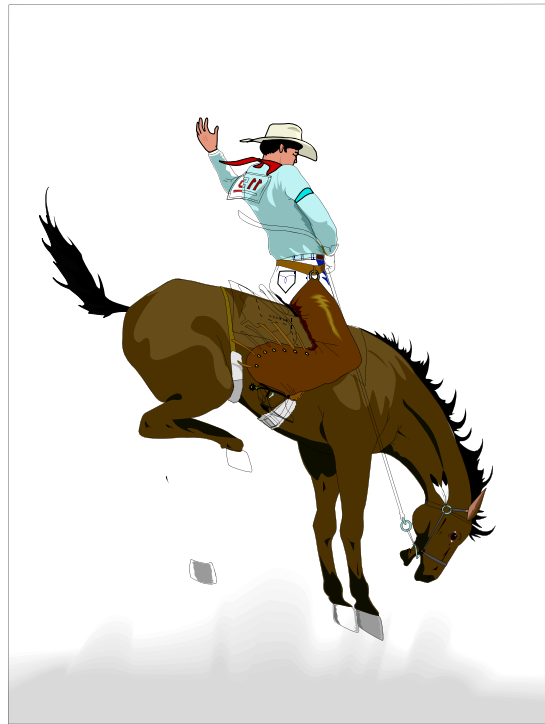


WYOMING'S PERFORMANCE & HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2009

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

DAVE FREUDENTHAL
Governor

MATT CARLSON, P.E.
Governor's Representative for
Highway Safety



Wyoming Department of Transportation
 Wyoming Department of Transportation



Dave Freudenthal
 Governor

John F. Cox
 Director

August 28, 2008

Bill R. Watada, Regional Administrator
 NHTSA Rocky Mountain Region
 12300 West Dakota Avenue, Suite 140
 Lakewood, CO 80228-2583

Re: The Wyoming FY-2009 Performance and Highway Safety Plan

Dear Mr. Watada:

Enclosed are [3] copies of the Wyoming FY-2009 Performance and Highway Safety Plan for your information and review.

The Wyoming Highway Safety Program would appreciate receiving specific "Major Equipment" approval from NHTSA for the following FY-2009 HSP projects:

410 - description provided in HSP, page 67
 Project Number: 09-410-11
 Project Name: Video Cameras/Accessories
 \$130,000.005 (26) Video Cameras - Market value may exceed \$5,000

154AL - description provided in HSP, page 83
 Project Number: 09-154AL15
 Project Name: Intoximeters and Alco Sensor equipment
 \$25,000 (5) Intoximeters or Alco Sensor IVs - Market value may exceed \$5,000

154AL - description provided in HSP, page 86
 Project Number: 09-154AL18
 Project Name: Video Cameras/Accessories
 \$100,000.005 (20) Video Cameras - Market value may exceed \$5,000

2010 - description provided in HSP, page 90
 Project Number: 09-MC01
 Project Name: Mobile Training Units
 \$20,000.00 (2) Training Unit - Market value may exceed \$5,000



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Dave Freudenthal
Governor

John F. Cox
Director

Please feel to contact Dee West Peterson at (307) 777-4257 if you have further questions.

Sincerely,

Matthew D. Carlson, P.E.
Highway Safety Engineer

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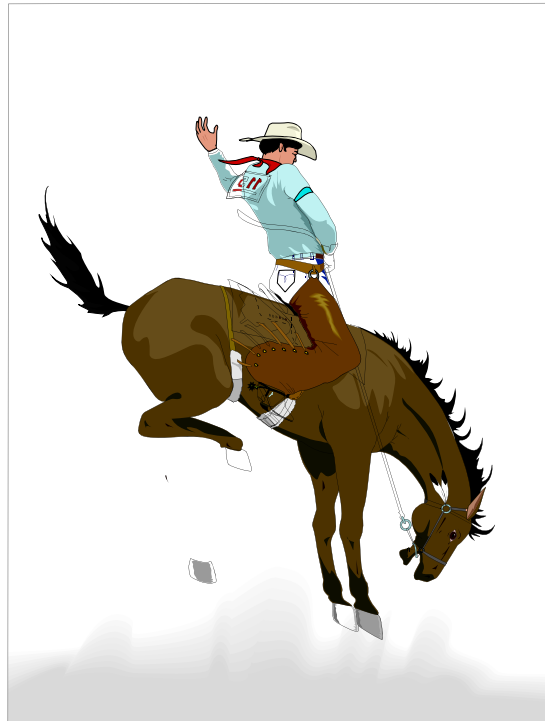
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WYOMING'S PERFORMANCE PLAN



FEDERAL FISCAL YEAR 2009

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

DAVE FREUDENTHAL
Governor

MATT CARLSON, P.E.
Governor's Representative for
Highway Safety

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

Wyoming's highway safety related problem identification process is done annually based on the previous calendar year data. Data utilized for analysis of highway safety problem areas are primarily taken from two documents which involves 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., and others. Individual owner operator crash reports are also utilized if the crash was not investigated. This document is the primary source of traffic crash information in Wyoming; available to the general public, law enforcement, schools, lawyers, judges, insurance agencies, and interested local, county, and state government agencies. Traffic crash information is in the form of tables and graphs, easy to read and provides data which can be utilized by the reader for answering questions related to Wyoming's present and past traffic crash experiences. Information provided addresses Wyoming's traffic crash general statistics in the following categories:

1. General Crash Information
2. Human Factors
3. Environmental Factors
4. Vehicle Type Information
5. Wyoming Cities and Towns
6. 14-20 Year Old Driver Involved Crashes
7. Alcohol Involved Traffic Crashes
8. Special Vehicle Crash Interests involving: Trucks, School Buses, and Motorcycles

Another annual document entitled "Wyoming Highway Safety Problem Identification" is compiled for a more in depth analysis of traffic safety program areas which are directly eligible for federal highway safety funding consideration. These funds are apportioned and obligated each year to the State of Wyoming by the federal government through the National Highway Traffic Safety Administration for distribution throughout the state. The Wyoming Department of Transportation Highway Safety Program is assigned the responsibility of being the pass-through agency for these funds each year. This document is used to justify highway safety program areas to be addressed in Wyoming's annual Highway Safety Plan (HSP) including what areas in the state should be considered for funding. Specific crash data program analysis areas involved 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

I. Process for Identifying Wyoming's Highway Safety Problem Areas - [Continued]

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

This information is utilized to not only indicate a traffic safety problem area but to also indicate when a problem does not exist. This document helps determine the selection of highway safety program areas each year which are 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 statewide problem I.D. processes, other special reports or publications may be used from time to time to determine specific traffic safety related problems. Individual grant proposals and other agency problem statements are always considered by the Highway Safety Program. They are evaluated against the above documents for available funding. There are occasionally good opportunities to establish a traffic safety project even though it is not strong in the state problem I.D. evaluation.

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 2009 Highway Safety Planning Document are developed by analyzing the problem identification information described previously and final decisions and selections are determined by the Highway Safety Program.

Statewide programs/projects are developed by the staff of the Highway Safety Program who cooperate with all levels of highway safety related agencies and organizations throughout the state. Traffic Safety Program Area countermeasures are developed with the intent of impacting positively upon the identified problem and reducing the negative effects upon Wyoming's men, women, and children when traveling.

Local/State level projects are developed by working with those agencies or organizations that have expressed an interest in implementing a highway safety project in their communities or areas of responsibilities. Outreach meetings are conducted annually *[prior to May 31 - if needed]*, with agencies and organizations statewide for solicitations of program and project interest each year. Negotiations are conducted, when needed, to develop measurable goals and objectives and to ensure that budgets are appropriate for the work that is to be done.

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

All letters of interest should be received by the Highway Safety Program by May 31 each year for consideration in the following Fiscal Year's Highway Safety Plan. The following is the annual fiscal year time frame for Wyoming's Highway Safety Plan process:

- | | | |
|-----------------------|----|--|
| October 1 thru May 31 | -- | New Grant Proposals Received
1. March/April/May - Letters and Meetings used for communicating with Key Program Area participants for program discussions and soliciting ideas for possible submissions to the Highway Safety Program by May 31. |
| March-April-May | -- | Annual Highway Safety Problem I.D. Completed
1. Used for Benchmark Report Document, Planning Documents, and determining long and short range performance goals and time frames. |
| June | -- | Review Federal Highway Safety Grant Proposals Received - Evaluate Problem I.D.
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]. |
| June/July | -- | Organize and Complete Annual Performance Plan
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. |
| July | -- | Organize and Complete Wyoming's Annual Highway Safety Plan
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. |

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

- August 15
{Wyoming Target Date} -- The following documents should have been submitted to the National Highway Traffic Safety Administrations [NHTSA] for informational and program reference purposes:
1. Annual Highway Safety Problem I.D. Report-May 31
 2. Annual Highway Safety Plan - August 1
[no later than September 1 - NHTSA]
- August 15
{Wyoming Target Date} -- The following documents should have been submitted to the National Highway Traffic Safety Administration [NHTSA] for **information and approval:**
1. Annual Benchmark Report - will be completed and submitted with the annual Highway Safety Plan - August 1. **[no later than September 1 - NHTSA]**
- September 30 -- Complete current fiscal year's highway safety plan activities.
1. End of current fiscal year.
- December 31 -- Previous Fiscal Year's Highway Safety Plan Year End Program Evaluation Report completed and submitted to NHTSA.

III. How Proposed Performance Goals Were Developed:

Wyoming's performance goals were developed by reviewing the information described in section I. of this report. Key highway safety program area analysis highlights were utilized in the Annual Highway Safety Problem I.D.' "Wyoming Profile" section pages 2-5 as well as multi-year trends in the pages that follow.

Wyoming's Highway Safety Program is dedicated to providing a Highway Safety Plan each year which applies the annual obligation of Federal Highway Safety Funds to a positive and consistent process. Any goals which have been listed for the future are structured to provide a positive direction towards saving lives and reducing the high cost of injuries and property damages as a result of traffic crash occurrences on Wyoming's roadways. Projects and programs generated by the annual Highway Safety Plan are only part of what is required to reduce the annual traffic crashes, deaths, injuries and property damage to the public traveling on Wyoming's many miles of roadways. As citizens of Wyoming we all have a major role to play in improving the safety of our roadways and the Highway Safety Program is committed to being a major partner in these endeavors.

Wyoming Information & Demographics

Governor: Dave Freudenthal (D) (Second Term)

U.S. Congressional Delegation

Senators: John Barrasso, M.D. (R)
Michael Enzi (R)
Representative: Barbara Cubin (R)

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

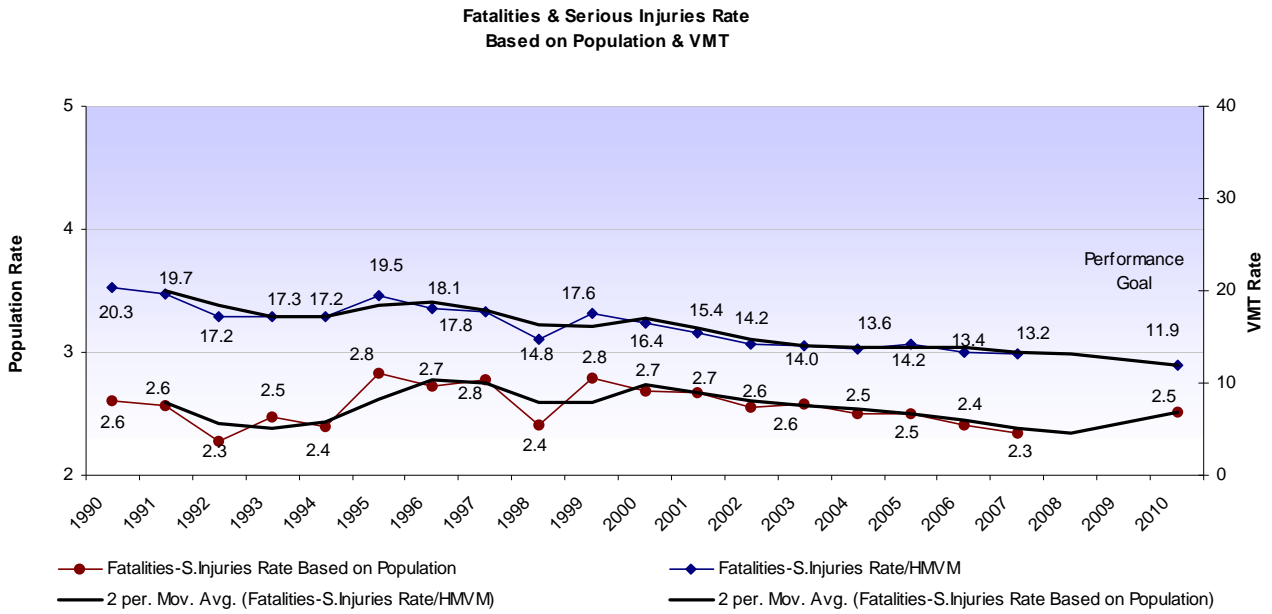
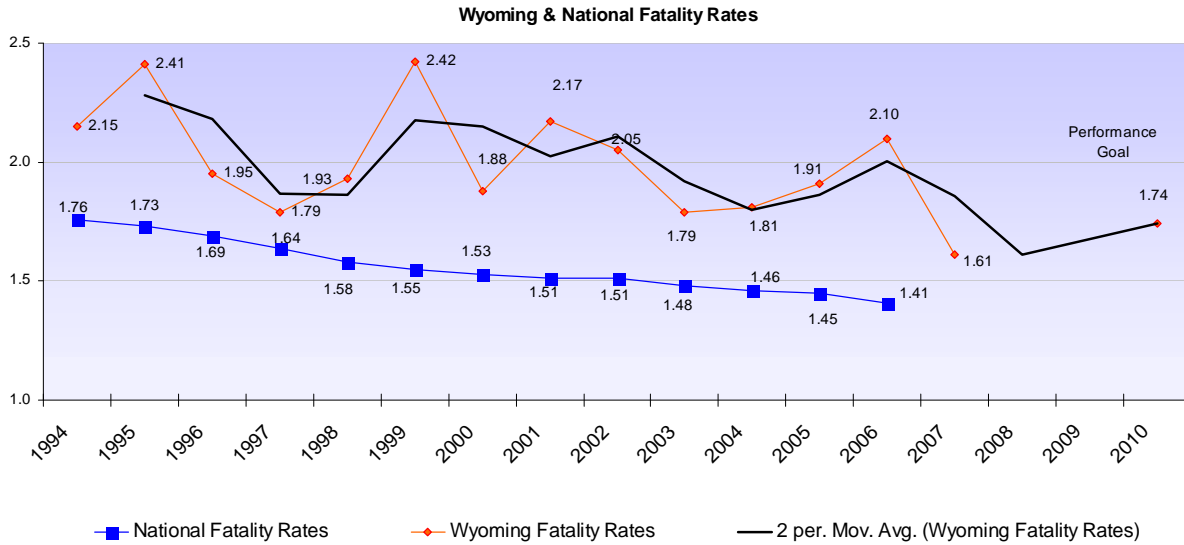
Highway Safety Program Coordinator:
Dee West Peterson
Highway Safety Program
Department of Transportation

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

Performance Goals, Measure of Success FY09 Action Plans

Planning & Administration
<p style="color: blue;">Performance Goal</p>
<ul style="list-style-type: none"> • Maintain an effective HSO staff through professional development and content training in administration of federal funds and the projects under its responsibility. • Monitor the activities of subgrantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved • Conduct on-site visits with all sub-recipients with grants in excess of \$80,000 • Conduct desk monitoring of all activities and expenditures upon each reimbursement request
<p style="color: blue;">Performance Measures</p>
<p>Through the proper placement of funding to project, affect the following performance measures.</p> <ol style="list-style-type: none"> 1. To reduce the Wyoming Fatality Rate/VMT from 1.61 to 1.59 in CY 2010 despite a projection of 1.74. 2. To reduce the Wyoming Fatalities and Serious Injuries from 13.2 to 11.9 in CY 2010.
<p style="color: blue;">P&A Tasks</p>
<ul style="list-style-type: none"> • Place highway safety projects with partners able to drive the fatality and injury rates in Wyoming down. • Obligate funds in GTS within 30 days of receipt • Submit GTS vouchers prior to the 15th of each month • Update outstanding Performance Enhancement Plan (PEP) • Resolve FY2008 Management Review findings • Annually review and update the HSO Policy & Procedures Manual. Place the original document in the central file as well as dated modifications • Obtain and file updated indirect costs between each governmental unit and cognizant agency • Offer up to two professional development opportunities to each Wyoming HSO staff member • Submit required documents of the HSO: 1) Highway Safety Performance Plan and Highway Safety Plan (HSP) no later than September 1, 2008 and 2) Highway Safety Annual Report no later than December 31, 2008.



Police Traffic Services

Performance Goal

Support law enforcement traffic safety activities through training, education, equipment or public awareness to reduce the traffic fatality and injury rate in Wyoming.

Note: See project areas of Speed and Alcohol for HVE enforcement, equipment and training.

Performance Measures

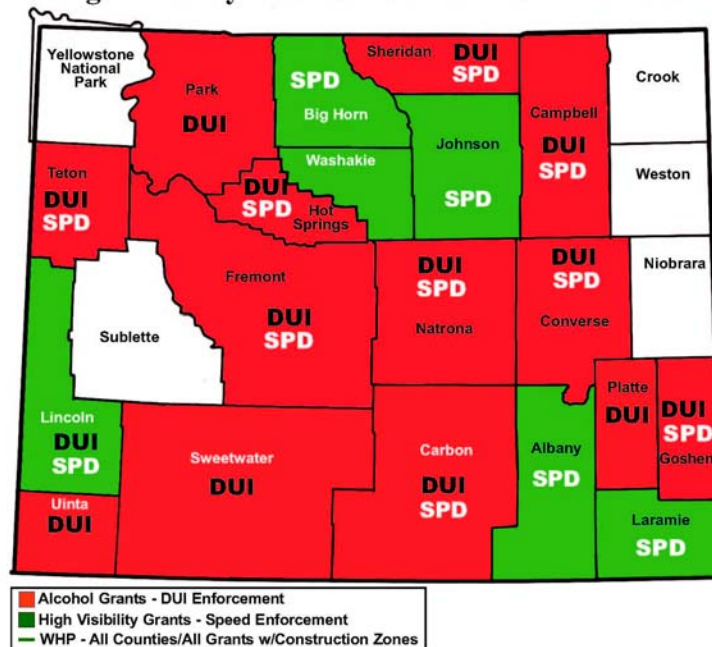
Through funding high visibility overtime enforcement, training and resources, affect the following performance measures.

1. To reduce the Wyoming Fatality Rate/VMT from 1.61 to 1.59 in CY 2010 despite a projection of 1.74.
2. To reduce the Wyoming Fatalities and Serious Injuries from 13.2 to 11.9 in CY 2010.

Instrumental Projects Planned

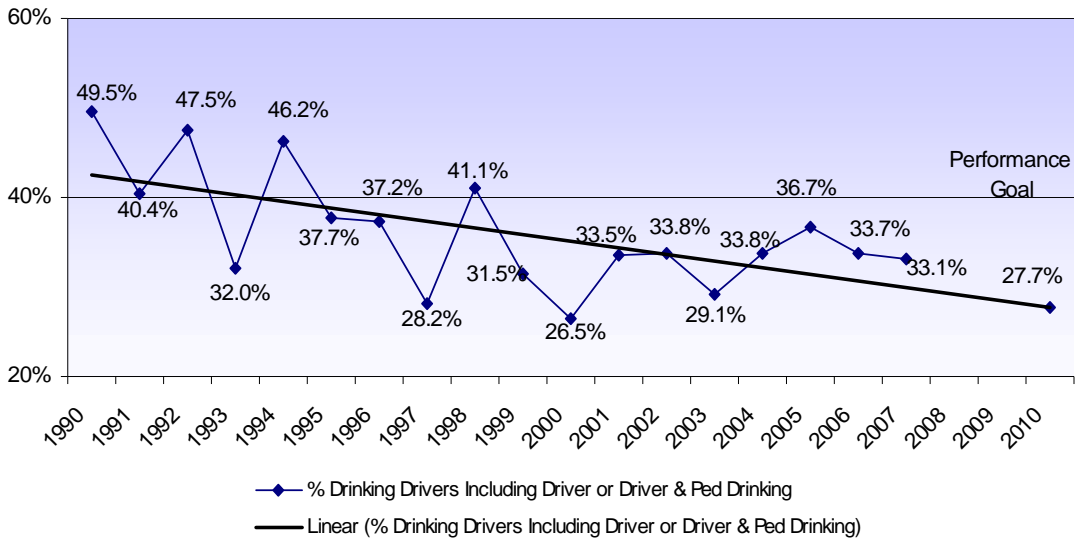
- Create a regional LEL plan. Consultant project to assist with regional LEL planning to include state wide design, grant agreement template, recruitment, etc.
- Grant agreements for Regional LELs
- City of Laramie will host NHTSA Instructor Development Course to heighten officer teaching skills. Train 40 officers to be instructors.
- City of Laramie will host Crash Reconstruction Course to refresh officer skills.
- Fund a minimum of 25 law enforcement agencies for non-alcohol HVE event based campaigns that focus on the reduction of speed related crashes and increasing seat belt usage throughout the state. Alcohol HVE will be funded with Section 410 funds.

