona County will be presented to volunteers and safety advocates in Converse, Niobrara, and Platte Counties to implement in their communities. Assistance will be offered by the Safe Communities Region 2 office when requested. Local events in these communities will increase as strong relationships are created.

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

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

Natrona County Safe Communities has partnered with Safe Kids of Central Wyoming. We are supported by a coalition of 49 individuals who represent a wide range of organizations and agencies. Those organizations include the following:

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

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

- Numbers will evaluate progress and success of projects (activities) created and launched.
- How many people are reached by each project?
- Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seat belt?
- Is the rate of DUI arrests down in this Region?
- Is the rate of alcohol related crashes down in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?
- Has the percentage of citizens wearing a seat belt in the region increased?
- Has Wyoming strengthened its seat belt law?
- Has the number of children in child restraints increased?
- Has the number of parents being arrested for the lack of a child passenger seat decreased?
- Has the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?
- The number of attendees at each of the basketball games reached with the message
- The number of concession staff that have worn the shirts at the games
- CLICK Evaluation measures: School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver's license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly by supervisor to monitor duties of the Click Facilitator at all schools in the district.

All sub grantees must turn in a Year End Summary Report of all purchases, buys, activities, etc., at the end of the fiscal year with your last reimbursement request. If a summary is not turned in with payment, the payment will be held until summary is received

Project Number: SA-2015-15-SA-05 / K8FR-2015-15-K8-08 - Continued
Project Name: Safe Communities – Statewide Project
Project Awardee: Cheyenne Regional Medical Center Foundation/Injury Prevention (CRMCF)

Project Funding Source: 402 SA \$163,465.18 (45%)
410 HFR (High Fatality Rate) \$205,831.45 (55%)

Budget Summary:

Region #1	\$196,225.00
Region #2	\$ 63,950.00
Region #5	\$ 54,540.00
Media Coordinators	<u>\$ 26,499.66</u>
SUB TOTAL	\$341,214.66
WYDOT IC (8.23%)	<u>\$ 28,081.97</u>
TOTAL	\$369,296.63

Local Benefit: 0%

Capital Equipment: N/A

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all seat position; C5: Number of fatalities involving drivers or motorcyclists with a BAC of .08 or more;

Project Number: K8FR-2015-15-K8-09
Project Name: Comprehensive Alcohol Program / Special Events / Events
Calendar Project
Project Awardee: Highway Safety Behavioral Program

Project Description:

This program intends to compliment other alcohol prevention and education efforts to make a difference in the quality of life in Wyoming through the reduction of alcohol impaired driving. It will provide funding for the printing or purchasing of alcohol educational materials or incentive items.

Alcohol was involved in 67.69% of all custodial arrests. Driving under the influence arrests accounted for 29.6% of all arrests with an average reported blood alcohol content (BAC) statewide was 0.1556. 47% of the persons arrested for DUI had a reported BAC level above 0.16 and 9% had a BAC of 0.24 or greater. The average reported BAC for 671 persons who were arrested for DUI after being involved in a traffic crash was 0.16. the age group (in 5-year increments) with the highest percentage of DUI arrests was age 21 – 25 (20%), followed by age 26-30 (14%) and 31-35 (12%). (Source: 2013 Alcohol and Crime in Wyoming)

The Highway Safety Behavioral Program will partner with the many traffic safety advocates to spread the message not to drink and drive within vehicles or as motorcycle operators to all ages statewide. One example of an event would be the State Basketball Tournament held in Casper, where volunteers manned an informational booth to spread the word about driving impaired. Another special event is the Wyoming State Fair held in Douglas annually where the Fair attendees are able to ask questions, see demonstrations and hear stories of crash survivors. The Sturgis Rally with the Ham 'n Jam in Wyoming will continue to be a focus for impaired drivers.

The Safety Campaigns throughout the fiscal year corresponds with the NHTSA campaign schedule to fight impaired driving, promote motorcycle awareness, to reduce the use of alcohol and increase the use of safety belts and child restraints. The campaign calendar is designed to provide campaign schedules for each of the campaign events throughout the calendar year showing when the media begins and ends, enforcement efforts and times, and encourages community involvement planning with partners such as WYDOT Public Affairs Office, Wyoming Highway Patrol, and WASCOP and other organizations. The calendar is distributed to law enforcement partners, community leadership, Safe Kids Coalitions/partners, Safe Communities, legislators, coalition members, public health and other advocates as a focus device for community event planning.

As incentive for program development for the May Mobilization and August Crackdown campaigns, increasing law enforcement visibility on the interstate while working high visibility enforcement, crashes and directing traffic, the HSO will provide ANSI Standard 107-2010 Class III, reflective, lightweight raincoats to law enforcement personnel. These raincoats will reduce their risk of being struck by a vehicle and protect them from the elements in inclement weather and low light situations. These lightweight rain jackets would allow law enforcement to be easily seen and identifiable as law enforcement officers while allowing easy access to their weapons. This lightweight rain coat may also be used in conjunction with their existing winter coat's liner in colder conditions. The distribution of the rain coats will be based upon a performance standard yet to be determined.

Project Number: K8FR-2015-15-K8-09 - Continued
Project Name: Comprehensive Alcohol Program / Special Events / Events Calendar Project
Project Awardee: Highway Safety Behavioral Program
Evaluation Measures: Provide a report of project activity. Materials purchased or printed and/or incentive items with the message as applicable.

To report collaboration efforts with all safety partners on the increased messaging directed towards the young adult drivers (14-49 years of age)

To distribute the calendar on a timely basis to the above safety partners and advocates and provide this list for review in the project file. To provide anecdotal comments on how the calendar assisted these partners in participating in the different traffic safety campaigns. Report collaboration efforts with all safety partners on the increased messaging directed toward the young adult driver (14-49 years of age).

Project Funding Source: 410 High Fatality Rate

Budget Summary:	Comprehensive OP Project	
	Project Expenses	\$37,983.44
	Special Events Project	
	Project Expenses	\$22,776.41
	Events Calendar Project	
	Project Expenses	<u>\$ 2,500.00</u>
	SUB TOTAL	\$63,259.85
	WYDOT Indirect Cost (8.23%)	<u>\$ 5,851.54</u>
	TOTAL	\$69,111.39

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 5.2, 5.5, 6.5; Chapter 2: Sec. 3.1, 6; Chapter 3: Sec. 4; Chapter 4: Sec. 2; Chapter 4: Sec. 2; Chapter 5: Sec. 4; Chapter 6: Sec. 3; Chapter 7: Sec. 1.2; Chapter 8: Sec. 3.1; Chapter 9: Sec. 1.3, 2.2, 3, 4.2.

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

Project Number: K8FR-2015-15-K8-10
Project Name: Geo Locating
Project Awardee: Highway Safety Program

Project Description:

This project is to assess the feasibility of integrating several specific data sets regarding alcohol consumption and traffic safety, and to explore ways of making the resulting information data set available for analysis and decision-making.

The objectives of the project are to

- Obtain the following data sets for a pilot county:
 - Crash
 - Citation
 - Arrests involving alcohol
 - Locations of liquor licensees
- Demonstrate various ways to integrate the data sets to
 - Determine which methodology provides the best results
- Identify recommended improvements to the different data sets and methods of combining the data for analysis
- Create an integrated data set regarding alcohol use and crashes that can be used to drive decisions to improve traffic safety, in areas such as:
 - Enforcement
 - Policy
 - Legislation

Evaluation Measures: A final report to be provided to the HSO by October 15, 2015 with the final reimbursement request.

