

***Wyoming's
Highway Safety
Behavioral Program
Annual Report
2015***



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

INTRODUCTION



Matt Mead was sworn in as Wyoming's 32nd Governor on January 3, 2011, re-elected on November 4, 2014, and inaugurated for his second term on January 5, 2015. Born in Jackson, Wyoming, Matt was raised on the family ranch in Teton County. He has a law degree from the University of Wyoming and a BA degree from Trinity University in San Antonio. The Governor has served as a county and federal prosecutor, practiced in a private firm, and served as United States Attorney for Wyoming from October 2001 to June 2007. After he stepped down as U.S. Attorney, Matt and his wife Carol, the First Lady, returned full time to operating their farming and ranching business in southeast Wyoming.

Since taking office, the Governor has put a focus on economic growth, a state energy strategy, consolidation of government services, supporting local government and enhancing infrastructure, and creating additional access to high-speed broadband. Highway safety has also been a priority. During his first year in office, by executive order, the Governor established his Governor's Council on Impaired Driving.

Representing the interests of the state, the Governor Mead serves in regional and national leadership roles. He is Chairman of the Western Governors' Association. He serves on the Council of Governors and as Chair of the Natural Resources Committee of the National Governors Association. He is also co-chair of the State and Federal Sage Grouse Task Force, which brings together federal officials and representatives of 11 western states for a regional conservation effort.

Matt and Carol have two teenage children, Mary and Pete.

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**WYOMING'S HIGHWAY SAFETY
BEHAVIORAL PROGRAM
ANNUAL REPORT
FY 2015**

DECEMBER 31, 2015

**MATTHEW H. MEAD
GOVERNOR OF WYOMING**

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

**Dalene A. Call, Manager
Highway Safety Behavioral Program**

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Wyoming Department of Transportation
FY2015 Highway Safety Behavioral Program

Office Structure

The Wyoming Highway Safety Behavioral Office is one of the Highway Safety Program sections within the Department of Transportation. The section consists of four staff members that report to the Governor’s Representative. Together, with the insight of skilled veterans, all are focused on refinements in problem identification, project expectations, evaluation and the communications of each. Listed below are the members of the Highway Safety Behavioral Office:

Governor’s Representative:

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

Highway Safety Behavioral Office Staff:

Dalene A. Call
Highway Safety Behavioral Program Manager

Karson James
Senior Financial/Grant Office Manger
Areas: Agency Financial, Grants Tracking System (GTS), Governor’s Council on Impaired Driving, Media, etc.....

Stephanie Lucero
Senior Grants Manager
Areas: Law Enforcement DUI, Occupant Protection, Data Analysis, Traffic Records, Problem ID, TRCC, Underage Drinking, etc.....

Kenneth Ledet
Grants Manager
Areas: Safe Communities, Law Enforcement, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distractive Driving, etc....

Fortunately, each employee goes well beyond the parameters noted above to improve the efforts of the office. We are deeply committed to our goal of reducing the number of persons injured and fatalities on Wyoming roadways.

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Compliance to Certifications and Assurances

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

1. At least 40 percent of all Federal funds apportioned to Wyoming were expended for the benefit of the local highway safety programs. The FY2015 percentage was 42.45%
2. Support national highway safety goals by participating in national law enforcement mobilizations, sustained enforcement of statues addressing impaired driving, occupant protection and driving in excess of posted speed limits.
3. Support national highway safety goals by conducting an annual safety belt use survey using NHTSA acceptable methodology. The June 2015 survey observed 79.8% of all vehicle occupants were wearing safety belts.
4. Development of a statewide data system to provide timely and effective data analysis to support allocation of highway safety resources.
5. The Wyoming Highway Patrol and the members of the Wyoming Sheriffs and Chief of Police Association (WASCOP) follows the IACP guidelines established for vehicular pursuits.



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

12-30-15

Date:

AGENCY OVERVIEW



Wind River Range, Rocky Mountains of Wyoming

WYDOT is dedicated to promoting safe use of all Wyoming roads with the continuing goal of reducing fatalities, injuries and property damage crashes by means of the "Three E's" - engineering, education and enforcement - along with the promotion of various training programs.

The Highway Safety Program maintains Wyoming's crash reporting database and compiles and analyzes safety-related statistics. Also available is information about motorcycle operator training opportunities. The Owner/Operator Crash Form is no longer required to be sent to the Highway Safety office, but is available and can be used by individuals, counties, municipalities for insurance or personal records.

Ultimately, individual driver awareness is the key to preventing crashes. Drivers and passengers alike should always remember to buckle up, observe posted speed limits and other traffic laws, and never drive when impaired by drugs, alcohol or fatigue.

The Wyoming Department of Transportation is the largest state agency, with more than 2,000 employees dispersed throughout the state. Employees are responsible for overseeing 6,800 miles of highways, of which more than 900 miles are interstate. Job functions vary from construction, maintenance, law enforcement, regulatory and air service. For more details, see **FUNCTIONS** below. The transportation system serves all the citizens of Wyoming in addition to facilitating interstate commerce and travel.

The Wyoming Department of Transportation's current budget can be viewed at <http://www.dot.state.wy.us/home/administration/budget.html>

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FUNCTIONS

The department's primary functions include the following:

Construction

Planning, designing, and building transportation projects.

Maintenance

Keeping existing pavements (chiefly highways and airport runways) and roadside features (such as bridges, drainage, fences, guardrail, and rest areas) in as good a condition as possible.

Law Enforcement

Enforcing Wyoming's motor vehicle traffic laws, providing crash response and investigation, facilitating safety education and collecting user fees.

Administration/Regulatory

Issuing and regulating driver's licenses, regulating commercial vehicles, administering vehicle title and registration, and collecting and distributing state fuel taxes. Also, communicating with and educating the traveling public, including providing road and travel information.

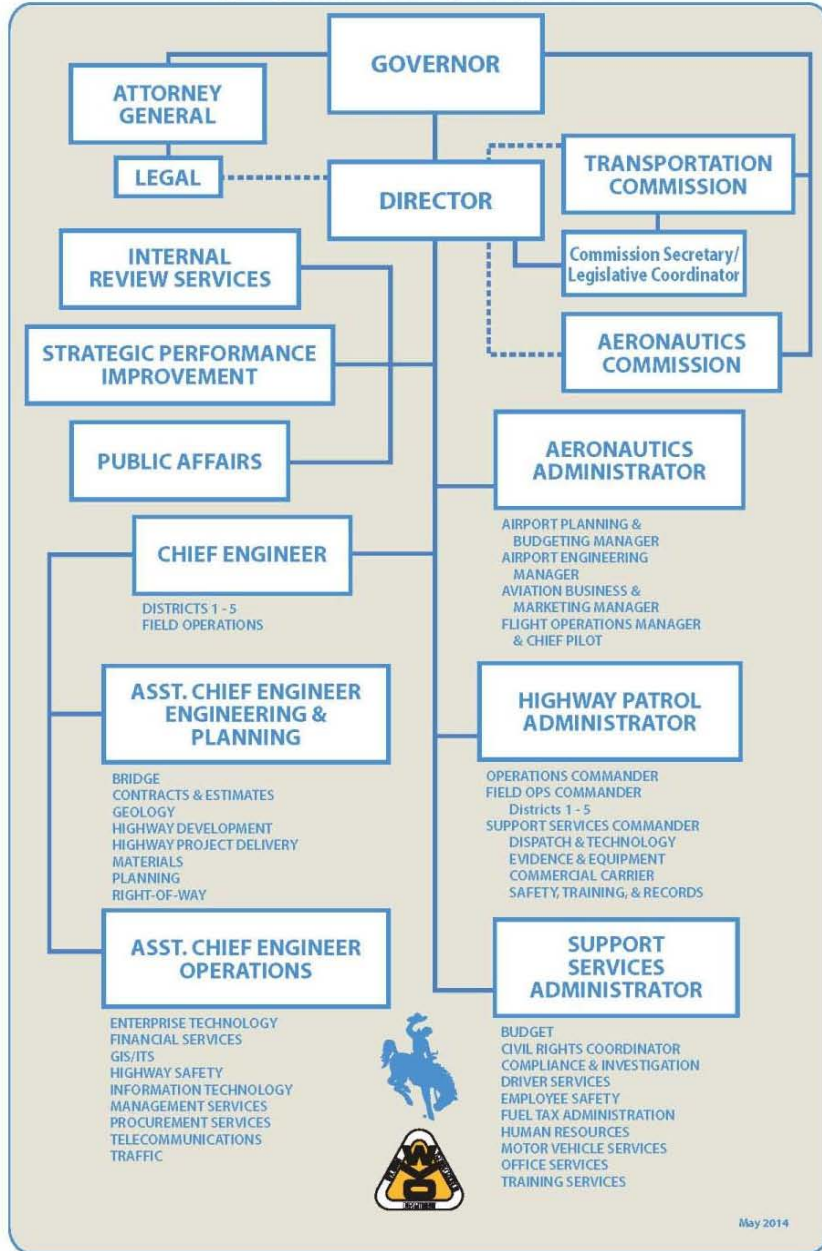
Aeronautics

Managing the state's Airport Improvement Program, operating the state's aircraft, enhancing commercial air service, and administering federal-aid funds related to aeronautics.

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WYOMING DEPARTMENT OF TRANSPORTATION

ORGANIZATIONAL CHART



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SHARED VISION, MISSION & VALUES

The following are the shared vision, mission, and values for WYDOT:

Vision

Excellence in Transportation

Mission

Provide a safe, high quality, and efficient transportation system

Values

The Wyoming Department of Transportation has five values that serve as a code of conduct for its employees:

- 1) Honesty
- 2) Accountability
- 3) Commitment
- 4) Respect
- 5) Innovation

- We are committed to achieving our mission.
- We are honest in all our dealings with each other and the public.
- We consistently and responsibly fulfill our duties as public servants.
- We respectfully consider the opinions and values of others.
- We seek excellence through innovation and creativity.

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OVERALL GOALS

The six overall goals for the Department are:

- 1) Improve Safety on the State Transportation System
- 2) Serve Our Customers
- 3) Improve Agency Efficiency and Effectiveness
- 4) Take Care of All Physical Aspects of the State Transportation System
- 5) Develop and Care for our People
- 6) Exercise Good Stewardship of Our Resources

OVERALL STRATEGIES

To assist WYDOT in achieving its six goals, the following strategic performance measures have been established.

- 1) Improve Safety on the State Transportation System through education, engineering, enforcement, and other innovative methods.
- 2) Serve our customers by gathering feedback to anticipate and meet their needs. Also, by telling our story better to help our customers know what our role is in the State of Wyoming.
- 3) Improve agency efficiency and effectiveness by identifying opportunities to improve processes and reduce redundancy. Emphasize and promote accountability throughout the organization by getting better at Performance Management Initiative (PMI), coaching, and clearly explaining agency expectations to all employees.
- 4) Take care of all physical aspects of the State Transportation System.
- 5) Develop and care for our people by:
 - a. Providing our employees with opportunities for personal and professional growth in a safe and creative environment.
 - b. Providing an adequate work environment.
 - c. Providing supervisory and leadership training.
 - d. Improving personnel processes.
 - e. Having Programs continue to offer each employee an Individual Development Plan (IDP).
- 6) Exercise Good Stewardship of our resources by:
 - a. Wisely caring for the resources with which we have been entrusted.
 - b. Using Asset Management and the Long-Range Plan to support a pavement preservation strategy with MAP-21 requirements.
 - c. Ensuring Department grants are fully expended in accordance with requirements.
 - d. Ensuring all projects stay on or under budget.
 - e. Better communicating the stewardship and accomplishments of the Department.

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The Safety Management System Committee (SMS) Welcomes you!

Numerous state and local agencies strive to reduce fatalities and injuries on Wyoming's highways. As required by the most recent highway safety legislation, this newly updated and adopted document will guide current activities and create a future direction for a comprehensive and coordinated approach to improving safety by all safety partners in Wyoming.

The WYDOT SMS Committee assumed the responsibility to be the coordinating body for the Wyoming State Highway Safety Plan (WSHSP) development. The purpose of the WSHSP is to focus Wyoming's safety partners on reducing the number of fatal and serious injury crashes. The WSHSP does not address every safety strategy currently being implemented or every strategy that may be implemented in the state, but primarily provides the guidance to the safety community to develop and implement the strategies with the greatest potential to reduce fatal and serious injury crashes.

Welcome to the FHWA Wyoming Division

Contact Info

Wyoming Division
Federal Highway Administration
2617 East Lincolnway, Suite D
Cheyenne, WY 82001-5671
Phone: (307) 772-2101
Fax: (307) 772-2011
Monday - Friday
7:30am - 4:00pm

Contact FHWA



The Federal Highway Administration (FHWA) Division Offices are local field offices that provide leadership, guidance, and direction to State Departments of Transportation in the planning, construction and maintenance of transportation projects. Working collaboratively with State partners, FHWA Division Offices ensure that the nation's roads, bridges and tunnels are safe and continue to support economic growth and environmental sustainability. Additionally, to ensure accountability, the FHWA Division Offices work with the State to develop, track and analyze activities and recommend innovative techniques and strategies to improve the performance of the transportation system. FHWA and its Division Offices are responsible for working with State Departments of Transportation to ensure that the nation's strategic investments preserve and modernize the U.S. highway system - and ultimately to save lives.



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PERFORMANCE AND CORE OUTCOME MEASURES

Traffic Fatalities (FARS)

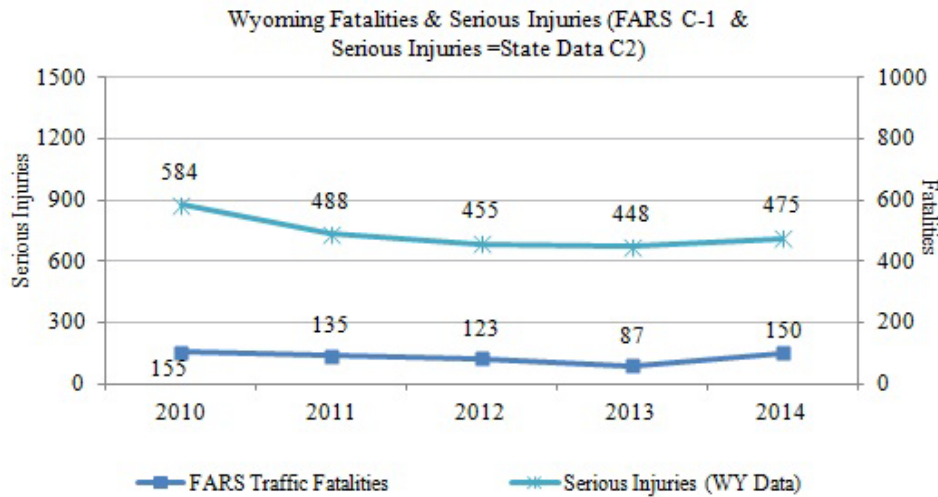
(C-1) To decrease traffic fatalities from the 2008-2012 calendar base year average of 141 to 106 by December 31, 2015. Performance Target was established by trend line analysis.

Progress Report:

Wyoming did not meet its goal of no more than 106 fatalities by December 31, 2015. The 2014 FARS file indicates there were 150 fatalities. The previous year Wyoming had its lowest number of fatalities on record since 1945.

Serious Traffic Injuries (State Crash Data Files)

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



Progress Report

The number of serious injuries in CY2013 was 448 and in CY2014 there were 475 based on State data. Wyoming did not meet the goal of 410 injuries by December 31, 2015 however; it is still below the 2010-2014 calendar base year average of 490.

Fatalities/VMT (FARS/FHWA)

(C-3A) To decrease Wyoming's fatality rate (100 MVMT) from the 2007-2011 calendar base year average of 1.56 to 1.41 by December 31, 2015.

The 2012 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

Progress Report:

Wyoming has met this goal. The FARS 2013 fatality rate was 0.93 which is below the project goal of 1.41 by December 31, 2015. Only 2013 FARS fatality rates were available.

Rural Fatalities/VMT (FARS/FHWA)

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

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

Progress Report:

Wyoming met its goal for the rural fatality rate of 1.56 by December 31, 2015. The FARS 2013 rural fatality rate was 1.12. This is the most current FARS data available.

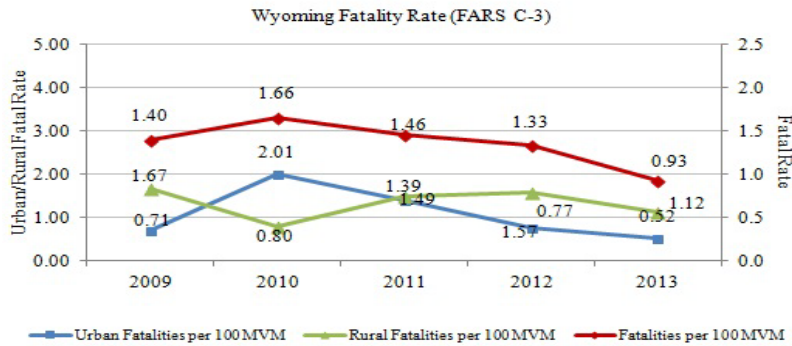
Urban Fatalities/VMT (FARS/FHWA)

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

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

Progress Report:

Wyoming met and exceeded its goal of 1.19 by December 31, 2015. FARS 2013 data indicates Wyoming’s urban fatality rate was 0.52.

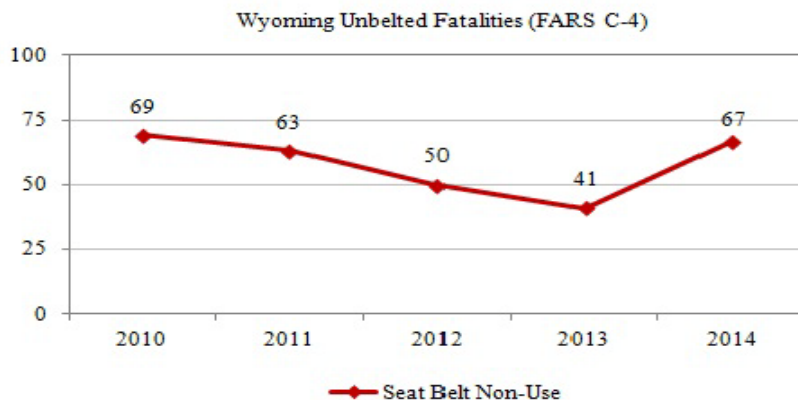


Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

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

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

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



Progress Report:

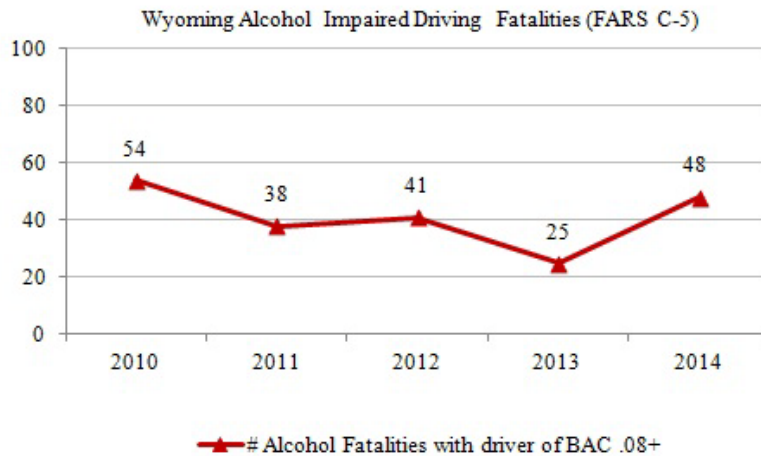
Wyoming did not meet its goal of 54 unrestrained passenger vehicle occupant fatalities, in all seating positions by December 31, 2015. In 2014, Wyoming experienced 67 unrestrained passenger fatalities. Law enforcement utilizes traffic safety enforcement to combat unbelted fatalities to support Wyoming’s secondary seat belt law.