High Visibility Enforcement Counties - FY 2009

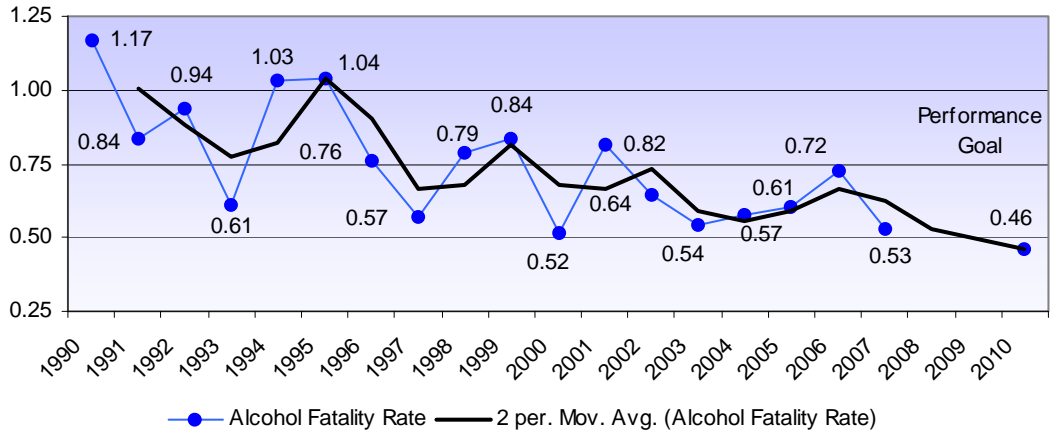


Alcohol	
Performance Goal	
Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes. Note: Alcohol projects are funded by 410 and 154AL transfer funds.	
Performance Measure	
<ol style="list-style-type: none"> 1. Reduce the percentage of impaired drivers and pedestrians in fatal crashes from 33.1% in CY 2007 to 27.7% by the end of calendar year 2010. 2. Decrease the alcohol involved fatality rate per 100M VMT from 0.53 in CY 2007 to 0.46 by the end of the CY 2010. 3. Decrease the number of alcohol involved drivers under the age of 21 in crashes from 179 in CY 2007 to 171 by the end of calendar year 2010 (4% reduction). 4. Reduce the number of fatal crashes with alcohol involved drivers age 15-20 from 5 in CY 2007 to less than 5 in CY 2010. 5. Limit the percentage of youth alcohol involved crashes to less than the 3.9% of all crash drivers. 6. Apply for Section 410 funds and request Section 154 funds to extend HVE and other alcohol reduction projects. 	
Instrumental Projects Planned	
<ul style="list-style-type: none"> • HVE Enforcement: Local Law Enforcement and Wyoming Highway Patrol • Officer training grants: DRE, DUI Instructor Course and Instructor Development • Alcohol enforcement equipment: PBTs, Video cameras, Stationary breath testing equipment - Intoximeters • Training in the use and maintenance of Intoximeters. • Alcohol related training for Judges and Prosecutors • Laramie County DUI Court - SCRAM monitoring • Paid Media for the reduction of drinking and driving • Alcohol reduction branded Incentive items for the Highway Safety to provide partners for their various education and training events. • Natrona County Safe Community focused primarily on the reduction of alcohol related crashes • Governor's Council on Impaired Driving • Governor's Impaired Driving Conference • WHP DUI Education • DUI Supervised Probation Sweetwater County and new site to-be-determined • Laramie Co. School District #1 CAN program to reduce risk behaviors of youth leading to alcohol use and reduce high school drinking and driving. • Alcohol Factors Trend Analysis • Underage drinking prevention youth program in ten selected communities. • University of Wyoming SAFERIDE Program 	

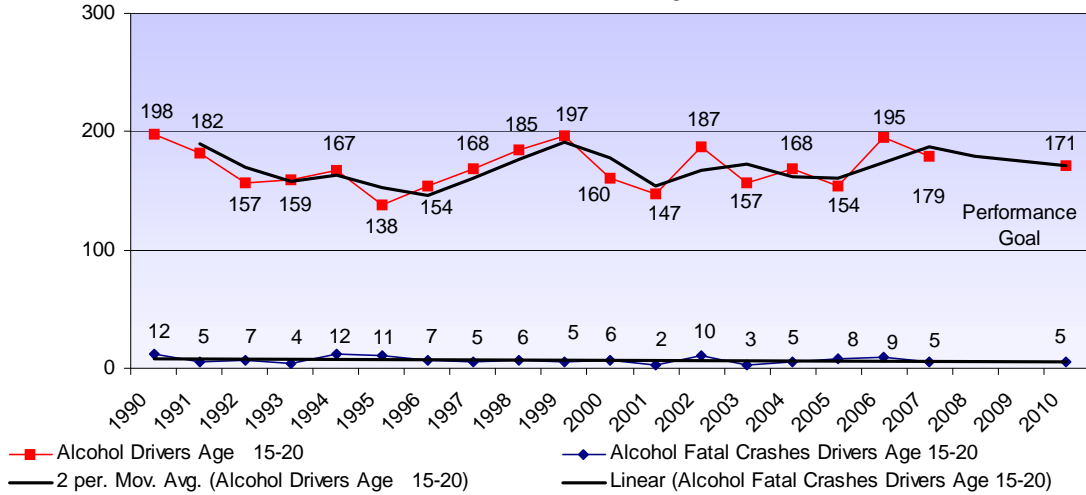
% Drinking Drivers & Pedestrians in Fatal Crashes



Alcohol Fatality Rates Based on VMT



Alcohol Involved Drivers Age <21



Traffic Records

Performance Goal

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

Performance Measure

1. System - Crash
Improve the timeliness of the crash system by decreasing the number of days, from incident to database, from 20 days in FY2008 to 15 days in FY2009.

2. System - Roadway
Increase accuracy of traffic counts. The measure is the percentage of roadway segments with corrected traffic counts. The baseline measure will not be complete until September 30, 2008.

3. System - Crash
Increase integration ability by having crash locations automatically geo-located. Increase from 60% in FY2008 to 85% in FY2009.

4. Obtain base and goals from Systems EMS and Citation/Adjudication in FY2009 and guide the performance measure process.

5. Update Wyoming Traffic Records Project site on TSIS website.

6. Apply for Section 408 funds to advance traffic records data improvement.

Instrumental Projects Planned

- EMS equipment, data collection and training meetings.
- Supreme Court Citation Assessment and Report
- WYDOT Highway Safety Analysis System (HySAS) - Integration and analysis tools
- WHP Crash Data Retrieval Systems equipment

Occupant Protection

Performance Goal

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

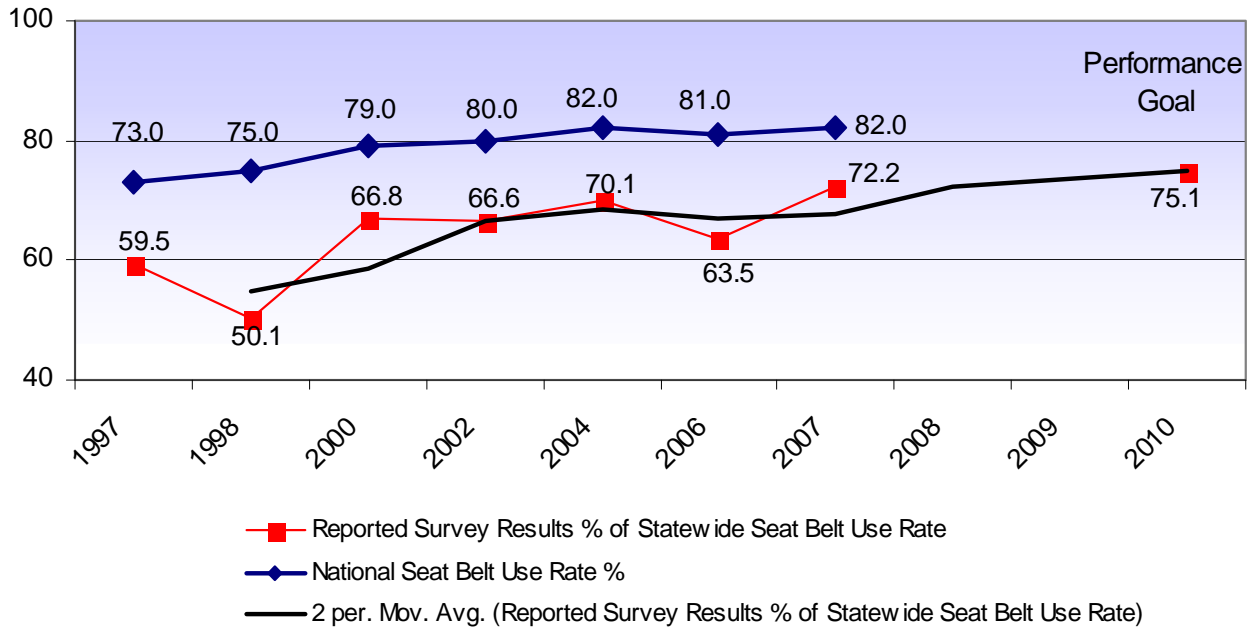
Performance Plan

1. Increase the statewide seatbelt usage rate from the 2007 benchmark of 72.2% to 75.1% by August 31, 2010.
2. Reduce unbelted fatalities from 60.7% in CY 2007 crash data to no more than 59.2% in CY 2010.
3. Increase the proper restraint use of children, age 1-8, from 11.7% to 14% by the end of FY09 as demonstrated by the CPS Check-Up Tracker.
4. Apply for Section 405 funds to extend occupant protection efforts.

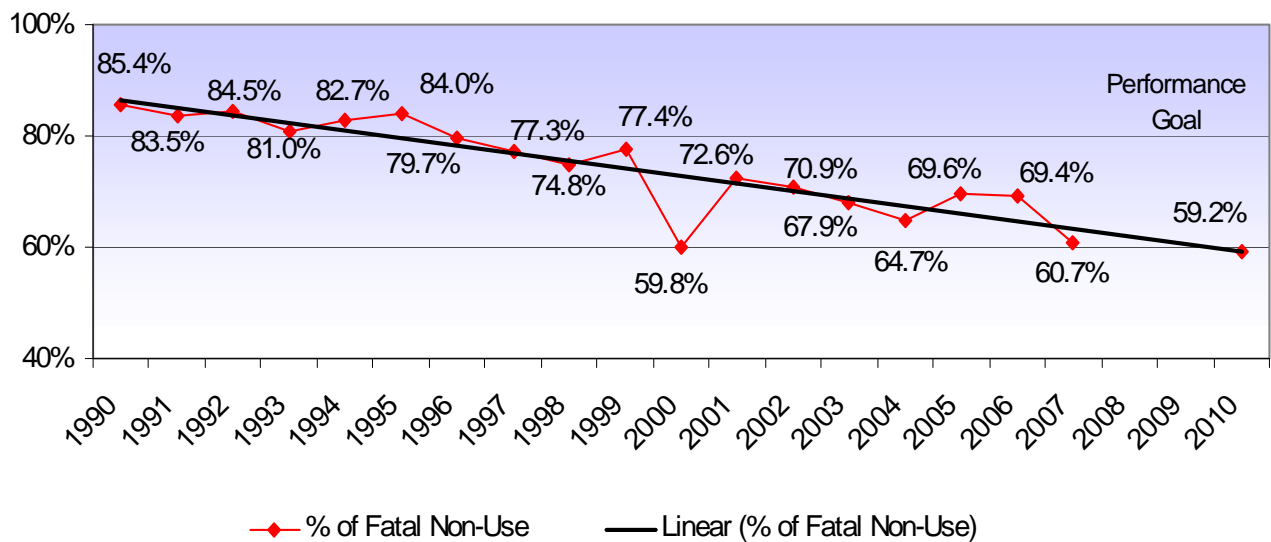
Instrumental Projects Planned

- Statewide observational safety belt survey to measure daytime usage.
- Wyoming Seat Belt Coalition to plan and implement activities to increase statewide restraint use. Seat Belt Coalition projects to include: Jr. High Awareness and Observation, law enforcement incentive coins for seat belt enforcement, one-stop information on Wyoming Seat Belt Coalition website and print media
- Paid Media for the National May Mobilization and other state and local level campaigns
- WYDOT WHP "**Alive at 25**" projects.
- Buckle Up Kids - CPS project coordinator responsible for planning and implementing training courses throughout the state.
- Highway Safety Office project to provide CPS Technicians/Instructors national training.
- OP branded messages on Incentive items for the Highway Safety to provide partners for their various education and training events.
- Protect our Future is a CPS and Tween educational project conducted on the Wind River Indian Reservation. Another project will be conducted in Laramie County.
- Cheyenne MPO will host a half day Law Enforcement Occupant Protection Summit. Consultants will plan media events, materials and publicity campaigns after the training.
- A strong Safe Community effort will be made in FY2009 and grant funds have been targeted to this effort even though plans are still unfolding.
- Event based HVE campaigns will impact seat belt usage in the state even though the state has a secondary seatbelt law.

Statewide & National Observational Survey Results on Seat Belt Usage

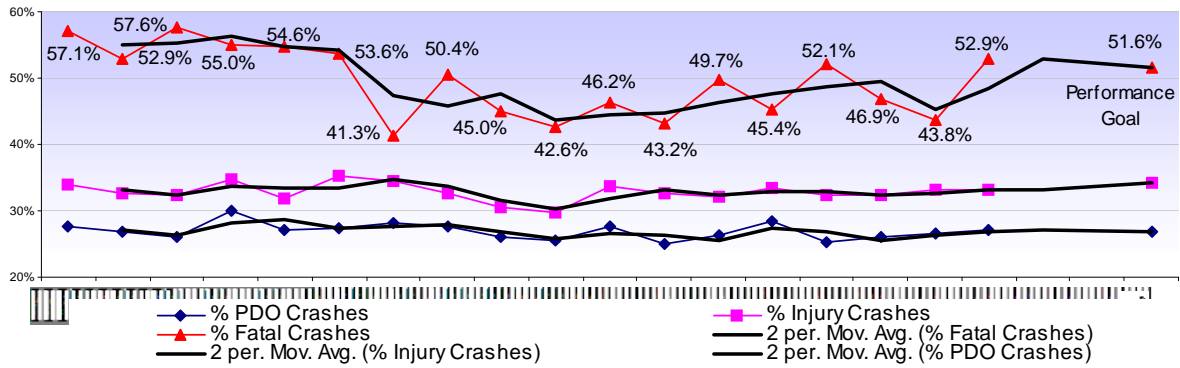


% of Unbelted Fatalities

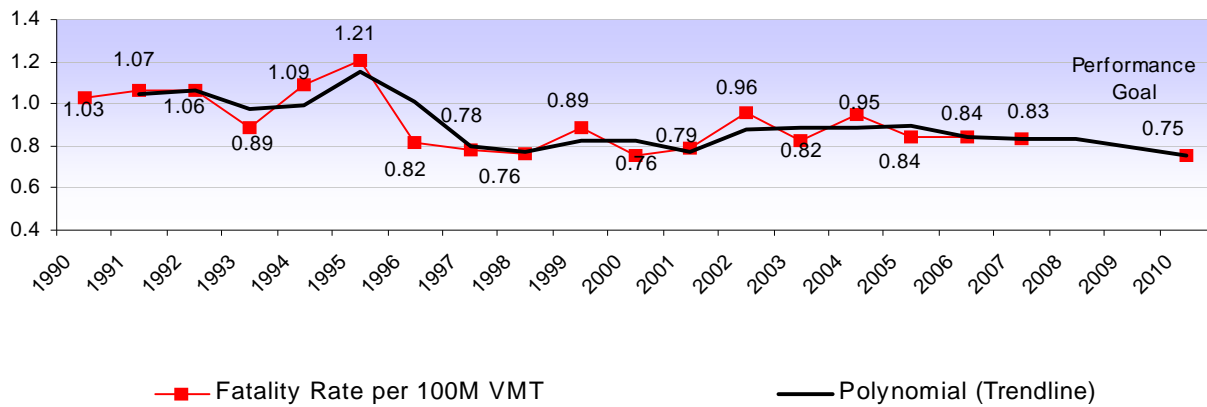


Speed	
Performance Goal	
Utilize state and local partners to reduce the number of persons killed or seriously injured in speed related crashes.	
Performance Measure	
1.	Reduce the percentage of speed related fatal crashes from 52.9% in the calendar year (CY) 2007 to 51.6% in 2010.
2.	Reduce the fatality rate of speed related crashes per 100 M VMT from 0.83 for CY 2007 to 0.75 in 2010.
3.	Reduce the fatal/serious injury rate in speed related crashes per 100 M VMT from 5.2 in crash year 2007 to 4.4 in 2010.
Instrumental Projects Planned	
<ul style="list-style-type: none"> • HVE speed enforcement: Local law enforcement agencies and Wyoming Highway Patrol will target reducing speed related crashes throughout the state. Speed violations are also a trigger offense to supporting seat belts laws and identification of impaired drivers. (See Police Traffic Services (PTS) program area.) • Radar equipment: Local law enforcement and Wyoming Highway Patrol will receive the necessary equipment needed to enforce speed limits throughout the state. (See PTS program area.) • The Safety Management System team has supported Clear Roads - Winter Driver Safety Campaign to help slow drivers on winter roadways. 	

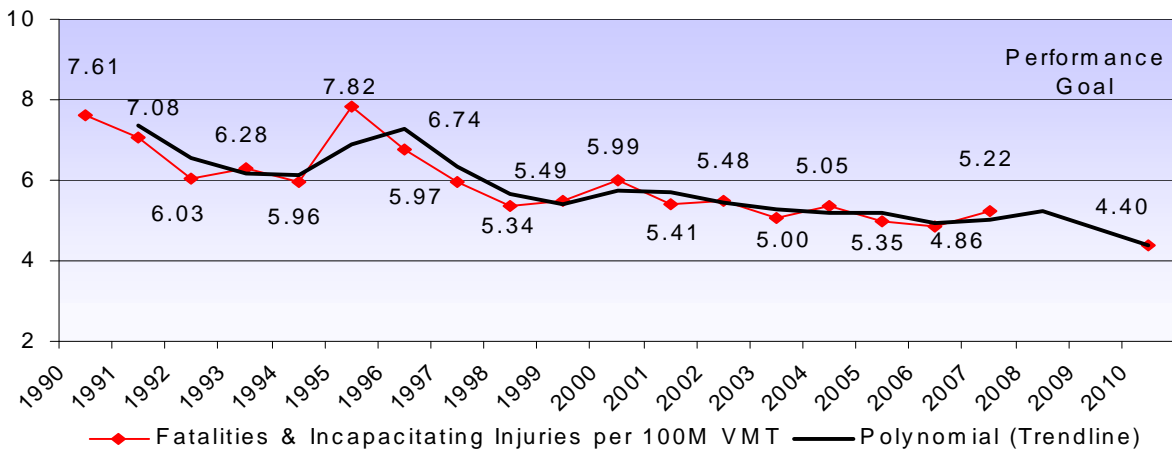
% of Speed Related Crashes
(Speeding or Speed Too Fast for Conditions)



Speed Related Fatality Rate per 100M VMT
(Speeding or Speed Too Fast for Conditions)

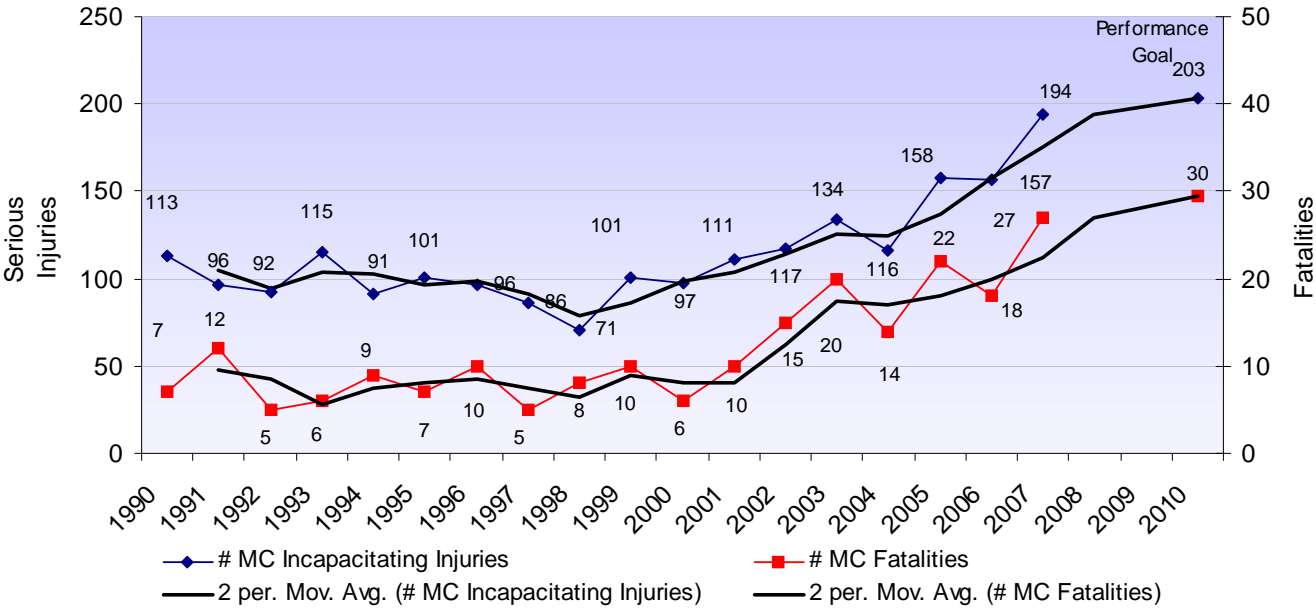


Speed Related Fatality & Incapacitating Injury Rate per 100M VMT
(Speeding or Speed Too Fast for Conditions)

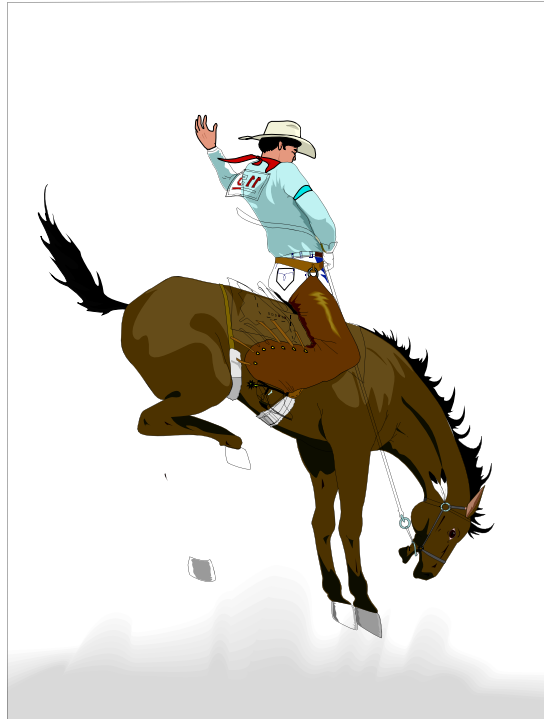


Motorcycles	
Performance Goal	
Reduce the upward trend of persons killed or seriously injured in motorcycle crashes.	
Performance Measure	
1.	Reverse the upward trend of motorcyclists being killed or seriously injured in state crashes from 27 killed and 194 seriously injured in CY 2007 to 25 and 184 respectively in CY2010. (7% decrease)
2.	Reduce the upward trend of alcohol impaired motorcycle drivers from 47 in CY 2007 to 40 in CY 2010.
3.	Apply for Section 2010 grant funds.
Instrumental Projects Planned	
<ul style="list-style-type: none"> • Paid Media will be used again in FY2009 to heighten the public's awareness of motorcycles on the roadway. • Equipment will be purchased to expand or enhance the current motorcycle training program. • Paid Media will be used to educate and advocate against alcohol impaired riding. 	

Motorcycle Fatalities & Serious Injuries



WYOMING'S HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2009

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

DAVE FREUDENTHAL
Governor

MATT CARLSON, P.E.
Governor's Representative for
Highway Safety

Data Executive Summary 2005 - 2007

Wyoming's average statistics are as follows.

Average Crashes:

- 151 Fatal Crashes
- 4,226 Injury Crashes
- 12,383 Property Damage Only (PDO) Crashes

The average fatal crashes decreased slightly while injury and PDO increase some.

Average Injuries:

- 171 fatalities
- 1,071 incapacitating injuries
- 2,652 non-incapacitating injuries
- 2,741 possible injuries

As expected, fatalities were down slightly. Incapacitating and non-incapacitating were generally the same and possible injuries increase slightly.

Average Teen (age 15-20) driver involvement:

- 22 Fatal Crashes
- 1,177 Injury Crashes
- 2,982 Property Damage Only (PDO) Crashes

Teen statistics are generally the same as the 2004-2006 average.

Safety Equipment Usage self or Officer reported averaged 89% per year. However, as injury severities increased, the use of safety equipment decreased.