Project Funding Source: 410 (HFR) High Fatality Rate

Budget Summary:	Project Expenses	\$ 20,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,646.00</u>
	Total	\$ 21,646.00

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 2.7

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

Project Number: K8HV-2015-15-K8-01
Project Name: Impaired Mobile Command Post
Project Awardee: Cheyenne Police Department

Project Description

In order to significantly reduce the statewide percentage of alcohol-involved crashes in Wyoming, new strategies and a data driven approach will be implemented to target this recurring and dangerous problem.

Statistics provided by WASCOP Alcohol and Crime in Wyoming 2012 indicate that:

- Alcohol was involved in 72.12% of all Statewide custodial arrests and 32.89% were DUI's. Alcohol was involved in 28.76% of all custodial arrests in Laramie County.
- The average DUI blood alcohol content (BAC) reported in all DUI arrests was 0.145, which is nearly double the legal limit.
- The level of alcohol involvement reported in the 118,194 reported arrests during the last seven years indicates that alcohol is the drug that has the greatest influence on crime and fatal crashes in Wyoming.

Laramie County is one of the most populous counties in the State and account for 30% of the population and 28.8% of all DUI arrests in the State during 2012. The Cheyenne Police Department received a prior grant (FY 2014) to purchase a Mobile DUI Command Post in order to impact the number of DUI traffic crashes, impact the number of overall DUI's, and ultimately lower the number of injuries and fatalities related to DUI in the State of Wyoming. This effort will be based on a targeted data driven approach using traffic crash data and citation data to assist with directed DUI enforcement efforts.

This project involves cooperation and collaboration with other law enforcement agencies in the State of Wyoming. The Cheyenne Police Department is committed to taking the lead role in this endeavor by providing not only the Mobile DUI Command Post to other law enforcement agencies/communities, but also providing operators of the vehicle and equipment during enhanced DUI enforcement efforts.

The Cheyenne Police Department already has existing M.O.U.'s with the following agencies which will allow for immediate deployment of the Mobile DUI Command Post upon delivery (which is anticipated in September, 2014): Laramie County Sheriff's Department, Casper Police Department, Laramie Police Department, Pine Bluffs Police Department, Wyoming State Park Rangers.

The Cheyenne Police Department is continuing to construct written policies and procedures for use of the Mobile DUI Command Post in other communities. All city, state and federal rules and regulations will be applied when using the Mobile DUI Command Post.

1. To provide highway safety federal grant funds for reimbursement of expenses to the Cheyenne Police Department for the continued operation, accessories, and equipment for the Mobile DUI Command Post.
2. Cheyenne Police Department will develop Mobile DUI Command Post protocols for use by the Statewide DUI Taskforce, municipal, county, and state law enforcement.

Project Number: K8HV-2015-15-K8-01 - Continued
Project Name: Impaired Mobile Command Post
Project Awardee: Cheyenne Police Department

3. Participate in media campaigns in order to raise awareness and demonstrate the deadly results that can result from DUI. The objective is to reduce the number of alcohol related crashes and overall number of DUI's within identified communities. For example, but not limited to the following campaigns and events:
 - Labor Day
 - Memorial Day
 - July 3rd- 6th , 2015
 - August 19th- September 5th - National Crackdown
 - June, 2015 - Cheyenne Brewers Festival
 - June 27th, 2015 - Cheyenne Superday
 - Central Wyoming Fair and Rodeo
 - Cheyenne Frontier Days
 - October 20th - 26th , 2014 - National Teen Driver Week
 - October 30th- November 2nd, 2014 – Buzed Driving
 - December 14th- January 4th, 2015 – Over the Limit, Under Arrest
 - May 11th- May 25th, - May Mobilization
 - March 13th – 17th, 2015, - St. Patrick's Day
 - Use in Laramie during University of Wyoming popular sporting activities (football, basketball)
 - Use at various statewide type events
 - Use at statewide High School type events
 - Use at various Wyoming State Parks during high volume, holiday events
4. The Cheyenne Police Department will continue to participate in the Laramie County DUI Task Force, other statewide DUI Task Forces, and use the Mobile DUI Command Post for enforcement efforts in the State of Wyoming. The mere presence of the Mobile DUI Command Post at various locations will indicate to the community that DUI enforcement is a high priority for law enforcement and therefore, may be a deterrent.
5. The use of the Mobile DUI Command Post will be evidence-based, data-driven Problem Identification.
6. Provide funding for 'wrapping' and decals in order to prominently display the message of DUI Enforcement, agency affiliations, and other agency messages.
7. To provide travel and training expenses associated with Mobile DUI Command Post and its use within the State of Wyoming.

The projected budget is for the use and operation of the Mobile DUI Command Post. This use includes estimates on overtime expenses for the operation of the vehicle and also includes travel estimated travel expenses for use of the vehicle in various agencies in Wyoming.

Evaluation Measure: A final report to be provided to the HSO by October 15, 2015 with the final reimbursement request. Report will include protocols for utilizing Mobile DUI Command Post (ie, training, travel, requests) and results of use.

Project Number: K8HV-2015-15-K8-01 - Continued
Project Name: Impaired Mobile Command Post
Project Awardee: Cheyenne Police Department

Project Funding Source: 410

Budget Summary:	<u>410</u>	<u>Local Funds</u>
Overtime Expenses	\$100,000.00	\$0
Travel, training, per Diem expenses	\$ 50,000.00	\$0
Equipment/Materials/Supplies (internal)	\$ 10,000.00	\$0
Wrapping/Decals (external)	\$ 10,000.00	\$0
Media Expenses, promote campaigns within communities	\$ 25,000.00	\$0
Maintenance/Storage of Mobile DUI CP	<u>\$ 0.00</u>	<u>\$2,500.00</u>
Total	\$195,000.00	\$2,500.00
WYDOT Indirect Charges (8.23%)	<u>\$ 16,048.50</u>	
Total	<u>\$211,048.50</u>	

Local Benefit: 100%

Equipment: Non-Major

CTW: Chapter 1: Section 2.2, 2.5

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

**OCCUPANT PROTECTION
MAP21 - 405B**

Project Number: M2HVE-2015-15-M2-01
Project Name: Occupant Protection O/T High Visibility Enforcement
Project Awardee: Wyoming Association of Sheriffs and Chief of Police (WASCOP)

Project Description

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

WASCOP will provide opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on seat belt usage violations placing the traveling public in jeopardy. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

To assist in combating the occupant protection problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar units will be purchased to be used as a trigger mechanism to enforce occupant protection seat belt enforcement.

Evaluation Measure: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of High Visibility Enforcement. Provide final reporting of all equipment purchased by October 15, 2015.

Project Funding Source: 405B

Budget Summary:	Occupant Protection O/T HVE	\$465,000.00
	Radar Equipment	\$ 60,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 48,562.50</u>
	WASCOP Total	\$573,562.50
	WYDOT Indirect Charges (8.23%)	<u>\$ 47,204.19</u>
	Total	\$620,766.69

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 2: Section 2.1, 2.3

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions;

Project Number: M2HVE-2015-15-M2-02
Project Name: High Visibility Occupant Protection Enforcement
Project Awardee: Wyoming Highway Patrol

Project Description

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

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

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

Project Funding: 402 / 405B

Budget Summary:	Overtime Salary	\$125,000.00
	High Visibility Enforcement Meeting	\$ 14,000.00
	Radar units & accessories (50 @ \$2,000/unit)	\$100,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 19,669.70</u>
	TOTAL	<u>\$258,669.70</u>

Local Benefit: 0%

Capital Equipment: Non-Major equipment

CTW: Chapter 2: Section 2-7

Performance Target: C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions;

Project Number: OP-2015-15-OP-03 / M2PE-2015-15-M2-01
Project Name: Alive @ 25 /Occupant Protection Education/Instructor Education/
 Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol (WHP)

Project Description

Every year Wyoming has a large number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2013, approximately 50% of fatalities on Wyoming Highways did not properly use their occupant restraint. Of the 50%, approximately 81% were Wyoming residents. Almost 55% of the Wyoming deaths under 21 years of age were not properly restrained. Young drivers are among the leading cause of motor vehicle crashes in the nation. Young drivers are one of the persuasive groups to change their driving behaviors and attitudes.