Alcohol-Impaired Driving Fatalities (FARS)

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

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

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



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

Progress Report:

Wyoming did not meet its goal of 39 impaired driving fatalities. In 2014, Wyoming experienced 48 impaired driving fatalities. The Governor’s Council on Impaired Driving (GCID), law enforcement, safe communities and statewide media are partners in combating impaired driving fatalities.

Speeding Related Fatalities (FARS)

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

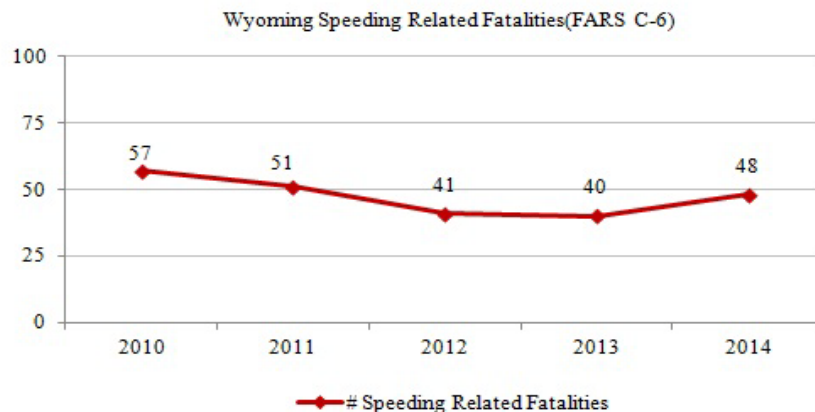
Wyoming is experiencing an overall decrease of speed related fatalities since 2008, which was the five year high of 65. The average number of speed related fatalities from 2008 to 2012 was 54.

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

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

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

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



Progress Report:

Wyoming was close to meeting its goal of no more than 47 speeding related fatalities. In 2014, Wyoming experienced 48 speeding related fatalities. Speeding is used as a trigger offense to enforce Wyoming seat belt laws as well as a tool to encourage safer driving behaviors.

Motorcyclist Fatalities (FARS)

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

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

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

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

Progress Report:

Wyoming's goal of no more than 12 motorcyclist fatalities was not met. In 2014, Wyoming experienced 16 motorcyclist fatalities. The Wyoming Department of Transportation Highway Safety Office, Public Affairs Office, the Wyoming Highway Patrol and local law enforcement are all partners in reducing motorcyclist fatalities through enforcement, education and media.

Unhelmeted Motorcyclist Fatalities (FARS)

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

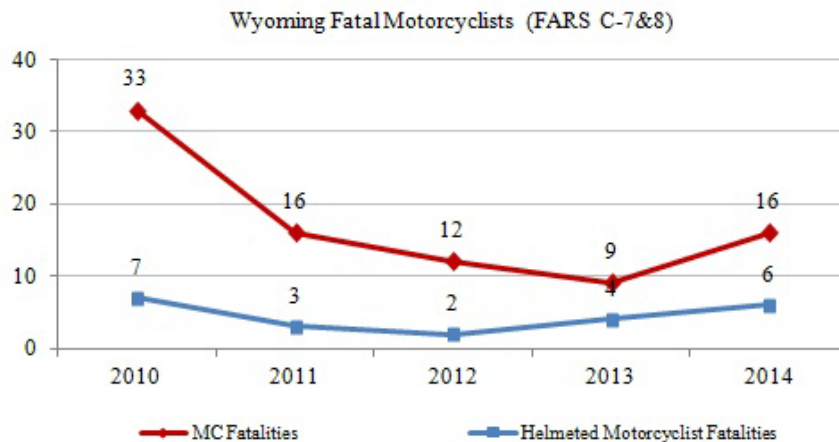
Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. The year 2010 was abnormally high and changed the direction of our downward trend.

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

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

Progress Report:

Wyoming’s goal of no more than 11 unhelmeted motorcyclist fatalities was exceeded. In 2014, Wyoming experienced 6 unhelmeted motorcyclist fatalities. The Wyoming Department of Transportation Highway Safety Office, Public Affairs Office, the Wyoming Highway Patrol and local law enforcement are all partners in reducing motorcyclist fatalities through enforcement, education and media. Impaired riding is enforced especially during Sturgis and Ham ‘n Jam annual motorcycle events.

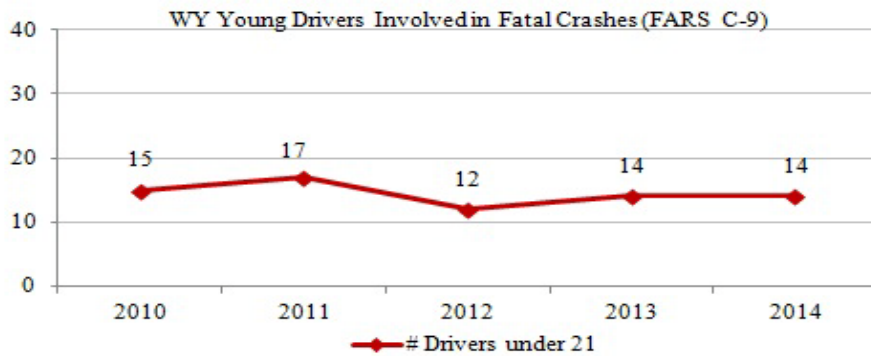


Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

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

Wyoming’s evidence based goal in the reduction of drivers age 20 or younger involved in fatal crashes is based upon the downward trend and current CY2013/14 State data.

In CY2013, there were 16 fatalities involving young drivers per Wyoming Electronic Crash Records System (WECRS). In CY2014, State data indicates that fatalities are 37% above the CY2013 data based on the same time period (January through May).



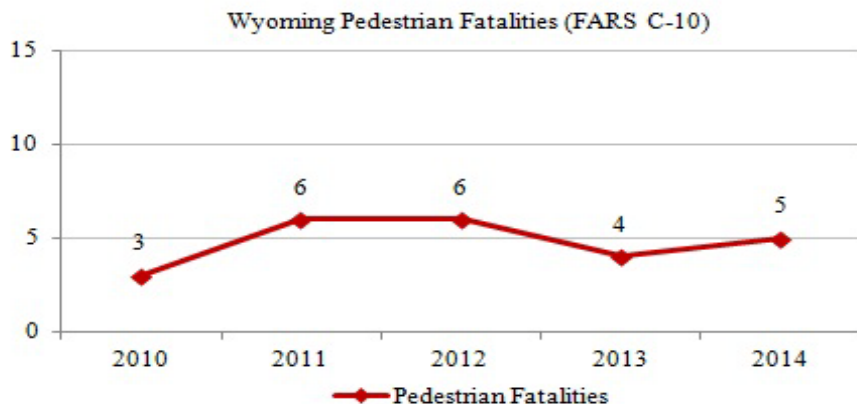
In the FY2014 Highway Safety Plan, the 2014 projected goal was 13 young drivers involved in fatal crashes. The 2012 FARS final result was 12. In CY2013, there were 16 young drivers involved in fatal crashes per Wyoming Electronic Crash Records System (WECRS).

Progress Report:

Wyoming’s goal of 12 young drivers involved in fatal crashes was not met. In 2014, Wyoming experienced 14 young drivers involved in fatal crashes. Wyoming traffic safety partners are collaboratively working to decrease this number through safe communities, education, media and enforcement.

Pedestrian Fatalities (FARS)

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



Progress Report:

In 2014, Wyoming did meet its goal of no more than 4 pedestrian fatalities. Per FARS, there were 5 pedestrians killed in 2014. The WYDOT Bicycle/Pedestrian Program is aware of the number and is working diligently to curtail this number. The Program works collaboratively with the Highway Safety Office grant sub recipients to affect change and driving behaviors.

Bicycle Fatalities (FARS)

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

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

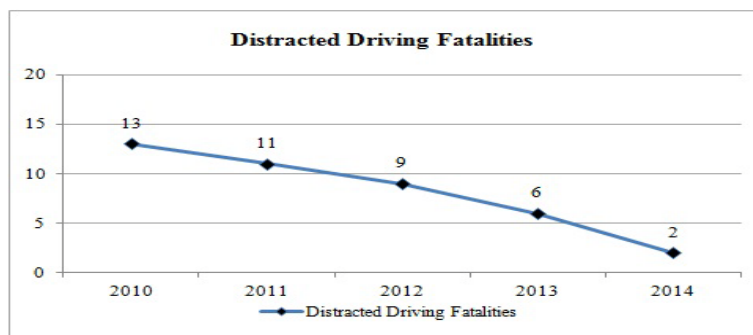
The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The Bicycle/Pedestrian Coordinator works closely with the Highway Safety Office and all traffic safety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

Progress Report:

In 2014, Wyoming experienced an abnormally high number of bicyclists killed of 5. The WYDOT Bicycle/Pedestrian Program is aware of the number and is working diligently to curtail this number. The Program works collaboratively with the Highway Safety Office grant sub recipients.

Distracted Driving Fatalities (State Data)

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



Progress Report:

Wyoming met its goal of no more than 4 distracted driving fatalities based on State Data. In 2014 there were 2 distracted driving fatalities.

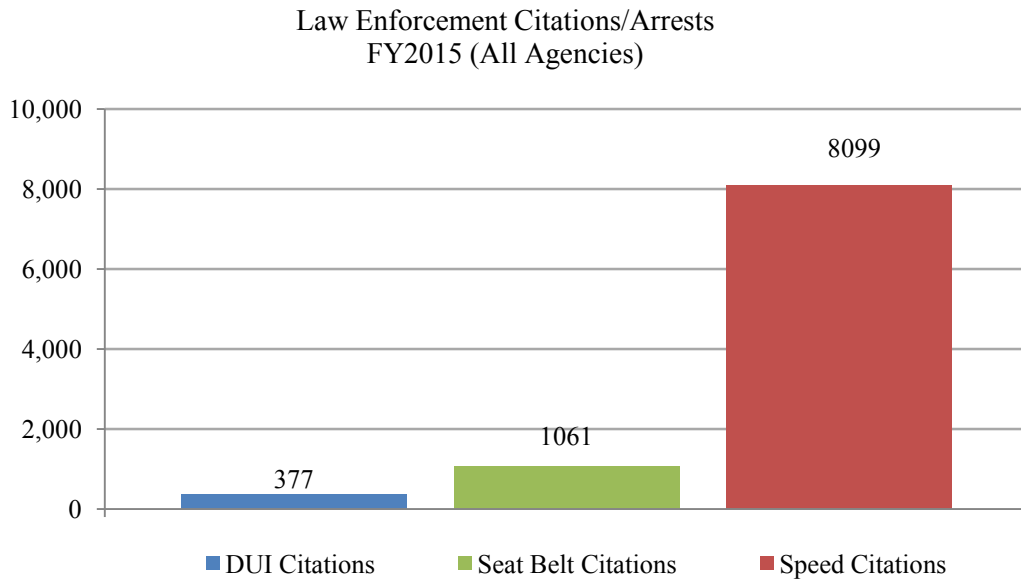
Activity Measures

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

A1 – Number of seat belt citations issued during grant-funded enforcement activities was 974.

A2 – Number of impaired driving arrests made during grant-funded enforcement activities was 377.

A3 – Number of speeding citations issued during grant-funded enforcement activities was 8,099.



Behavioral Measure

B1 – Observational Seat Belt Survey

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

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

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

Progress Report:

The overall estimate of seat belt use in 2015 for all vehicle occupants was 79.8 percent belted, with a standard error of 2.3 percent. The 2015 rate represents an increase of 0.6 percent over the rate of 79.2 percent in 2014. Wyoming did not meet its goal of seat belt usage of 84% in FY2015.

Wyoming has reorganized the Wyoming Seat Belt Coalition into an executive level group to increase Wyoming's seat belt use. It is now the Wyoming Task Force on Occupant Protection.

PROGRAM AREAS INVOLVED

- **PLANNING AND ADMINISTRATION**
- **ALCOHOL**
- **MOTORCYCLE SAFETY**
- **OCCUPANT PROTECTION**
- **POLICE TRAFFIC SERVICES**
- **TRAFFIC RECORDS**
- **ROADWAY SAFETY**
- **SAFE COMMUNITIES**
- **PAID ADVERTISING**
- **405 OCCUPANT PROTECTION (SAFETEA-LU)**
- **408 DATA PROGRAM INCENTIVE(SAFETEA-LU)**
- **410 HIGH FATALITY RATE (HFR)**
- **410 HIGH VISIBILITY (HVE)**
- **154 ALCOHOL**
- **154 PAID MEDIA**
- **154 HAZARD ELIMINATION**
- **164 ELIMINATION**

MAP-21

- **405b LOW HVE**
- **405b LOW PUBLIC EDUCATION**
- **405c DATA PROGRAM**
- **405d MID HVE**
- **405d MID ID COORDINATOR**
- **405d MID COURT SUPPORT**
- **405d MID PAID/EARNED MEDIA**
- **405d MID TRAINING**
- **405d MID INFORMATION SYSTEM**
- **405d MID OTHER BASED ON PROBLEM ID**
- **405f MOTORCYCLE AWARENESS**

PLANNING AND ADMINISTRATION

Project Name: Planning and Administration

Project Number: PA-2015-15-PA-01

Total Funds Expended: \$76,174.75

Achievements

The Highway Safety Office (HSO) personnel traveled out of state to six TSI courses during the fiscal year, one regional meeting and three conferences (Lifesaver's, GHSA and Colorado's Road Health Summit). In-state travel was done throughout the year in order to monitor projects, attend coalition meetings, and other events such as Wyoming State Fair where highway safety topics were presented to the public.

This is the third consecutive year the HSO attended the Wyoming State Fair during the nine day event the HSO, Wyoming Highway Patrol, Law Enforcement Liaison and Safe Communities staff presented on Occupant Protection, Impaired Driving, Distracted Driving, Child Passenger Safety, and Motorcycle Safety. At the Wyoming State Fair, the Highway Safety Office had the unique opportunity to have the Wyoming Highway Patrol vehicle that was involved in a crash with a commercial vehicle on display. This brought in a large number of attendees and helped us show case how a seat belt enabled the trooper to walk away from such a horrific crash.

The use of the HSO's project site continues to grow as all expense documents are being loaded to the site and less paper is being used to print. The HSO staff is hoping to have all documents pertinent to grant activity on the project site by the end of FY2016.

Future Strategies

With the relatively new staff, an upcoming change in office leadership and changes that are ongoing at the federal level the HSO will continue to use Planning and Administrative funds for travel expenses associated with trainings, conferences, and other project related activities.

ALCOHOL

Project Name: WYSAC Alc Evaluation

Project Number: AL-2015-15-AL-01

Total Funds Expended: \$26,499.37

Achievements

The goals and objectives have been accomplished and final Evaluation Report has been provided to the Highway Safety Office. Steve Butler, principal researcher, presented the evaluation findings to the members of the Governor's Council on Impaired Driving at the Council's December 2015 meeting.

Community Impact

The essential findings of the report were presented to the Governor's Council on Impaired Driving. The members discussed the strengths and weakness that were identified during the course of the evaluation and will make appropriate modifications to the Governor's strategies and initiatives.

Future Strategies

Continuing to contract with the University for this evaluation for the coming two to three years may not be necessary. The Council facilitator is exploring the effectiveness of employing a Self-Evaluation process during the next two to three years. An outside evaluation may be appropriate and necessary afterwards.

The Final Evaluation Report will be shared with the Governor, The Governor's Council on Impaired Driving, the Highway Safety Office, the Wyoming Association of Sheriffs and Chiefs of Police and the program managers for Wyoming Safe Communities.

Project Name: WHP DUI Education
Project Number: AL-2015-15-AL-02
Total Funds Expended: \$19,154.07

Achievements

In 2015, the Wyoming Highway Patrol experienced a slightly reduced fatality rate compared to previous years. The reduced fatality rate continued to show a correlation between low seat belt usage and Impaired Driving. Therefore, in an effort to curb this trend, the Wyoming Department of Transportation Highway Safety office granted our request for Federal Grant funds for “DUI Education”.

The grant allowed overtime for Troopers to go into the community, public schools and various health and safety fairs to educate people about the dangers of Impaired Driving. In order to assist the Troopers in educating the public, the grant enabled us to provide overtime to troopers to reach more people without sacrificing public safety by reducing the amount of troopers patrolling our roadways. Our educational efforts are increasing as we see an increase in community awareness.

In summary, the funding provides manpower and supplies to help the Wyoming Highway Patrol get out into the communities and schools to educate people on the devastating consequences of Impaired Driving.

Community Impact

The golf car used for impaired driving simulations continues to be a great success. The drivers of the golf car were given the opportunity to drive the car with and without Fatal Vision goggles. Without fail, the driver would show poor driving skills with the use of the Fatal Vision goggles. The golf car was used numerous times throughout the year and is very popular. The grant paid for travel expenses for Troopers to give DUI Education training throughout the state. Troopers worked with other safety minded organizations utilizing the Fatal Vision goggles presenting at schools and health fairs to educate about the dangers of impaired driving.

We provided public service announcements to each division to perform on local radio broadcasts about the Impaired Driving program in combination with the August Crack Down.

Future Strategies

The Wyoming Highway Patrol is committed to providing safety education of all aspects to the residents of Wyoming. This is a tremendous effort of our committed employees in an ongoing effort to increase seatbelt use and reducing impaired driving fatalities in Wyoming. We will continue our efforts in educating everyone in Wyoming on all of the safety issues that are claiming the lives of the motoring public.

MOTORCYCLE SAFETY

Project Name: Motorcycle Safety
Project Number: MC-2015-15-MC-01
Total Funds Expended: \$8,779.12

Achievements

The Motorcycle Safety Program worked directly with the Wyoming Department of Transportation, Public Affairs Office, to develop and place media via television, radio, newspaper, magazine, and internet, for the public to be more aware of motorcyclists on the streets and roadways. We continued to use the same campaign for 2015, “We’re not just vehicles. We’re People. Share the road with motorcycles”.