The usage by injury severity is:

- Fatal injury: 39.9% use (7.8 % points higher than 2004-2006)
- Incapacitating injury: 39.7%
- Non-incapacitating injury: 25.8%
- Possible injury: 15.2%
- No injury: 7.9%

- 2007 Observed Usage: 72.2% (After 15 months of enforcement focused media)
- 2008 Observed Usage: 68.6% (Normal activity & media)

Alcohol Involvement for past 3 years 2005, 2006,2007 respectively:

- Fatal crash percentages: 34.7%, 34.3%, 33.8%
- Injury crashes: 12.4%, 11.4%, 11.7%
- Property Damage Only (PDO) crashes: 4.9%, 4.3%, 4.3%

- Fatalities:170
- Incapacitating injuries: 527
- Non-incapacitating: 1,049
- Possible injury: 657
- No injury: 4,202

Grant Applicants:

In FY 2008 the Highway Safety Office managed 140 grant applicants.

WYOMING ROADWAY CRASH STATISTICS

Calendar Year	Crashes				Injuries			Alcohol	Speed*	No Belts**
	Fatal	Injury	Property Damage Only	Total Crashes	Persons Killed	ALL Persons Injured	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries
1994	130	3,633	10,464	14,227	144	5,517	1,148	267	334	598
1995	138	3,819	10,468	14,425	170	6,061	1,375	291	466	703
1996	121	4,223	12,148	16,492	143	6,601	1,329	262	404	644
1997	117	4,130	12,388	16,635	137	6,390	1,359	256	369	650
1998	129	3,858	12,124	16,111	154	5,887	1,179	241	336	554
1999	162	4,071	11,203	15,436	189	6,280	1,374	261	361	610
2000	132	4,030	11,319	15,481	152	6,117	1,324	215	376	514
2001	155	3,779	11,269	15,203	186	5,759	1,320	241	400	561
2002	151	4,084	11,468	15,703	176	6,264	1,273	265	412	516
2003	141	4,107	12,062	16,310	165	6,239	1,294	237	391	432
2004	142	3,960	11,472	15,574	164	6,114	1,235	212	398	420
2005	147	3,977	11,758	15,882	170	6,112	1,260	212	385	395
2006	169	4,336	12,463	16,968	195	6,658	1,239	245	377	433
2007	136	4,366	12,927	17,429	149	6,620	1,227	240	398	381

*Speed = Speed too fast for conditions and exceeding the posted speed limit

**Belts = Excludes pedestrians, bicyclists, motorcyclists.

Calendar Year	VMT	Population	Licensed Drivers	Vehicle Registrations	Crash Rate Per 100 M VMT	Injury Rate per 100 M VMT	Wyoming Fatality Rate Per 100 Mil. Veh. Miles	U.S. Fatality Rate Per 100 Mil. Veh. Miles
1994	6,691	480,283	-	-	212.61	82.42	2.15	1.73
1995	7,045	485,160	-	625,155	204.74	86.03	2.41	1.73
1996	7,339	488,167	-	634,970	224.70	89.94	1.95	1.69
1997	7,649	489,451	-	643,319	217.45	83.54	1.79	1.64
1998	7,991	490,787	-	652,490	201.58	73.67	1.93	1.58
1999	7,796	491,780	-	644,310	197.96	80.55	2.42	1.55
2000	8,067	493,782	407,520	610,473	191.88	75.83	1.88	1.53
2001	8,576	494,045	412,032	710,407	177.27	67.15	2.17	1.51
2002	8,576	499,045	405,209	714,155	174.56	73.04	2.05	1.51
2003	9,232	501,915	392,413	736,679	176.67	69.35	1.79	1.48
2004	9,081	505,887	404,178	758,891	171.48	67.33	1.81	1.46
2005	8,899	509,294	397,716	782,687	178.41	68.66	1.91	1.45
2006	9,266	515,004	404,731	801,178	183.12	71.85	2.10	1.41
2007	9,266	522,830	411,788	834,319	188.10	71.44	1.61*	**1.41

* Wyoming 2007 Million Vehicle Miles Traveled (VMT) and rates are based on 2006 VMT data. 2007 data not yet available.

**2007 U.S. Fatality Rate Per 100 Mil. Veh. Miles based on 2006 data. 2007 data not yet available. Source: Traffic Safety Facts publication of USDOT, NHTSA, and FARS.

***2007 Population Estimate. Source: Wyoming Department of Administration & Information, Economic Analysis Division.

FY 2009 Performance Goals

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

Planning and Administration Performance Goal:

- Maintain an effective HSO staff through professional development and content training in administration of federal funds and the projects under its responsibility.
- Monitor the activities of subgrantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved
- Conduct on-site visits with all sub-recipients with grants in excess of \$80,000

Alcohol Performance Goal:

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

Note: Alcohol projects are funded Section 410 and Section 154 monies.

Occupant Protection Performance Goal:

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

Speed Performance Goal:

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

Traffic Records Performance Goal:

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

Motorcycle Performance Goal:

Reduce the upward trend of persons killed or seriously injured in motorcycle crashes.

Note: Motorcycle safety and training courses are state funded.

Highway Safety Plan Cost Summary

2009-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-00-00-00	402 P&A	\$0.00	\$83,067.40	\$0.00	\$168,652.00	\$168,652.00	\$0.00
		Planning and Administration Total	\$0.00	\$83,067.40	\$0.00	\$168,652.00	\$168,652.00	\$0.00
Occupant Protection								
	OP-2009-00-00-00	402 Occupant Protection	\$0.00	\$0.00	\$0.00	\$734,189.09	\$734,189.09	\$692,989.09
		Occupant Protection Total	\$0.00	\$0.00	\$0.00	\$734,189.09	\$734,189.09	\$692,989.09
Police Traffic Services								
	PT-2009-00-00-00	402 Police Traffic Services	\$0.00	\$0.00	\$0.00	\$542,900.00	\$542,900.00	\$416,900.00
		Police Traffic Services Total	\$0.00	\$0.00	\$0.00	\$542,900.00	\$542,900.00	\$416,900.00
Roadway Safety								
	RS-2009-00-00-00	402 Traffic Engineering Services - Roadw	\$0.00	\$0.00	\$0.00	\$113,242.00	\$113,242.00	\$0.00
		Roadway Safety Total	\$0.00	\$0.00	\$0.00	\$113,242.00	\$113,242.00	\$0.00
Safe Communities								
	SA-2009-00-00-00	402 Safe Community	\$0.00	\$0.00	\$0.00	\$181,000.00	\$181,000.00	\$171,000.00
		Safe Communities Total	\$0.00	\$0.00	\$0.00	\$181,000.00	\$181,000.00	\$171,000.00
Speed Enforcement								
	SE-2009-00-00-00	402 Speed OT	\$0.00	\$0.00	\$0.00	\$352,692.50	\$352,692.50	\$80,000.00
		Speed Enforcement Total	\$0.00	\$0.00	\$0.00	\$352,692.50	\$352,692.50	\$80,000.00
Paid Advertising								
	PM-2009-00-00-00	402 Paid Advertising	\$0.00	\$0.00	\$0.00	\$247,272.10	\$247,272.10	\$0.00
		Paid Advertising Total	\$0.00	\$0.00	\$0.00	\$247,272.10	\$247,272.10	\$0.00
		NHTSA 402 Total	\$0.00	\$83,067.40	\$0.00	\$2,339,947.69	\$2,339,947.69	\$1,360,889.09

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

State: Wyoming
 Report Date: 08/28/2008

2009-HSP-1
 For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
405 OP SAFETEA-LU								
	K2-2009-00-00-00	405 Occupant Protection	\$.00	\$.00	\$.00	\$ 284,874.00	\$ 284,874.00	\$ 154,937.00
	405 Occupant Protection Total		\$.00	\$.00	\$.00	\$ 284,874.00	\$ 284,874.00	\$ 154,937.00
	405 OP SAFETEA-LU Total		\$.00	\$.00	\$.00	\$ 284,874.00	\$ 284,874.00	\$ 154,937.00
408 Data Program SAFETEA-LU								
	K9-2009-00-00-00	408 Data Program	\$.00	\$.00	\$.00	\$ 691,272.97	\$ 691,272.97	\$.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$ 691,272.97	\$ 691,272.97	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$ 691,272.97	\$ 691,272.97	\$.00
410 Alcohol SAFETEA-LU								
	K8-2009-00-00-00	410 Alcohol SAFETEA-LU	\$.00	\$.00	\$.00	\$ 1,290,205.00	\$ 1,290,205.00	\$ 1,064,527.50
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$ 1,290,205.00	\$ 1,290,205.00	\$ 1,064,527.50
2010 Motorcycle Safety								
	K6-2009-00-00-00	2010 Motorcycle Safety	\$.00	\$.00	\$.00	\$ 257,912.00	\$ 257,912.00	\$ 18,457.60
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$ 257,912.00	\$ 257,912.00	\$ 18,457.60
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$ 257,912.00	\$ 257,912.00	\$ 18,457.60
154 Transfer Funds								
	154AL-2009-00-00-00	154AL Transfer Funds	\$.00	\$.00	\$.00	\$ 2,059,219.30	\$ 2,059,219.30	\$ 1,178,851.20
	154 Alcohol Total		\$.00	\$.00	\$.00	\$ 2,059,219.30	\$ 2,059,219.30	\$ 1,178,851.20
154 Hazard Elimination								
	154HE-2009-00-00-00	154 Hazard Elimination	\$.00	\$.00	\$.00	\$ 11,029,004.65	\$ 11,029,004.65	\$.00
	154 Hazard Elimination Total		\$.00	\$.00	\$.00	\$ 11,029,004.65	\$ 11,029,004.65	\$.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$ 13,088,223.95	\$ 13,088,223.95	\$ 1,178,851.20
164 Transfer Funds								
	164HE-2009-00-00-00	164 Hazard Elimination	\$.00	\$.00	\$.00	\$ 12,389,491.45	\$ 12,389,491.45	\$.00

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

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Highway Safety Plan Cost Summary

Report Date: 08/28/2008

State: Wyoming

2009-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr./(Decre)	Current Balance	Share to Local
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$ 12,389,491.45	\$ 12,389,491.45	\$.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$ 12,389,491.45	\$ 12,389,491.45	\$.00
NHTSA Total			\$.00	\$ 83,067.40	\$.00	\$ 30,341,927.06	\$ 30,341,927.06	\$ 3,777,662.39
Total			\$.00	\$ 83,067.40	\$.00	\$ 30,341,927.06	\$ 30,341,927.06	\$ 3,777,662.39

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have

been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency,

shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance

programs.

- 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic

materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State

antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension,

Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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


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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/08/08

Date

Section 402

The following projects will be funded with **Section 402** monies.

FY2007 Carry forward:	\$ 653,422.69
FY2008 Anticipated:	<u>\$1,686,525.00</u>
Total	\$2,339,947.69

PROGRAM AREA: 09-PA01

**PLANNING &
ADMINISTRATION**

Project Number	09-PA01
Program Name	Planning and Administration
Subgrantee	Highway Safety Program
Longevity of Grant	Annually

The Highway Safety Program serves as the Highway Safety Office for the state of Wyoming. The office maintains a commitment to reducing deaths and injuries on Wyoming roadways through professional staff development which includes all partners for related traffic safety planning, effective management of federal highway safety funds, data driven programs, and partnerships with other traffic safety groups and organizations.

Highway Safety salaries are not fully funded with Planning and Administration funds. The Planning and Administration program area also funds employee and partner training, travel, vehicle, vehicle operation expenses, equipment and other elements contributing to the overall management of the State's Highway Safety Plan.

The Highway Safety Program/Office consists of:

Governor's Representative/ State Highway Safety Engineer
 Highway Safety Program Supervisor/ Coordinator
 Program Specialist/ Financial Specialist
 Program Specialist/ Financial Specialist
 Program Specialist/ Data Analyst

Partners, in this program area, are defined as any person or entity that expands the ability of the current Highway Safety's limited staffing; e.g. Department of Transportation Public Affairs Office.

Evaluation Measure	Submit required documents of the Highway Safety Office, 1) Performance Plan; 2) Highway Safety Plan; 3) Annual Report. Resolve Management Review issues.
Program Area Code	402 PA
Cost Summary	\$168,652.00
Local Benefit	None
Capital Equipment	No Major equipment will be purchased. The HSO may require non-major equipment.
Performance Measures	Planning and Administration Performance Measures 1 - 2.

PROGRAM AREA: 09-PT

POLICE TRAFFIC SERVICES

Project Number: 09-PT01
Project Name: Regional Law Enforcement Liaisons (LELs)
Subgrantee: WYDOT Highway Safety Program
Longevity of Grant: Year 1 - first year to develop regional LELs

The Highway Safety Office sees the value in law enforcement liaisons that can expand the reach of the HSO, have greater contact and better communication with local agencies and officers, help orchestrate enforcement activities and enforcement media events in their region as well as provide traffic safety training to officers without the burden of traveling very far. It is the goal of the HSO to recruit members and share the list of candidates with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) to ensure the candidates are in good standing with the association.

This project will pay for officer(s) and/or retired officer(s) part-time services to carry traffic safety messages to agencies throughout the state and develop and/or maintain strong partnerships between the Highway Safety Program and other law enforcement leaders. Through this revised Highway Safety venture, the LEL(s) will provide the Highway Safety office an understanding of the challenges in Wyoming traffic enforcement, and provide officer-to-officer discussion and, if necessary, motivation in the areas of traffic safety.

The Highway Safety Program will provide the LEL(s) with community specific crash statistics to use during agency visitations. The LEL staff will promote traffic safety programs, enforcement, campaign recognition and training opportunities throughout the state. The LEL(s) will assist in finding appropriate and palatable solutions for data identified causes of fatalities and serious injuries on Wyoming roadways.

- | | |
|--------------------|---|
| Evaluation Measure | <ol style="list-style-type: none"> 1. Provide NHTSA a draft recruitment description, duties and objectives for the LELs. 2. Solicit candidate interest through WASCOP or RFP. 3. Provide NHTSA Regional office a draft of the grant agreement. 4. Execute grant agreement or contract as applicable. 5. Provide training as available and appropriate. 6. Report on activities performed. |
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Program Area Code	402 PT
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Cost Summary	Personal Services	\$ 73,720
	Indirect costs (3%)	<u>\$ 2,280</u>
		\$ 76,000

Local Benefit	None
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Capital Equipment	N/A
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Performance Measures	This project impacts Police Traffic Services measures 1-2 and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.
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Project Number: 09-PT02
Project Name: City of Laramie Level III Crash Reconstruction Course
Subgrantee: City of Laramie Police Department
Longevity of Grant: Year 1

The ability to perform high-level crash reconstruction is paramount in understanding the circumstances of the crash, the speed, dynamics, if a crime has been committed, etc. The outcome of the reconstruction provides powerful information for crash data capture. Data improvement is not only a national priority; it is a state priority.

Like many states, Wyoming has a shortage of officers certified to handle complex crash reconstruction. Currently only a handful of officers are certified. This project would train up to 30 students from law enforcement agencies around the state to become Crash Reconstructionists. Each agency would be responsible for paying the lodging and meals for their attending officer. The Institute for Police Technology and Management at the University of Northern Florida in Jacksonville, FL would be willing to come to Wyoming to teach the two-week course. The cost summary below provides funds for all class materials, instructor compensation and expenses.

The Highway Safety Program is please that Laramie has offered to host another statewide class.

Evaluation Measure	To host 30 officers in crash reconstruction on-site training. The following course materials will be provided to the Highway Safety Office: an agenda, number of attendees, number of attendees successfully completing the course, course evaluation, summarized course evaluation, and receipts of cost.	
Program Area Code	154AL	
Cost Summary	Training Expenses	\$14,000.00
Local Benefit	100%	
Capital Equipment	N/A	
Performance Measures	This project impacts Police Traffic Services measures 1-2 and provides training that will improve the quality of crash data.	

Project Number: 09-PT03
Project Name: Instructor Development Course
Subgrantee: City of Laramie Police Department
Longevity of Grant: Year 1

Having the knowledge of a subject, e.g. SFST Instructor, will not guarantee that the trained officers can actually teach the course. A prudent course of action would therefore include instructor development. This course will provide the necessary training to build a cadre of instructors to assist with numerous highway safety trainings throughout the state.

The Laramie Police Department will host a NHTSA Instructor Development Course in Laramie from October 13th through October 17th, 2008.

The training would accommodate up to 40 students from agencies around the state. Agencies that want their personnel to be certified instructors will pay for the lodging and meals for their officers. The project cost would cover all classroom materials, instructor compensation and expenses. The instructors, John Diehl from Oregon Department of Public Safety, NHTSA Certified Instructor and Dalene Call from the Wyoming Department of Transportation, TSI Certified Instructor.

The Highway Safety Program is pleased that Laramie will host another statewide class.

Evaluation Measure	To host 40 officers in Instructor Development Training. The following course materials will be provided to the Highway Safety Office: an agenda, number of attendees, number of attendees successfully completing the course, course evaluation, summarized course evaluation, and receipts of cost.	
Program Area Code	402 PT	
Cost Summary	Training for Instructor Development	\$20,000.00
Local Benefit	100%	
Capital Equipment	N/A	
Performance Measures	This project impacts performance measures for Police Traffic Services 1-2 and capitalizing on training countermeasures.	

Project Number: 09-PT04
Project Name: HVE Media Coordinator
Subgrantee: To be determined
Longevity of Grant: Year 1

Manpower is a real challenge for law enforcement agencies throughout the state. Though interested in highway safety, overtime traffic safety enforcement is difficult. The Highway Safety Office sought and obtained law enforcement feedback regarding the challenges of the new structure of HVE event-based grants. One concern centered on media. It is a required piece of the grant objectives that is easily set aside due to other pressing priorities. In response, the HSO will be hiring a part-time media coordinator to work with individual agencies on media events and press releases.

Work scope will be discussed with the NHTSA Region 8 staff for additional insight prior to position recruitment.

Evaluation: Attend and report media thoughts gathered at law enforcement kickoff meetings. Meet with agencies individually to formulate data driven media events and press releases. Provide the plans per location to the HSO.

Program Area Code: 402 PT

Cost Summary \$50,000

Local Benefit None

Capital Equipment N/A

Performance Measures This project addresses Police Traffic Services measures 1-2 as well ensures that effective countermeasures are performed.

Project Number: 09-PT05
Project Name: Local HVE
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Annually

This project provides the opportunity for local law enforcement to target crash factors prominent in Wyoming crashes and reduce its involvement in Wyoming crashes. Such factors involve: speeding, drinking and driving, reckless driving, red light running, etc. Each agency listed below is prepared to participate in overtime enforcement to drive down the number of persons injured or killed on Wyoming roadways. Each will have the opportunity to participate in event-based enforcement targeting local, state, and national HVE events/campaigns scheduled at high crash, risk times and locations. This project also provides an opportunity to enhance occupant protection by enforcing the state seat belt law (secondary enforcement). The participation represents 80% of the state population.

Although each officer will enforce drinking and driving laws during this project, the primary enforcement focus will be speed and other traffic violations similar to the WHP C.A.R.E efforts. They will also focus on seat belt and child restraint enforcement as permitted under Wyoming law. Alcohol reduction campaigns, similarly structured will be funded by Section 410.

Agency	County	Population Served by LE Agencies
Laramie PD	Albany	27,204
University of Wyoming	"	inclusive to city
Big Horn Co. SO	Big Horn	11,461
Basin PD	"	inclusive to county
Bryon PD	"	inclusive to county
Greybull PD	"	inclusive to county
Campbell Co. SO	Campbell	33,698
Gillette PD	"	inclusive to county
Saratoga PD	Carbon	1,726
Converse Co. SO	Converse	12,052
Douglas PD	"	inclusive to county
Fremont Co. SO	Fremont	35,804
Lander PD	"	inclusive to county
Torrington PD	Goshen	5,776
Ft. Laramie PD	"	243
Lingle PD	"	510
Hot Springs Co. SO	Hot Springs	4,882
Thermopolis PD	"	inclusive to county
Johnson Co. SO	Johnson	7,075
Buffalo PD	"	inclusive to county
Laramie Co. SO	Laramie	81,607
Cheyenne PD	"	
Pine Bluffs PD	"	inclusive to county
Lincoln Co. SO	Lincoln	14,573
Cokeville PD	"	inclusive to county
Natrona Co. SO	Natrona	66,533
Casper PD	"	inclusive to county
Evansville	"	inclusive to county
Powell PD	Park	5,373
Frannie PD	"	29
Wheatland	Platte	3,548
Sheridan Co. SO	Sheridan	36,560
Sheridan PD	"	inclusive to county
Sweetwater Co. SO	Sweetwater	37,613
Rock Springs PD	"	inclusive to county
Green River PD	"	inclusive to county
Jackson PD	Teton	8,647
Evanston PD	Uinta	11,507
State Population per Census 2000 493,782		Total population served: 396,421 Percent of state population: 80%

Event-based high visibility enforcement will require media both before and after the event. The media will provide a multiplier effect on the public's perception of officer magnitude in enforcing highway safety laws. Each agency must participate in the two nationally recognized traffic safety campaigns, May mobilization and August Alcohol Crackdown. Other event/campaigns can be selected from the state calendar and/or identify recognized local traffic safety challenges as seen in reliable data sources.

It is important to note that local law enforcement agencies will no longer move between Speed to DUI overtime grants on a three year rotation. Instead the grant process will provide for one grant that is funded by Section 402 and 410. This project is the funding for the former.

The new grant structure will be data driven. Of the 136 fatal crashes and 149 fatalities in 2007, reference page two of the FY2009 Problem Identification book, 59 involved speeding; 24 involved speeding and alcohol; 33 involved speeding and no seat belts; and 18 involved alcohol, no seat belts, and speeding. On page five of the same book, speed related crashes are represented in 29% of all 2007 Crashes. A five-year average shows speed related crashes represented 28%.

Equipment is vital for the speed enforcement grants. Equipment is provided for project participants. Up to 3 radar units could be authorized by the HSO office depending on the agency size and need.

Evaluation Measure Provide daily, and monthly activity reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts. Two per hour is considered satisfactory due to the variety of traffic safety laws that may need enforced.

Program Area Code 402 PT

Cost Summary	Personal Services	\$272,000.00
	Non-major equipment	\$ 36,500.00
	Travel	<u>\$ 31,300.00</u>
	Total	\$339,800.00

Local Benefit 100%

Capital Equipment Non-major only.

Performance Measures This project directly impacts Planning and Administration measures 1 and 2, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-3, Motorcycle 1-2 and Alcohol 1-5.

PROGRAM AREA: 09-OP

OCCUPANT PROTECTION

Project Number	09-OP01
Program Name	Comprehensive Safety Belt Program
Subgrantee	WYDOT-Highway Safety Program
Longevity of Grant	Annually

This program intends to compliment other prevention and education efforts to make a difference in the quality of life in Wyoming through the increased use of seat belt and child restraint systems. In 2007, young parents, 21-44 years of age, were forty-five percent (45%) of those killed in motor vehicle crashes in Wyoming with thirty-three percent unrestrained. To educate young parents and their children, elementary schools will be provided materials from the Highway Safety Office for use with children 5-8 years of age on booster seat usage and the "5 Step Test" to explain when to transition to a safety belt in a motor vehicle through a collaboration with school nurses and resource officers. As needed, new brochures will be developed or purchased for tweens, adults and for businesses through collaboration with the Department of Employment. A limited quantity of child safety seats will be purchased for demonstration or loan. Incentive items will be purchased and distributed statewide upon request for schools, fairs, and community events to emphasize the buckle up message. This project can be used to plan for expenses associated with the planning and implementation of seat belt awareness events for the May Mobilization, such as the Seat Belt Caravan in May 2008.