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

This project will also provide WHP personnel training and education through travel to Traffic Safety Conferences.

The Wyoming Highway Patrol Strategic Plan strives to reduce the number of fatalities by five percent, reduce the overall number of crashes by five percent, and increase seat belt use by five percent. With this in mind, divisions are implementing new ways to educate the public about their enforcement and safety activities.

Evaluation Measure: The WHP will provide a final project report to the Highway Safety Office by October 15, 2015. The report will summarize entire project and the statewide effects.

Project Funding Source: 402 OP (50%) / 405b Low Public Education (50%)

Budget Summary:

Personal Services (Overtime for Safety Education Classes/Presentations)	\$ 85,000.00
Materials/Program Support Materials/Supplies/Awards	\$ 60,000.00
Equipment Maintenance	\$ 10,000.00
Training/Travel	\$ 40,000.00
Media Costs	\$ 45,000.00
WYDOT Indirect Costs (8.23%)	<u>\$ 19,752.00</u>
Total	\$259,752.00

Project Number: OP-2015-15-OP-03 / M2PE-2015-15-M2-01 - Continued
Project Name: Alive @ 25 /Occupant Protection Education/Instructor Education/
Distracted Driving/Winter Driving/Teen Driving
Project Awardee: Wyoming Highway Patrol (WHP)

Local Benefit: 0%

Capital Equipment: N/A

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

Performance Target: C9: Number of drivers age 20 or younger in fatal crashes;

**DATA PROGRAM
(TRAFFIC RECORDS)
MAP21 - 405C**

Project Number: 402 / 405C 2015-15-See Below
Project Name: Various – See below
Project Awardee: WYDOT - Wyoming Traffic Records Coordinating Committee (WYTRCC) & Wyoming Traffic Records Oversight Committee (WYTROC)

The Wyoming Traffic Records Coordinating Committee (WyTRCC), by definition, is tasked with the job of improving Wyoming’s Traffic Records Systems. It is the role of the committee to help with communication, coordination, and assistance among collectors, managers, and users of traffic records data in Wyoming and also to review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.

Project Number: TR-2015-15-TR-01
Project Name: Traffic Safety Analysis and Reporting for Other Users
Project Awardee: Highway Safety Office

This project is to make the system components more accessible and/or usable by other programs within WYDOT and other agencies such as FHWA, LTAP, Tribal DOT, and local jurisdictions (MPOs, police departments, etc.)

The objectives of this project are to:

1. Provide the additional users with access to the enhanced CARE system and related components.
2. Apply provide database changes as needed to data sets currently in place and generally accessible.
3. Apply provide appropriate application modifications to better support the wider set of users.
4. Provide an appropriate security mechanism for access to the web-based toolset from outside of WYDOT.

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

Project Number: TR-2015-15-TR-02
Project Name: Driver Registration Data Access
Project Awardee: WYDOT - Driver Services

The purpose of this project is to:

- Link Driver Registration Data System with the crash data in order to correct erroneous data in the Crash Data System
- Improve access to the driver license data to provide correct "exposure" driver demographic data for behavioral studies
- Improve the reporting capability on Driver Registration data

Project Number: TR-2015-15-TR-02 - Continued
Project Name: Driver Registration Data Access
Project Awardee: WYDOT - Driver Services

The objectives of this project are to:

- Provide ongoing accessibility to up-to-date driver registration data
- Set up appropriate auxiliary tables (such as code lookup tables, etc.)
- Set up a redacted view of the data to link with the crash data

This project will achieve a key goal from the Traffic Records Strategic Plan; to improve the usability of the Driver Registration data.

Project Budget	\$20,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 1,646.00</u>
Total	\$21,646.00

Project Number: TR-2015-15-TR-03
Project Name: Vehicle Registration Data Access Pilot
Project Awardee: WYDOT - Motor Vehicle Services

This project is to explore the feasibility of:

- Improving the accessibility to vehicle registration data, and
- Linking vehicle registration data with crash data.

The goal of this project is to create an initial snapshot copy of the motor vehicle data that is usable by the Motor Vehicle personnel for improved analysis and reporting, and also to the Highway Safety Office personnel, for use in exploring ways to link the vehicle and crash data.

Project Budget	\$10,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 823.00</u>
Total	\$10,823.00

Project Number: M3DA-2015-15-M3-01
Project Name: WASCOP E-Citations
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

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

RMS Purchase/ accessories	\$300,000.00
WASCOP Indirect Charges	<u>\$ 27,750.00</u>
WASCOP TOTAL	\$327,750.00
WYDOT Indirect Charges (8.23%)	<u>\$ 26,973.82</u>
Total	\$354,723.82

Project Number: M3DA-2015-15-M3-02
Project Name: GIS/LRS
Project Awardee: WYDOT – Planning Department

The objective of this project is to have a single source of roads in a GIS program that can tie crash records to other data records. The GIS layer will also enable the upgrading of the crash data collection system. A map based location system would be possible to assist officers in locating crashes accurately.

Another goal of the project is continued work to correct problems achieving a stable GIS road network for data linkage, crash studies... This project will continue to link all road names and segment numbers to the road network in GIS, develop data standards agreeable with counties

GIS/LRS	\$60,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 4,938.00</u>
Total	\$64,938.00

Project Number: M3DA-2015-15-M3-03
Project Name: Traffic Records Project Manager
Project Awardee: WYDOT Highway Safety Program

Based on the Traffic Records Assessment and Strategic Plan, the Highway Safety Office is utilizing a consultant to assist in project planning, coordinating, tracking and reporting. With the Traffic Records Project Manager, projects will be advanced, ensuring that the various project directors daily urgencies don't undermine the work required in active projects.

This project provides funding for the WYTRCC Project Manager that will coordinate on-going and future activities to ensure the success of the projects. The project manager will provide progress reports on the traffic records project, activities performed, benchmarks reached and milestones accomplished. Project manager will attend traffic safety conferences and travel as requested by the Highway Safety Office.

Consulting Fees	\$170,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 13,991.00</u>
Total	\$183,991.00

Project Number: M3DA-2015-15-M3-04
Project Name: EMS Electronic Data System– Hardware/Software/Training
Project Awardee: Department of Health – EMS Program

The Wyoming EMS is in the process of replacing the current ambulance trip and reporting program and trauma registry. Improvements to this process require the purchase of software, equipment and traffic safety training in fostering support for continued increased compliance of ambulance companies to submit EMS run data electronically. Greater than 85% of hospitals and ambulance services in the State are currently using the Wyoming Ambulance Trip Reporting System/Trauma Registry (WATRS) provided. Additionally, 60% of the 200 ambulances in the state have been equipped to achieve 100% mobile capability. Historically, the paper-based system resulted in a time lag of 4 to 6 months. Currently, reporting shows data availability within an average of 52 days.