The Motorcycle Safety Program worked with the Highway Safety, Grant Office, to again put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally. We used posters and several enhanced educational items.

The Motorcycle Safety Program once again sent a representative to the Lifesavers Conference. This conference has really informative sessions dealing with motorcycling and many state representatives to network with and obtain new ideas for future campaigns.

Future Strategies

The Highway Safety Program will continue to work to lower the number of fatalities through heightened public awareness of motorcycles on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and procure associated equipment as needed.

OCCUPANT PROTECTION

Project Name: WHP Alive @ 25
Project Number: OP-2015-15-OP-03
Total Funds Expended: \$114,800.28 (includes FY2014 Management Review Adjustments)

Achievements

During the 2015 fiscal year grant period, Troopers instructed 84 Alive @ 25 classes with over 1,471 students attending. The program is approved curriculum to be used in any Driver Education program in the state. Many of the Driver Education instructors took advantage of the Alive @ 25 training. Courts are utilizing the program as a tool when sentencing young drivers. With the curriculum training, the WHP did not train any new instructors to teach Alive @ 25. There are currently 18 certified teachers. With overtime rule changes, a portion of the classes were not paid by the grant. Since the inception of the Alive @ 25 program in Wyoming, there have only been 4 vehicle fatalities of students who have taken the class before their 25th birthday.

The WHP is continually promoting the Alive @ 25 program and occupant protection throughout Wyoming by utilizing radio, theater, printed, and newspaper advertising. The media portion of the grant has a tremendous impact on the program. The WHP provided public service announcements to each division to perform on local radio broadcasts, and purchased several non-grant funded incentive items to go with the safety education talks, and the Alive @ 25 program.

Community Impact

The grant paid for the training of 3 new certified Child Passenger Safety Seat Technicians (CPSS). Funding also provided for troopers to attend CPS updates and training provided by Highway Safety and Safe Kids of Wyoming. The WHP provided over 100 child restraints to the public this year at CPS events in various areas of the state. Travel was also paid for members to attend Lifesavers, Kids In Motion and additional training.

The seat belt Convincers, Little Convincers, golf car, crash cars and rollover machines made a strong showing again around the state. The crash vehicles also were used throughout the state. The golf car was utilized with distracted driving element which included discussion on the importance of seat belt use. The little convincers were utilized not only by troopers but by safety minded organizations as well.

The driving simulators were utilized at State Fair and several other locations around the state educating drivers to the dangers of distracted and impaired driving. They continue to be a useful tool in safety education giving hands on experience.

The Wyoming Highway Patrol is committed to providing safety education of all aspects to the residents of Wyoming. This is a tremendous effort of our committed employees in an ongoing effort to increase seatbelt use and reducing fatalities in Wyoming. During FY 2015 Troopers spent over 1,937 hours at 802 safety events educating/informing countless people to the dangers faced on Wyoming roadways.

Collaborations

The WHP continue to work on the local and state level with other safety advocates. This effort allows each of the organizations to have a stronger impact on their communities and reach more individuals with less man power. The WHP partnered with the HSO and Ford Motor Company to bring the Ford Driving Experience to Cheyenne. The event was a tremendous success.

Future Strategies

The funding for this grant will continue to help provide manpower and educational material to help the Wyoming Highway Patrol get out into the communities and schools to talk with and educate on correct seat belt and child restraint usage, distracted driving, and a gamut of other issues related to safe driving and saving lives. Efforts will continue to educate everyone in Wyoming on correct seatbelt and child restraint usage. The grant will continue to incorporate new laws, new ideas and updates that will have impact and maybe persuade more people into buckling up.

POLICE TRAFFIC SERVICES

Project Name: Law Enforcement Liaison (LEL) – Cheyenne
Project Number: PT-2015-15-PT-01
Total Funds Expended: \$114,751.83

Achievements

Objectives were met or exceeded in all listed categories, including attending the LifeSavers Conference, Idaho Highway Safety conference and GHSA conference. LELs participated in the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Leadership conference, Traffic Safety committee and Governor’s Council on Impaired Driving (GCID) meetings. LELs completed site visits with all participating law enforcement agencies and assisted Rawlins Police Department, Uinta County Sheriff’s Office and Sublette County Sheriff’s Office in start up with Highway Safety grant programs. LELs coordinated with Campbell County agencies, Converse County agencies and the Wyoming Highway Patrol (WHP) along with statewide media to complete the Wyoming Highway 59/ May Mobilization operation. This operation lead to over 600 traffic stops, no fatalities and no injury crashes during the operations period.

Collaborations

On-site visits and face-to-face contact with sub-recipients enhanced participation in the Highway Safety program. In addition review of all Daily Activity reports and Activity Summary reports has proven valuable in noting productivity issues, as well as positive efforts in communications with the individual agencies. Indications are that sub-recipients are aware that the reports are monitored and have increased their efforts during scheduled events. Development of a media component has also proven to enhance public awareness of operations and the purpose for enforcement programs.

Future Strategies

The LEL program will continue under current funding guidelines established by the Highway Safety Office. The LEL program will continue to engage participating sub-recipient agencies through on-site, face-to-face, visits with law enforcement agencies and affiliated partners. The LEL program intends to expand the program by seeking out Special Enforcement Operation opportunities throughout the state involving Law Enforcement agencies educating and enforcing traffic safety laws, particularly those involving occupant protection.

Project Name: Law Enforcement Liaison (LEL) - Casper
Project Number: PT-2015-15-PT-02
Total Funds Expended: \$95,290.37

Achievements

Objectives were met or exceeded in all listed categories, including attending the LifeSavers Conference, Idaho Highway Safety conference and GHSA Conference. The LEL participated in the WASCOP Leadership conference, Traffic Safety Committee meetings and GCID meetings. LELs completed site visits with all participating law enforcement agencies and assisted Rawlins Police Department, Uinta County Sheriff's Office and Sublette County Sheriff's Office in their start up with Highway Safety programs. LELs coordinated with Campbell County agencies, Converse County agencies and the WHP along with Statewide Media to complete the Wyoming Highway 59/May Mobilization operation. This operation lead to over 600 traffic stops, no fatalities and no injury accidents during the operations period. LELs assisted with the Governor's Conference on Impaired Driving held in Laramie.

Collaborations

The LELs plan and coordinate the Academy State Out in collaboration with the Wyoming Law Enforcement Academy (WLEA). LELs first did a site visit to the WLEA and evaluated how occupant protection and DUI enforcement are presented and taught in academy classes. The instructors are Wyoming State Highway Patrol Troopers who have extensive knowledge and background in highway safety. LELs found that the WLEA curriculum and instruction are adequate regarding occupant protection and DUI enforcement but that improvements could be made. LELs enlisted the cooperation from the WLEA and WHP staff to enhance classroom teaching to further emphasize occupant protection and DUI enforcement to academy recruits. LELs then host an off campus dinner and presentation for the recruits called Academy Night Out. Speakers from around the state present on the importance of occupant protection and DUI enforcement. The event is held three times a year during the Peace Officer Basic classes at the WLEA and approximately 100 recruits attend every year.

The LEL program initiated attendance at the State Safe Communities meetings and participates in Safe Communities programs when applicable.

Future Strategies

The LEL program will continue under current funding guidelines established by the Highway Safety Office. The LEL program will continue to engage participating sub-recipient agencies through on-site, face-to-face visits with Law Enforcement agencies and affiliated partners. The LEL program intends to expand the program by seeking out Special Enforcement Operation opportunities throughout the state involving Law Enforcement agencies educating and enforcing traffic safety laws, particularly those involving occupant protection. The LEL Program has also begun recruiting efforts of non participating agencies.

LEL's developed an agency specific executive summary of each agencies performance against the state average for the DUI and HVE productivity. These reports will be compiled at FY 2015 close out and sent to agency administrators. These reports will also assist HSO and WASCOP in future decisions.

Project Name: WASCOP Law Enforcement Coordinator
Project Number: PT-2015-15-PT-03
Total Funds Expended: \$71,252.61

Achievements

The essential goal of this project - to process and administer all authorized Highway Safety Selective Traffic Enforcement Program grants for FY2015 was accomplished successfully, as was the companion goal of continuing to assess and improve the existing law enforcement grants management system.

Community Impact

This project allowed for the efficient processing of overtime-enforcement grant requests from local law enforcement agencies in Wyoming by facilitating the enhanced and high-visibility enforcement of seatbelt, DUI and traffic laws throughout the state. In addition it provided for an efficient system of tracking agency grant funded enforcement productivity. A detailed series of reports for all grant activity was produced and provided to the Highway Safety Office and the Wyoming Association of Sheriffs and Chiefs of Police.

Collaborations

Collaborative efforts with all WASCOP members, members of the Traffic Safety Committee, Prevention Coordinators of Wyoming Safe Communities, and Governor's Council on Impaired Driving provided for a more unified and coordinated effort for traffic safety enforcement efforts throughout the state throughout the year.

The process appears to be working well and no major changes are needed. Continuous communication with all collaborative partners is essential for identifying program needs and changes. Meetings between Highway Safety Office staff and WASCOP on periodic and on an as-needed basis is essential for the effective management of the Highway Safety Office Selective Traffic Enforcement Program grants.

Future Strategies

This program has been planned for continuation in the coming year. It provides for an efficient system for ensuring that local law enforcement agencies have access to grant funds, coordinates all grant-funded enforcement activities during national events and provides for an effective process for tracking the performance and results of agencies involved.

Project Name: WASCOP Video Cameras
Project Number: PT-2015-15-PT-04
Total Funds Expended: \$0.00

Project was moved to another funding source please see Project Number K8FR-2015-15-K8-11.

Project Name: WASCOP Radars
Project Number: PT-2015-15-PT-05
Total Funds Expended: \$53,957.06

Achievements

The Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) purchased 30 Radars with federal grant funds. All radars purchased were approved by the WASCOP Traffic Safety Committee and Highway Safety Office. Location and quantity purchased are listed below:

CITY/COUNTY	NUMBER PURCHASED
Cheyenne Police Department	2
Crook County Sheriff's Office	3
Fremont County Sheriff's Office	1
Gillette Police Department	2
Green River Police Department	2
Kemmerer Police Department	1
Laramie County Sheriff's Office	1
Laramie Police Department	2
Lovell Police Department	1
Powell Police Department	4
Rock Springs Police Department	2
Sheridan Police Department	2
Torrington Police Department	1
Washakie County Sheriff's Office	2
Worland Police Department	4

Radar units purchased were used as a trigger mechanism to enforce Wyoming seat belt laws. In FY2015, there were 3,857 speed citations issued statewide by local law enforcement agencies. Additionally, there were 713 seat belt and 61 child restraint citations issued.

Future Strategies

Law Enforcement agencies will continue the use of radars for occupant protection overtime enforcement using speeding violations as a trigger offense.

Project Name: WHP Radars
Project Number: PT-2015-15-PT-06
Total Funds Expended: \$97,499.54

Achievements

The Wyoming Highway Patrol purchased 32 Radars purchased with federal grant funds.

Radar units purchased were used as a trigger mechanism to enforce Wyoming seat belt laws. In FY2015, there were at least 4,242 speed citations issued statewide by the Wyoming Highway Patrol in the Occupant Protection Overtime Enforcement Grant. Additionally, there were 251 seat belt and 36 child restraint citations, 62 DUI arrests and 444 other citations issued.

Future Strategies

There will be continued use of radars for occupant protection overtime enforcement using speeding violations as a trigger offense.

TRAFFIC RECORDS

Project Name: Traffic Safety Analysis and Reporting

Project Number: TR-2015-15-TR-01

Total Funds Expended: \$37,240.67

Achievements

Completed testing on the new CARE Extract, Transfer and Load (ETL) processes that utilized the Enterprise Linear Referencing System (LRS). Funding also provided further refinement of intersection inventory, collision diagrams, and straight line diagrams. In addition funding also helped with revising coding for raw data, cmfs, spfs and calibration of rural two lane and multilane highways and intersections. Coding was also able to be completed for predicting crashes, over-dispersion factor, weight and expected crashes for rural multilane highways and intersections.

Community Impact

Better crash analysis data leads to more targeted countermeasures for all traffic safety partners.

Collaborations

Continued collaboration with county officials and local officials on their system and data needs.

Future Strategies

To complete the entire state network, work will be needed in the urban/suburban segments to complete the coverage. The plan to communicate the HSN modeling of the entire state system will be through meetings with safety partners.

Project Name: Driver Registration Data Access
Project Number: TR-2015-15-TR-02
Total Funds Expended: \$116.88

Achievements

Due to the mainframe platform that houses the Wyoming driver and vehicle data, WYDOT needed an avenue in which to compare and analyze data yearly. This project paid for the programming of the Motor Vehicle Services data dump for analyzing vehicle and driver data.

Future Strategies

This will be an annual data dump that will continue to assist safety professionals in analyzing vehicular data for traffic safety problem identification.

Project Name: MVS- Vehicle Registration Data Access
Project Number: TR-2015-15-TR-03
Total Funds Expended: \$0.00

No funds were expended on this project

ROADWAY SAFETY

Project Name: Douglas Radar Speed Sign
Project Number: RS-2015-15-RS-01
Total Funds Expended: \$21,546.22

Achievements

The speed signs were strategically placed in school zones where a pattern of complaints and citations for hazardous speeds had been documented. The Douglas Public Works Division prepared the sites for the speed signs and installed the signs in the designated school zones. The desired outcome is to catch the attention of busy, distracted drivers to alert them to the school zone they are entering and their speed in relation to the posted signs, hopefully resulting in compliance with the speed limit and a new focus on their surroundings.

There has been evaluation of limited data from the speed signs feedback due to some difficulty of trial and error in programming and downloading the data in an analyzable format. The Douglas Police Department will continue to assure compliance with the speed signs and continue to adjust the programming of the speed signs to collect more significant data about vehicle speeds as they enter the school zones.

Community Impact

The number of complaints from citizens and the crossing guard has diminished significantly and there have been no citations issued for speeding in the school zones since the signs were installed. While the speed signs have alerted drivers to the speed zone and brought compliance from most operators, reinforcement of the signs with occasional officer presence in the school zones is recognized. Data is being analyzed to determine patterns of non-compliance and address with officer presence. Overall, the addition of the speed signs in this school zone have been effective in alerting drivers to reduced speeds, and have greatly increased the safety of the children, crossing guards and other adults walking in the area during school hours.

Collaborations

The Douglas Police Department works closely with Converse County School District #1 to assure safety both within the schools and in the surrounding school zones. The Douglas Police Department also collaborated with school personnel to place the radar speed signs where they would best enhance safety for children and school personnel and have worked with school personnel to evaluate the effectiveness of the signs since placement.

Future Strategies

Continue to maintain the radar speed signs and gather data to help more effectively patrol and enforce safety in school zones. The process of extracting data from the speed signs is ongoing and will make the public aware of the speeding issues that affect the safety of school children.

Project Name: Greybull Radar Speed Sign
Project Number: RS-2015-15-RS-02
Total Funds Expended: \$7,635.19

Achievements

The goal of this grant was to purchase radar speed signs that would be strategically placed in Greybull to assist the Greybull Police Department with speed enforcement and traffic safety. There is only one patrol officer on duty at any given time. The Greybull Police Department purchased two speed signs that were placed at two highway entrances into town. This strategy seems to be slowing traffic down.

Community Impact

The signs have made a positive impact on the community and traffic. Lessons learned include the signs make a safer community providing drivers with a clear objective that the community is attempting to reach in regard to safe driving.

Collaborations

The Greybull Police Department will speak with other communities in regard to the impact that these radar speed signs. Talking points will be gathered from data obtained from the two speed signs.

Future Strategies

The Greybull Police Department will continue to maintain the radar speed signs and gather data to help make data driven decisions on strategically patrolling Greybull roadways and to ensure traffic safety compliance.

Project Name: Cheyenne MPO
Project Number: RS-2015-15-RS-03
Total Funds Expended: \$34,123.89

Achievements

The Plan has been successfully completed and unanimously adopted by the City of Cheyenne Governing Body and the Laramie County Board of Commissioners. The goal of the Plan is to reduce preventable fatalities and injuries. The long-term vision for Cheyenne is for zero fatalities to occur on the roadways. The plan's fatality target is no more than 6 fatalities per year by 2020, down from a 2009 to 2013 average of 7 fatalities per year. The fatality rate target is 0.87 fatalities per 100 million vehicle miles traveled (VMT) by 2020, compared to an average of 0.94 from 2009 to 2013. This reflects an improvement of 7 percent by 2020. The serious injury target is no more than 19 serious injuries per year by 2020 compared to an average of 27 per year from 2009 to 2013. This reflects an improvement of 30 percent by 2020. The serious injury rate target was set at 2.6 serious injuries per 100 million VMT by 2020, compared to an average rate of 3.8 from 2009 to 2013. This reflects an improvement of 30 percent by 2020. For Cheyenne, given the small number of fatalities and serious injuries, it is useful to consider a measure of total fatalities and injuries to track safety trends. The target for total fatalities and injuries is 340 per year by 2020 compared to an average of 421 from 2009 to 2013. This reflects an improvement of 19 percent by 2020.

Community Impact

The goal and mission of the Safety Management Plan is to reduce fatalities and injuries on the roads in the metropolitan area of Cheyenne. By implementing recommendations from the Plan, the intent is to have an impact on reducing suffering loss through crashes on the public roads. Through the Plan, we have developed a goal to and we have developed performance measures which will track the crash numbers and rates and will provide an estimation of how much progress has been made. Each year an average of seven people, are killed and more than 400 are injured in traffic crashes on Cheyenne area roadways. Despite the Cheyenne region's population growth, the number of crashes and injuries has been relatively constant over the past 10 years. While fatalities have ticked up slightly, incapacitating and non-incapacitating injuries have declined. This is an important point, as injury crashes are thought to be a better indicator of the actual crash trend, since they are not subject to as much random variation as fatal crashes.

The power of transportation safety planning at the community level is the ability to take a customized approach to problem analysis and strategy development. Development and implementation of community-based safety strategies can be very effective because community leaders, agencies, institutions, and advocacy groups come together and share resources and information to develop a comprehensive culture of safety. The key steps in the transportation safety planning process undertaken in Cheyenne included:

- Establish a Transportation Safety Advisory Committee (TSAC);
- Review available crash data;
- Develop vision statement and goal;
- Identify safety Emphasis Areas;
- Review and inventory current community programs and determine new strategies;
- Develop action plans to facilitate implementation; and
- Submit a final plan to the local governing body for adoption.

The following emphasis areas were ultimately selected by the TSAC for future safety focus:

- Intersections;
- Vulnerable Users – bicyclists, pedestrians, and motorcyclists;
- Distracted Driving; and
- Safe Driving Policies.