Evaluation Measure	Summarize local program efforts by compiling where materials are distributed and when Vince & Larry crash dummies are used to spread the buckle up message to all ages with preference given to children. Report collaboration efforts with all 15 chapters and Safe Kids Wyoming on a "Tween" Safety Program. Summarize the Awareness Events for the May Mobilization and Child Passenger Safety Awareness Week.
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Program Area Code	402 OP
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Cost Summary	Materials/ Supplies	\$29,100.00
	Indirect Cost (3%)	<u>\$ 900.00</u>
	Total	\$30,000.00

Local Benefit	100%
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Capital Equipment	None
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Performance Measures	This project will address performance measures: Occupant Protection 1-3.
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Project Number OP02
Program Name Alive at 25
Subgrantee Wyoming Highway Patrol
Longevity of Grant Year 3

Every year Wyoming has a number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2007, approximately fifty one percent (51.0%) of those killed on Wyoming highways were not using occupant restraints at the time of the crash. Of the 51.0%, approximately seventy percent (70%) were Wyoming residents. Approximately thirty percent (30.2%) of Wyoming deaths were under 25 years of age. Young drivers are the easiest group to change driving behaviors and attitudes when driving. The "Alive at 25" Program is designed to make young drivers aware of safe driving practices, encourage appropriate teen driving behavior, and encourage them to use seatbelts.

A variety of programs and displays will be used to promote seat belt and child restraint usage with brochures, posters and incentives for: the seat belt convincers, the rollover demonstrator, public service announcements, safety presentations at the fairs, civic groups, and schools. Maintenance of the convincers, the rollover demonstrator and the survivor trailers will be funded. As a partner in the Seat Belt Caravan in FY2008, it was difficult to get the message out to all those attending because of the lack of a public address system. In FY09, a portable PA system will be purchased with these funds for this use and other presentations. Educational activities will be conducted by uniformed troopers thus illustrating their strong support and attention to the primary child restraint law and the secondary safety belt law. Training and travel expenses will be funded for Lifesavers (2 attendees), USEOW, Alive at 25 and CPS training conferences. A portion of the training and travel budget will be used to offset the costs of the Wyoming Highway Patrol hosting the Uniformed Safety Officer Education Workshop to be held in June 2009. A media promotion will be developed to build awareness of the "Alive at 25" classes and encourage young adults to participate in the classes. All media produced will be used to educate Wyoming drivers 15-24 years of age. These funds will be used to purchase space in print, radio and television markets as needed.

How will the funds be used: Print, Radio, Television

How will effectiveness be assessed: See Evaluation Measures below.

The amount allocated for paid advertising: See Cost Summary below.

The amount allocated to conduct the assessment: \$ 0

Evaluation Measure Number of safety presentations conducted with contact of approximately 25,000 people by WHP troopers demonstrating their focus on occupant protection by September 30, 2009, noting behavioral and attitudinal changes toward seat belts and child safety seats. Provide summary reports on each of the training workshops funded by this grant. To provide a summary report on the USEOW Conference hosted in Wyoming. A media summary report will be submitted by November 15, 2009 which will comprise of: 1) size of audience reach, 2) the number of "Alive At 25" paid airings or print ads that occurred, 3) the number of free airings or print ads that occurred, if any; 4) the size of audience reached in free airings or print ads if separation of paid versus free is available.

Program Area Code 402 OP

Cost Summary	Travel/Training	\$ 45,000.00
	Maintenance	\$ 2,000.00
	Materials/ Supplies	\$ 33,000.00
	Media Production Costs	\$ 5,000.00
	Media Purchase	\$ 30,000.00
	Non-major Equipment (Portable PA System)	\$ 2,000.00
	Indirect Cost (3%)	<u>\$ 3,409.51</u>
	Total	\$120,409.51

Local Benefit 100%

Performance Measures This project will address performance measures in Occupant Protection 1-2, Alcohol 1-5 and assist Speed 1-3.

Project Number **OP03**
Program Name **Buckle Up Kids**
Subgrantee **Cheyenne Regional Medical Center Foundation**
Longevity of Grant **Annually**

Motor vehicle related injuries kill more children and young adults (i.e. those aged 0-24 years) than any other single cause in the United States. In 2007, Wyoming had 35 (23.5%) people (0-24years) killed in motor vehicle crashes. Seven [7] children between the ages of 0-14 were killed. The overall misuse rate for child safety restraints in Wyoming for the 2006-2007 grant period was 88%.

A comprehensive statewide initiative will continue to work with local communities to train and certify volunteer personnel to provide child safety seat checks. The program will offer technical support; statewide data center; certify trainers and advocates; and provide checkup results to target the misuse problems. At least two NHTSA Standardized Child Passenger Safety Training courses will be implemented for new technicians, advocates, and will have at least two refresher/renewal classes to help maintain the technical knowledge base needed. A central data bank will continue to be used to record efforts throughout the state, including planning, implementing and tracking training efforts, as well as gathering and recording data from checkup events to coordinate and optimize efforts. The CPS Tracker will be used to record the parent/caregiver seat belt use at these events. The quarterly newsletter entitled *Buckle Up Express* will continue to provide pertinent information to technicians and advocates statewide. CPS technicians will continue to work with parents and caregivers to ensure all vehicle occupants are using the appropriate restraint system with an emphasis for the “Tweens” to be safe in the vehicle and riding in the back seat. Two staff personnel will be funded for an approved traffic safety professional conference.

Evaluation Measure A minimum of two CPS Classes conducted with a maximum per class of 25 technician candidates certified and/or recertified. The number of child safety seats checked and replaced with the decrease in misuse noted, report on parent/caregiver use of seat belts. To provide report from the review of data from the trauma registry and other sources to determine if a change in behavior is being reflected.

Program Area Code 402 OP

Cost Summary	Personal Services	\$ 54,171.00
	Materials/ Supplies	\$ 18,000.00
	Training	\$ 27,350.00
	Travel	\$ 8,500.00
	<i>Bookkeeping Expense(5%)</i>	<u>\$ 5,401.05</u>
	Total	\$113,422.05

Local Benefit 100%

Capitol Equipment None

Performance Measures This project will address performance measures in Occupant Protection 1-3.

Project Number	09-OP04
Program Name	Alive at 25/ Instructor Education
Subgrantee	Wyoming Highway Patrol (WHP)
Longevity of Grant	Year 2

Every year Wyoming has a number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2007, approximately fifty one percent (51.0%) of those killed on Wyoming highways were not using occupant restraints at the time of the crash. Of the 51.0%, approximately seventy percent (70%) were Wyoming residents. Approximately thirty percent (30.2%) of Wyoming deaths were under 25 years of age. Young drivers are the easiest group to change driving behaviors and attitudes when driving. The "Alive at 25" Program is designed to make young drivers aware of safe driving practices, encourage appropriate teen driving behavior, and encourage them to use seatbelts. This program is for young drivers age 14 to 24 years old.

This project will be used to fund WHP Troopers to instruct the Alive at 25 classes, their per diem and lodging when travel is required.

Evaluation Measure	Minimum of 75 classes, maximum of 24 per class. An evaluation tool will be used in the classes to determine knowledge and attitudinal change with a summary provided in the final report.
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Program Area Code	402 OP
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Cost Summary	Personal Services	\$ 35,000.00
	Travel Expense	\$ 5,000.00
	Indirect Cost (3%)	<u>\$ 1,200.00</u>
	Total	\$ 41,200.00

Local Benefit	None
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Capital Equipment	N/A
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Performance Measures	This project will address performance measures in Occupant Protection 1-2, Alcohol 1-5 and assist Speed 1-3.
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Project Number 09-OP05
Program Name Protect Our Future - Laramie County
Subcontractor Cheyenne Regional Medical Center Foundation
Longevity of Grant Year 1

In 2007, Laramie County had 277 serious and fatally injured vehicle occupants with 32% unbuckled. Of the fatally injured occupants sixty-eight percent (68%) were not wearing seat belts with 63% of those males. The 21-34 age group accounted for forty-one percent (41%) unbuckled and again sixty-three percent (63%) were males. The "Protect Our Future" program is a comprehensive strategy designed to increase the correct use of child safety seats, booster seats and safety belts for both the young children and their parents. 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 caregivers to becoming decision-makers themselves. Children 10 years old and under are specifically targeted because life-saving habits formed early are most likely to continue throughout their life. They are also targeted because, when properly prepared, they can assume a powerful role in positively influencing safety belt use by family members and friends. The three elements of this program are: The Little Convincer Program, for Kindergarten, is an educational incentive program designed to teach young children and their families about the importance of buckling up and are provided hands-on opportunity to practice the skill; Gimme a Boost Program includes interactive assemblies for children K-2nd Grade, classroom instruction, school-based booster seat clinics, and incentives for children; 100 Mile Challenge Program prepares pre-teens for independent traveling and to empower them to encourage family members and friends to buckle up by recording how they travel: buckled up in a vehicle or with helmet on a bicycle.

Evaluation Measure The evaluation will include the review of crash reports to determine the number of children involved in crashes that were/were not restrained; tracking the number of child restraints provided and who did followup visits; track the number attending child safety seat education clinics; track errors and correct use; and track number of students and their anecdotal influence on other family members and friends to buckle up. To decrease the misuse rate of booster seats and safety belts. To increase the use of booster seats and safety belts. A summary of activities during child passenger safety awareness week will be provided.

Program Area Code 402 OP

Cost Summary	Personal Services	\$21,450.00
	Material/ Supplies	\$ 9,000.00
	Travel	\$ 1,000.00
	Non-major Equipment(computer/printer)	\$ 2,500.00
	Book-keeping expense (5%)	<u>\$ 1,697.50</u>
	Total	\$35,647.50

Local Benefit 100%

Capitol Equipment None

Performance Measure This project will address performance measures in Occupant Protection 1-3.

Project Number 09-OP06
Program Name Protect Our Future - Wind River Indian Reservation
Subgrantee Injury Prevention Resources
Longevity of Grant Year 2

Seat belt use on the reservation is dismally low (hovering just over 35%) and the crash fatality rate is incomprehensibly high. Every year for at least the past two decades, 100% of the fatalities that occurred on the reservation were not buckled up. There is evidence of positive changes happening: a fifth grade student is a seat belt survivor because of her participation in the 100-Mile Challenge program, and the disparity between Native and non-Native involvement in alcohol-related crashes is lower this year than last.

“Protect our Future” is a program which targets young children through tweens. These groups are specifically targeted because life-saving habits formed early are most likely to continue throughout their life. They are also targeted because, when properly prepared, assume a powerful role in positively influencing safety belt use by family members and friends. The program will be done in Lander, Riverton, Shoshoni, Dubois, Pavillion, Ft. Washakie, Wyoming Indian(Ethete), Arapahoe, and St. Stephens. Fifty percent of the program costs will be funded through this grant and the rest through multiple funding sources including various corporate sponsors, local community support, and a Community Service Block grant.

Evaluation Measure The evaluation will include the analysis of the annual seat belt survey; review of crash reports to determine the number of children involved in crashes that were/were not restrained; assessing the number of citations and warnings issued for failure to use proper restraints; tracking the number of child restraints provided and who did followup visits; track the number attending child safety seat education clinics; track errors and correct use; and track number of students and their anecdotal influence on other family members and friends to buckle up. A media summary report will be provided and a summary of how the trailer was used and a summary of activities during child passenger safety awareness week.

Program Area Code 402 OP

Cost Summary	Personal Services	\$30,000.00
	Contractual Services	\$ 2,400.00
	Office Expense	\$ 1,500.00
	Travel	\$ 2,500.00
	Training	\$ 2,000.00
	Materials/ Supplies	\$ 5,000.00
	Media (Radio for Booster Clinics)	\$ 1,500.00
	Non-major Equipment(trailer)	\$ 4,950.00
	Total	\$49,850.00

Local Benefit 100%

Capital Equipment None

Performance Measures This project will address performance measures in Occupant Protection 1-3.

Project Number	09-OP07
Program Name	Eligible Training - Child Passenger Safety Technicians/Instructors
Subgrantee	Child Passenger Safety Technician/Instructors
Longevity of Grant	Annually

Child Passenger Safety Technicians/Instructors need to stay current in the field of Child Passenger Safety(CPS). Having the opportunity to receive first hand knowledge will provide them with the incentive to share this information with those on a local basis as well as statewide in scheduled training. Each technician/instructor will be given the opportunity to attend a traffic safety conference where child passenger safety will be presented. This project will fund the registration, travel expense, and per diem to keep the CPS technicians/instructors abreast of new products, technology, and an opportunity to network with experts in the vehicle and child safety seat industry.

Evaluation Measure	Provide funding for ten technicians/instructors in the area of child passenger safety to improve their knowledge base and remain current in the ever changing child passenger safety arena. Each participant will be required to provide a written summary of the workshops attended, what information they received and how they will use this new information in their communities. A report form will be provided to each attendee.
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Program Area Code	402 OP
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Cost Summary	Training/ Travel	<u>\$15,000.00</u>
	Total	\$15,000.00

Local Benefit	100%
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Capital Equipment	None
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Performance Measures	This project will address Occupant Protection performance measures 1-3.
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Project Number	09-OP08
Program Name	Cheyenne Law Enforcement Occupant Protection Summit
Subcontractor	City of Cheyenne Metropolitan Planning Organization
Longevity of Grant	Year 1

In Wyoming, safety belts are used by 72 percent of residents, a rate that is below the national use rate of 82 percent in 2007. More than half (54 percent) of people killed in Cheyenne area crashes between 1987 and 2006 were not wearing safety belts. One in five people injured in a Cheyenne area crash was unbelted. Novice drivers and their passengers are more likely not to wear safety belts and be injured in a crash. Young vehicle occupants (age 16-20) represented 29 percent (600 of 2099) of the unbelted persons in injury crashes and 8 percent (4 of 53) of unbelted persons in fatal crashes in greater Cheyenne.

The Cheyenne MPO will plan and hold a half-day Law Enforcement Occupant Protection Summit in Cheyenne to which state, county, and local law enforcement personnel will be invited. At the Summit, data will be presented on the extent of non-use of safety belts and the potential of safety belts to save lives and reduce injury; provide a forum for discussion among law enforcement personnel on tactics and best practices for enforcement of the secondary safety belt law. Cheyenne MPO will conduct publicity activities to promote public awareness that enforcement of safety belt use will increase as a result of the Summit. The MPO will conduct media relations one or more months following the Summit on the increase in safety belt citations. Cheyenne MPO will work with consultants to help generate ideas for the publicity campaigns and also assist with developing materials for the campaign and help plan the Summit. Coordination on the Summit agenda and invitations will be done in partnership with the Cheyenne Police Department, the Laramie County Sheriff's Office and with the Wyoming Highway Patrol.

Evaluation Measure	The Cheyenne MPO and the law enforcement agencies will gather data for safety belt non-use citations prior to the Summit to establish a baseline. Following the Summit, law enforcement agencies will track the number of citations for safety belt non-use in the greater Cheyenne. The MPO will track data on safety belt use by individuals in crashes before and after the Summit and the relationship to crash severity. The MPO will distribute a survey to all participants to obtain feedback on the meeting and whether individual officers increased their knowledge of safety belt issues. This data will be provided in a report to the Highway Safety Office by November 15, 2009.
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Program Area Code	402 OP
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Cost Summary	Contractual Services	\$ 6,000.00
	Law Enforcement Coordination (\$500.00 per agency)	\$ 1,500.00
	Meeting Expenses	\$ 1,500.00
	Materials/ Supplies	<u>\$ 1,000.00</u>
	Total	\$10,000.00

Local Benefit	100%
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Capitol Equipment	None
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Performance Measure	This project will address performance measures in Occupant Protection 1-3.
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Project Number: 09-OP09
Project Name: May Mobilization-Law Enforcement Agency Stipend
Subgrantee: Various
Longevity of Grant: Year 2

Even though the 2007 May Mobilization had all agencies participating, reporting efforts were low. To encourage participation in and reporting of the May Mobilization law enforcement activities during regular shifts or overtime hours, the Highway Safety Program has offered a reporting incentive, stipend, to those agencies providing reports within 10 days after the campaign. As the first year, the second year of this type of compensation, it is being offered primarily to agencies under Speed or D.U.I. high visibility overtime grants. The \$250.00 incentive is noted in each grant agreement issued.

Evaluation Measure A campaign report will be obtained from each agency requesting the report stipend. The report must be submitted on the Campaign Report form provided by the Highway Safety Program.

Program Area Code OP

Cost Summary \$25,000.00

Local Benefit 100%

Capital Equipment N/A

Performance Measures: Planning and Administration Measures 4-6, Occupant Protection Measures 1,2,3,6, Paid media measures 1-3, Alcohol measures 104 and speed measures 1-3

Project Number	09-OP10
Program Name	Occupant Protection Planning for FY2010
Subgrantee	To be determined
Longevity of Grant	N/A

Sixty-one percent of all persons killed in Wyoming crashes were unbelted. Non-usage is coupled with other risk behaviors of speeding and impaired driving. With the much appreciated increase in 402 funding received in July and anticipate continued funding level, we will use the surplus to plan for FY2010 occupant protection projects. If new 402 safety projects arise in FY2009, these funds will be expended earlier.

Evaluation	To be determined
Program Area Code	402 OP
Cost Summary	\$293,660.03
Local Benefit	100%
Capital Equipment	None
Performance Measures	This project will address Occupant Protection Measures 1-3.

PROGRAM AREA: 09-RS

**TRAFFIC ENGINEERING
SERVICES/
ROADWAY SAFETY**

Project Number: 09-RS01
Project Name: Traffic Safety Information & Communication (Development)
Subgrantee: WYDOT-Public Affairs Office
Longevity of Grant: Annually

The Public Affairs Office (PAO) serves as the Safety Management System’s (SMS) and Highway Safety Program’s (HSP) public information and education (PI&E) developer in all key highway safety areas. They provide statewide PI&E to support state, national and local campaigns during problem identified times of the year. This project will also provide funding to all WYDOT districts to provide the same messages with a local voice. PAO will coordinate efforts with the Highway Safety Office (HSO), the Safety Team and the District Public Involvement Specialists around the State to provide public information regarding traffic safety issues. Since Paid Media cannot pay for development costs, this project is developed to meet that need. Funding will be used to purchase materials/supplies and personal/professional services needed to develop PI&E related to this effort.

Evaluation Measures: Provide written communication to HSP identifying each traffic safety issue, funding categories, and expected benefit to the public.

Provide all fiscal documents with supporting source documentation such as vouchers, invoices, etc., along with monthly reports on activities related to expenditure.

the Provide a signed copy of any sub-contract/agreement related to grant.

Program Area Code: 402 RS

Cost Summary:	Materials/Supplies	\$21,000.00
	Personal/Professional Services	\$ 4,000.00
	Indirect Costs (3%)	<u>\$ 750.00</u>
	Total	\$25,750.00

Local Benefit: N/A

Capital Equipment: None

Performance Measures: This project is designed to address the performance measures: Alcohol 1-5, Occupant Protection 1-3, Speed 1-3, Motorcycles 1-2.

Project Number: 09-RS02
Project Name: Safety Management System (SMS) - Various Projects
Subgrantee: SMS
Longevity of Grant: Year 3

SMS projects are detailed to assist and coordinate activities related to the SMS team and the Strategic Highway Safety Plan goals to reduce injuries and deaths on Wyoming roadways. The Highway Safety Governor's Representative will continue to chair the SMS team, thus ensuring behavioral consideration in roadway discussions. The SMS team will work with Wyoming's safety partners to develop and implement strategies with the greatest potential to reduce fatal and serious injury crashes. Encouragement will continue to conduct Traffic Safety Summits that have now been held in three prominent locations both in need of traffic safety projects and being able to influence a large portion of the state's population: Cheyenne, Casper, Fremont Co./Wind River Reservation.

Although each SMS project will work in conjunction with both the Wyoming Strategic Highway Safety Plan and Highway Safety Plan, each will submitted to the NHTSA regional office for approval prior to execution.

Evaluation Measure	Provide progress reports on each project, activities performed, benchmarks reached and milestones accomplished.	
Program Area Code	402 RS	
Cost Summary	SMS	\$48,450.00
	Indirect Costs (3%)	<u>\$ 1,550.00</u>
	Total	\$50,000.00
Local Benefit	To be determined	
Capital Equipment	N/A	
Performance Measures	This project will address performance measures: Planning and Administration 1 and 2, Alcohol 1-5,	

Project Number: 09-RS03
Project Name: Safety Management System (SMS) - Winter Driver Safety Campaign
Subgrantee: SMS
Longevity of Grant: Year 3

Wydot is one of 14 state DOT's participating in the "Clear Roads" pooled fund project. The WYDOT Winter Research Services office personnel address a diverse range of winter road issues and challenges, depending on geography, climate, population density and prevalent traffic types. One safety problem, common to all jurisdictions, is the motorists who drives too fast for roadway conditions. The months of October through March average an On-System crash rate of 2.61 compared to April through September with an average crash rate of 1.61. Winter road conditions are involved in 15% of fatal crashes, 24% of injury crashes and 31% of property damage crashes.

Educating and reminding drivers to reduce speeds during these conditions will directly reinforce ongoing efforts in the areas of law enforcement traffic services, speed enforcement and roadway safety. This type of public information and awareness focus is the key component of the Clear Roads effort. State DOT's have initiated a coordinated multimedia winter driving safety campaign using the basic slogan "Ice and Snow?...Take It Slow". Information can be seen at www.clearroads.org.

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

How will the funds be used: Radio, print

How will effectiveness be assessed: No individual assessment survey on this topic will be performed.

The amount allocated to paid advertising: See cost summary below.

Evaluation Measure Provide a summarized report on number of paid/free airings and print ads that occurred with the audience size/reach and media organization for radio or newspaper.

Program Area Code 402 RS

Cost Summary	Ice Scrapers	\$10,000.00
	Radio Advertising/Print Media	\$15,800.00
	Production Costs	\$ 600.00
	Indirect Costs (3%)	<u>\$ 792.00</u>
	Total	\$27,192.00

Local Benefit None

Capital Equipment N/A

Performance Measures This project directly impacts Speed measures 1-3.

Project Number: 09-RS04
Project Name: Powder River Buckle Up Incentive
Subgrantee: WYDOT-Public Affairs Office (PAO)
Longevity of Grant: Year 1

Wyoming roadways experience traffic crashes which result in death and non-fatal injuries due to alcohol and lack of seat belt usage. The 2008 observed seat belt usage rate for Wyoming was at 68.6% which is far below the national average of 82%. During 2007, Wyoming fatalities failed to use safety equipment 60.7% of the time in traffic crashes. These statistics demonstrate the importance of educating the public.

This project will provide t-shirts with the University War Cry modification of “Powder River Buckle Up” and “Powder River” alcohol message. The t-shirts will be used during UW media events and shared at other Sports venues.

The Public Affairs Office, serving as PI&E, will also work with the University of Wyoming Sports Properties to coordinate the development, number and distribution of t-shirts with the logo “Powder River, Buckle Up”, “Over the Limit. Under Arrest.” and “Buzzed Driving is Drunk Driving”. The t-shirts will feature Pistol Pete making them desirable to wear at University sporting events and thus serve as walking billboards to remind people to buckle up.