Electronic Data System – Associated Hardware/Software	
Maintenance/Hosting/Support/Upgrades	\$155,700.00
Travel/Training Expenses	\$ 20,000.00
DOH Indirect Charges (21.5% Travel/Training only)	<u>\$ 4,300.00</u>
EMS Total	\$180,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 14,814.00</u>
Total	\$194,814.00

Project Number: M3DA-2015-15-M3-05
Project Name: E-Citation link to Supreme Court Repository
Project Awardee: Supreme Court

The objective of this project is to pilot the connection between a local law enforcement agency's e-Citation system, the local court system (that has jurisdiction for the agency), and the citation repository in place at the Supreme Court. The objectives of such a connection is to a) enable real-time sharing of information between agencies (e.g. if a driver is stopped for speeding in one jurisdiction, and then stopped in another), b) to enable a direct link to Driver Services to ensure proper application of judgments (license suspension or revocation, etc.), and c) to provide the court system with consolidated information regarding infractions throughout the state.

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

Project Number: M3DA-2015-15-M3-06
Project Name: MVS Temporary Plate Solution Development
Project Awardee: WYDOT – Motor Vehicle Services

The Motor Vehicle Services requests to develop a database system that would deliver real time information to WYDOT, law enforcement and other authorized entities to control and monitor the issuance of temporary vehicle registrations. Thus, improve the security of the temporary registration process resulting in a reduction of fraud, abuse and a decrease of registration evasion.

Due to the complex nature of the database and logistics, the first step to this project is to hire a consultant to assist with planning and writing a Request for Proposal (RFP) to implement a Security Vehicle Temporary License Plate Tag System.

Project Budget	\$10,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 823.00</u>
Total	\$10,823.00

Project Funding Source: 402 / 405C

Budget Summary:	Traffic Safety Analysis & Reporting	
	Other Users	\$ 162,345.00
	Driver Registration Data Access	\$ 21,646.00
	Vehicle Registration Data Access Pilot	\$ 10,823.00
	WASCOP – E Citations	\$ 354,723.82
	GIS/LRS Project	\$ 64,938.00
	Traffic Records Project Manager	\$ 183,991.00
	EMS Electronic Data System Maintenance/ Hardware/Software/Training	\$ 194,814.00
	E-Citation link to Supreme Court Repository	\$ 108,230.00
	MVS Temporary Plate Solution Dev	<u>\$ 10,823.00</u>
	TOTAL	\$1,025,749.82

Local Benefit: 0%

Equipment: N/A

Performance Target: Timely, Accurate, Complete, Uniform, Integrated, Accessibility

**IMPAIRED DRIVING
MAP21- 405D**

Project Number: M5HVE-2015-15-M5-01
Project Name: DUI O/T High Visibility Enforcement
Project Awardee: Wyoming Association of Sheriffs and Chief of Police (WASCOP)

Project Description

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

Similar to grant funding by the HSO, WASCOP will provide opportunities to all law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on impaired driving placing the traveling public in jeopardy. Approximately 75 individual grant applications were received, processed and approved for funding in FY2012. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data.

Evaluation Measure: Provide monthly reports on activity and productivity of the law enforcement efforts in the event areas of DUI High Visibility Enforcement. Provide final reporting of all project activities by October 15, 2015.

Project Funding Source: 405D

Budget Summary:	DUI O/T HVE	\$472,000.00
	WASCOP Indirect Charges (9.25%)	<u>\$ 43,660.00</u>
	WASCOP Total	\$515,660.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 42,438.82</u>
	Total	\$558,098.82

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 2.2, 2.5

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

Project Number: M5HVE-2015-15-M5-02
Project Name: Specialized Motorcycle Enforcement Detail, Ham & Jam/Sturgis
Project Awardee: Wyoming Highway Patrol

Project Description

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

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

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

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

Evaluation Measure: A detailed summary of patrol activities, crashes, and arrests will be provided to Highway Safety which will evaluate progress and success of the targeted enforcement.

Project Funding Source: 405D (C7 50% / C8 50%)

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

Local Benefit: 0%

Capital Equipment: N/A

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

Performance Target: C7: Number of motorcyclist fatalities; C8: Number of unhelmeted motorcyclist fatalities;

Project Number: M5HVE-2015-15-M5-03
Project Name: WHP DUI Overtime Enforcement
Project Awardee: Wyoming Highway Patrol

Project Description

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

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

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

Project Funding Source: 405D

Budget Summary:

Overtime Salary	
(Holiday and Summer-Local celebrations)	\$90,000.00
100 Blood Kits (\$ 9.95 ea + shipping)	\$ 1,100.00
WYDOT Indirect Costs (8.23%)	<u>\$ 7497.53</u>
TOTAL	\$98,597.53

Local Benefit: 0%

Capital Equipment: None

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

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

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Project Description:

The goal of the program is to address the driving issues of alcohol related crashes and to increase the correct use of safety belts and child restraints by adults and youth. The program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children and pre-teens are targeted because live-saving habits formed early are most likely to continue throughout life. Adult drivers will be targeted to create awareness to drive sober and use restraints themselves.

This project will pay for salaries and operating expenses only. The HSO Statewide Safe Communities grant will be lead in providing and purchasing media and program enhancement materials for Region 3 to ensure a coordinated and unified statewide effort.

Fremont County:

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

In Fremont County from 2009 to 2011 there were a total of 2,678 crashes, 43 of these crashes were fatalities. According to the Wyoming FY2012 Problem Identification manual, specifically the Safety Index Ranking, Fremont County is listed as an area that needs improvement in all categories with the exception of Crash Rate Per 1000 Population category. Fremont County has the second worst Total Ranking Safety Index in the State of Wyoming, making Fremont County a necessary area of focus to reach Highway Safety goals in the state of Wyoming.

Park County:

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

In Park County from 2009 to 2011 there were a total of 1,857 crashes, 10 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Park County is listed as an area that needs improvement in Alcohol Rate per 100 Million Vehicle Miles and Driver Safety Equipment Usage categories, making Park County a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Hot Springs County:

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

In Hot Springs County from 2009 to 2011 there were a total of 311 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Hot Springs County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Hot Springs County has the worst rating of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Washakie County:

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

In Washakie County from 2009 to 2011 there were a total of 384 crashes, 3 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Washakie County is listed as an area that needs improvement in the Driver Safety Equipment Usage Category. Washakie County has the second worst ranking of all Wyoming Counties in this category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Big Horn County:

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

In Big Horn County from 2009 to 2011 there were a total of 728 crashes, 7 of these crashes were fatalities. According to the Wyoming FY2012 Problem identification manual, specifically the Safety Index Ranking, Big Horn County is ranked sixth in the state as needs improvement in the Driver Safety Equipment Usage category, making it a necessary area of focus to reach Highway Safety goals in the State of Wyoming.

Injury Prevention Resources will be implementing Safe Communities projects in the following counties in Wyoming.

The above mentioned areas each have unique problems facing their communities in District 5. According to the Highway Safety Index Ranking Fremont County is the second most problematic area in reference to the Total Ranking Safety Index. The remaining 4 counties in District # 5 fall above the Safety Index Average of 12.0. This data will guide IPR to place large amounts of concentrated efforts in Fremont County, particularly because Fremont County is a high risk population. Fremont and Park County have been identified as needing improvement in the Alcohol Rate per 100 Million Vehicle Mile category. Alcohol related programs will be conducted at a higher rate of execution in these areas with an expectation of producing improved statistics relevant to alcohol related crashes and vehicle occupant protection.