In partnership with the MPO, the TSAC will periodically – at least annually – review safety trends overall using WYDOT crash data. This process should include a review of the five performance measures for which targets were set. The MPO will be able to provide data on fatalities and injuries by Emphasis Area so those trends can be monitored as well. The MPO can calculate a multiyear rolling average for the performance measures to evaluate overall trends. By carefully monitoring these data, the TSAC can see if the strategies and actions are working and make changes as needed.

The Plan was adopted in August of 2015. Following adoption, the Transportation Safety Advisory Committee will regroup in the near future to determine if any projects might be implemented.

Collaborations

The MPO worked in collaboration with agencies and stakeholders involved in the 5 E's of safety - Engineering, Education, Enforcement, EMS and Encouragement. This ensured that the strategies covered a wide range of areas that have a direct impact on improving transportation safety in the region.

Future Strategies

The continuation of this program is contingent on the desire of the Transportation Safety Advisory Committee to select recommendations from the plan and spearhead their implementation including looking at potential funding or other resources to do so. The MPO will at a minimum evaluate the performance measures identified in the Plan and track fatalities and serious injuries within the region while communicating with the TSAC on emerging priorities and implementation projects.

SAFE COMMUNITIES

Project Name: Wyoming Department of Health Injury Prevention Program

Project Number: SA-2015-15-SA-01

Total Funds Expended: \$31,546.99

Achievements

An injury prevention workgroup within the Wyoming Department of Health that included representatives from the Highway Safety Program and Wyoming Department of Workforce Services was created. The Strategic Priority B: Motor-Vehicle Crashes planning group was integrated into the injury prevention workgroup. The workgroup met quarterly and created a draft strategic plan. During these workgroup meetings the mission, vision, and scope of the Wyoming Injury Prevention Program was identified. After reviewing the hospital discharge data and WISQARS fatality data, priority topics were identified: motor-vehicle crashes and older adult falls. To assist in building local capacity, the Injury Prevention Program scheduled five regional (regions were based on the Wyoming Trauma Program's Trauma Regions). Over 300 partners were identified then invited to attend the five regional injury prevention meetings. Regional meetings were the first step in building regional injury prevention coalitions. Regional meetings were held in Casper, Cody, Cheyenne, Evanston, and Gillette. The goals for the meeting were:

- Introduce the Wyoming Injury Prevention Program;
- Disseminate unintentional injury data;
- Share injury-specific information (risk and protective factors, trainings, community programs, and etc);
- Identify potential partners and gauge interest in building injury prevention regional coalitions.

An injury prevention website has been created and is available. A primary code analysis of hospital discharge data and death certificate data has been completed. The development of partner relationships have resulted in collaboration and support of partners organizations. Next steps have been identified: 1) creation of a statewide injury prevention advisory group, 2) creation of a statewide motor-vehicle crash advisory group, 3) creation of a statewide fall prevention advisory group, 4) finalization of a statewide injury prevention state plan, 5) creation of regional injury prevention coalitions, and 6) creation of statewide fall prevention plan.

The Injury Prevention Program assisted the EMS for Children's initiative to create protocols, training, and distribution of ambulance cot restraints (pediatric) to all EMS services within the state of Wyoming. The Wyoming initiative has received national recognition as one of the first states to implement the NHTSA recommendations for the safe transport of child in ambulances. So far, 12 EMS agencies have been certified as having pediatric-safe ambulances (45 ambulances total); 16 agencies have pending pediatric-safe ambulance certifications; 89 agencies have received the ambulance cot restraints (pediatric); and 49 EMS providers have been trained in the NHTSA recommendations and using the ambulance cot restraints (pediatric).

To enhance Trauma Program efforts in relation to motor-vehicle crashes, the Injury Prevention Program has increased partnerships with the Wyoming hospital trauma coordinators through providing current motor-vehicle crash data (injuries and fatalities), asking trauma coordinators to attend regional meetings, asking trauma coordinators host the injury prevention regional meetings, and purchasing ICD-10 coding resources to improve injury (which includes motor-vehicle trauma) data coding and collection.

The injury prevention workgroup has drafted an injury prevention statewide plan. The plan will be finalized after convening the statewide injury prevention advisory council. One of the priority topics for the statewide injury prevention plan is motor-vehicle crashes. The plan will identify ways to reduce motor-vehicle crash deaths and injuries with traffic safety advocates and partners to assist with capacity building at the community level. Steps that were taken to develop this comprehensive injury plan included: sending the injury prevention coordinator and the injury epidemiologist to the Johns Hopkins Summer Institute for Injury Prevention (small-group activities focused on motor-vehicle scenarios and applying the Haddon Matrix and the 3 E's of Injury Prevention), sending the Injury Prevention Program team to Safe States Alliance meeting and conference, participating in Core VIPP regional network calls and trainings, developing injury prevention partner relationships, conducting regional meetings, identifying and fostering stakeholder partnerships, participating in injury-topic specific webinars, and supporting other injury prevention efforts and stakeholder groups such as Safe Kids Wyoming and the Child Death Review and Prevention Team.

Community Impact

One great difference was the disseminating of unintentional injury-related hospitalization and death rates that occur in Wyoming due to motor-vehicle crashes, falls, poisonings, and other mechanized transport through regional meetings. These data sources were not previously utilized to a great extent for injury surveillance.

Sharing rates not only raised awareness of injury but also assisted communities with identifying what injury topics to address within the community. Over 300 potential community partners were invited to attend the 5 regional meetings. A total of 53 partners attended the 5 meetings. The partners who did attend were interested in developing regional injury prevention coalitions. Potential statewide advisory council members were identified. Also, the regional meetings provided a platform for networking and connections were made. Several partners expressed interest in supporting or assisting other partners with current or forthcoming injury prevention activities and events.

An injury prevention resource guide was created for community partners. The resource guide defines injury, defines how to measuring injury, provides approaches to prevention injury, and gave specific strategies, community trainings, and resources for motor-vehicle crashes. There was one training was listed and 4 community programs and 22 resource sites were provided. The following strategies were suggested to community partners to reduce motor-vehicle crashes:

- Have all occupants use seat belts on every trip, every time;
- Place and buckle children in age- and size-appropriate car seats, booster seats, and seat belts;
- Require employees to use seat belts while driving company vehicles, and in personal cars and trucks while on company business;
- Avoid all distractions while driving;
- Purchase vehicles with advanced safety features such as electronic stability control, lane departure warning systems, and collision avoidance systems;
- Refrain from driving if intoxicated (drinking alcohol or using drugs) or if drowsy, and help others do the same;
- Review prescription and over the counter medications with health care providers or pharmacists to determine if medicines will impact driving ability.

The guide was intended for community partners to use the resources provided to take immediate action within their community.

Collaborations

The collaborations between the pre-hospital providers and hospital trauma programs have assisted in the growth and development of the Injury Prevention Program and have assisted the Injury Prevention Program partners. The hospital trauma coordinators were crucial elements to the success of the injury prevention regional meetings. The pre-hospital providers have been a receptive audience for injury prevention messages and for partner messages. The collaboration between community partners and organizations has been fruitful in providing support to grown and assist the injury program development.

For example, the Injury Prevention Program supports the Child Death Review and Prevention Team (CDRPT). The CDRPT's annual report discussed how children die (one of the leading causes is motor-vehicle crashes) in Wyoming and suggests potential strategies to reduce childhood death. The Injury Prevention Program shared this report with pre-hospital providers. Pre-hospital providers were very interested in the report and strategies so they can help disseminate and educate community members on how to prevent childhood deaths. Also, within the Wyoming Department of Health, the substance use & suicide prevention unit, public health nursing, maternal child health unit, and others within the Wyoming Department of Health have been open to building relationships and collaborations.

There were several positive unanticipated results from the regional meetings. One unanticipated result was how engaged and enthusiastic partners were and their willingness to support injury prevention and to assist in reducing the incidence of motor-vehicle crashes. A second unanticipated result was the connection made between hospital trauma program coordinators and other prevention advocates. Hospital trauma program coordinators and prevention advocates recognized that partnering together could have a greater impact within the community. A third unanticipated result was the interest in injury-related data, especially county-level data. A fourth unanticipated result was the many numbers of potential partners interested in developing a network to reduce injury within local and state communities.

There was only one negative unanticipated result. It would seem that there is hesitation and reluctance among some community partners with the role and purpose of the Wyoming Injury Prevention Program and desire to build a partnership. The Injury Prevention Program will implement communication channels with and will continue building relationships with community partners.

Future Strategies

The Injury Prevention Program learned that a program strategic plan should have been the first step in developing the Injury Prevention Program followed by the statewide injury prevention plan. Forming the internal workgroup was crucial before moving to a statewide advisory council. The statewide injury prevention plan that addresses the reduction of the incidences of motor-vehicle crash deaths and older adult fall injuries can be only written by the statewide injury prevention advisory council to ensure involvement and commitment by community partners.

The draft copy of the statewide injury prevention plan will be presented to the statewide injury prevention advisory council as a draft outline to be used to inform the development of a statewide injury prevention plan.

The Injury Prevention Program will continue and is a permanent WDH program. The next developmental steps include: creating a statewide injury prevention advisory group and topic-specific advisory groups (motor-vehicle crashes); finalizing the statewide injury prevention plan that addresses reducing the incidences of motor-vehicle crash deaths and fall-related hospitalizations; facilitating topic-specific summits to build awareness and to educate decision makers and stakeholders on how motor-vehicle crash deaths impact Wyoming and to share effective strategies that prevent deaths and injuries from motor-vehicle crashes; and to convene more regional meetings to create and establish regional injury prevention coalitions.

Wyoming Injury Prevent Program will regularly update and maintain the program's website. Media releases, e-mails, and newsletters will be internally and externally distributed. Regular program updates will continue to be shared at partner/stakeholder meetings and WDH leadership.

There should be a greater collaboration of all the coalitions, stakeholder groups, advisory groups, etc., that addresses injury, specifically unintentional injury (includes motor-vehicle crashes). Collective impact strategies could have a huge impact in Wyoming. Members of the topic-specific injury advisory groups could develop similar messaging around motor-vehicle crashes - the receiving audience would be large and would have a larger impact than each individual organization sending out their specific message. Connecting with non-traditional partners to assist in reducing the incidence of motor-vehicle crashes should be explored (non-traditional partners – insurance companies, substance abuse coalitions, child abuse prevention coalitions, occupational safety groups, etc. – there are many shared risk factors).

Project Name: CLICK Program
Project Number: SA-2015-15-SA-02
Total Funds Expended: \$67,095.75

Achievements

The CLICK Program grew to a record high number of CLICK student members in grades 7-12. In 2015 we had approximately 125 students who joined and throughout the year presented in classroom presentations. CLICK remains very active and successful in three of the four High Schools and all three Jr. High Schools within Laramie County. Approximately 180 presentations reaching over 10,000 students were given throughout the year on seat belts, distracted driving, driving under the influence, helmet safety, and weather road conditions. One major presentation included an assembly at East High School featuring Wyoming's First Lady, CLICK students, the Cheyenne Police Department and the Governor's Council on Impaired Driving. Teacher's were given surveys at all the high schools and were returned with positive remarks about the CLICK program. Student surveys were also distributed and filled out after each presentation in the schools.

Community Impact

The difference this project made in the community was to spread awareness in our community and schools on keeping our youth safe on our roads, to keep our youth buckled up at all times, and to prevent distracted driving in every way possible whether it be setting up awareness booths, sporting booths, or media advertising.

Collaborations

Collaborating with our partners mentioned above and securing speakers such as the First lady of Wyoming to speak on the importance of underage drinking is vital to our program. Partnering with the Cheyenne Police Department and School Resource Officers involved is very instrumental as we all work in all the schools grades (7-12.) Partnerships were continued with AT&T and other organization that helped promote and spread awareness on the dangers of texting and driving.

The importance of working in our surrounding schools outside of the district has been very beneficial also as these schools do not have teen youth programs within their schools on highway safety.

Future Strategies

The Project Manager would like to facilitate a student driven distracted driving program in selected county schools in the state of Wyoming. Emphasis will also be given to reach out to SADD to initiate a teen youth program (SADD) statewide where highway safety could be a program in more county schools in Wyoming.

The vision is to secure as many classrooms in our district and outside of the district to influence youth on all highway safety objectives. Also, collaboration of ideas within our state parks here in Laramie County and see how we can possibly work together to make sure our citizens buckle up and don't drink and drive during holiday campaigns and summer months.

Project Name: WMC Region 2 Safe Communities
Project Number: SA-2015-15-SA-03
Total Funds Expended: \$49,193.42

Achievements

Based on preliminary crash data that is currently available, alcohol related crashes decreased by 8.72% in FY2015 (178 compared to 195 in FY2014), this can be contributed to the education and training that Safe Communities Region 2 offered on occupant protection in each county. Training consisted primarily of demonstrations using the Little Convincer and Roll-over machine. Billboards and print ads were also purchased in each county for May Mobilization, August Crackdown, and CPS Week. Program staff created strong partnerships with Prevention Management Organization (PMO) offices in the region allowing them to better serve the smaller counties. Relationships were also reestablished with some school districts in the region and maintained partnerships with the Casper Police Department, Casper Fire/EMS and Natrona County Sheriff's Office.

Community Impact

In FY2015, the program directly impacted the occupant safety of 145 children. Through the CPS Program we held nine inspection stations, inspected/distributed 91 car seats to needy families, and checked another 54. A large scale media campaign promoting Child Passenger Safety Week including six billboards estimated to have reached 50,000 people, ten Facebook posts reaching approximately 7,503 people and six print media ads estimated to have reached 75,000 people was launched as well as earned media in several forms. In addition 22 youth occupant protection events were hosted, fourteen of which were Little Convincer presentations reaching 283 elementary aged kids. An informal survey done at the initial and follow-up presentations showed a large increase in the number of participants reporting they always use their seat belt/booster seats; 29% and 81% respectively.

Safe Communities staff has worked hard to develop relationships with Alcohol Coalitions in the region. Currently, staff members sit on six Natrona County alcohol coalitions or groups. The program conducted five impaired media campaigns, the largest of which were August Crackdown, 4th of July and the Winter Holiday Campaign. The August Crackdown campaign had almost two million impressions across media platforms. This was also first time that Facebook ads for any campaign were purchased. It reached 18,963 people across 33 posts. Finally, in FY2015, Safe Communities participated in six large impaired driving events including the Wyoming Women's Expo, the Casper College Back to School Bash, and Arrive Alive. Through these events 107 youth and 1,588 adults were reached.

The Little Convincer program had a substantial effect on the behavior of the young children it was presented to. While some of this shift may be attributed to other factors, the 52% increase between pre/post testing indicates real change.

Collaborations

Safe Communities was able to partner with the PMO, this partnership with PMO staff has allowed for a widened audience for impaired driving campaigns by getting resources and information to Converse, Niobrara, and Platte Counties.

Casper Police Department (CPD) has also been very supportive of both the occupant protection and impaired driving programs. They have devoted officer time to the Little Convincer Program and campaign poster distribution thus increasing our visibility in the community. Casper Fire and EMS were also very supportive of the Car Seat Program. CPS trained fire fighters checked car seats and helped distribute them to needy families. This effort has greatly increased the reach of this program.

Region Two worked collaboratively with Regions One and Two to create cohesive messaging for program campaigns statewide. They worked together to streamline reporting mechanisms and to coordinate local and regional events.

Governor's Council on Impaired Driving and Safe Communities state wide collaborated on May Mobilization, purchasing nine billboards in Region two expanding our estimated reach to 983,690. Community partners were also used to distribute campaign posters and drink coasters in each county.

Future Strategies

While Safe Communities Region two was able to develop and maintain powerful relationships with law enforcement and PMO staff in our region, more energy will be focused towards developing relationships in Converse, Niobrara and Platte Counties to better serve these areas. Existing relationships in each county will be used to develop new partnerships and determine key stakeholders. The impaired driving campaigns have a wide reach; however updated educational programming is needed in this area. Finally, evaluation materials need to be standardized to ensure that program data is both accurate and usable. This will allow us to better track our overall program outcomes in FY2016.

Safe Communities Region two has identified the areas where increased collaboration will benefit our occupant protection and impaired driving programs. 1) Program staff will develop/strengthen relationships with the school districts throughout the reach with the goal of increasing our ability to work with youth in the region and open doors to other partnerships in each area. 2) Program staff will reach out to injury prevention staff and programs in Niobrara, Converse and Platte counties. These partnerships will help to collaborate on objectives at local community events and meetings and increase visibility in these underserved areas.

The data also shows the program excels at engagement with alcohol coalitions and impaired driving media campaigns, but may need for focus effort the educational portion of our program. To address this, we will focus on increasing the reach and scope of our impaired driving program through updated educational material, staff training and community collaboration. It is also apparent that both programs would be enhanced by standardization of evaluation tools to ensure documenting the same things at each event.

Project Name: IPR Region 3 Safe Communities
Project Number: SA-2015-15-SA-04
Total Funds Expended: \$27,040.90

Achievements

Media campaigns were conducted and coincided with all NHTSA identified national campaigns. media campaigns were focused around numerous Safe Community events in order to make events increasingly comprehensive. Increased progress was made toward this goal due to the addition of an increased social media presence via facebook. Consistent messaging focused on “Buzzed Driving is Drunk Driving” media produced by NHTSA and “Drunk Driving Ends Here” media produced by the Governors Council on Impaired Driving in Wyoming. Internet media, television media, radio media, social media, and Billboards were the main efforts utilized in conjunction with the above mentioned campaigns.

Injury Prevention Resources (IPR) distributed 400 drink coasters to establishments that serve alcohol during FY2015 that contained designated driver messaging. Additionally, media campaigns for Holidays, Superbowl, St Patricks Day and 4th of July included “designate a sober driver” messaging.

Six meetings were conducted with local liquor license holders, Riverton Chief of Police, local taxi cab owners and Wind River Transportation bus owners in Riverton with the intent to organize a Safe Ride Program. Additionally, the idea of a Safe Ride Program was presented to Riverton City Council. Progress was deterred due to the lack of liquor license owners willing to support the program financially, however, only two establishments out of 20 were willing to participate. The program was not started due to the fact that it could not maintain financial sustainability.

Distracted Driving Awareness PSA’s were placed in County10.com in October 2014 as part of National Teen Drivers Safety week. Additionally, Lander Middle School students competed in a contest to build 30 second radio spots in October 2014. The top two PSA’s were ran on local radio throughout WYDOT District #5 in November 2014.

As stated in the previously, the Arrive Alive Event was conducted at Central Wyoming College in August, 2015. This full vehicle sized simulator was used to simulate the dangers of impaired and distracted driving.