Evaluation Measures: A report will be provided to the Highway Safety Office summarizing the number of t-shirts, public distribution efforts of this project and how it worked in conjunction with the UW Powder River Buckle Up and Alcohol projects.

Program Area Code: 402 RS

Cost Summary:	T-Shirts	\$10,000.00
	Indirect Costs (3%)	<u>\$ 300.00</u>
	Total	\$10,300.00

Local Benefit: None

Capital Equipment: N/A

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

PROGRAM AREA: 09-SE

SPEED

Project Number: 09-SE01
Project Name: WHP High Visibility Speed Enforcement
Subgrantee: Wyoming Highway Patrol (WHP)
Longevity of Grant: Annually

The WHP is a valued safety partner focused on traffic enforcement. Fatal crash data shows 60% of the crashes occur on rural Interstate and Primary roadways. Paralleling this data, the WHP investigated 78% of the fatal crashes, primarily occurring on Interstate and Primary roadways. The WHP supports the national Safety Campaigns of May Mobilization and the alcohol Crackdown. These campaigns correspond with C.A.R.E (Combined accident reduction enforcement) enforcement.

This project provides the WHP the opportunity to target speeding issues and reduce its involvement in crashes. It also increases their visibility and enforcement hours on the roadways. The WHP administrators allocate grant funds to each patrol division. Each District Supervisors will again through speed surveys, traffic volumes, speed crash data and knowledge of local events (e.g. UW sporting events) determine the best locations and times in their area for extra enforcement effort.

This project also provides troopers an opportunity to expand their enforcement of the Wyoming seatbelt and child restraint laws through citations, warnings and education. This information is captured on the project activity report forms provided to the HSO. At least one press release notifying the public of their heightened enforcement is required during their grant period.

Evaluation Measure Provide daily activity reports and monthly summary reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts. Two per hour is satisfactory due to other incidental enforcement requirements in rural areas of the state.

Program Area Code 402 SE

Cost Summary	Personal Services	\$115,000.00
	Indirect Costs (3%)	<u>\$ 3,450.00</u>
	Total	<u>\$118,450.00</u>

Local Benefit None

Capital Equipment None

Performance Measures This project directly impacts Speed measures 1-3, Alcohol 1-5, Police Traffic Services 1-2, and Planning & Administration 1-2.

Project Number: 09-SE02
Project Name: WHP Radar Upgrades
Subgrantee: Wyoming Highway Patrol
Longevity of Grant: Annually

With the patrol focus on traffic enforcement, it is vital that they be equipped with functional IACP approved radars. The radars will be used in conjunction with the WHP speed project. The Directional Sensing and Stationary Direction Control Technology will allow the officers to select direction of control in the stationary mode. With this technology, officers are able to select approaching traffic or traffic going away from the radar. The radar ignores all traffic in the lane not selected. It also has the standard stationary radar operation mode. The technology reduces the possibility of visual error and increases the officer's credibility both with the public and the court when applicable. The equipment also allows a greater margin of trooper safety since they are able to position the patrol vehicle further from the traffic way.

Each year upgrades/replacements are planned for the WHP's aging radars but each year's funds are insufficient to cover the need. Some of the WHP's traffic radars will be approximately ten years old. The industry standard for replacing radars on average is four to five years. Due to the age of these radars and their continual use, the WHP is experiencing a high need of repair.

Evaluation Measure To aid officers in their efforts to reduce speeding, the WHP will purchase IACP approved radars and associated accessories and distribute them to their divisions.

Program Area Code 402 SE

Cost Summary	Minimum of 50 units w/accessories	
	@ \$2,995.00 each	\$149,750.00
	Indirect cost [3%]	<u>\$ 4,492.50</u>
	Total	\$154,242.50

Local Benefit None

Capital Equipment Non-Major equipment only

Performance Measures This project directly impacts Speed measures 1-3, Alcohol1-5, Police Traffic Services 1-2, and Planning & Administration 1-2.

Project Number: 09-SE03
Project Name: Local Speed Radars
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Annually

Local agencies participating in event-based HVE will be eligible for radar equipment to be used in conjunction with their enforcement projects. The need to reduce speed related crashes is well demonstrated in the 2007 crash data showing speed involved in 29% of all crashes. The five year average is slightly less at 28%. Though the state fatality rate per 100 MVMT decreased from 0.95 in 2004 to 0.83 in 2007, there were still 484 speed related fatal and serious injuries.

This project provides additional speed radars to support local law enforcement agencies in their effort to reduce speeding and fatalities and serious injuries, both during and beyond traffic safety campaigns. Some funding is provided in the Local HVE

Evaluation Measure	Provide funding for forty speed radars and accessories enhance campaign effectiveness.
Program Area Code	402 SE
Cost Summary	40 radar units and accessories @ \$2,000.00 Total \$80,000.00
Local Benefit	100%
Capital Equipment	Non-Major equipment only
Performance Measures	This project directly impacts Speed measures 1-3, Alcohol 1-5, Police Traffic Services 1-2, and Planning & Administration 1-2.

PROGRAM AREA: 09-PM

PAID ADVERTISING

Project Number: 09-PM01
Project Name: PAO - Paid Media
Subgrantee: WYDOT-Public Affairs Office
Longevity of Grant: Annually

The Public Affairs Office, serving as PI&E, will work with the Wyoming Broadcaster’s Association, Ray Lansing Advertising, Wyoming Athletic Association, local sports teams, radio and print media to address key issues and targeted audiences identified by the Highway Safety Program, Wyoming Highway Patrol, WYDOT District Public Involvement Specialists and SMS Committee. The district public involvement specialists will provide the desired local participation and flavor to media campaigns.

Key campaigns to address include, but not limited to, the national seat belt mobilization campaigns (May Mobilization), motorcycle safety and other roadway safety messages. Television spots will provide closed captioning. To expand use of 402 funds, the national “crackdown” paid media will be addressed with alcohol transfer funds. As learned from the 403 demonstration grant, sustained media, especially those with the law enforcement focus, can have a profound effect.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation Measures: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid

versus

free if available.

Program Area Code: 402 PM

Cost Summary:	Paid Media Advertising	\$115,000.00
	Assessments (1)	\$ 3,000.00
	Indirect Costs (3%)	<u>\$ 3,540.00</u>
	Total	\$121,540.00

Local Benefit: N/A

Capital Equipment: None

Performance Measures: Project addresses performance measures: Occupant Protection 1-3, Motorcycles 1-2.

Project Number: 09-PM02
Project Name: Powder River Buckle Up Message
Subgrantee: WYDOT-Public Affairs Office (PAO)
Longevity of Grant: Annually

Wyoming roadways experience traffic crashes which result in death and non-fatal injuries due to lack of seat belt usage. In 2007, 60.7% of all fatalities and all male pickup drivers killed 18-34 years old were not using safety equipment. Wyoming averages 6,463 injuries per year in traffic crashes. The 2008 observed seat belt usage rate for Wyoming was at 68.6% which is far below the national average of 82%. These statistics demonstrate the importance of educating the public.

The Public Affairs Office is one of the partners tasked with addressing key safety issues and targeting audiences identified by the Highway Safety Program, Wyoming Highway Patrol and SMS Committee.

The Public Affairs Office, serving as PI&E, will work with the Cowboy News Network, Don Day Weather, University of Wyoming Sports Properties to coordinate the development and distribution of communication-related traffic safety information for the traveling public through various sporting and outdoor activity venues and media outlets. This will include statewide weather reporting sponsorship, jumbo screens, rotating signage. The campaign will utilize the play on the University of Wyoming war cry with the slogan "Powder River, Buckle Up".

The Public Affairs Office will also work with the University of Wyoming Sports Properties to coordinate the development, quantity and distribution of t-shirts with the logo "Powder River, Buckle Up". The t-shirts will serve as walking billboards to remind and educate people to buckle up.

How will the funds be used: TV, radio, or print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation Measures: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.
- 4) The number of t-shirts purchased.

Program Area Code: 402 PM

Cost Summary:	Paid Media Advertising	\$119,070.00
	Assessments (1)	\$ 3,000.00
	Indirect Costs (3%)	\$ 3,662.10
	Total	\$125,732.10

Local Benefit: None

Capital Equipment: None

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

PROGRAM AREA: 09-SA

SAFE COMMUNITY

Project Number	09-SA01
Project Name	Safe Community Local Coordinators
Subgrantee	To be determined
Longevity of Grant	Annually

Safe Communities concept is to initiate a generation of community programs driven by data that address traffic-related injuries within the context of all injuries. A community will assess the traffic related problems and develop program strategies selecting one or more injury prevention priorities, beginning with traffic safety, since it is often the largest part of a community's injury problem. Use proven countermeasure strategies and accessible data to document the problems and measure the impact of program strategies. Safe Community Projects will be designed to save lives and prevent serious injury from traffic crashes in their respective communities. At present, the priority counties selected from a variety of data sources are: Albany, Campbell, Fremont, Laramie, Natrona, Sheridan and Sweetwater. The 2008 statewide seat belt usage rate is now 68.6% determined by an observation survey. In 2007, the usage rate was 72.2%. The national seat belt usage rate is 82%. Fatal injuries show a seat belt use rate at 39.9% which is 7.8 percentage points higher than 2004-2006. Alcohol involvement in crashes has been reducing over the last three years but still an issue in 2005-34.7%, 2006-34.3% and 2007-33.8%. In 2007, speed was a factor in 52.9% of the fatal crashes.

Evaluation Measure	Outreach and fund up to 6 coordinators in priority counties to address speed, occupant protection, alcohol issues and/or other traffic safety issues as well as coordinate earned media events during key local, state and national campaigns. Quarterly or upon each reimbursement request, a report will be provided regarding targeted highway safety areas, contacts, activities planned and completed will be submitted to the Highway Safety Program.
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Program Area Code	402 SA
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Cost Summary	Personal Services & Program Development	\$120,000
	Six local coordinators @ a maximum of \$20,000 each.	

Local Benefits	100%
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Capitol Equipment	None
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Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-3 and Speed 1-3.
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Project Number	09-SA02
Project Name	Safe Community Statewide Coordinator
Subgrantee	To be determined
Longevity of Grant	Annually

To expand the staffing of the Highway Safety Office, a statewide safe community coordinator will be funded with 402 SA funds. The function of the coordinator will be to assist in identifying skilled local coordinators in priority communities, assist them in identifying their traffic safety problems by reviewing multiple data sources, determining their available resources and needs, assist them in structuring their traffic safety activities during local, state, and national campaign periods. The coordinator will work directly with each participating community twice a year and conduct two 1-2 day traffic safety planning meetings at a central location.

The coordinator will work closely with the Highway Safety Office, document proposed strategies that include a full implementation plan for each priority area. Additional duties will be discussed with the NHTSA Regional office to solicit their work scope advice prior to hiring the coordinator through WYDOT procedures. Travel and approved training will be funded by the project. A laptop, portable printer, and computer projector will be allowable costs in this project.

Evaluation	Documentation of plans, strategies and meetings will be provided to the HSO during on-site visits and will accompany reimbursement requests.
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Program Area Code	402 SA
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Cost Summary	Personal Services	\$40,000
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Local Benefit	1/4 state, 3/4 local assistance = \$30,000
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Capital Equipment	N/A
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Performance Measures	These programs will address performance measures in Planning and Administration 1-2, Alcohol 1-5, Occupant Protection 1-3 and Speed 1-3.
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Project Number **09-SA03**
Project Name **Natrona County Safe Community**
Subgrantee **Wyoming Medical Center Foundation**
Longevity of Grant **Year 2**

Natrona County, having a population of 71,750, is located in the mid-eastern part of Wyoming with its largest city, Casper. Natrona County continues to climb in the number of motor-vehicle crashes. It is higher than the national rate and is higher in comparison to many counties in Wyoming. Data shows in 2007, of all fatal/serious injury crashes in Natrona County, 19% involved alcohol; 25.5% were unbuckled and predominantly male; 19% were young drivers (14-20). The rate of misuse of child passenger safety seats averages 85% at the monthly car seat checks.

The coalition will continue to address the alcohol-related motor vehicle crash rate through support of law enforcement and businesses. Data will be collected and a publicity campaign will be developed and facilitated with their partners on the alcohol-related crashes and the non-use of safety belts. The program will address youth 0-14 with special emphasis on the 12-15 year old as a future driver. A program to enhance awareness of the child endangerment law will be initiated since it has been documented that children who are injured or die in alcohol related crashes are generally riding in the car with the impaired driver causing the incident.

Evaluation Measure Compare motor vehicle crashes in Natrona County for the last three years to measure change especially in the areas of speed, drinking and driving, and occupant protection. Develop a pre and post survey to determine change in knowledge about drunk driving legislation, the effects on the community and the level of acceptance of drinking and driving. The misuse rate of child restraints will also be calculated on an annual basis. As a safe community, earned media will be focused on for local, state and/or national campaigns.

Program Area Code	402 SA	402SA	Natrona CO
		Funding	Match
Cost Summary	Personal Services	\$ 12,000.00	\$22,000.00
	Office Expense	\$ 2,400.00	\$ 2,400.00
	Non-major equipment (Portable public address system)	\$ 1,000.00	\$ 0.00
	Travel/Training	\$ 3,000.00	\$ 2,000.00
	Materials/ Supplies	<u>\$ 2,600.00</u>	<u>\$ 5,000.00</u>
	Total	\$ 21,000.00	\$30,400.00

Local Benefits 100%

Capitol Equipment None

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

Occupant Protection

The following projects will be funded with Section 405 monies.

FY2007 Carry forward:	\$125,000.00
FY2008 Carry forward:	<u>\$159,874.00</u>
Total	\$284,874.00

Project Number **09-405-01**
Program Name **Wyoming Seat Belt Coalition**
Subgrantee **Wyoming Dept of Health Preventive Medicine**
Longevity of Grant **Annually**

Motor vehicle injuries are the leading cause of death for individuals from age 5 through 27. Motor vehicle crashes are the principal cause of on-the-job fatalities and are the leading cause of unintentional death in the United States. Wyoming is a secondary seat belt law state. The seat belt usage rate determined through the June 2008 Observational Survey is **68.6%**. This is below the national average of 82%.

As an Occupant Protection Assessment outcome, a seat belt coalition was developed in FY2007 to communicate a comprehensive, coordinated strategy for increasing the use of safety belts and child restraints. Highway Safety Program will work in partnership with the state Office of Emergency Medical Services, NHTSA Regional office and the Coalition facilitator to guide the coalition regarding the best practices appropriate for Wyoming based on the recommendations from the OP Assessment in April 2006. The organization is a broad-based grassroots coalition of organizations, agencies, individuals and businesses to advocate for necessary legislative changes; create and implement a strong, statewide, unified OP enforcement strategy and message to increase safety belt usage; promote statewide participation in the national safety belt mobilizations for law enforcement and the public; and recruit participation from diverse ethnic, cultural and religious populations. The goal of the coalition is to reduce fatalities and injuries from motor vehicle crashes through more effective education and enforcement of the occupant protection laws.

Evaluation Measure To continue the seat belt coalition developing a strategic plan of action for a statewide coordinated effort and to provide a summary of the activities the coalition has accomplished in it's third year—legislative, advocacy, safety projects, etc. Meeting minutes from committee and subcommittees will accompany each reimbursement request.

Program Area Code 405 K2

Cost Summary	Contractual Services (Facilitator)	\$71,400.00
	Travel/ Training/Speakers	\$ 3,000.00
	Indirect Cost for OEMS (20 %)	<u>\$ 600.00</u>
	Total Project Funding:	\$75,000.00

Local Benefit 100%

Capital Equipment None

Performance Measures This project will address Occupant Protection performance measures 1-3.

Project Number	09-405-02
Program Name	State Seat Belt Survey
Subgrantee	To be determined
Longevity of Grant	Annually

An annual seat belt survey will be conducted to measure progress of occupant protection programs and state legislation. The statewide safety belt usage survey will cover drivers and front seat outboard passengers in passenger motor vehicles (passenger cars, pickup trucks, vans, and sport utility vehicles), registered in the state and out-of-state, traveling on all road segments (US, State, and local). The process for the Safety Belt Use Survey will be according to the NHTSA guidelines with input from the Regional Office and other appropriate agencies or individuals which will identify the sample for the survey and provide a way to ensure a low error factor in the sampling thus making it capable of being done on an annual basis. The new methodology established in FY2006 will be used for the FY2009 Seat Belt Observational Survey. The baseline results from June 2006 will be incorporated into the survey to develop the trend relationships associated with the use rates. The current seat belt usage rate reported for FY2008 is 68.6% down from 72.2% in FY2007.

Per WYDOT procedures, contractual services require a review of all companies/ individuals with appropriate services/skill sets prior to contract awards. That said, Wyoming has been well served by DLN Consulting and anticipate they will receive the award in FY2009.

Evaluation Measure	Complete Seat Belt Survey within specifications and report results by Sept. 15, 2009.				
Program Area Code	405 K2				
Cost Summary	<table border="0"> <tr> <td>Contractual Services</td> <td style="text-align: right;"><u>\$50,000.00</u></td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$50,000.00</td> </tr> </table>	Contractual Services	<u>\$50,000.00</u>	Total	\$50,000.00
Contractual Services	<u>\$50,000.00</u>				
Total	\$50,000.00				
Local Benefit	None				
Capitol Equipment	None				
Performance Measures	This project will address performance measure Occupant Protection 1-3.				

Project Number 09-405-03
Program Name Seat Belt Coalition Projects
Subgrantee Wyoming Department of Health/ Office of Emergency Medical Services
Longevity of Grant Year 3 (FY2007 405 funds)

Wyoming is a secondary seat belt law state. The seat belt usage rate determined through the June 2007 Observational Survey is 72.2% which is an increase from June 2006 when the usage rate was 63.5%. This is still below the national average of 82% but the increase translates to lives saved. The OP Assessment recommendations from April 2006 will continue to be incorporated into the goals and objectives of the Wyoming Seat Belt Coalition. Highway Safety with input from the Coalition, the Coordinator and Coalition facilitator will determine projects statewide that will affect seat belt usage. In an effort to have diverse partnerships in data driven seat belt issues, the 405 federal grant funds will be used to develop messages and programs to increase seat belt usage. The Highway Safety Grant Specialist will be responsible to work with the project coordinator/coalition committee to ensure the necessary documentation, per project, is provided. Each project will be submitted to NHTSA for approval prior to the expenditure.

The projects listed below and other projects determined by the Coalition will be a part of the contract with the Department of Health - Office of Emergency Medical Services who holds the contract for the coordination of the Seat Belt Coalition.

Project Umbrella

Program Area Code 405 K2
 Cost \$159,874.00
 Local Benefit 50% = \$79,937.00
 Capital Equipment N/A
 Performance Measures This project will address Occupant Protection performance measures 1-3.

Project A: Junior High School Observational Survey/ Awareness Project

Ten counties in the State will participate with a maximum of three schools per county with a county coordinator. The students will work with the coordinator to survey their peers, conduct an awareness project and then resurvey their peers.

Evaluation Measure The measure will be the accomplishment of the three stages of the project and the results reported in a summary report.
Cost \$10,000.00

Project C: Wyoming Law Enforcement Incentive Project for Seat Belt Enforcement

This project will develop and initiate an incentive program to reward officers for their seat belt enforcement efforts as Idaho and West Virginia have done to increase seatbelt use by issuing more citations.

Evaluation Measure The measure will be the number of officers participating, number of citations and warnings for seat belt and child restraint, the levels of involvement of officers in program.
Cost \$32,164.00

Project D: Website for the Wyoming Seat Belt Coalition (Continuation from FY2008)

This project will develop a website to include approximately 8-10 main pages, 30-50 supporting pages with file storage anticipated to be between 500MB to 1G. Content will encompass the following but not be limited to:

Home page

About the seat belt safety issue and the Coalition

Targeted argument to at-risk populations

Child safety

Statistics/Fact Sheets/Resources

Site Index (or search feature should the site grow large enough to warrant one)

Laws and Legislative Issues

Survivors Hall of Fame

Coalition news

Members

Links

Evaluation Measure The development and maintenance of the Wyoming Seat Belt Coalition website with the aforementioned contents.

Cost \$50,000.00

Project E: Brochures, Posters, etc. for the Wyoming Seat Belt Coalition

New brochures, DVD's, posters and other materials will be developed for the Seat Belt Coalition and the specific projects to increase public awareness about the Coalition, seat belt usage facts, and targeted at-risk populations.

Evaluation Measure The development and distribution of the materials statewide and to the targeted at-risk populations.

Cost \$5,000.00

Project F: Statewide Seat Belt Opinion Poll

Design and conduct a statewide seat belt opinion poll at the county level to gage the public's knowledge, attitude, beliefs, etc.

Evaluation Measure Conduct the opinion poll and provide the report to the Highway Safety Office.

Cost \$62,710

Traffic Records

The following projects will be funded with **Section 408** monies.

FY2006 Carry forward:	\$ 91,272.97
FY2007 Carry forward:	\$ 100,000.00
FY2008 Anticipated:	<u>\$ 500,000.00</u>
Total	\$ 691,272.97

Funding for requested projects exceed the estimated funds [\$854,384.57].
Funding levels per project will be determined at the October WYTRCC meeting.

More project information is available at
www.nhtsa-tsis.net

Project Number: 09-TR01 (no TSIS Project ID assigned yet)
Project Name: Crash Investigation and Analysis Tools/Software
Subgrantee: Wyoming Highway Patrol
Longevity of Grant: Year 1

The Wyoming Highway Patrol (WHP) investigates 78% of the fatal crashes, 47% of the injury crashes and 37% of the property damage only crashes. As such, they need fast and effective tools to investigate crashes. The patrol provides 45 hours of basic crash investigation training to all new officers and 84 hours advanced crash investigation annually.

The WHP recognizes the increased complexity of investigating and reconstructing crashes. To gain the necessary expertise to perform those investigations thoroughly and accurately, the WHP established a crash investigation team. Team members are stationed statewide to facilitate rapid response capabilities. The team has begun an extensive training program to provide them with specialized information and skills in such areas as motorcycles, pedestrians and trucks.

A major component of crash investigation involves determining speeds of vehicles. The increased use of anti-locking brake systems, especially in police vehicles, has made it increasingly difficult to determine accurate speed calculations.

To aid the crash team with gathering important information, making critical calculations and reconstructing crashes, the WHP will purchase three (3) Crash Data Retrieval Systems (CDR). These systems will provide team members with much of the statistical data needed for determining speeds and forces involved in crashes that might otherwise be lost. These will be portable units, capable of being used on most newer modeled vehicles. They are programmed to collect data either on or off crash site thus reducing the need for lengthy calculations on road side.

Evaluation Measure A final project report will be submitted to the Highway Safety Program no later than November 15, 2009. The report will summarize the entire project and the effects statewide, enumerating organizations and locations receiving materials. It will identify the number of times used and the number of training sessions with the units. The project will be entered into TSIS. Benchmarks will be developed and progress will be captured.

Program Area Code 408 K9

Cost Summary	Crash Data Retrieval Systems w/ Software (3)	\$12,000.00
	Indirect Costs (3%)	<u>\$ 360.00</u>
		\$12,360.00

Local Benefit None

Capital Equipment N/A

Performance Measures This project is designed to address Police Traffic Services Measures 1 and 2, and Speed Measures 1-3.