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1, #2, #3 and the CLICK Kids Program in the state of Wyoming resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of these agencies in the local events and partnerships by participating in the NHTSA National Campaigns of; the May Mobilization and August Crackdown, plus other times selected by the coalition where the data shows a need.

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Essential Job Functions Breakdown

Executive Director- The Executive Director will work to assist coordinators as needed, evaluate and report on the grant as well as maintain necessary community partnerships as the lead point of contact for all partnering agencies within Safe Communities Region # 3.

Safety Education Coordinator- This employee will be responsible for scheduling, planning and executing all events relevant to Safe Communities throughout Region #3. They will regularly be responsible for coordination of efforts to execute educational events within the public, businesses and educational institutions throughout the entire region at specific events. This employee will as be responsible for other duties as assigned by the Executive Director

Media Coordinator- The employee in this position will be responsible for coordination of all earned and paid media; including IPR website, Facebook, twitter, linked-in (and numerous other types of social media) local internet media, newspapers, radio, television, billboards and any other types of advertising/media opportunities. In addition, they will assist in the grant reporting process and other duties as assigned by the Executive Director

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

Project Funding Source: 402 SA / 410 HFR (High Fatality Rate)

Project Number: SA-2015-15-SA-04 / M5IDC-2015-15-M5-01- Continued
Project Name: IPR Region 3 Safe Communities – (Operating Expenses)
Project Awardee: Injury Prevention Resources

Budget Summary

	402(30%)	405D (70%)
Personnel Services	\$24,708.00	\$57,652.00
Accounting	\$ 1,620.00	\$ 3,780.00
Rent and Utilities	<u>\$ 1,944.00</u>	<u>\$ 4,536.00</u>
SUB TOTAL	\$28,272.00	\$65,968.00
WYDOT Indirect Cost (8.23%)	<u>\$ 2,326.79</u>	<u>\$ 5,429.17</u>
TOTAL	\$30,598.79	\$71,397.17

Local Benefit: 100%

Capital Equipment: Non-Major Equipment

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

Performance Target: C4: Number of unrestraint passenger unrestraint passenger all
 seat position; C5 Number of fatalities involving a driver or
 motorcyclist with a BAC of .08 or more;

Project Number: M5CS-2015-15-M5-01
Project Name: Intoximeter
Project Awardee: Campbell, Fremont and Lincoln County Sheriff's Office

Project Description

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

This project provides for the purchase of three Intoximeter ECIR2 breath alcohol testing instruments for the Campbell, Fremont and Lincoln County Sheriff's Office's. Alcohol and Crime in Wyoming 2013 indicates that alcohol was involved in 70.46% for Campbell County Sheriff's Office, 71.89% of Fremont County Sheriff's Office arrests and 61.51% for Lincoln County Sheriff's Office. Average BAC in 2013 for DUI's in these counties was 0.16.

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

Project Funding Source: 405D

Budget Summary:	Intoximeters	\$15,000.00
	WYDOT Indirect Charges (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50

Local Benefit: 100%

Capital Equipment: Intoximeters (3)

CTW: Chapter 1: Section 2.5

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

Project Number: M5CS-2015-15-M5-02
Project Name: Bloodkits
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Project Description

Finding, arresting and convicting impaired drivers is the key to reducing the number of drunk drivers and persons killed on Wyoming's roadways.

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

Evaluation Measure: A summary stating the number of law enforcement agencies that received the kits will be provided by October 15, 2015.

Project Funding Source: 405D

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

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 2.5

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

Project Number: M5PEM-2015-15-PM-01/PM-2015-15-PM-04
Project Name: Highway Safety Alcohol Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Project Description:

Wyoming Department of Transportation Public Affairs Office (WYDOT PAO) highway safety efforts are undertaken on a statewide basis with cooperation of various partners, including WYDOT District Public Involvement Specialists.

The estimated population of Wyoming as of 2010 568158 people. According to WYDOT Highway Safety statistics for 2013; alcohol was involved in 34.6% of fatalities on Wyoming roads and many others were not using proper occupant restraints. Challenging winter driving conditions and distracted driving are also serious contributors to crashes on Wyoming roadways.

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

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified by problem identification. The PAO will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items and printing for the PAO or public information specialists.

The WYDOT PAO has taken the lead in a coordinated media effort with traffic safety partners (ie., Media Coordinators, Safe Communities, Law Enforcement) to ensure continuity of message, eliminate duplication of effort and enhance the overall effectiveness of grant funded traffic safety enforcement efforts statewide. The coordination will focus on August Crack Down, holiday campaigns and local campaigns that focus on impaired drivers. This will increase the visibility of the enforcement efforts during each of the campaigns.

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

Project Funding Source: 405D (\$169,278.50) / 402 (\$150,000.00)

Project Number: M5PEM-2015-15-PM-01/ PM-2015-15-PM-04 - Continued
Project Name: Highway Safety Alcohol Media Campaign
Project Awardee: Wyoming Department of Transportation Public Affairs Office

Budget Summary:	Production Costs	\$ 10,000.00
	(Materials/Supplies/professional Services)	
	Media Purchases	\$ 235,000.00
	(Newspaper, Television, Radio, Internet, Sports Venues)	
	Public Involvement Specialists	\$ 50,000.00
	Overall Survey Costs	\$
	WYDOT Indirect Cost (8.23%)	\$ <u>24,278.50</u>
	TOTAL	\$ 319,278.50

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

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

Project Number: M5PEM-2015-15-PM-02
Project Name: GCID Impaired Driving Media Campaign
Project Sub Recipient: WYDOT Public Affairs Office

Project Description:

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, serious injuries and property damage. The Governor’s Council on Impaired Driving (GCID) is working to make the public aware of highway safety issues related to impaired driving, specifically drunken driving.

The WYDOT Public Affairs Office (PAO) will assist the GCID in their efforts to educate and inform the public about the dangers of impaired driving; PAO will make recommendations, provide creative services, (concepts, messaging, themes, slogans, design, video, photo, ect), arrange for media buys, contract with vendors and consultants as needed and maintain the paperwork portions of the grants.

Evaluation Measures: A final report will be provided the Highway Safety Office by October 15, 2015 with the final reimbursement request.

Project Funding Source: 405D

Budget Summary:	Project Expense	\$ 500,000.00
	WYDOT Indirect Cost (8.23%)	\$ <u>41,150.00</u>
	TOTAL	\$ 541,150.00

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

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

Project Number: M5TR-2015-15-TR-01
Project Name: Impaired Driving Program Manager (DRE/SFST/ARIDE Training)
Project Awardee: WYDOT-Highway Safety Office

Project Description:

Wyoming's alcohol-involved traffic crashes have been steady despite enforcement and prevention efforts. The data from 2010-2012 has a steady trend of fatal traffic crashes involving an impaired driver average at 30.5% per year. In 2012, 34.2% of the fatalities involved alcohol and/or drugs. Alcohol and drug-involved fatal crashes continue to be a major factor in Wyoming's fatal traffic crashes each year. In addition, 391 of the 2761 injury crashes in 2012, or over 14%, involved alcohol and/or drugs. In 2013, over 4,300 Driving Under the Influence arrests were made in the state by all law enforcement officers. Although there is no data collected on the prevalence of drug-impaired drivers, anecdotal information supports the notion that these drivers are on the rise.

Wyoming's Drug Evaluation and Classification Program (DECP) began in 2006. Currently, there are 75 Drug Recognition Experts (DREs) stationed throughout the state, working for various law enforcement agencies. The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was developed by the National Highway Traffic Safety Administration (NHTSA). ARIDE was created to address the gap in training between the Standardized Field Sobriety Testing (SFST) and the DECP. The SFST program trains officers to identify and assess drivers suspected of being under the influence of alcohol while the DECP provides more advanced training to evaluate suspected drug impairment.