May Mobilization efforts were conducted in May 2015. All three Safe Communities Regions, Wyoming Highway Patrol and Johnson and Associated gathered together with the help of the WYDOT marketing department to create billboards that were ran throughout the State of Wyoming with consistent messaging. Social media, radio and internet media was ran with similar consistent messaging to make the campaign comprehensive. The media also surrounded two events: The first being “Life R U Ready”, which is high risk education to 6th grade students with an emphasis on peer to peer influences. The event included rural schools (reservation and county) and had a major emphasis on seatbelt use. Secondly, seatbelt safety events (Safety Rodeos) were conducted at every elementary school in Fremont County with focus on educating children grade K-3 about child car seats and the importance of being sure ALL passengers are buckled up. Overall, 1,721 children grades K-3 and 72 adults attended the events spanning from April 2015 to May 2015.

Community Impact

We have identified a few key factors that depict community indicators, thus showing an increasing involvement in our communities: Progression relevant to public view points can be identified by our media partners engagement in paid and earned media. We have continued to increase the amount of earned media. Evidence shows that media involvement can persuade public opinion. Additionally, increased involvement in activities on the Wind River Indian Reservation (WRIR) show that our programs are being embraced by numerous organizations within the area. IPR has been involved in every planning meeting for the Wind River Summer Safety fair, which was held at the Pow-Wow grounds in Ethete in August 2015.

After IPR conducted numerous safety demonstrations, including programming surrounding the use of impaired goggles, we have been asked to be part of a planning committee that will produce events on the WRIR year round. We are one of two organizations invited that are not tribal affiliated. The other 20 entities we tribal related entities.

We have made initial contacts with prevention specialists and PMO’s working in hospitals throughout the region and utilize every and all appropriate partners when they fit into the programs mission.

Impact made in our community is consistent with identified issues as relayed from WYDOT statistics. The focal point of our efforts and activities are Impaired Driving and Occupant Protection, with an emphasis on seatbelt safety, child car seat safety and distracted driving. Consistently, alcohol and seat belt use are the issues that are most often embraced by our community as evidence by earned media and invitations to multitudes of public events and schools.

Surprisingly, one of the biggest community indicators that helped our agency gauge our impact has been an increased partnership with Law Enforcement throughout WYDOT District #5, particularly on the Wind River Indian Reservation and the four outlying counties outside of Fremont County. During August Crackdown 2015, when IPR asked all five law enforcement agencies in Fremont County to attend a photo shoot with officers in uniform and an enforcement car, they participated.

Efforts toward changing attitude and behavior is best showcased through IPR's Battle of the Belts Program. The winner was presented a championship belt in November 2014 at Lander Valley High School. The program included law enforcement, WYDOT Public Relations Specialist, peer to peer education, numerous forms of media, school announcements and school assemblies. Within the program seatbelt messaging for ALL passengers and distracted driving education was a focal point.

Collaborations

Safe Communities collaborated with numerous agencies and businesses throughout the year. All agencies/partners involved worked directly with IPR for media collaborations and/or event collaboration during FY2015. Shared knowledge leads to consistent work being done by partners that have a stake in highway safety. Collaboration with those working similar issues such as impaired driving, seatbelt use, distracted driving, child car seat use, etc. has led to an increased presence in each of the five counties in Region #3.

Future Strategies

IPR is continually pleased with positive post survey results specifically related to the Battle of the Belts Program. We are continually looking to utilize a program similar to this for alcohol education at the high school level. We feel the event must have peer to peer, law enforcement, media and visual demonstrations to be as effective in high schools as Battle of the Belts Program. Fiscal sustainability of this program is directly dependent on the State of Wyoming and the amount we receive from businesses to accomplish the local match. Fremont County, which includes the Wind River Indian Reservation, has a poverty level of 14%, which is twice the state average of 7%. Numerous oil, gas and energy industries have vacated Fremont County during this year, making obtaining the local match even more difficult to achieve. When considering how to have a positive impact on highway fatalities and injuries, we ask that WYDOT and NHTSA are mindful of the poverty and educational challenges being faced in our region. Our region has seen improvements to highway safety over the past decade and Safe Communities is instrumental in continuing to save lives in Region #3.

Project Name: CRMC Region 1 Safe Communities
Project Number: SA-2015-15-SA-05
Total Funds Expended: \$109,628.21

Achievements

The State Office Model strengthened the strategic planning of Safe Communities as a whole. Partnerships included NHTSA, media, school districts, community colleges, The University of Wyoming, Car Seat inspection stations and events as well as community partners. In addition, Region 1 partnered with law enforcement educators, health and safety advocates as well as partnering with Safe Communities Regions 2 and 5.

Region 1 utilized the following media outlets: Billboards, TV, Radio, print, website, social media, posters, cinema ads as well as education materials. The number of media ads Region 1 put out into communities was 499,704. In addition the number of impressions that were made in the areas of impaired driving, distracted driving and seat belt use (youth and adults) totaled 219,995.5 for the region.

Community Impact

- Provided the Laramie County Liquor Association with 2,500 coasters;
- Attended and participated in the Laramie County Prevention of Alcohol Problems (LCPAP) monthly meetings.

Collaborations

- Partnered with Doug's Towing and Law Enforcement in December and March;
- Partnered with the Governor's Council on Impaired Driving (GCID) for 4th of July and Frontier Days with media and education materials;
- Partnered with Law Enforcement at a school program that featured a go-cart demonstration;
- Partnered with an Alive @ 25 class;
- Partnered with LCCC by providing posters and hosting an Arrive Alive event which included seat belt education;
- Partnered with the University of Wyoming with educational booths at football events and educational booths at basketball events as well as participation in half-time events;
- Partnered with GCID for rodeos in Casper;
- Participated in the May Mobilization Campaign with CRMC;
- Partnered with Kohl's with a car seat billboard campaign as well as partnering with the distribution of Kohl's bags to the CRMC Emergency Department;

- Partnered with the CLICK Kids Program at an East High School assembly in Cheyenne. The Safe Communities Make It Home Safe- Buckle Up sign was on display on stage;
- Partnered with Safe Kids WY on Superday at Lion's Park in Cheyenne as well as Neighborhood Night Out at Jaycee Park in Cheyenne to properly fit and distribute bicycle helmets;
- Partnered with Safe Kids with car seat education and distribution events;
- Partnered with the CRMC Car Seat Inspection Station to provide education, car seats and utilization of vouchers.

Future Strategies

Safe Communities Wyoming continues to work toward inclusion of all counties in Wyoming. The State Office goal is to add two more Regions (Regions 3 and 4).

Safe Communities Regions 1, 2 and 5 along with media partners, the Wyoming Governor's Council on Impaired Driving representatives, WYDOT Highway Safety staff and other partners will continue to meet three to four times annually to discuss outcomes and lessons learned. There will also be increased collaborations with school districts and outreach to non-region specific counties would be beneficial.

Project Name: Attitude and Awareness
Project Number: SA-2015-15-SA-06
Total Funds Expended: \$0.00

No funds were expended on this project

PAID ADVERTISING

Project Name: PAO 402 Media Campaign

Project Number: PM-2015-15-PM-01

Total Funds Expended: \$410,596.48

Achievements

The program had great success in getting the Highway Safety messages out across the state this year. Media outlets including TV, radio, newspaper, billboards, internet radio, social networks, banner programs in schools and colleges, messaging at University sporting events, rodeos of all levels across the state and so much more we used. Messages were well-received and covered the state from corner to corner.

Community Impact

The messaging in our schools is something we take a great deal of pride in, and really feel it makes a huge impact on our children and their safety decisions. We reach thousands of kids across the state, making seat belt use a topic of discussion and planting the seeds of good driving behaviors.

Collaborations

We worked with school groups all over the state on seat belt messaging, collaborated with the Governor's Council on Impaired Driving and the State Liquor Commission to get impaired driving messages into liquor stores statewide. In addition collaborations with Safe Communities provided for messaging at UW sports venues.

Future Strategies

Continue to look for partnership opportunities, community involvement and social media opportunities. The Districts are exceptional at getting local involvement and that is a key to the success of these programs. This includes continuing to have regular meetings with our safety partners, including our Public Involvement Specialists, to discuss successes and challenges as well as new ideas. A local cellular phone company has also reached out in efforts to partner on distracted driving messages.

Project Name: Native American Media Outreach
Project Number: PM-2015-15-PM-02
Total Funds Expended: \$77,148.36

Achievements

Media campaigns were conducted to raise awareness about seat belt usage, impaired driving and school bus safety on the Wind River Reservation. The WYDOT District 5 Public Involvement Specialist partnered with Hispanidad to create cultural and linguistically, relevant messaging to address tribal traffic safety. Messaging was purchased to include the following mediums: internet, radio, billboards, and print media.

Partnerships with law enforcement, multiple State agencies, Safe Communities, etc., to reach this high risk population made an impact. For example, seat belt use, according to the post-grant survey conducted by Aspen Media and Market Research, shows that more people say they are aware of the need to buckle seat belts. Seventy-five (75%) percent say they always buckle up. Seventy percent (70%) of respondents state that billboards made them more aware of the need for a designated driver after drinking. Additionally, 93% stated that they have not driven while under the influence of alcohol over the past year. Messages for Reservation safety are being seen by at least 46% of the respondents to include school bus safety.

Community Impact

Raising awareness and creating action is the key to saving lives. Awareness information shows participants in the survey are aware of campaigns about seat belt safety, DUI safety, child safety seat safety, and school bus safety. Turning awareness into action is the challenge for every safety effort in Fremont County as it relates to the Wind River Reservation. Effective law enforcement would go a long way toward helping turn awareness into action. Right now, law enforcement numbers are down because officer numbers are down across the board (Highway Patrol, County Sheriff, Local Police agencies).

There appears to be more involvement from tribal, non-tribal entities in combating the lack of seat belt use, drinking and driving, school bus safety, and child safety seat safety.

Law enforcement challenges are hurting efforts at driving fatalities toward zero. Wyoming Highway Patrol is grossly understaffed regionally and statewide (37 openings statewide at the current time, including 13 of 26 positions in Northwest Wyoming). The Bureau of Indian Affairs law enforcement is currently staffed at less than 50 percent (6 of 14), as well as staffing challenges currently occurring in the Fremont County Sheriff's Office, and Lander and Riverton Police Departments. Law enforcement is a key as far as the three-legged stool of enforcement, education and engineering in driving fatalities toward zero.

Collaborations

WYDOT is working with Injury Prevention Resources, Safe Communities, local, county and state law enforcement, the Governor's Council on Impaired Driving, and the Governor's Seat Belt Coalition jointly on projects to save lives. This work is a collaboration of a number of other state agencies, including the Department of Workforce Services, Department of Health, and the Prevention Management Organization. Media partners are crucial with earned media opportunities (through matched advertising PSAs, radio programs focusing on safety, etc....).

Future Strategies

This program is continuing and the focus will continue to be increasing seat belt use through education, working collaboratively with groups in Fremont County and the State of Wyoming to influence people to make good choices. All groups will continue to feed off each other to get more bang for the limited dollars to drive fatalities toward zero.

This project will continue to use traditional media, social media, and the outreach efforts of other organizations. Including, continuing to partner with organizations, such as County 10, who provide information in a readable format for the general population of Wyoming without injecting bias.

Project Name: Drive Safe Wyoming
Project Number: PM-2015-15-PM-03
Total Funds Expended: \$242,805.19

Achievements

Drive Safe Wyoming purchased billboards for 4 weeks in April, and incorporated a "buckle up" message into them so that if they were left in place beyond the 4 weeks in April, the message would stay appropriate for May Mobilization. The program also utilized the websites of our radio station partners during Distracted Driving Awareness Month and continued to use the statewide radio as an important part of the campaign. In April there was also increased frequency of the messaging with the use of digital media and billboards. Throughout the year Drive Safe Wyoming hosted some interactive events at Wyoming high schools and had some impact on students who participated.

Community Impact

The focus of Drive Safe Wyoming is on education through media, and information on frequency and reach has been included. Surveys were completed that show that our activities demonstrated the dangers of distracted driving to the students participating and had an influence on their perception of distracted driving. Work was also done with Ad Bay out of Casper to update and refresh the drivesafewyoming.com website.

Collaborations

Work was done with Safe Communities which provided opportunities to interact with students in the schools, this definitely created more exposure. Work was also done with Wyoming Department of Transportation (WYDOT) to create a billboard for Distracted Driving Awareness Month which included a "buckle up" message which would be appropriate in May for May Mobilization.

Future Strategies

Drive Safe Wyoming will continue educating people about the dangers of distracted driving through various forms of media at approximately the same level of spending.

There will be continued and increased collaboration with existing media campaigns organized and purchased by WYDOT and Safe Communities.

Project Name: PAO Alcohol Media Campaigns

Project Number: PM-2015-15-PM-04

Total Funds Expended: \$0.00

No funds were expended on this project

405 OCCUPANT PROTECTION

Project Name: HSO Comprehensive OP Programs

Project Number: K2-2015-15-K2-04

Total Funds Expended: \$6,316.99

Achievements

The Wyoming State Fair was held August 8 - 16, 2015 at which 679 surveys were filled out by individuals thirteen and older and an additional 650 individuals who were twelve and under were given a highway safety message. This resulted in an average of just over seventeen individuals talked to per hour. The educational booth was staffed not only by Wyoming Highway Safety Office (HSO) but also by all of our Safe Communities offices, a Law Enforcement Liaison and the Wyoming Highway Patrol.

This is the second year in a row that advertising space was purchased on three racecars that run on the local circuit in Cheyenne, WY. The advertising continues to be a way for the message of "Click it or Ticket" to be seen by individuals that the HSO has not reached by other means.

Future Strategies

The HSO plans to continue broadening its reach into other state and county events that are attended by Wyoming's higher risk populations.

The use of the Highway Safety Calendar will continue into FY2016 and will be distributed to highway safety partners to remind them of specialized events and to spread both national and local messages out to the public.

Project Name: J & A Seatbelt Media
Project Number: K2-2015-15-K2-05
Total Funds Expended: \$11,636.54

Achievements

All project goals and objectives were completed successfully, the responsibility of maintenance for the Highway Safety Office website and Facebook pages were turned over to the Highway Safety Office.

Community Impact

The enhanced enforcement in targeted counties continued, this year with the added media support of billboards, outdoor banners and radio PSA's. Billboards were displayed in each of the targeted counties during May Mobilization and National Crackdown. For the first time, billboards with the DUI and seatbelt message were displayed during Cheyenne Frontier Days. The increased messaging for seatbelt and DUI enforcement was provided for the counties targeted for increased enforcement, as well as for the rest of the state, at strategic times throughout the year. Whether this increased expenditure of grant funds to support enforcement activities was worth the time and effort can best be evaluated by comparing 2015 traffic crash records with 2014.

Collaborations

The continuing collaborative efforts with the coordinators in the three regions of Wyoming's Safe Communities, as well as the newly formed collaboration with Prevention Management Organization prevention coordinators throughout the state has helped to expand the reach of this year's messaging efforts. The "Buzzed Driving" banners were placed in county fairs and rodeos, as well as various events and venues where alcohol was served. An inexpensive and effective way of getting the alcohol and seatbelt messaging displayed at key times throughout the year.

Future Strategies

WYDOT Public Affairs will be assuming the objectives for this program. Administratively this will allow the state to have a more efficient method of managing the statewide media plan. Communication with agencies involved in enhanced enforcement must continue in order to coordinate and schedule the needed and appropriate media support.

408 DATA PROGRAM INCENTIVE

Project Name: Traffic Safety Analysis and Reporting

Project Number: K9-2015-15-K9-01

Total Funds Expended: \$68,938.40

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA TRAFFIC RECORDS

PROJECT: TR-2015-15-TR-01 FOR DETAILS.

410 HIGH FATALITY RATE

Project Name: WASCOP Alcohol Factors
Project Number: K8FR-2015-15-K8-01
Total Funds Expended: \$38,888.37

Achievements

The Alcohol and Crime in Wyoming report collected and analyzed arrest data. Three reports were produced (Main Report, Supplemental and Executive Summary), printed and disseminated to all law enforcement administrators, prevention coordinators and city councils and county commissioners.

Community Impact

This grant made the public at large in Wyoming and community leaders throughout the state more aware of the impact that substance abuse (and in particular - alcohol abuse) is having on crime and traffic crashes in the state.

Press conferences were held throughout the state to release the report and to discuss the essential findings. Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) held a statewide press conference to release and discuss the findings in the report and individual chiefs and sheriffs also held press conferences in their communities and discussed the impact on public safety.

Presentations on the findings were made to: WASCOP membership, Safe Communities Coordinators, Governor's Council on Impaired Driving, and Prevention Management Organization of Wyoming. Policymaker Forums were conducted in Sheridan and Weston Counties.

Collaborations

The collaborative efforts of the WASCOP (collectively and individually), Regions One, Two and Three of Wyoming Safe Communities, Governor's Council on Impaired Driving and the Prevention Management Organization of Wyoming (the organization and the individual community prevention professionals) were highly successful. The public is definitely more aware of the risks to public safety than ever before.

The only unanticipated result was offering to collaborate with the Prevention Management Organization of Wyoming - which resulted in an overwhelming positive response from local community coordinators and requests for Policymaker Forums in their communities. Next year's grant may not have sufficient budgeted funds to accommodate all requests for Policymakers Forums.

Future Strategies

The project manager will increase the collaboration between the Association and the community prevention coordinators throughout the state during the coming year in an effort to engage local community leaders to effect positive changes. The sharing of information and experiences (positive and negative) between our collaborative partners will continue on a regular basis during the course of regularly scheduled meetings.

Project Name: J & A Alcohol Media Support
Project Number: K8FR-2015-15-K8-03
Total Funds Expended: \$24,216.43

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA 405 OP SAFETEA-LU

PROJECT: K2-2015-15-K2-05 FOR DETAILS.

Project Name: Laramie County DUI Court
Project Number: K8FR-2015-15-K8-05
Total Funds Expended: \$4,163.22

Achievements

DUI offenses in Wyoming are the number two reason why people in Wyoming get arrested. Clearly Wyoming has a DUI problem. The goal of the DUI Court Team is to bring the latest in best practice strategies and evidence-based approaches to prevent DUI offenses in Laramie County. It is also the goal of the Team to share what programmatic materials it uses with all interested parties, and the DUI Court Team will also look at what other programs are doing that are producing positive outcomes and incorporate those approaches into the DUI Court program.

The DUI Court program continues to use the latest best practice strategies in identifying the habitual DUI offender. Members of the DUI Court team attended the National Association of Drug Court Professionals 21st Annual Training Conference held in Washington, DC on July 27th through July 30th, 2015. Each DUI Court Team member gained significant insight from the training attended and the team is in the process of setting meeting dates in the near future to make programmatic and organizational changes. The training attended by the DUI Court Team has been useful in identifying areas within the program that requires updating.