Project Number: 09-TR02 (TSIS Project ID = TRP2Crash)
Project Name: Electronic Crash Data Records System
Subgrantee: WYDOT Highway Safety Program
Longevity of Grant: Year 3

“Crash” is the data system targeted with this project. Electronic capture software was developed and has been implemented January 1, 2008. Prior to implementation, it took an average of 83 days from crash incident to availability in the crash database. This project will address maintenance issues with the database to ensure project continuation and evaluation.

Evaluation: The project performance measure is focused on the area of timeliness, improving the average number of days from the crash incident to database availability. The target performance measure is 40 days to 20 days by 6/09.

Program Area Code: 408 K9

Cost Summary:	Maintenance	\$ 26,100.00
	Contract provisions	\$ 25,000.00
	Professional Services	\$ 2,500.00
	Indirect (3%)	<u>\$ 1,608.00</u>
	Total	\$ 55,208.00

Local Benefit: None

Capital Equipment: N/A

Performance Measures: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will be used to address P&A measures 1 and 2.

Project Number: 09-TR03 (TSIS Project ID = TRP3Citatn)
Project Name: Electronic Citation Data Records System
Subgrantee: Wyoming Supreme Court
Longevity of Grant: Year 2

This project was focused on the development of an electronic citation and contact/incident data records system as part of a law enforcement data collection suite. The project would have included the creation and distribution of the associated data dictionary, the application software to run on the officer's in-vehicle laptop / portable computing device, the development of the electronic citation form, and integration to the citation tracking system being developed by Wyoming Supreme Court.

Throughout the FY2007 and 2008, efforts to get the project activated struggled with one hurdle after another. Because of this, in July, the project was changed to the subgrantee of the Supreme Court to share costs associated with the development of a project approach and scope of an electronic citation data system. This project, due to its complex and challenging nature, is being addressed in phases. The first phase will be an assessment of feasibility performed jointly by Wyoming Highway Patrol and the Wyoming Supreme Court. The results of this first phase shall be: 1) Determination of feasibility / appropriate scope of the project. 2) Consolidation of system requirements. 3) Recommendations for the next steps. 4) Recommendation for facilitating acceptance and use by the state's law enforcement agencies and courts

Evaluation: Provide the HSO a final project report "Requirements Definition" deliverable of the Electronic Citation Data System Assessment.

Program Area Code: 408 K9

Cost Summary:		408 Funding	Supreme Court
	Feasibility / project scope (Cont. of FY2008 work)	\$ 50,000.00	\$ 50,000.00

Local Benefit: None

Capital Equipment: N/A

Performance Measures: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will be used to address P&A measures 1 and 2.

Project Number: 09-TR04 (TSIS Project ID = TRP4Equip)
Project Name: Electronic Citation and Crash Data Capture Tools
Subgrantee: WYDOT Highway Safety Program
Longevity of Grant: Year 2

One of the challenges faced in Wyoming is "chicken-and-egg" problem with respect to computers in the cars. With few applications currently requiring computers, and with the challenges (cost, personnel resistance, lack of familiarity), many jurisdictions are reluctant to invest in additional hardware for the car. On the other hand, with the low (albeit growing) number of vehicles equipped with laptops, it is difficult to convince people of the benefits of deploying in-car applications (electronic crash forms, citations, DUI forms, and other traffic records).

This project is an attempt to help break through that log-jam by providing support (funding an initial purchase, providing proportional share funding) for the purchase of equipment, hardware and associated peripherals to law enforcement agencies. This equipment would initially target the support for electronic citation and crash data capture. This will facilitate electronic capture (completeness and accuracy) and transfer (timeliness) of crash & citation database data.

It is anticipated that a faster take-up of the electronic citation and crash data capture system will occur with equipment and hardware assistance. It is also anticipated that such assistance will assist with attitudinal road blocks.

Following an initial purchase last year, the proposed approach going forward is to:

- 1) Clarify the criteria and scope as to when this project could/would help an agency with purchase
- 2) Outreach operation (newsletter, etc.) to inform agencies of the program and the criteria
- 3) Regular (quarterly) follow up, primarily through the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) to identify candidates
- 4) Regular (quarterly) reviews to assess effectiveness of the program

Evaluation: Similar to radar equipment, an equipment usage reports must be sent to the HSO.

Program Area Code: 408 K9

Cost Summary:	Equipment	\$ 115,357.51
	Indirect Cost (3%)	<u>\$ 3,460.73</u>
	Total	\$ 118,818.24

Local Benefit: None

Capital Equipment: The cost of in-vehicle laptop, or the like, has not been determined. However, a formal equipment request for this project's equipment will accompany the HSP in the event each unit exceeds the \$5,000 threshold.

Performance Measures: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will be used to address P&A measures 1 and 2.

Project Number: 09-TR05 (TSIS Project ID = TRP5Manger)
Project Name: Traffic Records Project Manager
Subgrantee: WYDOT Highway Safety Program
Longevity of Grant: Year 3

Based on the depth and breadth of the Traffic Records (TR) Assessment and Strategic Plan, it was clear the WyTRCC would need assistance with ensuring project advancement and reporting. At the time of the TR Assessment, the Highway Safety Office utilized a skilled staff member available to work on such duties. Since that human resource is no longer available, the Highway Safety Office is utilizing a consultant to assist in project planning, coordinating, tracking and reporting. The technical and executive WyTRCC concluded that the consultant supports the successful implementation of the TR Strategic Plan.

With the TR Project Manager, projects will be advanced, ensuring that the various project director's daily urgencies don't undermine the work required in active projects. Project road blocks will be addressed insuring project continuation or reevaluation. Duties will encompass

- a) development and documentation within long-term tools that ensure compatibility of traffic records projects and WYDOT/ERP strategies and process;
- b) incorporate existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan, Comprehensive Highway Safety Plan);
- c) assist project directors in building steps to the project goals and performance measures;
- d) ensure analysis of technology needs, procurement, and integration is performed;
- e) assist in project associated work flow integration;
- f) assist in the organization adaptation in preparation to projects going "live"; and
- g) assist with keeping the Wyoming www.nhtsa-tsis.net associated pages up-to-date which will facilitate in the preparation of the 408 grant application, completing the required reporting within the Highway Safety Annual Report and of project tracking.

Evaluation: Update project reporting on the website www.nhtsa-tsis.net . The manager will assist with the Traffic Records Strategic Plan review and updates.

Program Area Code: 408 K9

Cost Summary:	Consultant/Project Manager Fee	\$ 81,396.00
	Indirect Costs (3%)	\$ 2,441.88
	Total	\$ 83,837.88

Local Benefit: None

Capital Equipment: N/A

Performance Measures: N/A

Project Number: 09-TR06 (TSIS Project ID = TRP6EMS)
Project Name: EMS Electronic Data System
Subgrantee: Department of Health Emergency Medical Services (DOH/EMS)
Longevity of Grant: Year 2

Currently, the Wyoming EMS technicians utilizes manual reporting. The state depends on manual data entry. Therefore, it takes up to 330 days for a trip report to reach the EMS database. Improvements to this process require the purchase of software, equipment, consultant assistance in fostering support for an electronic system and meetings to conduct training and solution oriented discussion. The DOH/EMS has purchased electronic EMS data collection software package compatible with the needs of the state. The software bundle will integrate EMS and trauma data. The Wyoming Ambulance Trip Reporting System (WATRS) data has incorporated two additional NEMSIS elements and these elements will be included in the data capture. With the institution of the system, a committee and medical consultant will be hired to encourage collection participation and timely data transfer. Finally, data capture hardware will be beta tested.

The proposed system, once deployed, would:

1. Enable ambulance services and hospital s to have a seamless data collection system that would provide for improved patient care;
2. Simplify the multiple reporting demands made of ambulance services and hospitals for EMS and trauma data - both will be placed into a single reporting format;
3. Reduce costs to the agencies for multiple data entry and analysis staffs;
4. Provide a unified, complete and quality documentation system for ambulance providers;and
5. Enable ambulance services and hospitals to maintain compliance with state and federal requirements for EMS and trauma data collection.

Evaluation: Conduct reporting sampling to complete performance measures of the current number of days from trip report to EMS database (330) to measures after the electronic system is in place. Provide performance measures to the HSO.

Program Area Code: 408 K9

Cost Summary:	Project activity (line item budget TBD)	\$ 80,000.00
	Indirect Cost (20%)	<u>\$ 20,000.00</u>
	Total	\$100,000.00

Local Benefit: None

Capital Equipment: N/A

Performance Measure: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will be used to address P&A measures 1 and 2.

Project Number: 09-TR07 (TSIS Project ID=TRP7Analysis)
Project Name: Traffic Records Integration and Analysis Project
Subgrantee: WYDOT- Planning Program
Longevity of Grant: Year 2

The project is to deploy a software system that links crash data with specific roadway attributes such as classification, traffic loads, and general roadway features. The application would eventually link with other databases within and potentially outside of WYDOT, to include asset data, citation data, EMS run data, etc. The system will enable WYDOT to diagnose problem areas and potential safety improvements, with an expected benefit and cost figure for each proposed project. The system will provide a wide range of safety study capabilities, with special emphasis on geographic mapping/visualization in order to maximize the ability to perform studies and to communicate the results of the studies. The system will help track the effectiveness of the measures and make adjustments to the benefit and cost factors.

The data and analysis tool will be available through a web-based system thus increasing its availability to many users. The end product would be a user-friendly software application that can rapidly and seamlessly query and process data from multiple databases in order to screen crashes and highway inventory to determine possible corrective action. The software can support the user in selecting proposed corrective actions and in determining a projected cost benefit and priority, then track the change in crashes to determine accuracy of predicted safety improvement (accident reduction). Multiple safety partners outside of WYDOT will be able to query the data in order to better understand their areas of concern. They will be able to use the system in order to better understand their areas of concern.

All processes are on schedule. Software has been selected, the vendor has been selected, data has been imported into the "CARE" system and users are being trained. This year's project will address the full capability to the analysis tool.

Evaluation: Usefulness and accuracy in depiction of the roadway crashes and associated features will be reviewed and reported. The report will provide a report enumerating the databases integrated and the GIS capability to analysis.

Program Area Code: 408 K9

Cost Summary:	Extended software development	\$ 275,196.00
	Indirect Cost (3%)	<u>\$ 8,255.88</u>
	Total	\$ 283,451.88

Local Benefit: None

Capital Equipment: N/A

Performance Measures: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will assist in data driven safety project that will address P&A measures 1 and 2.

Project Number: 09-TR08 (TSIS Project ID = TRP8ERP)
Project Name: WYDOT Integration of Safety Analysis and Project Planning
Subgrantee: WYDOT - Planning Program
Longevity of Grant: Year 2

This project focuses on crash integration and accessibility. It will deploy a software system that integrates the safety analysis / management system with the state-wide project planning system, thus allowing the Department of Transportation to develop a year-by-year plan of prioritized benefit/cost candidate projects and then providing year-by-year performance figures for the various network segments (categorized by Functional Classification and by District).

The system would allow the diagnosis and characterization of problem areas and potential safety improvements with a network benefit ratio that will integrate with the project planning system. The software would then track the effectiveness of the measures and make adjustments to the planning factors. This system would mainly target WYDOT programs, including: Highway Safety, Traffic, Planning, Project Development, and Districts.

This program would give WYDOT and other safety partners the improved ability to make and document project planning and implementation decisions based on solid benefit (accident reduction) /cost information. It would also provide the ability to rapidly and completely evaluate WYDOT safety projects for all public roads in Wyoming for their potential for accident reduction to ensure that safety dollars are spent in a way to maximize the safety improvements for dollars spent. The data and analysis tool would be available to many other safety partners through a web-based type system.

Evaluation: Usefulness and accuracy in depiction of the roadway crashes and associated features will be reviewed and reported. The report will provide a report enumerating the databases integrated and the GIS capability to analysis.

Program Area Code: 408 K9

Cost Summary:		408 Funds	FHWA
	Development	\$ 146,319.00	\$100,000
	Indirect Cost (3%)	<u>\$ 4,389.57</u>	
	Total	\$ 150,708.57	

Local Benefit: None

Capital Equipment: N/A

Performance Measures: This project addresses one of the NHTSA priority areas to improve data systems to capture accurate, uniform, complete, traffic records in a timely fashion that is integrated and accessible in order to identify traffic safety problems, opportunities, and perform countermeasure evaluation. Ultimately, it will assist in data driven safety project that will address P&A measures 1 and 2.

Alcohol Impaired Driving Prevention Program

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

410 Funds

FY2006 Carry forward:	\$ 9,300.00
FY2007 Carry forward:	\$ 358,078.00
FY2008 Carry forward:	<u>\$ 922,827.00</u>
Total	\$1,290,205.00

154AL/PM

FY2005-07 Carry forward:	\$ 612,980.30
FY2008 Carry forward:	<u>\$1,446,239.00</u>
Total	\$2,059,219.30

Project Number: 09-410-01
Project Name: Local DUI HVE
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Annually

This project provides the opportunity for local law enforcement to target alcohol crash factors prominent in a third of Wyoming crashes. It will also incidentally assist in reducing other crash related factors such as speeding, drinking and driving, reckless driving, red light running, etc. Each agency listed below is prepared to participate in alcohol overtime enforcement to drive down the number of persons injured or killed on Wyoming roadways. Each will have the opportunity to participate in alcohol event-based enforcement targeting local, state, and national HVE events/campaigns scheduled at high crash, risk times and locations. This project also provides an opportunity to enhance occupant protection by enforcing the state seat belt law (secondary enforcement). The participation represents 80% of the state population.

Although each officer will enforce all traffic laws, the primary enforcement focus will be DUI enforcement. They will also focus on seat belt and child restraint enforcement as permitted under Wyoming law.

Agency	County	Population Served by LE Agencies
Laramie PD	Albany	27,204
University of Wyoming	"	inclusive to city
Big Horn Co. SO	Big Horn	11,461
Basin PD	"	inclusive to county
Bryon PD	"	inclusive to county
Greybull PD	"	inclusive to county
Campbell Co. SO	Campbell	33,698
Gillette PD	"	inclusive to county
Saratoga PD	Carbon	1,726
Converse Co. SO	Converse	12,052
Douglas PD	"	inclusive to county
Fremont Co. SO	Fremont	35,804
Lander PD	"	inclusive to county
Torrington PD	Goshen	5,776
Ft. Laramie PD	"	243
Lingle PD	"	510
Hot Springs Co. SO	Hot Springs	4,882
Thermopolis PD	"	inclusive to county
Johnson Co. SO	Johnson	7,075
Buffalo PD	"	inclusive to county
Laramie Co. SO	Laramie	81,607
Cheyenne PD	"	
Pine Bluffs PD	"	inclusive to county
Lincoln Co. SO	Lincoln	14,573
Cokeville PD	"	inclusive to county
Natrona Co. SO	Natrona	66,533
Casper PD	"	inclusive to county
Evansville	"	inclusive to county
Powell PD	Park	5,373
Frannie PD	"	29
Wheatland	Platte	3,548
Sheridan Co. SO	Sheridan	36,560
Sheridan PD	"	inclusive to county
Sweetwater Co. SO	Sweetwater	37,613
Rock Springs PD	"	inclusive to county
Green River PD	"	inclusive to county
Jackson PD	Teton	8,647
Evanston PD	Uinta	11,507
State Population per Census 2000 493,782		Total population served: 396,421 Percent of state population: 80%

Event-based high visibility enforcement will require media before and after the event. The media will provide a multiplier effect on public perception of the magnitude of officers enforcing highway safety laws. Each agency must participate in the two nationally recognized traffic safety campaigns, May mobilization and August Alcohol Crackdown.

It is important to note that local law enforcement agencies will no longer move between Speed to DUI overtime grants on a three year rotation.

The newly structured enforcement grants will be data driven. Of the 136 Fatal Crashes and 149 Fatalities; 59 involved speeding and 24 involved alcohol and speeding. Of the 136 fatal crashes, 18 involved a combination of alcohol, no seat belts, and speeding. Per the FY2009 Problem Identification book, impaired driving was identified as a traffic safety priority in all 23 counties of the state.

Evaluation Measure Provide daily, and monthly activity reports on forms supplied by the Highway Safety Program. Productivity of the activity reports is reviewed for reasonableness.

Program Area Code 410

Cost Summary	Personal Services	\$272,000.00
	Non-major equipment	\$ 36,500.00
	Travel	<u>\$ 31,300.00</u>
	Total	<u>\$339,800.00</u>

Local Benefit 100%

Capital Equipment Non-major only.

Performance Measures This project directly impacts Alcohol Performance Measures 1-5, Planning and Administration measures 1 and 2, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-3, and Motorcycle 1-2

Project Number: 09-410-02
Project Name: Alcohol Countermeasures - Wyoming Highway Patrol
High Visibility DUI Enforcement
Subgrantee: Wyoming Highway Patrol (WHP)
Longevity of Grant: Annually

The WHP is a valued safety partner focused on traffic enforcement. Eighty-five percent of all alcohol related fatal crashes were rural. Typically, fatal and injury crashes occur on rural interstate and primary roadways. The WHP target these roadways. In 2006, they investigated 76% of all fatal crashes which 60% were on the targeted roadways.

The WHP supports the national safety campaign of May Mobilization and the Alcohol Crackdown. These correspond well with the national C.A.R.E. (Combined Accident Reduction Enforcement) efforts.

This project provides the WHP the opportunity to target alcohol impaired driving and reduce its involvement in crashes. It also increases enforcement visibility and control on the roadways. WHP administrators allocate grant funds to each patrol division. Each division discusses best locations on which to work the enforcement hours based on crash and citation data. The project will also fund participants to attend the C.A.R.E. Conference to learn or refresh DUI best practices.

All overtime/high visibility grants are encouraged to utilize their enforcement time to support the seat belt and child restraint law through citations, warnings and education. The required activity report provides an opportunity to capture this information. All subgrantees are required to notify media outlets of their heightened enforcement at least once during their grant period.

Evaluation Measure	Provide daily activity contact reports and monthly summary reports on forms supplied by the Highway Safety Program. The target number of DUI contacts vary depending on officer location. A training report is required from each CARE Conference attendee (except the Col. And Lt.Col.).	
Program Area Code	410	
Cost Summary	Personal Services	\$ 96,000.00
	C.A.R.E. conference	\$ 6,500.00
	Indirect Costs [3.08%]	<u>\$ 3,177.50</u>
	Total	\$105,677.50
Local Benefit	None	
Capital Equipment	None	
Performance Measures	This project directly impacts Alcohol Measures 1-3	

Project Number: 09-410-03
Project Name: Portable Breath Testing Devices [PBT's]
HVE Saturation Patrol Incentives
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Year 1

Portable Breath Testing (PBT) devices serve an important role in identifying driver impairment. The project provides for the purchase of new and replacement PBT's to support local law enforcement agencies in their effort to reduce drinking drivers, both during and beyond traffic safety campaigns. Non-subgrantees may be eligible. Some agencies may choose not to participate in an alcohol overtime grant or may not have enough officers to work overtime but still choose to participate in alcohol campaigns during normal shift time. If they participate and provide an activity report of the effort, they will be eligible for one or more PBTs. The number will be dependent on need, number of campaigns they participate in and the size of the agency. Agencies that have requested funding thus are: Goshen County S.O., Rock Springs P.D., Powell P.D., Sweetwater County S.O., Hot Springs County S.O., Converse County S.O., Evansville P.D., and Town of Cokeville.

Evaluation Measure	Purchase approximately 25 Portable Breath Testing Devices to improve D.U.I. efforts in Wyoming.
Program Area Code	410
Cost Summary	Equipment 83 agencies @ \$500.00 = \$20,750.00
Local Benefit	100%
Capital Equipment	Non-Major equipment only
Performance Measures	This project directly impacts Alcohol Measures 1-5.

Project Number: 09-410-04
Project Name: Local DUI Law Enforcement for FY2010
Subgrantee: Numerous/Varies
Longevity of Grant: N/A

Qualifying for 410 funds is uncertain from year to year. Therefore, it is prudent to perform multi-year planning for vital projects. This project will fund the local DUI law enforcement projects for FY2010.

Evaluation: N/A at this time.

Program Area Code: 410

Cost Summary \$313,438.92

Local Benefit 100%

Capital Equipment N/A

Performance Measures This project addresses Alcohol measures 1-5.

Project Number: 09-410-05
Project Name: WHP DUI Law Enforcement for FY2010
Subgrantee: WYDOT - Wyoming Highway Patrol (WHP)
Longevity of Grant: N/A

Qualifying for 410 funds is uncertain from year to year. Therefore, it is prudent to perform multi-year planning for vital projects. This project will fund the WHP DUI law enforcement project for FY2010.

Evaluation: N/A at this time.

Program Area Code: 410

Cost Summary \$ 110,000.00

Local Benefit

Capital Equipment N/A

Performance Measures This project addresses Alcohol measures 1-5.

Project Number **09-410-06**
Program Name **DUI Education**
Subgrantee **Wyoming Highway Patrol**
Longevity of Grant **Annually**

Wyoming’s alcohol-involved traffic crashes in the past two years have been steady despite the efforts in enforcement. The data from 2002-2007 has a steady trend of fatal traffic crashes involving an impaired driver average at 33.92% per year. Alcohol-related fatal crashes continue to be a factor in Wyoming’s fatal traffic crashes each year. Alarmingly, younger and younger drivers are involved in alcohol/drug related crashes.

Troopers educate Wyoming residents to the dangers of being an impaired driver by teaching at schools, public and private organizations. To assist in this effort, a SIDNE vehicle and trailer were purchased in FY2008. The SIDNE car (**S**imulated **I**mpaired **D**rivi**N**g **E**xperience) is a battery-powered vehicle that simulates the effects of impairment from alcohol or other drugs on a motorist’s driving skills. The intent is to use the SIDNE car at schools and other locations possibly pairing it up with the Alive at 25 program to reach young drivers ages 15-24. The purchase of five “Intoxiclocks”, five “S.U.M. It Cups” and five LCD televisions will provide each district with more training tools to use in their DUI education efforts. The grant funds will be used for trooper overtime, brochures and incentive items to educate Wyoming residents to the dangers of an “Impaired Driver.” These funds will also be used to produce new R.E.D.D.I. public service announcements and videos, but will not pay for advertising space.

Evaluation Measure The WHP will provide information to the Highway Safety Office on the number of events and participants in partnership with the Alive at 25 Program, the number of other safety presentations conducted by WHP troopers demonstrating their focus on reduction of alcohol-related crashes by September 30, 2009, noting behavioral and attitudinal changes toward drinking and driving observed and surveyed in the classes.

Program Area Code 410

Cost Summary	Personal Services (approx. 200OT hrs.)	\$12,000.00
	Materials/ Supplies	\$16,000.00
	Non-major Equipment (5 each)	
	(Intoxiclocks, S.U.M. it Cups, LCD TV)	\$ 9,950.03
	Media Production Costs	\$ 5,000.00
	Indirect Cost (3%)	<u>\$ 1,288.50</u>
	Total	\$44,238.53

Local Benefit 100%

Capitol Equipment None

Performance Measures This project will address performance measures in Alcohol 1-5 and Speed 1-3.