The Impaired Driving Program Manager will also be responsible for planning and coordination of the biannual Governor's Conference on Impaired Driving in odd years as well as the biannual DRE Basic class and field certifications in even years. It has become common practice to hold an Impaired Driving Conference during the spring of every odd year in Wyoming. This conference provides an opportunity to bring law enforcement officer and prosecutors together for updated training and networking opportunities.

Since the inception of the DRE Program, agencies have either been paying the overtime for these callouts out of their own budgets or have not been making off-duty DREs available for callouts. The ability to be reimbursed for these overtime expenses would help ensure the availability of DREs in these cases. A callout for a DRE evaluation on a normal DUI arrest should take no more than three hours of overtime on average. Callouts for investigation of a fatal or serious injury crash may take longer. Wyoming DREs performed 164 enforcement evaluations in 2013 however many of these were conducted while the DREs were already on shift. It will also be made clear to participating agencies that if they are called out on an overtime basis, they would be able to request reimbursement as long as the callout is not in the existing scope of work the DREs do currently (i.e., call outs on drug/alcohol suspected DUI arrests or fatal crash causal factors).

Traffic Safety conferences and trainings are required to stay current on national trends, issues and best practices. Conferences and trainings can include, but not limited to: Impaired Driving Conferences, Recertification of DREs, Advanced Roadside Impaired Driving Enforcement, SFST Training.

Project Number: M5TR-2015-15-TR-01 - Continued
Project Name: Impaired Driving Program Manager (DRE/SFST/ARIDE Training)
Project Awardee: WYDOT-Highway Safety Office

Evaluation Measure: To provide a Year End Summary Report of all trainings, purchases, buys, activities, etc., by October 15, 2015.

Project Funding Source: 405D

Budget Summary:	405D
Impaired Driving/Traffic Safety Conference	\$ 50,000.00
Traffic Safety Travel/Training (Out of State)	\$ 16,000.00
ARIDE Training Costs	\$ 16,000.00
SFST Training	\$ 7,000.00
SFST Refresher Training	\$ 5,000.00
DRE Callout Overtime	\$ 7,000.00
Materials/Supplies/Misc. Costs	\$ 10,000.00
Mileage	\$ 5,000.00
Impaired Driving Program Manager (1500 hours at \$55/hour)	<u>\$ 82,500.00</u>
Total	<u>\$198,500.00</u>
WYDOT Indirect Charge (8.23%)	<u>\$ 16,336.55</u>
Total	<u>\$214,836.55</u>

Local Benefit: 100%

Equipment: N/A

CTW: Chapter 1: Section 7.1, 7.3

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

Project Number: M5IS-2015-15-M5-01
Project Name: Wyoming Underage Drinking and Driving Reduction
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Project Description

The Wyoming Association of Sheriffs and Chiefs of Police is a non-profit educational and charitable organization that is an approved preferred vendor for the State of Wyoming. WASCOP provides statewide, strategic grant management services for member law enforcement agencies in the State of Wyoming. WASCOP has successfully managed Enforcing Underage Drinking Laws Grant funds for the Wyoming Department of Health and NHTSA funding for the Wyoming Highway Safety Program. WASCOP has gathered data in underage drinking arrest demographics since 2005. The 2013 report, Enforcing Underage Drinking Laws Grant: Youth and Alcohol Data – 2013, indicates that 49% of all underage drinking arrests involve vehicles or take place on public rights of way or parking lots, up from 35% in 2011. WASCOP has also gathered arrest data for all 23 counties in 2013. The Alcohol and Crime in Wyoming 2013 report indicates that DUI arrests account for 29.6% of all arrests statewide; the average BAC is .155% for all DUI arrests, and that 5.79% of all persons arrested for DUI were under the age of 21 years. Furthermore 25.9% of all juvenile arrests requiring incarceration involved alcohol.

In 2013 there were 15 fatalities and 973 injuries in crashes with a driver 14-20 years of age. There were 44 alcohol involved crashes with a driver 14-20 years of age that resulted in two deaths and 42 injuries; and an additional 53 alcohol involved crashes that resulted in property damage only.

Noting that a high percentage of youth arrests involving vehicles and public rights of way are alcohol-related, action must be taken to address the problem. The following will be provided:

- * Continued involvement with local law enforcement agencies, County Prevention Management, and local coalitions. These groups realize the importance of reaching our youth and adults within the community and have conducted community specific needs assessments. These groups have identified best practice enforcement strategies to address underage drinking, over-consumption, and drinking and driving, including underage drinking and driving. Strategies to be funded include party patrols, saturation patrols, special event enforcement presence, source investigations, retailer compliance checks, server training, bar checks, and shoulder taps.
- * Provide local agency media support to address underage drinking and driving aimed at preventing underage drinking, hence underage drinking and driving, through local initiatives. All media is to be developed by the project coordinator.
- * Underage drinking enforcement which may include seasonal high profile campaigns to educate and raise awareness on underage drinking and driving: ~ Thanksgiving through January 1, 2015, Spring Break, Prom, Graduation, Labor Day, Beginning of the school year, Community specific special events.

Project Number: M5IS-2015-15-M5-01 - Continued
Project Name: Wyoming Underage Drinking and Driving Reduction
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Evaluation Measure: A final report will be provided to the Highway Safety Office summarizing all activities before October 15, 2015.

Project Funding Source: 405D

Budget Summary:	405D <u>Funds</u>	WY Dept. of Health <u>PFS Funds</u>
Law Enforcement OT	\$172,000.00	\$ 98,000.00
Personnel Services	\$ 25,000.00	\$ 25,000.00
Travel/Training	\$ 3,000.00	\$ 8,000.00
TIPs Training	\$ 0.00	\$ 5,000.00
Media & Development	\$ 20,000.00	\$ 0.00
Prescription Drug Drop Boxes	\$ 0.00	\$ 2,000.00
Alcohol and Youth Data Report	\$ 20,000.00	\$ 0.00
WASCOP Indirect Costs	<u>\$ 22,200.00</u>	<u>\$ 12,600.00</u>
WASCOP Total Budget	\$262,200.00	\$150,000.00
WYDOT Indirect Charges (8.23%)	<u>\$ 21,579.06</u>	<u>\$ 0.00</u>
Total	\$283,779.06	\$150,000.00

Local Benefit: 100%

Equipment: N/A

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

Performance Target: C9: Number of Drivers Age 20 or Younger Involved in Fatal Crashes;

Project Number: M5IS-2015-15-M5-02
Project Name: Governor’s Council on Impaired Driving Facilitator
Project Awardee: Johnson & Associates

Project Description:

The Governor’s Council on Impaired Driving (GCID) was established on September 16, 2011 with executive order 2011-7. The council is responsible to serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming, to identify priority issues and prevention strategies related to impaired driving, to develop plans to implement strategies, including the multi-agency Strategic Plan to Reduce impaired Driving in Wyoming, to recommend content and timing of public awareness and education efforts related to impaired driving, and to report to the governor.

The council includes both government and private sector members appointed by the governor. The staffing for GCID will have two co-chairs appointed by the governor from the council’s membership. The governor will also appoint a facilitator who will be responsible for managing the work of the GCID, including facilitating meetings, coordinating with the Governor’s Office, serve as a spokesperson, and reporting the work of the council to the Governor.