Future Strategies

The DUI Court Team is working with WYDOT Highway Safety office to fund the Impaired Driver Assessment training which is an assessment designed by the American Probation and Parole Association (APPA) and NHTSA and the adoption of Computerized Assessment and Referral System (CARS) training and certification, which is a evaluation created through the Cambridge Health Alliance, Harvard Medical School, and other entities at the federal level. It is the hope of the DUI Court Team that these collaborative relationships will enhance the effectiveness of the DUI Court program. When training dates are established, both training venues will be open to other DUI Court or Drug Court programs within the State and other interested entities such as Probation and Parole, law enforcement entities, or other like programs outside of the State.

Both of these new diagnostic tools will assist the Team in identifying and treating the criminogenic risk factors that are directly connected to offender substance abuse relapse and re-offending.

Project Name: Region 5 – IPR DUI Monitoring
Project Number: K8FR-2015-15-K8-06
Total Funds Expended: \$40,110.72

Achievements

Five separate agencies/courts in Fremont County utilized ScramX alcohol monitoring bracelets during FY2015. None of the 42 clients wearing Scram-X alcohol monitoring bracelets during FY2015 committed a subsequent DUI offense while wearing the bracelet, but two clients committed other crimes that were not alcohol related. This is a clear indicator that ScramX alcohol monitoring bracelets are extremely effective in reducing the amount of DUI's in Fremont County, thus reducing the amount of DUI crashes, injuries and fatalities. Additionally, Injury Prevention Resources (IPR) approached twelve other agencies about utilizing the alcohol monitoring bracelets. The cost of monitoring to clients is the most common obstacle preventing wide spread use in a poverty stricken counties such as Fremont.

To best evaluate results and outcomes, it is imperative to also look at the the overall crash data for Fremont County. Though it is always difficult to gauge if the progress made within the objectives is responsible for change in overall crash data, it is necessary to evaluate numbers from year to year.

According to the prelineinary data collected by WYDOT, the number of injuries due to alcohol related crashes in Fremont County have reduced from the baseline FY2014 to the current FY2015: Alcohol-related injuries have reduced by 12 from the baseline in FY2014 of 42 down to 30 during FY2015. In addition, the number of alcohol related crashes in Fremont County have reduced from the baseline FY2014 to the current FY2015: Alcohol-related crashes have reduced by 29 from the baseline in FY2014 of 75 down to 46 during FY2015.

All clients who consumed alcohol while wearing the SCRAMx alcohol monitoring bracelet were reported to the referring agency, thus making them accountable for alcohol consumption. Additionally, 95.2 % of the clients did not have confirmed alcohol consumption while wearing the bracelets. The average length of time clients wore the bracelet in FY2015 was 63 days. Only two out of forty-two clients' committed subsequent crimes (both non-DUI offenses) during this time period, we are utilizing this information to encourage Fremont County courts to utilize ScramX alcohol monitoring bracelets for a longer period of time, specifically, closer to the 90 day time period.

Due to the DUI Monitoring Program, clients were able to avoid incarceration or were able to lessen the length of time in which they were incarcerated. Additionally, numerous clients were able to maintain employment and reside within their residence, thus making them able to continue to care for their family.

Community Impact

We have identified a few key factors that depict community indicators, thus showing an increasing involvement in Fremont County. Increased involvement in activities on the Wind River Indian Reservation show that the IPR programs are being embraced by numerous organizations within the area. Community activities conducted by IPR through our Safe Communities Grant have been a platform for IPR to build trust in order to operate the DUI Monitoring grant. Additionally, a solidified reputation within Fremont County courts that has been established by our DUI Supervised Probation program has empowered our agency to be trusted in the community, judicial system and with treatment providers. According to the “Alcohol and Crime Report in 2014”, 76% of arrests booked at Fremont County Detentions Center were alcohol involved. The most of deadly of these crimes are typically DUI’s.

Collaborations

Frequent meetings with Fremont County judges, county attorneys, defense attorneys, treatment providers and local business to build programs and educate entities about the DUI Monitoring program is imperative. The plan is to place emphasis on the fact that all 42 clients wearing the SCRAMx bracelets did not receive another DUI while wearing the bracelet. Additionally, we will place a great emphasis on educating stakeholders that 95 plus percent of the nearly 100 DUI Monitoring clients over the past two years have not consumed alcohol. Carefully planned media releases can be utilized to create a buzz within the community to educate the public that SCRAMx bracelets are an under utilized tool to avoid alcohol related fatalities and injuries on our roadways in Fremont County.

Future Strategies

IPR was able to work toward our objectives during FY2015 with a minimal amount of negative factors deterring us from operating efficiently. However, expanding this grant to reach full potential is hindered each year. This program has had 3 separate employees conducting the operations in the past 3 years. Growth of this program has been directly effected by this factor. Additionally, employee turn-over rate within the Fremont County Attorneys office has proven to be difficult. It is continually challenging to re-educate new attorneys in regards to operation and validity of the SCRAMx bracelet and to assure they keep the DUI Monitoring program at the forefront of their operations relevant to DUI’s.

Obtaining funding to help alleviate the amount offenders pay for the bracelet monitoring cost is the next step necessary to expanding use of the SCRAMx bracelets in Fremont County. Numerous funding sources will be entertained during the next fiscal year. Thus far, treatment providers have been approached throughout Fremont County but none have the ability within their funding sources to pay for clients monitoring costs. Being able to financially sustain the DUI Monitoring Program is dependent on the State of Wyoming and the amount IPR receives from businesses to be able to reach the local match. Fremont County, which includes the Wind River Indian Reservation, has a poverty level of 14%, which is twice the state average of 7%.

The part of the bracelets being under utilized is the cost associated for clients. However, being able to increase collaboration with Tribal Courts and other treatment providers within the Wind River Indian Reservation could lead to reduced alcohol related fatalities and injuries on our roadways in Fremont County.

Project Name: WMC Region 2 Safe Communities
Project Number: K8FR-2015-15-K8-07
Total Funds Expended: \$15,844.59

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA SAFE COMMUNITIES

PROJECT: SA-2015-15-SA-03 FOR DETAILS.

Project Name: CRMC Region 1 Safe Communities
Project Number: K8FR-2015-15-K8-08
Total Funds Expended: \$88,087.59

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA SAFE COMMUNITIES

PROJECT: SA-2015-15-SA-05 FOR DETAILS.

Project Name: HSO Comprehensive Alcohol Programs
Project Number: K8FR-2015-15-K8-09
Total Funds Expended: \$5,070.20

Achievements

The Wyoming State Fair was held August 8 - 16, 2015 at which 679 surveys were filled out by individuals thirteen and older and an additional 650 individuals who were twelve and under. This resulted in an average of just over seventeen individuals talked to per hour. The educational booth was staffed not only by Wyoming Highway Safety Office (HSO) but also by all of our Safe Communities offices, a Law Enforcement Liaison and the Wyoming Highway Patrol.

Future Strategies

The HSO plans to continue broadening its reach into other state and county events that are attended by Wyoming's higher risk populations.

The use of the Highway Safety Calendar will continue into FY2016 and will be distributed to highway safety partners to remind them of specialized events and to spread both national and local messages out to the public.

Project Name: Geo Locating
Project Number: K8FR-2015-15-K8-10
Total Funds Expended: \$301.28

Achievements

Due to timing and schedule conflicts, this project was in its infancy stage. The Geo-locating project will move forward and be completed in FY2016.

Community Impact

This project will make analysis of alcohol related occurrences (crash, DUI, arrest...) more robust. The project will also provide a more complete picture of alcohol related challenges in Wyoming.

Collaborations

University of Wyoming Survey and Analysis Center (UWSAC), Governor's Council on Impaired Driving (GCID), Highway Safety Office (HSO), etc. are all impacted by this grant and have worked together to develop and work collaboratively on alcohol related traffic crash issues.

Future Strategies

This project has moved into the FY2016 grant cycle. It is anticipated it will be completed within the first half of the year with results provided in the next annual report.

Data received from this project will be provided to all traffic safety partners with a vested interest in alcohol related issues (GCID, DOH-Injury Prevention Resources, Safe Communities...)

Project Name: WASCOP Video Cameras
Project Number: K8FR-2015-15-K8-11
Total Funds Expended: \$56,876.49

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA POLICE TRAFFIC SERVICES

PROJECT: PT-2015-15-PT-04 FOR DETAILS.

Project Name: Cheyenne Mobile Impaired Command Post
Project Number: K8FR-2015-15-K8-12
Total Funds Expended: \$13,941.43

Achievements

The DUI Command vehicle usage was evidence based and data driven. This was accomplished through planning of operations that were conducted at peak times of DUI activity. Likewise, placement of the vehicle was attempted to create the most efficient location to decrease an officer's time processing a DUI.

The Cheyenne Police Department (CPD) developed protocols for use as a statewide asset. The vehicle and its abilities has been "advertised" to other agencies and made available for use by way of a mere phone call.

The grant called for "wrapping" and decals to display the DUI message. The wrapping and decals were drafted and ultimately agreed upon by many agencies while the vehicle was still being built in the factory. Those approved wrapping/decals were then installed on the vehicle while it was in the factory. In addition, equipment upgrades were made to the vehicle in order to better collect and preserve evidence.

The CPD was able to reduce the number of alcohol related crashes and overall DUI's through participation in specific campaigns and events. The CPD participated in the following events: Christmas Season DUI Task Force, New Year's Eve DUI Task Force, Super bowl Sunday, St. Patrick's Day DUI Task force, May Mobilization (Campbell County, HWY 59), Brewer's Festival, Flaming Gorge Days (Sweetwater County) DUI Task Force, July 4th, and Cheyenne Frontier Days.

In addition to the CPD participation in campaigns, statistics show a decrease in the specific areas of DUI enforcement. For example, the numbers compared for FY2013-14 and FY2014-15 show a 10.6%* decrease in overall alcohol related crashes within Laramie County. Through a comparison of the same time for overall number of underage (less than 21) alcohol related crashes the numbers show a 44%* decrease.

The CPD maintains and stores the vehicle at no cost to the grant. The vehicle is stored inside a climate controlled facility at the Fire Training Center and the service schedule for the vehicle was added to the existing service schedule through the City of Cheyenne shops located on Happy Jack Road. Neither of these processes required any additional funding as they were pre-existing. In addition, CPD provided information which identified equipment and accessories purchased for the vehicle. The upgrades were made locally to the vehicle to increase its evidence collection capability. For example, microphones were added throughout the vehicle to capture audio evidence to go with the pre-existing video evidence.

Community Impact

Community impact can be seen with the reduction of overall DUI related crashes and the dramatic decrease in under 21 alcohol related crashes. With a 10% decrease in overall alcohol related crashes and a dramatic 44% decrease in under 21 alcohol related crashes the utilization of the grants to pay for Officers to increase enforcement speaks for itself. The use of this vehicle has also streamlined the process for completing the investigation for a DUI without traveling to several locations to gather evidence such as a blood draw, breath test, or to acquire a warrant.

The organizational goals were achieved however, feedback that has been received as to the full utilization of the vehicle in that Cheyenne PD is the only agency whose policy allows a cite and release for persons suspected of DUI under certain conditions. Other agencies in the state do not allow for that policy and will therefore transport to the local jail for the final processing regardless of whether tests or evidence gathering was done inside the vehicle. In fact in some cases it is more efficient for them to bypass the DUI vehicle and utilized their organic resources. This issue is not something the Cheyenne PD can address at this level. It will take a concerted legislative effort to suggest or mandate that a procedure similar to ours is utilized. Once allowed to cite and release, the use of the vehicle to its full capacity will become more frequent when operating out of our local jurisdiction.

Collaborations

We have worked with the Wyoming Highway Patrol, Wyoming State Parks Police, Laramie County Sheriff's Office, Campbell County Sheriff's Office, Sweetwater County Sheriff's Office, and Green River Police which increased the active enforcement during the operational periods. This proactive and coordinated enforcement adds to the message that DUI is taken seriously and enforced on a large scale.

Future Strategies

We learned that placement of the vehicle is an important factor in "advertising" the enforcement period. Therefore, efforts are made to place the vehicle in such a manner that the public can see the vehicle during the operational period to remind people of the stepped up enforcement. Future operations that are in the planning phase include operations in Albany County for the WYO-CSU Football game in November of 2015. Additional "advertising" will attempt to acquire future operations across the state.

Another future addition will be a finger print machine that will allow fingerprints to be taken locally and in the case of cite and release cases allow for the resulting DUI convictions to be placed on a person's driving record.

410 HIGH VISIBILITY

Project Name: Cheyenne Mobile Impaired Command Post

Project Number: K8HV-2015-15-K8-01

Total Funds Expended: \$83.81

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA 410 HIGH FATALITY RATE

PROJECT: K8FR-2015-K8-12 FOR DETAILS.

154 ALCOHOL

Project Name: 154 Alcohol
Project Number: 154AL-2015-00-00-00
Total Funds Expended: \$0.00

No funds were expended on this project

154 PAID MEDIA

Project Name: 154 Paid Media
Project Number: 154PM-2015-00-00-00
Total Funds Expended: \$0.00

No funds were expended on this project

154 HAZARD ELIMINATION

Project Name: 154 Hazardous Elimination
Project Number: 154-HE-2015-00-00-00
Total Funds Expended: \$340,979.78

164 HAZARD ELIMINATION

Project Name: 164 Hazard Elimination
Project Number: 164-HE-2015-00-00-00
Total Funds Expended: \$614,036.53

405b LOW HVE

Project Name: WASCOP OP O/T Enforcement
Project Number: M2HVE-2015-15-M2-01
Total Funds Expended: \$195,483.80

Achievements

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas most at risk for such incidents.

This High Visibility Enforcement Project was managed by Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) who contracted with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for local law enforcement agencies.

WASCOP provided grant opportunities to all local law enforcement agencies in the State based on a data driven funding formula. The local law enforcement agencies were required to work the May Mobilization and National Crackdown campaigns as a requirement of the grant.

Wyoming's traffic laws were used as trigger offenses to enforce the secondary seat belt law focusing on speed enforcement. In FY2015, there were 3857 speed citations and 774 seat belt citations issued. See Appendix for all citations and arrests.

Community Impact

All local law enforcement agencies requesting grant overtime funds were provided funds based on data driven funding formula.

Future Strategies

The Highway Safety Office has successfully worked with WASCOP and Johnson & Associates. The partnership will continue into the future.

Project Name: WHP OP O/T Enforcement
Project Number: M2HVE-2015-15-M2-02
Total Funds Expended: \$57,095.90

Achievements

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas most at risk for such incidents.

Wyoming's traffic laws were used as trigger offenses to enforce the secondary seat belt law with a primary focus of speed enforcement. The Highway Patrol worked the May Mobilization and National Crackdown campaigns as a requirement of the grant. See Appendix for all citations and arrests.

Community Impact

The Wyoming Highway Patrol is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways. The great distances between cities, along with the minimal fines accrued for up to five miles over the speed limit contributes to the overall low compliance with the law. The fact that Wyoming's seat belt law is a secondary law and fines are minimal at \$25 does not encourage drivers to buckle up. In FY2015, there were 4242 speed citations and 287 seat belt citations issued.

Future Strategies

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol and the partnership will continue into the future.

Due to the number of occupants in traffic crashes that are not restrained, speed will continue to be the primary trigger offense for enforcing Wyoming's child restraint and secondary seat belt laws.

405b LOW PUBLIC EDUCATION

Project Name: CRMC - Buckle Up Kids
Project Number: M2PE-2015-15-PE-01
Total Funds Expended: \$115,339.91

Achievements

During the fiscal year 1293 car seats were inspected and 675 distributed to lower income families. There were 353 checkup events/workshops that were conducted, reaching 89,635 individuals. In addition 530 educational consultations were held, reaching 896 individuals. There were 842 technicians and 201 volunteers who attended events during the year and 25 new CPS technicians were certified in 2014-2015.

These numbers helped contribute to a drop in the overall percentage of child restraints that were misused from 93.85% in 2013-2014 to 89.84% in 2014-2015 based on numbers from the Safe Kids Wyoming Database.

All of the CPS classes were registered with STARS in this grant period to ensure that child care providers receive the appropriate credit hours. The hours with ENA also were registered for the classes for nurses and POST hours for Law Enforcement for each course.

The program published all four of the quarterly newsletter titled "Buckle Up Express". The newsletter is sent to all CPS Technicians and advocates. The program has established the delivery of the program to be 100% electronic to assist with the budget of the grant and is sent out to over 300 technicians and advocates. The program also publishes the Safe Kids Wyoming Newsletter and Laramie County Newsletter quarterly.

Community Impact

The Project Manager continues to stay updated on the on-line CEU opportunities available for technicians to stay current with their certification. They also stay in constant communication with the technicians and partners of the program through emails and phone calls.

Collaborations

The Buckle Up Kids program partnered with Safe Kids Wyoming, Cheyenne Regional Medical Center, WYDOT Highway Safety Media Coordinators, Safe Communities, WY Highway Patrol, the high schools and several additional traffic safety advocates. These partnerships not only impacted the program with advocate support but also with additional funding such as the Special Needs class funding support from the Department of Health.

Future Strategies

The program will continue, with the goal to increase classes both in the Certification as well as Update/Renewals. Also to continue to have constant communication with technicians to increase the re-certification rate in Wyoming.

Increased collaboration with Law Enforcement is crucial to the CPS program. The need for law enforcement in the program is important not only as certified technicians but also as backup support at inspection stations, check-up events and educational venues. The "Counter Measures' that Work" book lists Law Enforcement as a high star, proving the need for collaboration.

The program needs to continue to track numbers of the entire state to capture all of the individuals reached in the state. A change made in this grant period and will continue on is tracking the numbers through the partnership of Safe Kids Wyoming. In addition the project will be re-named Child Passenger Safety Instructors.

The program will continue to track the number of technician, instructors and proxies in the state of Wyoming that are able to serve the population of children in the counties. The recommendation from the NHTSA assessment was to increase the number of proxies in the state to also be able to accommodate the needs of the certified technicians. The program has a total of nine proxies in Wyoming.

Project Name: Wyoming Seat Belt Survey
Project Number: M2PE-2015-15-PE-02
Total Funds Expended: \$72,086.96

Achievements

During the week of June 8th to the 14th, 2015, sixteen observers were dispatched to the 18 sites in each of the sixteen counties, 288 sites in all, to collect observations of seat belt use by drivers and outboard, front seat passengers. For the 2015 Survey of Seat Belt use in Wyoming, the statistical estimate of seat belt use by vehicle occupants is 79.8 percent with a standard error of 2.3 percent. The 2015 overall estimate is six-tenths of a percentage point higher than the 2014 rate of 79.2 percent. The estimate was based on observations of 24,682 drivers and outboard passengers in 17,913 vehicles. The range of estimated seat belt use across the last four years of Wyoming surveys is less than five percentage points. The observations were collected in sixteen counties, one observer per county, and eighteen sites in each county, for a total of 288 sites, or intersections. The methodology that was employed was that which was approved by the National Highway Traffic Safety Administration in 2012.