Project Number	09-410-07
Program Name	Governor's Impaired Driving Conference
Subgrantee	Injury Prevention Resources
Longevity of Grant	Annually

Alcohol continues to be a factor in Wyoming's fatal traffic crashes which occur each year. In 2007, 46 out of 136 fatal crashes (33.8%) were alcohol involved. This project will attempt to provide a positive effect upon Wyoming's drinking driver related traffic crash reduction efforts. The Governor's Council on Impaired Driving will coordinate this forum establishing an agenda, topics, and speakers to meet the goal of public awareness of the impaired driving problems in Wyoming, and recognizing the efforts law enforcement and other entities have had on this problem. Materials will be developed for the forum participants. *(The consultant will be hired to provide the organization of the event through the announcement notice, the agenda, and work with the location and catering staff. This project generates program income that will be used to defray the cost of the food/ facility expense.)*

Evaluation Measure	Conduct the Governor's Impaired Driving Prevention Conference to 1) track alcohol related sessions and 2) provides Governor recognition to law enforcement and individuals statewide for their efforts in removing alcohol impaired drivers from Wyoming roadways. Submit a report to the Highway Safety Office of the number of attendees, a summary of conference evaluations, sessions well attended, sessions not well attended, potential projects/activities as a result of attendees. A subcontract will be provided to the HSO prior to engaging a coordinator for this conference.
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Program Area Code	410
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Cost Summary	Contractual Services	\$16,000.00
	Facility	\$10,000.00
	Printing/Postage	\$13,000.00
	Speakers	\$10,000.00
	Materials/ Supplies	\$ 8,000.00
	Scholarships	\$ 2,500.00
	Administrative	<u>\$ 6,400.00</u>
	Total	\$65,900.00

Local Benefit	100%
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Capital Equipment	None
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Performance Measures	This project will address performance measures in Alcohol 1-5.
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Project Number	09-410-08
Program Name	Sweetwater County DSP Technical Assistance
Subgrantee	Injury Prevention Resources (IPR)
Longevity of Grant	Year 1

This is the first expansion of the DUI Supervised Probation Program begun in Fremont County with a pilot in FY2004. This grant will be used to provide technical assistance to Sweetwater County DUI Supervised Probation Program. IPR will provide continued training to the DSP caseworkers; review Activity Reports and Financial Reports prior to submission to WYDOT; provide administrative and clinical support to the DSP caseworkers including assistance with developing collaborative relationships with key partners in Sweetwater County and throughout the state; review the database monthly and assist the caseworkers with program evaluation; and develop a funding plan for continuation of DSP beyond the initial grant period.

The DSP program provides an alternative to unsupervised probation to those who may need more supervision to be successful. A first time convicted DUI offender may be sentenced to 12-36 months of probation. The conditions of probation vary between individual judges. Nearly all first and second time offenders, however, are placed on an "honor system" (no supervision, no monitoring) for compliance with the conditions of their probation. The purpose is to reduce recidivism by ensuring that convicted DUI offenders comply with the conditions of probation imposed by the courts. This program provides an intermediate step between the "honor system" (for DUI offenders with low risk of re-arrest) and drug court (for the highest risk DUI offenders). The program will provide frequent, regular monitoring of DUI offenders and coordination of all probation activities to ensure compliance.

Evaluation Measure	To evaluate the program through the accomplishment of the above elements which include the training for DSP caseworkers; the establishment of the DSP support infrastructure and provide the funding plan for continuation of the Sweetwater County DSP program beyond the initial grant period. Provide report to HSO of technical assistance activities with each reimbursement request. Share the draft funding plan with the HSO.
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Program Area Code	410
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Cost Summary	Technical Assistance fee	\$8,000.00
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Local Benefits	100%
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Capital Equipment	None
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Performance Measures	This project will address the performance measures: Alcohol 1-5.
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Project Number	09-410-09
Program Name	Sweetwater County DUI Supervised Probation Program
Subgrantee	Sweetwater County Attorney's Office
Longevity of Grant	Year 1

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

Evaluation Measure	To evaluate the program through the reduction in the number and percent of repeat DUI offenders in the county. To track program income and its use.
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Program Area Code	410
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Cost Summary	Personal Services	\$59,400.00
	Non-major Equipment (To be determined)	1,000.00
	Travel	4,000.00
	Training	3,000.00
	Materials/ Supplies	<u>5,000.00</u>
	Total	\$72,400.00

Local Benefits	100%
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Capital Equipment	None
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Performance Measures	This project will address the performance measures: Alcohol 1-5.
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Project Number 09-410-10
Program Name Underage Drinking Prevention Through Wyoming Communities in Action (WY-CIA)
Subgrantee WASCOP
Longevity of Grant Year 2

The Wyoming Association of Sheriffs and Chiefs of Police is developing a comprehensive initiative to reduce underage drinking in Wyoming. Alcohol use continues to be Wyoming’s number one youth drug problem. Wyoming currently ranks eleventh in the nation for youth drinking before the age of 13, fourth for binge drinking and eighth in the nation for driving after drinking alcohol. Approximately 9% of the 3,640 persons arrested for DUI during the evaluation period in 2007 were under the age of 21. This initiative will be funded in large part by Enforcing Underage Drinking Laws federal grant funds received from the Mental Health and Substance Abuse Services Division of the Wyoming Department of Health.

The Association has formulated a comprehensive strategy for mobilizing an aggressive and strategic campaign in ten selected communities in Wyoming. The ten communities selected for this project are: Casper, Gillette, Rock Springs, Powell, Douglas, Jackson, Teton County, Evanston, Torrington, Lander and Riverton. The project will involve a comprehensive effort to collect youth alcohol involved arrest data for 2008 and 2009; conducting policymakers forums in each community to discuss more effective ordinances or policies; involvement in and tracking of court sentencing of youth offenders; funding for source investigations, party patrols, party dispersals, shoulder-taps and other selected enforcement strategies; adopting zero-tolerance community stance for youth drinking and driving; specialized training and equipment for officers; and tracking, evaluating and reporting of all project efforts. The report will be constructed as a model or blueprint for action by other communities. The management of this grant will be subcontracted with Johnson and Associates to manage and direct all project activities, to provide additional staffing for the project, and to provide all projected related services and reports in accordance with DOT’s grant requirements.

Evaluation Measures The report will be compiled to show the elements mentioned above on the progress made during this fiscal year to address youth identified traffic safety issues to affect change in the traffic crash picture in Wyoming.

Program Area Code 410

Cost Summary	Contractual Services	\$55,000.00
	Indirect Cost	<u>\$ 5,000.00</u>
	Total	\$60,000.00

Local Benefit 100%

Capital Equipment None

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

Project Number: 09-410-11
Project Name: Video Cameras/Accessories for D.U.I. Arrest Support
Subgrantee: Wyoming Local Law Enforcement Agencies/Departments
Longevity of Grant: Annually - funding dependent

One third of Wyoming crashes are alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender. Video cameras assist in the effort, reinforcing the officer's probable cause for the stop and field sobriety tests. Only recently have officers wanted this tool in their tool belt. The Highway Safety Office applauds their interest and use of the devices.

This project provides funding for only 26 video cameras and accessories to Wyoming local law enforcement agencies/departments to assist in DUI arrests and court convictions. Video cameras are also known to improve officer safety. Numerous agencies have requested funding. Priorities of camera grant placement will be based on high DUI fatality locations, high alcohol involved crash locations, high citation areas and/or participation in DUI HVE.

Evaluation Measure	Provide for the purchase of 26 video cameras and accessories by local law enforcement agencies. Each agency will provide a final report at the end of the fiscal year with the pros/cons and usage of the camera(s).	
Program Area Code	410	
Cost Summary	26 Video Cameras and accessories @ \$5,000 each.	\$ 130,000
Local Benefit	100%	
Capital Equipment	Depending on the market value, video cameras may exceed \$5,000 and thus be Major equipment.	
Performance Measures	This project directly impacts Alcohol measures 1-5.	

Project Number: 09-410-12
Project Name: Judges and Prosecutors Impaired Driving/Alcohol Training
Subgrantee: Various
Longevity of Grant: Year 1 - not utilized last year

Alcohol continues to be a factor in Wyoming's fatal traffic crashes each year. In 2007, 33.8% of fatal crashes involved alcohol. 32.9% of 2007 fatalities involved alcohol. Drinking drivers between the ages of 25-34 accounted for 29% of alcohol related crashes and 92% were males.

Alcohol related fatality rates/VMT have decreased from 0.82 in 2001 to 0.53 in 2007. The percentage of alcohol related crashes decreased 5% between 2001 and 2007.

The alcohol training grant is designed to provide both judges and prosecutors opportunities to attend training that address the reduction of drinking and driving.

Evaluation Measure	Each project will be detailed in the State's Annual report.
Program Area Code	410
Cost Summary	\$10,000.00
Local Benefit	100%
Capital Equipment	N/A
Performance Measures	This project directly impacts Alcohol measures 1-5.

Project Number: 09-154AL01
Program Name: Comprehensive Alcohol Program
Subgrantee: WYDOT-Highway Safety Program
Longevity of Grant: Annually

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

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

Program Area Code 154AL

Cost Summary	Materials/ Supplies	\$29,126.21
	Indirect Costs (3%)	<u>\$ 873.79</u>
	Total	\$30,000.00

Local Benefit 100%

Capital Equipment N/A

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

Project Number: 09-154AL02
Project Name: City of Laramie DRE Training
Subgrantee: City of Laramie Police Department
Longevity of Grant: Year 3

In 2007 and 2008, the city of Laramie hosted a DRE (Drug Recognition Expert) class: 20 officers attended each opportunity. This project will provide funding to assist in the training of 15 more officers as DRE's.

The DRE program is a nationally recognized program in which police officers who are well versed in Standardized Field Sobriety Tests and DUI enforcement are trained through an intensive 3-week program to assess and evaluate offenders who are suspected to be under the influence of drugs.

The Highway Safety Program is please that Laramie has once again offered to host another statewide class.

Evaluation Measure To host 15 officers in DRE on-site training and their field evaluation in a near-by state. Provide the following to the Highway Safety Office: DRE agenda, number of attendees, locations of attendees, agency of attendees, number that successfully completed classroom training, number that successfully completed the field evaluation, the class evaluation and the summarization of the evaluation.

Program Area Code 154AL

Cost Summary Training: Classroom & Evaluation \$ 55,000.00

Local Benefit 100%

Capital Equipment N/A

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

Project Number: 09-154AL03
Project Name: Highway Safety Judicial Educator
Subgrantee: To be determined
Longevity of Grant: Year 1

One third of Wyoming crashes are alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender which involves prosecutors and judges.

This project would fund a Highway Safety Judicial Educator to enhances one of the 2005 Alcohol Special Management Review recommendations.

The Highway Safety Office (HSO) will request a list of appropriate speakers to address the Wyoming Judicial Association from the NHTSA Rocky Mountain Regional (RMR) office. Judicial needs will be assessed and the HSO will fund them appropriately. The HSO will request the NHTSA Regional Office's input prior to recruiting for the project.

Non-major equipment will be allowable.

- Evaluation Measure:
- 1) Contact the NHTSA Region 8 for a speaker list.
 - 2) Review the Association's calendar and request time on the agenda.
 - 3) Document the resource needs identified from the meeting.
 - 4) Determine if the Association's needs could be met with a highway safety judicial educator.
 - 5) Submit a draft contract or grant agreement for the region's input.
 - 6) If appropriate contract another state's Judicial Educator..
 - 7) Report judicial findings and activities while assessing state judges..

Program Area Code 154AL

Cost Summary \$90,000

Local Benefit None at this time

Capital Equipment N/A

Performance Measures This program addresses Alcohol 1-5 and Planning and Administration 1-2.

Project Number: 09-154AL04
Project Name: Traffic Safety Resource Prosecutor
Subgrantee: To be determined
Longevity of Grant: Year 1

One third of Wyoming crashes are alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender which involves prosecutors and judges.

This project would fund a Traffic Safety Resource Prosecutor (TSRP) to addresses one of the recommendations documented in the 2005 Alcohol Special Management Review. The Highway Safety Office (HSO) will request a list of appropriate speakers to address the Wyoming Prosecutor's Association from the NHTSA Rocky Mountain Regional (RMR) office. It will be determined what the alcohol prosecution needs are and the HSO will determine if the needs can be satisfied using 402 (or the like) funds. The HSO will request NHTSA input prior to a TSRP solicitation.

Non-major equipment will be allowable under this project.

- Evaluation Measure:
- 1) Contact the NHTSA RMR for a speaker list.
 - 2) Review the Association's calendar and request time on the agenda.
 - 3) Document the resource needs identified from the meeting.
 - 4) Determine if the Association's needs could be met with a TSRP.
 - 5) Submit a draft contract or grant agreement for NHTSA input.
 - 6) If appropriate contract a TSRP.
 - 7) Report TSRP findings and activities while assessing state prosecutors.

Program Area Code	154AL
Cost Summary	\$90,000
Local Benefit	None at this time
Capital Equipment	N/A
Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-2.

Project Number 09-154AL05
Program Name Alcohol Factors Trends Analysis
Subgrantee Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Longevity of Grant Year 1

Data collected during the previous three years indicate that DUI arrests account for a relatively high percentage of the custodial arrests in Wyoming—more than thirty-one percent for all counties in 2007. Equally concerning was the high level of Blood Alcohol Content (BAC) for persons being arrested for DUI- 0.1529 for the 3,640 persons arrested for DUI statewide in 2007. Alcohol was a factor in 68 percent of all reported custodial arrests in Wyoming in 2007. These statistics equaled or surpassed the statistics that were recorded in 2006.

This project is to conduct a three-year trends analysis of the collected data from 2006-2008 of alcohol-related custodial/DUI arrests, develop a report of the findings and print an adequate number of the trends-analysis reports for distribution to select professionals in the state. A month-by-month analysis will be done on the data collected for the twelve month period in 2007-2008, develop a report of the findings and print an adequate number of the 2008 report for distribution to select professionals. The data that has been collected has been provided to law enforcement agency administrators, judges, legislators and prevention framework communities in the state. Community leaders use the data to reference the problem in a variety of forums making the reports a focal point for community action.

Evaluation Measure Completion of the three-year trends analysis with printed and distributed report and the completion of the month-by-month analysis with a printed and distributed report by September 30, 2009.

Program Area Code 154AL

Cost Summary	Contractual Services	\$29,750.00
	Communication	\$ 800.00
	Printing & Reproduction	\$ 4,500.00
	Materials/ Supplies	\$ 200.00
	Travel	\$ 750.00
	Indirect Cost	<u>\$ 3,600.00</u>
	Total	\$39,600.00

Local Benefit 100%

Capital Equipment None

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

Project Number 09-154AL06
Program Name University of Wyoming (UW) SafeRide Program
Subgrantee ASUW Student Government
Longevity of Grant Year 2

From the beginning of the SafeRide program in 2000, the Associated Students of the University of Wyoming (ASUW) recognized the need for safe public transportation in the Laramie community through arrest and crash data. The mission is to reduce alcohol involvement in traffic crashes. The SafeRide program operates during times of greatest risk for alcohol-related crashes: Thursday, Friday and Saturday from 7:00 pm to 2:00 am. The service is free to anyone who needs a ride in Laramie during hours of operation and is funded by student fees paid by all full-time UW students.

In the spring of 2007, the ASUW developed the "SafeRide Needs Assessment" which outlined programmatic and operational needs for the future of SafeRide Program. It identified the increasing demand for the service and the present rider dissatisfaction. Expansion of this program would help meet the growing demand for this service for WyoTech students and other members of the community. UW Police Department has committed space in their new facility for SafeRide to house its dispatcher for a safer location plus close proximity to a UWPD dispatcher to contact law enforcement and emergency response personnel in the event of an emergency with the shuttles. A full-time transportation coordinator position to oversee the operation of SafeRide and other ASUW transportation programs will be filled by July 1, 2008. ASUW has an MOU with WyoTech, the Coalition to Prevent Substance Abuse in Albany County, and Laramie GM Auto Center to assist in the expansion of the SafeRide Program.

The funds will be used for 80% of the transportation coordinator's salary; purchase materials to market the new telephone number for SafeRide (766-RIDE); purchase computer/printer and projector for presentations; develop presentations to increase the WyoTech student ridership.

Evaluation Measures To provide a comparison of the ridership numbers compared to before the new phone number; provide an update on the number of DUIs in Laramie in FY2009; provide the number of presentations for WyoTech students and the community; and report the results of the study on if/how SafeRide can be part of the university's efforts to approach alcohol issues more comprehensively. Crash and alcohol involved city citation will be tracked to determine impact.

Program Area Code 154AL

Cost Summary	Personal Services(80% of total)	\$39,592.00
	Materials/ Supplies	1,500.00
	Non-major equipment (80% of total)	
	(Computer/printer/projector)	1,892.00
	Social Marketing Campaign	2,500.00
	Indirect Cost (20%)	<u>9,096.80</u>
	Total	\$54,580.80

Local Benefit 100%

Capital Equipment None

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

Project Number	09-154AL07
Program Name	Tribal Outreach
Subgrantee	To be determined
Longevity of Grant	Year 1

The Wyoming Wind River Indian Reservation is a large portion of Fremont County. In the 2007 Highway Safety Program Problem ID p. 4-5, Fremont County is ranked number two (2) in the number of alcohol crashes per 1000 population and number one (1) in alcohol crashes per 100 million vehicle miles traveled. In Fremont County, in the last four years, 24 people died in impaired driving crashes and another 315 people were non-fatally injured. Fremont County law enforcement agencies, outside of the Reservation, have received funding to implement D.U.I. Overtime enforcement. A culturally compatible social marketing campaign to increase safety belt use is being implemented on the Reservation, coined "Building New Traditions. Buckle Those You Love". This same avenue may be used to address the alcohol impaired driving issue on the Reservation.

Evaluation Measure	Conduct outreach efforts focused on impaired driving issues on the Wind River Indian Reservation with tribal support. Report on efforts, attitude changes, number of contacts and formulate an action plan for future outreach.	
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Program Area Code	154AL
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Cost Summary	Materials/ Supplies	<u>\$25,000.00</u>
	Total	<u>\$25,000.00</u>

Local Benefit	100%
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Capital Equipment	None
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Performance Measures	This project will address performance measures in Alcohol 1-5.
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Project Number 09-154AL08
Program Name Expanded Cheyenne CAN (Change Attitudes Now)
Subgrantee Laramie County School District Number One
Longevity of Grant Year 1

According to the 2007 Wyoming Comprehensive Report on Traffic Crashes, injury crashes involving alcohol occurred most often in Cheyenne and Casper (Page 149). Laramie County had the second largest number of injury crashes involving drivers age 14-20 (Page 149). Drivers, age 14-20, were involved in 23.7% of the total Wyoming 2007 traffic crashes and were involved in 16.2% of the total alcohol involved crashes. Laramie County School District#1/ Safe & Drug Free Schools Program will continue the drug education and safety belt use program to area elementary schools through the Cheyenne CAN program. This program includes East and Central High school students and will expand to include the three Junior High Schools. The expansion will require a full time facilitator/coordinator. The project is a mentor program by which area high school students speak/present to Cheyenne elementary school youth about the dangers of alcohol and other drugs and about the importance of always using safety belts while in vehicles. The program also encourages youth to be successful in school by staying involved in positive school programs and to earn good grades. The activities the CAN program provides include presentations at school and community health fairs; presentations through the DARE program; presentations to community businesses and councils; and formal and informal classroom presentations to elementary and junior high schools.

Evaluation Measure Project evaluation will report the number of CAN member and their success to remain alcohol and drug free (data collected by LCSD #1) and safety belt use for these students by visual survey done by the project coordinator. A questionnaire will be given to all CAN members at the end of the school year. Survey teachers and students of elementary schools where CAN program presentations were given. (Minimum number of presentations (10) planned for at least 20 students per presentation.) Activities will be conducted during key local, state or national campaign periods.

Program Area Code 154AL

Cost Summary	Full time facilitator/coordinator	
	Personal Services	\$30,000.00
	Printing Expense	\$ 4,000.00
	(Trading Cards, T-shirts & badges)	
	Materials/ Supplies	\$ 2,000.00
	Travel (In-State/ Out of State)	\$ 4,000.00
	Total	\$40,000.00

Local Benefit 100%

Capital Equipment None

Performance Measures This project will address performance measures in Alcohol 1-5 and Occupant Protection 1-3.

Project Number: 09-154AL09
Project Name: Eligible Training - State Chemical Testing Program
Subgrantee: Department of Health(DOH), Chemical Testing Program (CTP)
Longevity of Grant: Annually

The state Chemical Testing Program staff partners with the WYDOT Highway Safety office by selecting sites in need of stationary alcohol testing devices, e.g. Intoximeters, configuring the device, performing calibration, repairs and officer training.

This project provides for technical and educational training of CTP staff to ensure they remain the experts on all the devices, current on equipment specifications and repairs to perform the duties as requested of the Highway Safety Office. If not for the highway safety work, they would need little training limited to just the equipment they use in-house. There will be six different types of training. A total of seven people will be attending these different training courses.

Evaluation Measure To fund registration and travel expenses for training/educational seminars. Material related to the training will be sent to the Highway Safety Office. No formal report will be required since it is technical training vs programmatic.

Program Area Code 154AL

Cost Summary	7 people w/ all travel expenses	\$14,000.00
	@ \$2,000.00 ea.	
	DOH Indirect costs [20%]	<u>\$ 2,800.00</u>
	Total	\$16,800.00

Local Benefit None

Capital Equipment N/A

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

Project Number: 09-154AL10
Project Name: State Chemical Testing Program - Testing Equipment
Subgrantee: Department of Health(DOH), Chemical Testing Program (CTP)
Longevity of Grant: Annually

The state Chemical Testing Program staff partners with the WYDOT Highway Safety office by selecting sites in need of stationary alcohol testing devices, e.g. Intoximeters and AlcoSensors, configuring the device, performing calibration, repairs and officer training.

This project will provide the purchase of one AlcoSensor V. The AlsoSensor V, has enhanced capabilities that will be used to training law enforcement officers and ultimately to perform procedures well enough to support the conviction of alcohol impaired drivers.

Evaluation Measure To purchase (1) AlcoSensor V, equipment packages. To report number of times utilized in training.

Program Area Code 154AL

Cost Summary	1 AlcoSensor V equipment packages.	\$3,000.00
	DOH Indirect costs [20%]	<u>\$ 600.00</u>
	Total	\$3,600.00

Local Benefit None

Capital Equipment Non-Major Equipment only

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

Project Number **09-154AL11**
Program Name **Planning DUI Supervised Probation (DSP) Program Expansion**
Subgrantee **Injury Prevention Resources**
Longevity of Grant **Year 2**

Although numerous and varied sentencing options can be imposed on DUI offenders, research has identified intensive supervision as one of the most effective means of reducing re-arrest rates. The DUI Supervised Probation program, designed and implemented in Fremont County closely follows the national research with a failure rate of only 19%-20% and a rate of compliance (with conditions of probation) at between 63% and 74%. Injury Prevention Resources(IPR) will plan and implement the DSP model in an additional Wyoming community to assist their efforts in reducing DUI recidivism. IPR will conduct a needs assessment in Wyoming communities to help WYDOT Highway Safety select one community in which to seed a new DSP program.