Evaluation Measures: A final will be provided to the Highway Safety Office (HSO) by October 15, 2015 with the final reimbursement request.

Project Funding Source: 405D

Budget Summary:	Project Expenses	\$ 188,350.00
	WYDOT Indirect Cost (8.23%)	\$ <u>15,501.20</u>
	TOTAL	\$ 203,851.20

Local Benefit: 0%

Capital Equipment: None

CTW: Chapters 1-10

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

Project Number: M5IS-2015-15-M5-03
Project Name: Impaired Driving Policy Coordinator
Project Awardee: Wyoming Governor's Office

Project Description:

Multiple communities, councils, task forces, agencies, organizations and programs are working to address alcohol issues and reduce impaired driving in Wyoming. Many initiatives cut across state agencies (Department of transportation, Health, Family Services, Corrections, Education, revenue, ect.) and many funding opportunities require partnerships between various state and local agencies.

Yet because many state and local programs work independently of each other, resources are frequently duplicated, funding opportunities are often missed, messages and timing are confused, resulting in an overall reduction in the effectiveness of the initiatives. Maximum ad sustained reduction in impaired driving cannot be realized without coordinated efforts.

The DUI Policy Coordinator will coordinate state efforts with local initiatives which would ensure that state and local efforts compliment and reinforce each other. The position is placed in the Wyoming Governor's Office and given authority to effectively deliver the Governor's policy directives on impaired driving. The coordinator will work closely with state agency departments heads to identify and implement the most effective impaired diving countermeasures, eliminating redundancy and leverage each agency's budget to more effectively reduce impaired driving. The coordinator will provide or coordinate training for various service providers (law enforcement, prosecuting attorneys, judges, liquor license holders, ect.) inform state and local providers about the potential grant opportunities and inform state and local policy makers about the status of the impaired driving problem in Wyoming.

Evaluation Measures: As a performance/outcome –based strategy state and local impaired driving prevention efforts will compliment and reinforce each other, reducing duplication of resources and services. The public will continue to be made aware of policies designed to reduce impaired driving. Funding to prevent impaired driving will support evidence based best practices. Monitoring of data for reduction in impaired driving crashes, fatalities, and injuries in Wyoming

Project Funding Source: 405D

Budget Summary:	Project Expenses	\$ 120,000.00
	WYDOT Indirect Cost (8.23%)	\$ <u>9,876.00</u>
	TOTAL	\$ 129,876.00

Local Benefit: 0%

Capital Equipment: Non-major/Major equipment as needed

CTW: Chapters 1-10

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

Project Number: M5IS – 2015-15-MS-04
Project Name: CTP (Chemical Testing Program) Training Project
Project Sub Recipient: DOH – Chemical Testing Program

Project Description:

The Specialized training requested in this training grant request is necessary to provide the knowledge and skills related to current alcohol testing procedures and providing expert witness testimony. This training is not part of the routine training for developing and maintaining skills involving routine toxicological analysis.

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

This project provides for the technical and educational training of the Chemical Testing Program staff to ensure they remain experts for drug and alcohol court testimony and on all related instruments. The Chemical Testing Program staff requires training to be current on equipment specifications, repair techniques and to perform the duties as requested of the Highway Safety Office. If not for the highway safety work, they would need little training limited to just the equipment they use in-house.

Evaluation Measures: To fund registration and travel expenses for training/educational seminars. Material related to the training will be sent to the Highway Safety Office. A training report will be provided to the Highway Safety Office after travel and training for each training/educational seminar.

Project Number: M5IS – 2015-15-MS-04 - Continued
Project Name: CTP (Chemical Testing Program) Training Project
Project Sub Recipient: DOH – Chemical Testing Program

Project Funding Source: 405D

Budget Summary:	Training/Travel/ Educational Expenses	<u>\$8,000.00</u>
	SUB TOTAL	\$8,000.00
	WYDOT Pays only 50% of total budget	<u>\$4,000.00</u>
	SUB TOTAL	\$4,000.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 329.20</u>
	TOTAL	\$4,329.20

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 2.5

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

Project Number: M5IS – 2015-15-MS-05
Project Name: CTP (Chemical Testing Program) Equipment Project
Project Sub Recipient: DOH – Chemical Testing Program

Project Description:

This project provides for the purchase of one set of National Institute of Standards and Technology (**NIST**) certified balance calibration weights. The weights will be used to calibrate our laboratory’s analytical balance before making any reagent or standard used in the analysis and/or calibration of equipment for obtaining forensic alcohol testing results. Accurate NIST traceable calibration of equipment used to produce blood and breath alcohol testing reagents, standards and calibration solutions is necessary to insure accurate and forensically defensible results are obtained by our testing program.

In addition to the calibration weights our laboratory is in need of analytical software compatible with Windows 7. Our laboratory recently obtained new computers to replace the very old and increasingly unreliable computers running our gas chromatographs and mass spectrometers used for the analysis of forensic drug and alcohol samples. While attempting to install one of the new computers on our headspace gas chromatograph it was discovered that its current analytical software is not compatible with the Windows 7 operating system. The latest version of Agilent Technologies Chem Station Analytical Software and related drivers, compatible with Windows 7, is needed for our headspace gas chromatograph in order to install the one of the new Windows 7 equipped computers. The new analytical software would allow the installation of a new computer on our headspace gas chromatograph which would decrease instrument downtime and delays in obtaining forensic alcohol testing results used by statewide law enforcement to prosecute impaired drivers.

Evaluation Measures: To fund equipment purchases for the Chemical Testing Program related to blood and breath alcohol testing and highway safety. Material related to the equipment purchases will be sent to the Highway Safety Office. Copies of information related to the grant agreement will be kept on file for Highway Safety/NHTSA grant monitoring for three years.

Project Funding Source: 405D

Budget Summary:	Equipment Purchase w/S/H	\$ 6,820.00
	Calibration Weights	\$ 1,720.00
	Analytical Software	<u>\$ 5,100.00</u>
	SUB TOTAL	\$13,640.00
	WYDOT Pays only 50% of total budget	<u>\$ 6,820.00</u>
	SUB TOTAL	\$ 6,820.00
	WYDOT Indirect Cost (8.23%)	<u>\$ 561.29</u>
	TOTAL	\$ 7,681.29

Project Number: M5IS – 2015-15-MS-05 - Continued
Project Name: CTP (Chemical Testing Program) Equipment Project
Project Sub Recipient: DOH – Chemical Testing Program

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 2.5

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

Project Number: M5IS-2015-15-M5-06
Project Name: WY Impaired Driving-Traffic Safety Resource Prosecutor (TSRP)
Project Sub Recipient: City of Laramie

Project Description:

In order for the TSRP position to be successful in Wyoming, the TSRP must take a multifaceted approach to highway safety in working with a wide variety of agencies, including but certainly not limited to prosecutors, law enforcement officers, judges, the Department of Health (CTP), the Department of Transportation, the Department of Corrections, local and statewide coalitions for substance abuse concerns, the National Highway Traffic Safety Association, and other TSRPs and prosecutors throughout the state to address highway and traffic safety matters. Critical to this multifaceted approach is to be a liaison to all the state agencies and entities previously referenced and establish strong working relationships with each for the advancement of traffic safety.