Community Impact

There were 959 more vehicle occupants observed for the 2015 survey than there were in 2014 (23,723), but the frequencies were generally comparable for the last two years.

For the 2015 survey, 74.8 percent of vehicle occupants in urban areas were observed wearing seat belts; this is 5 percent less than the overall seat belt rate of 79.8 percent. For the rural areas, the estimated rate of seat belt use was 81.4 percent.

The number of observed occupants increased from 18,703 in 2012 to 20,877 in 2013. The number increased again in 2014 to 23,723 in 2014, an increase of 2,846 occupants. The number of occupants in the 2015 survey was 24,682, an increase of 959 vehicle occupants over the number in 2014. We speculated that the change between 2013 and 2014 might be a consequence of the change from “paper and pencil” recording to the direct recording system using iPads. This year, there were very few errors and almost no cases of missing data fields. The new system seems to have significant advantages.

MAP 21405c DATA PROGRAMS

Project Name: WASCOP E-Citations
Project Number: M3DA-2015-15-M3-01
Total Funds Expended: \$377,345.74

Achievements

The grant allowed for the purchase of an E-Citation and electronic crash report RMS solution for most law enforcement agencies in the State. The Supreme Court has established a protocol for data transmission to the Courts that will allow for E-Citations. The RMS solution deals with the Wyoming Department of Transportation (WYDOT) mandated electronic crash report's inability to interface with an agencies RMS system and the duplication of entry of every crash report. WASCOP was able to explore with the two primary RMS vendors for agencies of both E-Citations and Crash reports and negotiate a single purchase of each at a significantly reduced price that will benefit most agencies in the State.

Community Impact

The population served by this grant involves every person and agency that deals with either Crash Reports or E-Citations. The purchase of the RMS solutions and final installation for both will eliminate manual duplication of data entry, increase data accuracy and completeness of each. The public, courts, Data Clerks, Detention Officers to name a few will all benefit from typed, clear, legible information as each crash report or citation moves through the system and to the public.

While there is enthusiasm toward this project, the potential cost savings to the public with this system is yet to be measured and will have anticipated benefits for years.

Collaborations

The Supreme Court was instrumental in the development of this project. WASCOP and the Supreme Court worked on data standardization and administration, process uniformity, and automation of documentation. This was a key to the development of the protocols required for the purchase of each solution.

This project turned out to take a lot longer to fully develop everything that was necessary to negotiate each purchase. At the same time there was nothing WASCOP could do to increase capacity for expediting the process.

Future Strategies

These solutions will become a standard component of each agencies RMS system for years to come.

Project Name: Planning Linear Reference System Upgrade
Project Number: M3DA-2015-15-M3-02
Total Funds Expended: \$51,950.40

Achievements

City streets and county roads have been added to Wyoming Department of Transportation (WYDOT) Linear Reference System (LRS). Common names have been attached to each road so law enforcement can search for safety data on roads. State and County paved roads had their geometries corrected. Ramps on the interstates were corrected in order for safety calculations in accordance with the Highway Safety Manual. Working groups and steering committees oversaw the progress of the corrections.

Community Impact

All city, county, and state owned roads now have LRS geometries attached to the maps. This will enable rapid display of safety data and common road names to all communities and counties in Wyoming. WYDOT owned highways were corrected to ensure the line work was correct spatially in order to allow for terrain comparisons.

Collaborations

Using the University of Wyoming to help bring the LRS together gives the counties a better contact as we all try to improve our mapping.

One Call Wyoming, the call before you dig center, has been in close collaboration with WYDOT, but concrete long term results are not assured yet. The county's willingness to share data has been surprisingly difficult in some areas, preventing a seamless transfer of data.

Recommend to states that do not have an all roads network built to start early; it can be very difficult.

Future Strategies

While the project will never be completed, this part is in maintenance mode and should be funded by WYDOT as our normal business practice. However, additional funding may be requested if the counties ask for more sharing of LRS data.

We made a presentation to the Wyoming GIS group and have been in contact with the Governor's Technical Advisory Group

Project Name: Traffic Records Project Manager
Project Number: M3DA-2015-15-M3-03
Total Funds Expended: \$93,138.11

Achievements

The Traffic Records Project Manager coordinated and assisted with the finalization of the Roadway Names covering all roadways currently in the LRS, standardized the current CVF (County Verification File), assisted with the WYGISC/GIS/Planning meeting, provided WYDOT IT a resource list of SPOD issues, supported Crash Data Management section with issues of the HWS Segment Report, entered STiP Treatment Types into SMS, created a script to enter STIP Treatment Locations into the SMS. The TRPM also coordinated quality assurance efforts with the Crash Data Management Section.

Community Impact

This project impacted traffic records data sets which improved data quality and analysis for all traffic safety partners.

Collaborations

There were multiple collaborations through WYDOT IT, Department of Health – EMS Program, WYDOT Crash Data Management Section, and WYDOT Planning. Moving data linkages forward, quality control challenges, upgrades to datasets were all impacted.

Additional IT support is needed to move forward traffic records projects. WYDOT IT capability or priority does not include:

- Provide further support for linking to Driver Services Shadow DB
- Add links to Motor Vehicle Shadow DB
- Plan improvements with inputs from Traffic Records Assessment
- Add location checks
- Additional SMS versions (upgrades)

Future Strategies

Moving forward with Traffic Records Key focus areas include:

- Support for the Wyoming Electronic Crash Records System (WECRS) and DOH – EMS/Crash Data Integration;
- Support correction / deployment of the intersection Collision Diagram;
- Support deployment of SLD / Stacked Graph;
- Support improvement of standardized reports;
- Support “productization” of crash factors;
- Support the work to align the districts with the new SMS process;
- Support the actions around Intersections;
- Support the actions around WebCARE;
- Support the drive towards map-based crash reporting;
- Support the IT contractor work for Highway Safety;
- Support the forums (WyGISC, JMMT, GIS User group).

Project Name: Wyoming Department of Health Electronic Reporting System
Project Number: M3DA-2015-15-M3-04
Total Funds Expended: \$154,130.24

Achievements

The Office of Emergency Management System (EMS) has been successful in providing a seamless data collection system for Wyoming Emergency's Medical Services agencies and hospitals. This has been a long term partnership which has greatly enhanced these modules of the traffic records surveillance system.

Design and compilation of the EMS charting into one electronic hub has greatly increased capability to analyze robust and much more complete data sets, including those directly related to highway safety. Recently, the Wyoming Department of Health's injury epidemiologist analysis of this data indicates that injuries related to motor vehicle crashes were in the top two causes of hospital admissions related to injury rates. The current system has recently undergone a significant upgrade to further improve this capability by decreasing time and resources expended to help traffic safety advocates.

Recent changes to emergency medical service's rules stipulate Wyoming Ambulance Trip Reporting System (WATRS) is the only format accepted for EMS' electronic medical records documenting patient care. This has been standardized across the state and WATRS offers a central, accepted platform for data entry. Several services have continued to enter records in more than one system; however these numbers have dropped in recent years. Efforts continue to increase the WATRS capacity to offer air and ground ambulance a stable and comprehensive system. Ruggedized tablets have been an essential component of the grant to decrease costs for all services, however the greatest impact has been for volunteer services and those with very low operating budgets. Wyoming traffic records are much more robust with the majority of EMS services utilizing the tablets and the software platform to document patient care reports.

The data are shown in various types of reports: transactional, analytical tabular and analytical charts. In addition to providing aforementioned reports for traffic records, services and hospitals can utilize the three types of substantial reporting capabilities to analyze their local performance. The software also provides 'canned' reports that have been written for all providers. The EMS and trauma office has conducted numerous trainings for both EMS agencies and hospitals to increase their abilities to utilize these reports effectively.

Software was provided for the EMS agencies and hospitals to enter injury and clinical care information. Included in this are regularly scheduled upgrades and maintenance by the vendor.

The goal of providing one ruggedized tablet per response vehicle (ambulance, fire protective services providing EMS and air ambulances) continues. Not every emergency medical service vehicle has a ruggedized tablet. Presently 161 tablets are deployed to the 258 response vehicles listed in our current Office of EMS licensure system for 70% coverage

The EMS provided 11 days of on-site training and employed a new technology using screen sharing for training and troubleshooting. The Trauma Program Manager and Wyoming Ambulance Trip Reporting System (WATRS) Project Coordinator along with one trauma nurse and another EMS professional to attend the vendor's annual training. The vendor provides 2½ days of entry level, advanced provider and state level programs. See training reports for specific documentation related to this goal.

Community Impact

For the last fiscal year of the grant, there were 73,069 records in WATRS. This is the highest number of records since the deployment of the system per fiscal year. The Trauma Registry is on course for a record year of patients being entered; presently there are 3,283 records and more being entered daily for the past fiscal year.

Collaborations

The Office of EMS contracted with Safe Tech Solutions to provide ambulance services leadership training. This training includes quality documentation as part of daily operations.

In EMS, there are a low number of agencies or providers spending more time in subterfuge to not complete reports versus proper documentation in WATRS, thus increasing outliers in data analysis. The Wyoming Trauma Program Manager is working with hospitals on this transition.

Future Strategies

The EMS Program Manager is working with the Wyoming Department of Health Administration to develop funding through an exception request. Status for this funding is not available at the time of the grant closeout.

The EMS will continue to assist hospitals and EMS agencies, elected officials, injury prevention, with highway safety advocates, and others with reports provided from these systems.

Project Name: Supreme Court E-Citation Linking
Project Number: M3DA-2015-15-M3-05
Total Funds Expended: \$0.00

No funds were expended on this project

Project Name: MVS – Vehicle Temporary Plate System Delivery
Project Number: M3DA-2015-15-M3-06
Total Funds Expended: \$0.00

No funds were expended on this project

Project Name: FARS
Project Number: M3DA-2015-15-M3-07
Total Funds Expended: \$4,640.86

Achievements

The Wyoming Department of Transportation Crash Data Management Program collected and entered data into the Fatality Analysis Reporting System (FARS) through cooperative agreement DTNH22-12-H-00145 with NHTSA.

Future Strategies

The Highway Safety Program will continue to collect and enter data into the FARS database.

405d MID HVE

Project Name: WASCOP DUI O/T Enforcement

Project Number: M5HVE-2015-15-M5-01

Total Funds Expended: \$361,049.45

Achievements

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas most at risk for such incidents.

This High Visibility Enforcement Project was managed by Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) who contracted with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for local law enforcement agencies.

WASCOP provided grant opportunities to all local law enforcement agencies in the State based on a data driven funding formula. The local law enforcement agencies worked the May Mobilization and National Crackdown campaigns which are a requirement of the grant.

In FY2015, there were 315 DUI arrests made by local law enforcement agencies.

Community Impact

All local law enforcement agencies requesting grant DUI overtime funds were provided funds based on a data driven funding formula.

Future Strategies

The Highway Safety Office has successfully worked with WASCOP and the partnership will continue into the future.

Project Name: WHP Sturgis Detail
Project Number: M5HVE-2015-15-M5-02
Total Funds Expended: \$63,745.34

Achievements

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas most at risk for such incidents.

The Wyoming Highway Patrol provided troopers MAP21 405d funding statewide to enforce Wyoming impaired driving laws. The Ham & Jam Rally, in conjunction with Sturgis Motorcycle Rally, are affected by an influx of motorcycle traffic traveling from around the nation. In FY2015, there were 4 DUI arrests and multiple other citations (1,617).

Community Impact

The Wyoming Highway Patrol is the primary agency responsible for the enforcement Wyoming's impaired driving laws on Wyoming's State and Interstate highways which affects local communities.

Future Strategies

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol and the partnership will continue into the future.

The increased influx of traffic lends itself to an increase in impaired drivers and motorcycle crashes. Due to the number of impaired drivers, the Wyoming Highway Patrol will continue to place enforcement activities focused on the problem of impaired/buzzed drivers driving on Wyoming roads. Wyoming Highway Patrol's Strategic Plan includes the goal of reducing of alcohol related crashes by 5% annually and to also reduce the number of impaired drivers by 5%.

Project Name: WHP DUI O/T Enforcement
Project Number: M5HVE-2015-15-M5-03
Total Funds Expended: \$49,680.59

Achievements

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas most at risk for such incidents.

In FY2015, there were 62 DUI arrests and multiple other citations. Troopers with proven records of DUI enforcement were authorized to use DUI Overtime grant funds. The Highway Patrol worked the National Crackdown campaign as a requirement of the grant. Additionally, District Captains and Lieutenants reviewed crash data, provided by the Highway Safety Office, and DUI summaries to decide how best to utilize their troopers for DUI enforcement.

Community Impact

The Wyoming Highway Patrol is the primary agency responsible for the enforcement Wyoming's impaired driving laws on Wyoming's state and interstate highways.

Future Strategies

The Highway Safety Office has successfully worked with the Wyoming Highway Patrol and the partnership will continue into the future.

Due to the number of impaired drivers, the Wyoming Highway Patrol will continue to place enforcement activities focused on the problem of impaired/buzzed drivers driving on Wyoming roads. Wyoming Highway Patrol's Strategic Plan includes the goal of reducing of alcohol related crashes by 5% annually and to also reduce the number of impaired drivers by 5%.

405d MID ID COORDINATOR

Project Name: IPR Region 3 Safe Communities

Project Number: M5IDC-2015-15-M5-01

Total Funds Expended: \$55,480.11

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA SAFE COMMUNITIES

PROJECT: SA-2015-15-SA-04 FOR DETAILS.

405d MID COURT SUPPORT

Project Name: Local Intoximeters
Project Number: M5CS-2015-15-M5-01
Total Funds Expended: \$12,987.60

Achievements

The Campbell, Fremont and Lincoln County Sheriff Offices in coordination with the Chemical Testing Program purchased new intoximeters and associated accessories. This replaced outdated instruments.

Community Impact

The Sheriff Offices and surrounding agencies will be able to continue to provide alcohol testing for alcohol related offenses. Having an accurate, reliable instrument to perform those tests is paramount to an effective impaired driving breath testing program.

Collaborations

Working with Chemical Testing, the Sheriff Offices are able to provide alcohol testing for other law enforcement agencies to include the smaller agencies that might not be able to afford the intoximeter. Chemical Testing assists with the maintenance and reporting of the Intoximeters. Communication will be done through sponsored trainings to keep others updated on the latest intoximeter which is in place.

Future Strategies

The Sheriff Offices will continue to utilize the grant funded equipment to effectively test impaired drivers on Wyoming roadways.

Project Name: WASCOP Bloodkits
Project Number: M5CS-2015-15-M5-02
Total Funds Expended: \$13,243.03

Achievements

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) purchased blood kits for law enforcement agencies throughout the state for Highway Safety Office (HSO) grant funded DUI overtime enforcement only. WASCOP distributed the kits based off of traffic safety data such as DUI arrests represented in the Alcohol and Crime in Wyoming by WASCOP and Crime in Wyoming by the Department of Criminal Investigation (DCI) and overtime hours.

Collaborations

WASCOP and the Chemical Testing Program coordinated efforts to provide local law enforcement agencies blood kits grant funded DUI overtime grants.

Future Strategies

This project will no longer be funded.

405d MID PAID/EARNED MEDIA

Project Name: PAO Alcohol Media Campaign

Project Number: MSPPEM-2015-15-PM-01

Total Funds Expended: \$95,648.20

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA PAID ADVERTISING

PROJECT: PM-2015-15-PM-01 FOR DETAILS.

Project Name: GCID Impaired Driving Media Campaign

Project Number: MSPPEM-2015-15-PM-02

Total Funds Expended: \$419,846.70

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA PAID ADVERTISING

PROJECT: PM-2015-15-PM-01 FOR DETAILS.

405d MID TRAINING

Project Name: DRE, SFST, DECP, ARIDE Training

Project Number: M5TR-2015-15-TR-01

Total Funds Expended: \$140,269.59

Achievements

The Governor's Conference on Impaired Driving was held in May 2015 with over 250 people in attendance for the five tracks as set out in the objectives. All the DREs whose certifications were due within the past year were recertified. In addition there were nine ARIDE courses with over 140 officers attending the courses.

The Impaired Driving Program Manager attended numerous training conferences and symposium which included the Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving. The Institute of Police Technology and Management Symposium on Alcohol and Drug Impaired Driving, the Borkenstein Alcohol Course, the annual DECP Region I State Impaired Driving Program Managers' Meeting, the annual meeting of the Technical Advisory Panel to the International Association of Chiefs of Police (IACP) Highway Safety Committee and several curriculums update meetings.

Seven SFST recertification courses were put on in different areas of the State. In addition, the Impaired Driving Program Manager coordinated and presented the above-listed training activities, maintained oversight of DRE evaluation database entries, answered emails, phone calls, and other correspondence as necessary, made onsite visits to law enforcement agency administrators in each county of the State, and performed numerous additional duties as needed to maintain the DECP and SFST programs.

Progress with our programs has been shared with the IACP to include in the annual DRE report. The Impaired Driving Program Manager has given regular updates of efforts at local community groups as well as the Governor's Council on Impaired Driving.

Community Impact

Over the course of the grant year, we delivered over 9400 contact hours of training. Over 100 officers were trained at the Wyoming Law Enforcement Academy, over 140 officers were given ARIDE training, over 50 officers received SFST refresher training, and over 250 people attended the Governor's Conference on Impaired Driving. Anecdotally, this training has helped to improve detection and arrest of alcohol and drug-impaired drivers and has increased the quality of the prosecution of these drivers.

Collaborations

Wyoming's program is one of the more robust programs in the country. The Impaired Driving Program Manager has been a resource for local, state, regional, and national entities and has consistently been requested to provide technical assistance to the National Highway Traffic Safety Administration on a variety of topics associated with impaired driving. These collaborations have put Wyoming in a very positive light on the national stage.

Future Strategies

There is an increased demand for SFST and ARIDE training and it has become necessary to branch the responsibilities for SFST and ARIDE training off from the DRE training and create a second position to take over these responsibilities. It is anticipated that that the planned expansion to two positions will be sufficient for the foreseeable future.

405d MID INFORMATION SYSTEM

Project Name: WASCOP Underage Drinking and Driving Reduction

Project Number: MSIS-2015-15-M5-01

Total Funds Expended: \$67,817.43

Achievements

The 'Let's Be the Influence' media campaign that was coordinated through the County Prevention Management Office (PMO) in each county influenced achievements of the objectives of this grant. This campaign was aimed at parents and youth promotion parental involvement with youth as the single most significant influence in their decision to drink alcohol to include drinking and driving. The PMO ran a three phase campaign using materials produced and disseminated through the grant. The production of the annual 'Youth and Alcohol Report' was made available to the public and distributed to community leaders through their local law enforcement agency. Overtime grants deployed best practice enforcement strategies in each community as data showed.