Through this planning grant, IPR will: identify key players in the selected community; develop collaborative relationships with the key players; obtain letters of support for the DSP program from key players; determine the potential client caseload; decide if DSP will be housed in an existing office or independently; develop a funding plan for continuation of DSP beyond the initial grant period; locate office space if needed; establish an accounting system; write a training curriculum for DSP caseworkers; develop policies and procedures for the new DSP program; develop policies and procedures for coordinating with Fremont County's DSP program the selected community; advertise, interview and hire the DSP caseworker position(s); train the new DSP caseworker(s).

Evaluation Measure To provide the Highway Safety Program with a community level needs assessment with recommendations of which community shows the greatest potential of starting and sustaining a DSP Program.

Program Area Code 154AL

Cost Summary	Personal Services	\$16,500.00
	Office Expenses	3,000.00
	Travel (In-State)	2,500.00
	New office costs	2,000.00
	Non-major equipment	
	(1 computer for new office/ 1 for IPR)	<u>3,000.00</u>
	Total	\$27,000.00

Local Benefit 100%

Capital Equipment Non-major equipment but no Major equipment purchased.

Performance Measures This project addresses Alcohol measures 1-5.

Project Number: 09-154AL12
Project Name: Laramie County DUI Court Secure Annually Remote Alcohol Monitor (SCRAM)
Subgrantee: Laramie County Court
Longevity of Grant: Year 3

Driving under the influence (DUI) incidents remain to be a constant and persistent threat to Laramie County citizens' safety. Laramie County Circuit Court records approximates 25% of the Court's caseloads are court actions taken because of a DUI arrest. Laramie County remains second in the State for the number of DUI arrests per capita.

Laramie County represents roughly 17% of the state's population and is the largest city of the state. Alcohol related fatalities occur more in Laramie County than the state average of 4.35%. Alcohol was involved 62% of the time in Laramie County Arrests from April 1 to September 30, 2007. Given these facts, the Laramie County District Court has a DUI Court built off the philosophies of DUI programs widely used around the nation.

New dynamic approaches have had an impact on reducing the number of DUI related crashes in Laramie County. The DUI Court Team identifies repeat DUI offenders or those with substance dependance, then provides them supervised probation, utilizing sobriety compliance technologies, and using philosophies and practices of DUI Court programming. This project will once again pay for the scam monitoring for 45 individuals for 60 days @ \$12.50 a day per person. The use of the Secure Annually Remote Alcohol Monitor (SCRAM) device, worn on the offender's ankle, will ensure compliance.

This project will create program income. It will be used to defray cost and will required tracking during FY-09.

Evaluation Measure	The DUI Court goal is to obtain a compliance rate of 80%. Review data from DCI Annual Report, Department of Health's Substance Abuse Division, MADD, Case Management System and Highway Safety Program for county level impact. There will be a final report due to the Highway Safety Office no later than November 15, 2008.	
Program Area Code	154AL	
Cost Summary	45 individuals monitored for 60 days @ \$12.50 per person, per day	\$33,750.00
Local Benefit	100%	
Capital Equipment	N/A	
Performance Measures	This project addresses Alcohol measures 1-4.	

Project Number 09-154AL13
Program Name Governor's Council On Impaired Driving
Subgrantee Injury Prevention Resources (IPR)
Longevity of Grant Annually

The Council is funded with Highway Safety NHTSA funds at the pleasure of the Governor. Alcohol continues to be a factor in Wyoming's fatal traffic crashes which occur each year. In 2007, 46 out of 136 fatal crashes (33.8%) were alcohol involved. The initial purpose of the Governor's Council on Impaired Driving is to provide a forum for discussion, and planning to reduce the incidence of impaired driving in Wyoming; identify priority issues and problems related to impaired driving; increase public awareness of and education relating to impaired driving issues; evaluate the effectiveness of current laws, existing programs and countermeasures; develop proposals addressing priority issues; advocate strategies to implement proposals, including adequate funding of needs. This project will attempt to provide a positive effect upon Wyoming's drinking driver related traffic crash reduction efforts. IPR will schedule quarterly meetings for participants and provide council members with agendas, reports, insightful presentations and discussions, and meeting minutes. A website will be maintained from which Wyoming residents will be able to access pertinent, timely information related to impaired driving. Public information and education materials will be developed and distributed to further the council's objectives. Training/travel expenses is permitted for Council members and support staff to participate in an approved traffic safety conference to updated members on current issues and ideas to reducing impaired driving.

Evaluation Measure To reduce the number of alcohol-related traffic crashes statewide, increase awareness of the drinking and driving problem in Wyoming by coordinating the Governor's Impaired Driving Conference, the Governor's Recognition Forum, creating white papers on alcohol related topics for the Governor, and to be on call to legislative members. Account of these activities will be provided to the Highway Safety Office in reports, meeting minutes, web posted white papers and conference/forum documentation.

Program Area Code 154AL

Cost Summary	Personal/ Professional Services	\$44,000.00
	Office Costs	\$ 5,800.00
	Quarterly Meetings	\$12,000.00
	Quarterly Meeting Supplies	\$ 750.00
	Printing	\$ 1,000.00
	Travel (meetings/In-State)	\$ 3,500.00
	Training/Travel (Traffic Safety Conf.)	\$ 8,000.00
	Coalition communication	\$ 1,000.00
	Public Ed./Material Dev. & Dist.	<u>\$15,000.00</u>
	Total	\$91,050.00

Local Benefit 100%

Capitol Equipment None

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

Project Number: 09154AL14
Project Name: Revocation / Suspension Assistance
Subgrantee: Wyoming Department of Transportation (WYDOT),
Driver Services
Longevity of Grant: Year 1

In an effort to increase efficiency of DUI license revocation and suspensions processes, the Highway Safety Office reached out to Driver Services to offer up to \$100,000 May 10, 2007. The Driver Services Program Manager planned on analyzing their processes for improvement. Upon the outcome, the Highway Safety and Driver Services Managers will review specifics, identify goals and measurables. A project specific will be forwarded to NHTSA Region 8 for approval prior to any expenditures.

Evaluation Measure: To be determined upon analysis outcome and future discussions. An update to this project will be provided at that time.

Program Area Code: 154AL

Cost Summary: \$100,000.00

Local Benefit: None

Capital Equipment Non-Major possible

Performance Measures: Alcohol Measures 1-5

Project Number: 09-154AL15
Project Name: Intoximeters and Alco Sensor equipment
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Annually - funding dependent

This project will replace alcohol testing equipment, such as the intoximeter, for large sample demand or Alco Sensor IV, for locations with smaller demand. Placement or replacement is determined by the Department of Health (DOH), Chemical Testing Program (CTP) as they evaluate equipment location, age, ability to service and sample demand. CTP will review locations by timeliness of officer to a testing site. One hour is targeted as the maximum travel time any testing site. A member of the CTP staff services all alcohol testing equipment to ensure equipment delivers accurate BAC results and trains officers on the correct usage of the equipment. Agencies that have requested funding are: Hot Springs County S.O., along with four [4] vacant openings. The procedure for requesting a testing device is:

1. The law enforcement agency contacts Chemical Testing with a request or Chemical Testing notifies the agency of their equipment needs.
2. The CTP uses the following criteria per Tom Johnson, Chemical Testing Supervisor:
 "Our first criteria for instrument placement is geographical dispersion. We try to place instruments so that all sites are within approximately a one hour drive from any potential site of a traffic stop. The population density of an area and the number of law enforcement officers that would potentially utilize the instrument determines what type of instrument is placed at a particular site. We try to place EC/IR's in areas of high usage (e.g. Cheyenne, population 50,000) and Alco-sensor IV's (with printers) in areas of low usage (e.g. LaBarge, population 600). There is no set number used to determine placement because there is such a contrast in population density that it is usually obvious which instrument is needed."
3. The agency, like all other grant requestor, sends in a letter of intent, first to Tom Johnson and then to HSO staff member, Dalene Call. Within the letter, Dalene requires they provide the statement of need from Chemical Testing before the request is considered.

Evaluation Measure	To purchase five intoximeters or Alco Sensor IVs, meeting the specifications set forth by the Department of Health, Chemical Testing Program (CTP). Equipment will be monitored by the Highway Safety Program for use, operating condition, and agency location. Duration of this monitoring is dependent on equipment classification of Non-Major or Major.
Program Area Code	154AL
Cost Summary	Equipment 5 @ \$5,000 = \$ 25,000.00
Local Benefit	100%
Capital Equipment	Market value of intoximeter or Alco Sensor IV, meeting the DOH/CTP specifications may exceed \$5,000 and thus may be considered Major equipment.
Performance Measures	This project directly impacts Alcohol Measures 1-5.

Project Number: 09-154AL16
Project Name: Portable Breath Testing Devices [PBT's]
HVE Saturation Patrol Incentives
Subgrantee: Local Law Enforcement Agencies
Longevity of Grant: Year 1

Portable Breath Testing (PBT) devices serve an important role in identifying driver impairment. The project provides for the purchase of new and replacement PBT's to support local law enforcement agencies in their effort to reduce drinking drivers, both during and beyond traffic safety campaigns. Non-subgrantees may be eligible. Some agencies may choose not to participate in an alcohol overtime grant or may not have enough officers to work overtime but still choose to participate in alcohol campaigns during normal shift time. If they participate and provide an activity report of the effort, they will be eligible for one or more PBTs. The number will be dependent on need, number of campaigns they participate in and the size of the agency. Agencies that have requested funding thus are: Goshen County S.O., Rock Springs P.D., Powell P.D., Sweetwater County S.O., Hot Springs County S.O., Converse County S.O., Evansville P.D., and Town of Cokeville.

Evaluation Measure	Purchase approximately 25 Portable Breath Testing Devices to improve D.U.I. efforts in Wyoming.
Program Area Code	154AL
Cost Summary	Equipment 83 agencies @ \$500.00 = \$20,750.00
Local Benefit	100%
Capital Equipment	Non-Major equipment only
Performance Measures	This project directly impacts Alcohol Measures 1-5.

Project Number: 09-154AL17
Project Name: City of Laramie DUI / SFST Instructor Course
Subgrantee: City of Laramie Police Department
Longevity of Grant: Year 2

2006 data reveals that Wyoming’s alcohol fatality rate is tenth in the nation. 2007 data still reveals that a third of all fatalities were alcohol involved. Clearly, all alcohol countermeasures must be used to reduce this statewide problem. One such countermeasure is updated Standardized Field Sobriety Testing (SFST) training for law enforcement officers throughout the state. To capitalize on this, the Laramie Police Department will host a DUI/SPST Instructor Course in Laramie. Certification is required to instruct law enforcement officers in the area of DUI SFST. The goal of this grant is to increase the number of certified instructors that can then increase the proficiency of officers, statewide, in the area of SFST.

The training would accommodate up to 30 students from agencies around the state. Agencies that want their personnel to be SFST Instructors will pay for the lodging and meals for their officers. The project cost would cover all classroom materials, instructor compensation and expenses. Each agency spending students would be responsible for paying the lodging and meals cost of sending their personnel. The Institute for police technology and Management at the University of Northern Florida in Jacksonville, FL., would be willing to come to Wyoming.

The Highway Safety Program is please that Laramie will host another statewide class.

Evaluation Measure	To host up to 30 officers in DUI SFST Instructor training. The following course materials will be provided to the Highway Safety Office: an agenda, number of attendees, number of attendees successfully completing the course, course evaluation, summarized course evaluation, and receipts of cost.	
Program Area Code	154AL	
Cost Summary	Training Expenses	\$8,500.00
Local Benefit	100%	
Capital Equipment	N/A	
Performance Measures	This project directly impacts Alcohol measures 1-5 and Police Training Services 1-2.	

Project Number: 09-154AL18
Project Name: Video Cameras/Accessories for DUI Arrest Support - Part 2
Subgrantee: Wyoming Local Law Enforcement Agencies/Department
Longevity of Grant: Annually - funding dependent

One third of Wyoming crashes are alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender. Video cameras assist in the effort, reinforcing the officer's probable cause for the stop and field sobriety tests. Only recently have officers wanted this tool in their tool belt. The Highway Safety Office applauds their interest and use of the devices.

This project provides funding for only 20 video cameras and accessories to Wyoming local law enforcement agencies/departments to assist in DUI arrests and court convictions. Video cameras are also known to improve officer safety. Numerous agencies have requested funding. Priorities of camera grant placement will be based on high DUI fatality locations, high alcohol involved crash locations, high citation areas and/or participation in DUI HVE.

Evaluation Measure	Provide for the purchase of 20 video cameras and accessories by local law enforcement agencies. Each agency will provide a final report at the end of the fiscal year with the pros/cons and usage of the camera(s).	
Program Area Code	154AL	
Cost Summary	20 Video Cameras and accessories @ \$5,000 each.	\$ 100,000
Local Benefit	100%	
Capital Equipment	Depending on the market value, video cameras may exceed \$5,000 and thus be Major equipment.	
Performance Measures	This project directly impacts Alcohol measures 1-5.	

Project Number: 09-154PM01
Project Name: Alcohol Paid Media
Subgrantee: WYDOT-Public Affairs Office
Longevity of Grant: Annually

The Public Affairs Office, serving as PI&E, will work with the WYDOT District Involvement Specialists, Wyoming Broadcaster’s Association, Ray Lansing Advertising, University of Wyoming Sports Properties, local athletic teams, radio and print media to increase public awareness and knowledge of alcohol related safety issues as well as reach targeted audiences as determined by the Highway Safety Office, Wyoming Highway Patrol, and the Safety Management System (SMS). They provide statewide PI&E to support state, national and local campaigns during problem identified times of the year. This project will also provide funding to all WYDOT districts to provide the same messages with a local voice. The national “Crackdown” efforts, C.A.R.E., Frontier Days, and University of Wyoming targeted campaigns are examples of such campaigns. Television spots will provide closed captioning.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation Measures: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.

Program Area Code: 154PM

Cost Summary:	Paid Media Advertising	\$150,000.00
	Assessments (1)	\$ 3,000.00
	Indirect Costs (3%)	<u>\$ 4,590.00</u>
	Total	\$157,590.00

Local Benefit: \$50,000

Capital Equipment: None

Performance Measures: Addresses Alcohol performance measures 1-5.

Project Number: 09-154PM02
Project Name: PAO - Powder River Alcohol Message
Subgrantee: WYDOT-Public Affairs Office (PAO)
Longevity of Grant: Annually

Alcohol related crashes occur on Wyoming roadways on a far too frequent basis. In 2007, 33.8% of all fatal traffic crashes were a result of alcohol killing 49 persons. In 2006, there 67 persons killed due to a drinking driver.

The Public Affairs Office is one of the partners tasked with addressing key safety issues, which includes impaired driving, and targeting audiences identified by the Highway Safety Program, Wyoming Highway Patrol and SMS Committee.

The Public Affairs Office, serving as PI&E, will work with the Cowboy News Network, Don Day Weather, University of Wyoming Sports Properties to coordinate the development and distribution of communication-related traffic safety information for the traveling public through various sporting and outdoor activity venues and media outlets. This will include statewide weather reporting sponsorship, jumbo screens, rotating signage. The campaign will utilize the slogan “Drunk Driving, Over the Limit, Under Arrest” or “Buzzed Driving is Drunk Driving”.

How will the funds be used: TV, radio, or print

How will effectiveness be assessed: Phone or direct contact survey with assessment of project PM02.

The amount allocated to paid advertising: See cost summary below.

The amount allocated to conduct the assessment: See project PM02.

Evaluation Measures: A media summary will be provided to the Highway Safety office comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.

Program Area Code: 154AL

Cost Summary:	Paid Media Advertising	\$70,270.00
	Indirect Costs (3%)	<u>\$ 2,108.10</u>
	Total	\$72,378.10

Local Benefit: None

Capital Equipment: N/A

Performance Measures: Project addresses performance measures: Alcohol 1-5; Motorcycles 1.

Project Number: 09-154PM03
Project Name: Department of Health DUI “The Line - Takes Only One”
Subgrantee: WYDOT Highway Safety Program /
 DOH Mental Health & Substance Abuse
Longevity of Grant: Year 2

Alcohol is the number one drug of choice in Wyoming and is involved in 33.8% of fatal crashes. This project capitalizes on the partnership between the Department of Health, Mental Health/Substance Abuse Division and WYDOT to combat drinking and driving problems within the state. The Highway Safety Program will pay for a portion of “The Line - Takes Only One” and some “The Call” spots as part of the media campaign that focuses on the reduction of drinking and driving.

This grant will be used for media purchase and evaluation. The effort will target state and national alcohol campaign periods (November-December Holiday Season). Preliminary development costs were in FY2008.

Any media buys will target the following.

How will the funds be used: TV

How will effectiveness be assessed: Phone or direct-contact survey will be used. See Evaluation Measures below.

The amount allocated for paid advertising: See Cost Summary below.

The amount allocated to conduct the assessment: See Cost Summary below.

Evaluation Measure: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings that occurred,
- 3) The number of airings, if separation of paid versus free is available.

Program Area Code: 154PM

Cost Summary: \$60,000.00

Local Benefit None

Capital Equipment N/A

Performance Measures Addresses the Alcohol performance measures 1 - 5, reducing the percentage of alcohol involved crashes and the resulting fatality rate.

MOTORCYCLE SAFETY

The following projects will be funded with Section 2010 monies.

FY2006 Carry forward:	\$ 57,912.00
FY2007 Carry forward:	\$ 100,000.00
FY2008 Anticipated:	<u>\$ 100,000.00</u>
Total	\$ 257,912.00

Project Number **09-MC01-03**
Program Name **Motorcycle Safety**
Subgrantee **WYDOT - Highway Safety Program**
Longevity of Grant: **Year 3**

The Wyoming Highway Safety Program houses the Motorcycle Safety Program. The Office is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. With motorcycle fatalities and serious injuries on the rise (see HSP Problem ID page 5 and county specific data), the Highway Safety Program has applied for 2010 funding to heighten public awareness of motorcyclists on the roadway, develop a more robust website, and improve the training elements of motorcycle instructors/riders recruitment and associated equipment.

Working directly with the Motorcycle Safety Coordinator for safety projects beyond training classes has been a relatively new effort by the Highway Safety Office. As such, it has taken some time to have expenditures initiated. Paid media and training equipment activities were initiated in FY2008. Future activities and projects are anticipated to be routine.

Project 1 Mobile training units

Based on public requests to have more training sites and classes offered statewide, major and non-major equipment will be purchased to expand the motorcycle training efforts in Wyoming to reduce the rising number of motorcyclists injured and killed each year by increasing education and experience training to Wyoming residents. Prior to purchasing units, the expansion sites will need to be approved. Approval will be based on population, need of training in the location, and availability of training locations options.

Evaluation: Provide the geographic determining factors of location and site selection and the motorcycle involvement in the area, e.g. number of motorcycle crashes, number of registered motorcycles, population to be served, etc. Report on site development, the purchase of the units and how often they were used in FY2009.

Program Area Code: 2010 - K6 MC

Cost Summary:	2 Mobile training units @\$10,000	\$ 20,000.00
	2 maintenance & repair kits @ 1,200	\$ 2,400.00
	Indirect (3%)	\$ 672.00
	Total	\$ 23,072.00

Local Benefit: 80%

Capital Equipment: 2 Mobile training units \$20,000

Performance Measures: Each of the following projects will address the motorcycle measures 1 and 2.

Project 2 Paid Media

This project will pay for the development of recruitment flyers and print media as well as paid media for public awareness of motorcycle campaigns.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation: Provide a report that includes elements of the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.

Program Area Code: 2010 - K6 MC

Cost Summary:	Recruitment development & print media	\$ 5,000
	Public Awareness Media	\$ 95,000
	Media assessment	\$ 5,000
	Indirect (3%)	<u>\$ 3,150</u>
	Total	\$ 108,150

Local Benefit: None

Capital Equipment None

Project 3 and 4 (In development)

Other projects are in development. They will be submitted to the NHTSA Regional office for approval prior to execution.

Program Area Code: 2010 K6 - MC

Cost Summary \$126,690

Local Benefits TBD

Capital Equipment None

Performance Measures: Each of the following projects will address the motorcycle measures 1 and 2.

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

154HE Funds

TEA-21 Restoration Act established the new transfer program to encourage states to enact Open Container laws, Section 154. States that do not meet the statutory requirement by October 1, 2000 had one and one-half percent of funds apportioned to the State under Title 23 USC, Section 402. These funds are the result of Wyoming's compliance to this statutory requirement.

The funds are to be used on identified hazard Elimination projects. These funds take on the characteristics and requirements of FHWA's Section 152 Hazard Elimination Program. The Highway Safety Engineer will be notified by the appropriate WYDOT officials which hazard elimination projects have been assigned to these 402 - 154HE transfer funds and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process.

Project Number:
Project Name: **FY05** 154 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$198,571.90

Project Number:
Project Name: **FY06** 154 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$824,022.00

Project Number:
Project Name: **FY07** 154 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$1,635,728.03

Project Number:
Project Name: **FY08** 154 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$3,289,722.75

Project Number:
Project Name: **FY09** 154 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$5,080,960.00

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

164HE Funds

TEA-21 Restoration Act established the new transfer program to encourage states to enact Repeat Intoxicated Driver laws, Section 164. States that do not meet the statutory requirement by October 1, 2000 had one and one-half percent of funds apportioned to the State under Title 23 USC, Section 402. These funds are the result of Wyoming's compliance to this statutory requirement.

The funds are to be used on identified Hazard Elimination projects. These funds take on the characteristics and requirements of FHWA's Section 152 Hazard Elimination Program. The Highway Safety Engineer will be notified by the appropriate WYDOT officials which hazard elimination projects have been assigned to these 402 - 164HE transfer funds and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process.

Project Number:

Project Name: **FY07** 164 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$4,125,492.45

Project Number:

Project Name: **FY08** 164 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$3,183,039.00

Project Number:

Project Name: **FY09** 164 Hazard Elimination Projects
Subgrantee: Wyoming Department of Transportation (WYDOT)
Cost Summary: Estimated funds: \$5,080,960.00

154AL

**FY09 FUNDS
for FY10 PROJECTS**

FY2009 154AL Funds for FY2010 Alcohol Projects

As dependency on 410 funds increases, availability of 154AL decreases. Therefore, it is prudent to perform multi-year planning for vital projects. This project will fund the following alcohol-related projects for FY2010.

Project Description	Cost	Federal Share to Local
Governor's Council on Impaired Driving	\$91,050.00	\$91,050.00
Governor's Impaired Driving Conference	\$66,000.00	\$66,000.00
Sweetwater DUI Supervised Probation	\$100,000.00	\$100,000.00
Laramie Co. DUI Court	\$34,000.00	\$34,000.00
Traffic Safety Resource Prosecutor	\$90,000.00	
Judicial Educator	\$90,000.00	
DRE Training	\$55,000.00	\$55,000.00
SFST Training	\$10,000.00	\$10,000.00
Laramie County CAN Program	\$40,000.00	\$40,000.00
UW Safe Ride	\$55,000.00	\$55,000.00
Alcohol Paid Media	\$160,000.00	
DUI Supervised Probation Expansion	\$76,000.00	\$76,000.00
Law Enforcement DUI Toolkit (PBTs, Video Cameras, etc)	\$51,570.40	\$51,570.40
Total	\$918,620.40	\$578,620.40