It is also essential that the TSRP serve as a professional training organizer to advance education on traffic safety issues. Providing and setting up trainings that are specific to traffic safety issues will aid in effective advancement of traffic safety concerns. This program will continue to participate in a wide variety of law enforcement training such as the Drug Recognition Expert Program (Pre-School and Basic Course), the Standard Field Sobriety Basic Training, ARIDE and other trainings as deemed appropriate. It will also be critical for the TSRP to stay apprised of new and emerging traffic safety issues which will be accomplished through attendance to national conferences and meetings such as but not limited to Lifesavers, GHSA National Association of Prosecutor Coordinators summer and winter meetings, National District Attorney's Association meetings and trainings, International Association of Chiefs of Police annual DRE conference, NHTSA meetings and others as deemed appropriate and available.

The Wyoming TSRP position is an invaluable asset to prosecuting attorneys, law enforcement and other agencies for assistance in effectively prosecuting cases and promoting traffic safety throughout the state. Wyoming ranks among the top in the nation when it comes to DWUI fatalities per population. The goals previously mentioned will be accomplished by improving communication throughout the state; provide training on traffic safety issues; remaining current on the latest knowledge and issues in traffic safety; and becoming a resource for those issues and providing technical assistance when needed.

Project Number: M5IS-2015-15-M5-06 - Continued
Project Name: Wyo. Impaired Driving - Traffic Safety Resource Prosecutor (TSRP)
Project Sub Recipient: City of Laramie
Evaluation Measures: Provide final reporting of all project activities occurring during the project period by October 15, 2015.

The TSRP will evaluate the progress and success of projects/activities created and launched. How many people are reached by each project? Is there a reduction in the number of injuries due to alcohol related crashes, lack of seat belt? Has the rate of DWUI arrest decreased? Is the rate of alcohol related crashes down in Wyoming? Has the media engage in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

Project Funding Source: 405D

Budget Summary:	Personal Services	\$123,252.43
	Travel/Training	\$ 15,000.00
	Materials/Supplies	\$ 5,000.00
	Non-Major Equipment	<u>\$ 2,500.00</u>
	SUB TOTAL	\$145,752.43
	WYDOT Indirect Cost (8.23%)	<u>\$ 11,995.42</u>
	TOTAL	\$157,747.85

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 1: Sec. 1.5, 3-7

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

Project Number: PT-2015-15-PT-03 / M5OT-2015-15-M5-01
Project Name: Law Enforcement Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Project Description

Johnson and Associates (J&A) will contract through WASCOP to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant-related law enforcement initiatives and strategies in accordance with grant requirements.

This project will also incorporate funding to support the coordination of selective strategic enhanced enforcement strategies which were funded by separate project grants in previous years. The individual projects included: Highway Safety Media Coordinators, Traffic Safety Committee, Enhanced DUI & Occupant Protection Enforcement Efforts.

In addition, J&A staff will facilitate the flow of information between the Highway Safety Office, the Association and Wyoming law enforcement agencies to include:

1. Process and administer all authorized Highway Safety Selective Traffic Enforcement Program grants for FY2015
2. Continue to assess and improve existing law enforcement grants management system
3. Maintain the online/consolidated grant reporting system currently in use
4. Provide all grant announcements, information and follow-up
5. Monitor and record event activity reports submitted by grantee agencies
6. Provide the Highway Safety Office with official reports of grantee overtime grant activities and productivity numbers
7. Review vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments.
8. Ensure that all necessary and required grant documentation is reported and recorded.
9. Provide campaign media/events assistance to local law enforcement agencies
10. Coordinate all state activities with national initiatives
11. Assist coordination of all local and state traffic safety initiatives
12. Travel as required to facilitate the Traffic Safety Committee meetings, including travel associated with in-state and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project.
13. Submit a monthly administrative overview and summary report of all grant activity to HSO
14. Schedule and coordinate/facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by the HSO
15. Handle the grant application process for FY2016
16. Provide Technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or the Highway Safety Office
17. Provide technical assistance and staffing services for WASCOP's standing committee on traffic safety
18. Provide a communication/project management system for all participants
19. Schedule meetings as-needed of designed representatives of the HSO, WASCOP and Johnson & Associates to review the status of the grant administration process and to discuss relative issues or concerns
20. To provide all fiscal requirements identified in the grant management manual utilizing forms from the HSO with supporting documentation, such as vouchers, invoices, etc., along with a monthly report on all identified activities related to expenditures.

Project Number: PT-2015-15-PT-03 / M5OT-2015-15-M5-01- Continued
Project Name: Law Enforcement Coordination
Project Awardee: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

Evaluation Measure: To provide a final report of all project activities occurring during the project period by October 15, 2015.

Project Funding Source: 402 PT/ 405D

Budget Summary:	402 (50%)	405D (50%)
Professional Services	\$ 75,000.00	\$ 75,000.00
Travel	\$ 11,700.00	\$ 11,700.00
Meetings	\$ 2,500.00	\$ 2,500.00
Communications (Project Sites)	\$ 600.00	\$ 600.00
Materials & Supplies	\$ 3,400.00	\$ 3,400.00
WASCOP Indirect Charges (9.25%)	<u>\$ 8,621.00</u>	<u>\$ 8,621.00</u>
WASCOP TOTAL	\$101,821.00	\$101,821.00
WYDOT Indirect Charges (8.23%)	<u>\$ 8,379.87</u>	<u>\$ 8,379.87</u>
Total	\$110,200.87	\$110,200.87

Local Benefit: 100%

Capital Equipment: N/A

CTW: Chapter 2: Section 3.1

Performance Target: C4: Number of unrestrained passengers; C5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above;

**MOTORCYCLE
AWARENESS
MAP21 – 405F**

Project Number: MC-2015-15-MC-01 / M9MA-2015-15-M9-00
Project Name: Motorcycle Safety Project
Project Sub Recipient: Highway Safety Program

Project Description:

The Wyoming Highway Safety Program administers Federal funding for the Motorcycle Safety Program. The program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities decreased from 11 in 2012 to 9 in 2013. This project will attempt to continue to lower the number of fatalities through heightened public awareness of motorcycle on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment.

Working directly with the Motorcycle Safety Program Coordinator for safety projects beyond training classes, a media campaign will include billboards, television, radio spots plus internet banners. Funds will be used for posters and other project specific items using the branding from the TV and billboards, “**Look Twice, Save a Life. Motorcyclists are Everywhere**”. The program will continue to put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally.

Evaluation Measures: Provide written communication to the Highway Safety Behavioral Program identifying each motorcycle awareness spot and provide a copy of all media used in the project. Provide a media summary no later than October 15, 2015 and the activity summary report. Determine the effectiveness of the different forms of media and which was the most effective to get the message to the traveling public. The written media assessment will be part of the overall assessment done through the WYDOT Public Affairs Office.

Project Funding Source: 402 P & A / 405F

Budget Summary:	Motorcycle Program Project	402 (42%)	405F (58%)
	Project Expenses	\$19,562.50	\$27,718.75
	WYDOT Indirect Cost (8.23%)	<u>\$ 1,610.00</u>	<u>\$ 2,281.25</u>
	TOTAL	\$21,172.50	\$30,000.00

Project Number: MC-2015-15-MC-01 / M9MA-2015-15-M9-00- Continued
Project Name: Motorcycle Safety Project
Project Sub Recipient: Highway Safety Program

Local Benefit: 0%

Capital Equipment: N/A

CTW: Chapter 5: Section 1.2, 2.2, 3.4

Performance Target: C7: Number of motorcyclist fatalities:

PROJECTS FUNDED

BY

OTHER TRAFFIC SAFETY PARTNERS



Wyoming Department of Transportation (WYDOT) Bicycle /Pedestrian Program

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

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

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

Laramie County DUI Victim Impact Panel

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

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



MADD Wyoming

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