Community Impact Hours Worked 1309.9
of Officers 214

Category	Number of Citation and/or Arrest
DUI	3
UAD	60
Youthful Offender	0
Public Intoxication	1
Open Container	5
Furnishing	2
Sell to UAD	1
Minor in Establishment	5
False ID	2
Other	52
Category	Number of Contacts
Warnings	312
Non-Enforcement	8,230
Age Verify	558
Field Interview (Fis)	8,433
Location Checks	516
Bar Checks	229

Collaborations

Local law enforcement agencies collaborated with the PMO and their local substance abuse prevention coalitions to deploy media strategies in their communities. WASCOP worked directly with the state PMO office to coordinate the media campaign and distribute materials to the PMO.

Law enforcement presence funded through the overtime grants is critical to agencies ability to deploy environmental strategies. Community demands for special events are great on agencies and many would not be able to deploy officers to address these issues without the grants.

Future Strategies

Future funds will come through the Wyoming Department of Health and through the annual Youth and Alcohol Report.

Project Name: GCID Facilitator
Project Number: MSIS-2015-15-M5-02
Total Funds Expended: \$97,916.62

Achievements

The over-arching goal of providing a forum for research, discussion and planning in order to reduce the incidence of impaired driving in Wyoming was accomplished this year. The Council met on a quarterly basis and established subcommittees to accomplish the work needed in between meetings. Specifically, the Media Subcommittee reviewed and approved the plan for all DUI messaging throughout the year; enhanced enforcement in seven counties with the highest number of alcohol involved crashes continued this year - with additional media support at key times throughout the year; the DUI Supervision Subcommittee worked to promote, plan and coordinate the implementation of the 24/7 Sobriety Program statewide; the Awards Subcommittee encouraged and promoted the involvement of community leadership by providing recognition to seven entities/organizations; the Drugged Driving Subcommittee identified drug driving as an emerging concern in the state and initiated an oral swab testing initiative in two counties in order to collect drug involved DUI data; a mobile phone app (Drive Sober Wyoming) was developed that provides easy access for citizens to report a drunk driver, call or text a friend or a taxi for a ride in case they have had too much to drink, and to provide information about Wyoming's DUI laws; and a social media page (Facebook) and public website (<http://wygcid.org>) that provide current alcohol and drug involved crash data, as well as informing the public of Council initiatives continued to be maintained.

Community Impact

The statistics maintained by the Wyoming Department of Transportation continue to show a decrease in alcohol-involved crashes statewide. Through the end of September of this year, there were 67 fewer alcohol-involved crashes, 64 fewer drug-involved crashes and 109 fewer impaired (drug and/or alcohol) crashes compared to the number of alcohol-involved crashes for the same time period the previous year. In addition, the Council approved a contract to have an outside entity conduct a thorough evaluation of all Council initiatives. This is the third year of a comprehensive evaluation being conducted by the University of Wyoming - Statistical Analysis Center.

Collaborations

The collaboration of the Wyoming Sheriffs and Chiefs of Police, collectively and individually, is critical for reducing impaired driving in Wyoming. The enforcement piece and the substance involved arrest data collected by the Association have been helpful for tracking and identifying emerging trends in impaired driving. Work continues with the Wyoming Courts and local and state probation and parole personnel to educate about the 24/7 Sobriety Program as implementation of this program will begin this coming fiscal year.

Finally, the new partnerships that were formed or strengthened this year with prevention professionals with Safe Communities and Prevention Management Organization of Wyoming is essential for involving community leaders in reducing impaired driving. Scheduling Policymaker Forums in every county in the state will be a priority objective for the coming year.

Future Strategies

The strategic plan developed by the Council appears to be on target at this time. The Council meets every three months to review crash statistics and to make appropriate modifications to the plan or initiatives in-progress.

Project Name: GCID Policy Coordinator
Project Number: M5IS-2015-15-M5-03
Total Funds Expended: \$89,484.20

Achievements

Significant progress was made in many areas of the stated objectives. The work of the Governor's Council on Impaired Driving has continued to make progress with a downward trend in alcohol related accidents in Wyoming. This council includes many of the stakeholders we need involved in the issue of impaired driving i.e. Judges, Attorneys, Treatment experts, Highway Safety, Media and many others. These individuals attend and take the message back to their respective communities for continued dissemination across the state. Each year the relationship between the GCID, Johnson and associates, Wyoming association of Sheriffs and Chiefs of police in cooperation create the Alcohol and Crime in Wyoming report. Over the last several years this report has been used as a guideline for many decisions made at the administrative level.

The Wyoming legislature passed the 24/7 Sobriety program law and with it the foundation of the 24/7 program. Since this passage the Governors Liaison has been influential in getting the rules and regulations completed. The final step of creation of the necessary forms for usage in the field is all that remains for the initial roll out to begin. This will be completed within the 2015/2016 year. Numerous conversations have taken place in an attempt to finish this process. Two media campaigns have been completed this year including the "Frozen in Time PSA" and the "Drunk Driving Ends Here" PSA. These included television, radio, print and bill board advertising.

Community Impact

The continuation of the GCID grant and the DUI Coordinator grants have given the state of Wyoming the ability to change a long standing mind set concerning drinking and driving. Interestingly this long standing tradition of drinking and driving is well entrenched in Wyoming and as with most traditions is difficult to change. The public service ads, enhanced enforcement programs, education programs, changes in sentencing structures available to the judicial system and other aspects of this program are having an effect on the total numbers in Wyoming. We are seeing a decrease in the numbers of DUI arrests and impaired driving accidents. Our highway fatalities are more stubborn but seem stable and the trend line is on the decline. The Governor's reintroduction of the Seat belt coalition will help us by raising seat belt awareness at both local and legislative levels. On average over 90% of all alcohol related fatalities are not seat belted and this group will focus on reducing that number while raising over all usage rates in the state.

During the fiscal year we constantly evaluate our program and implement changes as needed. As an example, a large number of DUI's are second offense or greater. The implementation of the 24/7 program will directly address this issue and if we see comparable results as South Dakota could experience a 50% reduction in DUI recidivism. The subject of impaired driving is not a linear issue. It is created by many facets and requires a multifaceted approach. We are working on the creation of reports concerning the impact of marijuana legalization in Colorado is having on our driving numbers. So lessons learned include changing to meet the most recent issues on the subject.

Collaborations

It is difficult to reach all parts of a rural state like Wyoming. It is imperative to establish collaborations with as many groups as possible who share a like mindset. The Governor's Council on Impaired Driving is a gathering point of many groups. Our board is made up of members ranging from law enforcement, judicial, Family Services, education, Governors office, and more. This group has the ability to reach all corners of the state with these different associations. Specific collaborations would include the Wyoming Association of Sheriffs and Chiefs of Police. Together we can create and utilize enhance enforcement initiatives across the state. The judicial branch has been invaluable for the creation of the 24/7 Sobriety program and using it during sentencing. Prevention management and safe communities can share in the media properties created by the GCID and more thoroughly distribute the materials at fairs, rodeos and other events.

All programs are affected by outside or environmental factors. Wyoming has a fluctuating economy largely based on energy demands. Work over crews at refineries will descend on small communities in the thousands and stay for months while upgrading the refinery. These individuals sometimes have a negative effect on DUI arrest numbers along with traffic numbers. Enhanced enforcement programs help offset this problem along with intense education and media. Wyoming's demographics and low population numbers allow for greater swings in the statistical reports from small changes. To offset some of these fluctuations we generally use longer trends to smooth the swings.

Future Strategies

This program has been expanded and will continue to assume the responsibilities necessary to meet the changing problems surrounding impaired driving and attempting to reduce the number of highway fatalities in Wyoming. The addition of the 24/7 sobriety program will be self sufficient with the user pay form we implemented. There may be a short term need for funding while establishing the initial programs but that will be absorbed quickly as the program expands.

Wyoming releases an annual "Alcohol and Crime in Wyoming" report. It is changed from year to year to reflect changes in our tracking procedures. We recently included a stronger reporting capability on drug impaired driving so we can have a baseline number for comparison in upcoming years.

The most recent problem facing Wyoming is the legalization of marijuana in Colorado. This creates the probability of an increase in drunk and drugged driving on our roadways because of an influx of this schedule 1 drug. In hope of offsetting or at least understanding this problem the Governor agreed to create the Governors Marijuana Impact assessment council. Co-chairing this council will be the Director of the Department of Health and the Governor's DUI Policy Coordinator from this project. The group is researching scientific reports on marijuana driving and the behavioral and health issues occurring around its legalization. The main product will be a report advising the legislator and public how to proceed with this subject.

This year alone Wyoming has created two boards or councils and moved an entirely new sentencing possibility forward in an attempt to head off the issue of drunk and drugged driving. This along with education, media and enforcement is expected to have a continuing impact on the future.

Project Name: CTP - Training
Project Number: M5IS-2015-15-M5-04
Total Funds Expended: \$0.00

No funds were expended on this project

Project Name: CTP - Equipment
Project Number: MSIS-2015-15-M5-05
Total Funds Expended: \$14,836.87

Achievements

The Chemical Testing Program (CTP) purchased Duplex Alcohol Simulators and an EC/IR II Intoximeter with associated accessories. The CTP continued to test for alcohol impaired drivers using the up-to-date equipment.

Future Strategies

The CTP will continue to utilize the grant funding equipment testing for alcohol impaired drivers.

Project Name: Traffic Safety Resource Prosecutor (TSRP)
Project Number: M5IS-2015-15-M5-06
Total Funds Expended: \$108,346.12

Achievements

In the 2015 fiscal year the TSRP had collaborations with the Colorado TSRP to update the Comprehensive DWUI course and the Wyoming Impaired Driving Program Manager in updating the legal sections of the Basic SFST course. Additionally work was also done on a marijuana presentation related to marijuana impaired driving and the impact that the legalization of marijuana in neighboring states has had. The updated presentations were given to prosecutors, law enforcement officers, and community groups throughout the year. Work on the DWUI prosecution manual also continued in the 2015 fiscal year, it is anticipated that it will be fully updated in the 2016 fiscal year. The manual has been an enormous undertaking and will be a valuable tool for the prosecutors and law enforcement throughout the state.

The TSRP instructed ARIDE, SFST and TiPS courses throughout the year and assisted the Wyoming Impaired Driving Program Manager with the planning and implementation of the Wyoming Impaired Driving Conference. Technical assistance was also provided to prosecutors and law enforcement officers when needed on a variety of issues that included assisting prosecutors in the drafting of responses to motions and briefs.

The TSRP continued to attend the Governor's Council on Impaired Driving meetings and subcommittees as well as the WASCOP Traffic Safety meetings. Work also continued with other State and Local agencies as a liaison to prosecutors and law enforcement distributing information on traffic safety issues.

The fiscal year allowed for many training opportunities for the TSRP, they attended the National TSRP trainings and meetings, Lifesavers, IACP DRE conference, GHSA annual conference, and others to maintain current on traffic safety issues. These helped maintain a good working relationship with the TSRPs throughout the nation. These training opportunities provided a chance to network and exchange ideas through conversations.

Community Impact

This program provided a wealth of information and resources to prosecutors and law enforcement officers who may not have the time or knowledge to obtain information on traffic safety related cases. Over the course of the last fiscal year many prosecutors and law enforcement officers have stated that being able to contact the TSRP for information has been invaluable because they don't necessarily have the time or the resources to obtain the information they need themselves. The TSRP is able to provide information to them leaving them time they need to work on the case itself. The TSRP is able to talk through issues with these individuals and explain complex subjects so the individual gets the insight they need for the case to move forward, why it is important to move forward with it, and why/how facts/issues they felt as innocuous are actually signs of impairment and dangerous for driving. As a result enforcement and prosecution of DWUIs around the state is becoming easier and more efficient for these agencies. Cases that may have otherwise been dismissed or reduced are moving forward with this additional resource. Also with the legalization of marijuana in Colorado and the continuing legalization in other states, Wyoming is beginning to see a huge increase in marijuana impaired driving. These cases are often complex and difficult for the prosecutors to understand, let alone conveying that information to a judge or jury at trial. Having someone who understands these cases, who can explain toxicology issues, who can obtain information relatively quickly regarding studies, papers, and defense experts, and having an overall resource is useful to those prosecutors who do not understand the issues or have the time to get the information they need.

The TSRP has also instructed at a variety of courses throughout the year and consistently received high performance evaluations at these classes. The students have stated that the information that was presented was extremely helpful in their enforcement and prosecution of impaired driving cases. The classes provided education that assisted law enforcement officers and prosecutors in being able to better understand the issues and being able to more effectively enforce and prosecute impaired driving cases.

Collaborations

There has been much collaboration that will continue to be useful in effectuating the TSRP goals and objectives. Collaboration with the Law Enforcement Liaisons (LEL's) and the Impaired Driving Manager have been useful in engaging law enforcement in traffic safety issues. Collaboration with other TSRPs throughout the nation has been extremely helpful in exchanging and implementing new ideas, as well as obtaining information needed relatively quickly. There has also be collaboration with the various councils/coalitions/committees that has been key in engaging all the interested parties in traffic safety issues, getting everyone on the same page, and subsequently promoting the solutions or ideas as determined by the group.

Future Strategies

The TSRP program will work towards solidifying collaborations and making stronger relationships already in existence to aid in the successful implementation of traffic safety programs. Continued collaborations with the with the Impaired Driving Program Manager, as well as supporting members of the Governor's Council on Impaired Driving, working towards a solutions that will result in more effective prosecution of drugged driving cases.

There will also be continued training programs to both law enforcement and prosecutors throughout the state of Wyoming promoting successful enforcement and prosecution of impaired driving cases. The TSRP will continue providing the necessary technical assistance to law enforcement officers and prosecutors to aid in enforcement and prosecution of impaired driving cases. In addition to the technical assistance, the TSRP will be working on a process that will allow motions and other documents frequently requested and needed by prosecutors in the course of prosecuting impaired driving cases accessible on the web through a protected login on the website. Making the website more desirable will be very useful to prosecutors and law enforcement officers seeking general traffic safety information and guidance.

405d MID OTHER BASED ON PROBLEM ID

Project Name: WASCOP Law Enforcement Coordinator

Project Number: M5OT-2015-15-M5-01

Total Funds Expended: \$62,992.71

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA POLICE TRAFFIC SERVICES

PROJECT: PT-2015-15-PT-03 FOR DETAILS.

405f MOTORCYCLIST AWARENESS

Project Name: Motorcycle Awareness

Project Number: M9MA-2015-15-M9-00

Total Funds Expended: \$23,920.64

Achievements / Future Strategies

PLEASE SEE PROGRAM AREA MOTORCYCLE SAFETY

PROJECT: MC-2015-15-MC-01 FOR DETAILS.

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt (sports)	Riverside H.S. - Basin	FY2015								banner	\$ 500.00
"	Ten Sleep H.S.	FY2015								banner	\$ 500.00
"	Worland H.S.	FY2015								banner	\$ 500.00
"	Cheyenne Extreme	FY2015								banner	\$ 1,600.00
"	Riverton H.S.	FY2015								banner	\$ 1,000.00
Seat belt	CSNN package	FY2015				260	130	130			\$ 23,400.00
"	Townsquare	Oct. 2014								WIAWN pkg	\$ 31.00
"	Townsquare	Oct. 2014								WIAWN pkg	\$ 48.00
"	KRAE Radio	Oct. 2014				132	132				\$ 234.96
Seat belt	KRAE Radio	FY2015				1520	1520				\$ 1,520.00
Seat belt (sports)	KWYW Radio	Oct. 2014				5	5				\$ 100.00
Bike Safety	KVOW Radio	Oct. 2014				30	30				\$ 5.00
Seat belt	KRAE Radio	Nov. 2014				76		76			\$ -
"	KRAE Radio	Nov. 2014				42	42				\$ 74.76
"	KYOY Radio	Nov. 2014				100	100				\$ 500.00
Winter Driver	KBDY Radio	Nov. 2014				59	59				\$ 250.00
"	KTGA Radio	Nov. 2014				59	59				\$ 250.00
Seat belt	Wyo Flight Basketball Club	FY2015								banner	\$ 1,500.00
"	CSNN WOW	Nov. 2014				22	22				\$ 3,300.00
"	UW Sports Properties	FY2015								package	\$ 26,000.00
Winter Driver	Big Horn Radio	Nov. 2014				128	64	64			\$ 504.00
"	Fremont Broadcasting	Nov. 2014				159	80	79			\$ 500.00
"	Fremont Broadcasting	Nov. 2014								package	\$ 300.00
"	KCWC Radio	Nov. 2014								package	\$ 400.00
"	KTUG Radio	Nov. 2014				166	166				\$ 250.00
Seat belt (sports)	Casper Star Tribune	11/12-11/26							5		\$ 1,089.00
"	Powell H.S.	FY2015								banner	\$ 500.00
"	Lovell H.S.	FY2015								banner	\$ 500.00
"	NFHS	Nov. 2014								State Football Packa	\$ 3,500.00
"	ROOT Sports TV	Nov. 2014	33	33							\$ 2,000.00
"	Eastern Wyo College	FY2015								posters	\$ 1,500.00
Winter Driver	Townsquare	Nov. 2014				1660	640				\$ 3,000.00
Seat belt	Miles Mktg	FY2015							2		\$ 4,992.00
"	Cheyenne Jr. League Baseball	FY2015								banners	\$ 675.00
"	Cheyenne Mustangs Baseball	FY2015								banners	\$ 1,500.00
Safe Communities	UW Sports Properties	FY2015								package	\$ 3,000.00
Seat belt	Laramie H. S. Yearbook	2015							2		\$ 570.00
Seat belt	KVOW Radio	Nov. 2014								package	\$ 50.00
"	KVOW Radio	Nov. 2014								package	\$ 50.00
school bus safety	KVOW Radio	Nov. 2014				26	26				\$ 371.42
Winter Driver	KVOW Radio	Nov. 2014				2	2				\$ 28.58
"	Townsquare	Dec. 2014								package	\$ 4,000.00
Seat belt (sports)	Johnson Jr. H.S.	FY2015								banner	\$ 500.00
"	South H.S.	FY2015								banner	\$ 500.00
"	McCormick Jr. H.S.	FY2015								banner	\$ 500.00
"	Carey Jr. H.S.	FY2015								banner	\$ 500.00

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	KTAK Radio	Dec. 2014				1	1				\$ 100.00
"	Big Horn Radio	Dec. 2014				128	64	64			\$ 504.00
"	Lovell Chronicle	Dec. 2014							1		\$ 90.00
"	Big Horn Radio	Dec. 2014				336	168	168			\$ 1,251.60
"	KVOW Radio	Dec. 2014				80	80				\$ 400.00
"	Basin Republican Rustler	12/11/2014							1		\$ 156.00
"	Riverton Raiders Baseball	FY2015								banner	\$ 500.00
"	Riverton H.S. Radio	Jan. 2015								package	\$ 1,000.00
"	Fremont Broadcasting	Dec. 2014								package	\$ 150.00
"	Fremont Broadcasting	Dec. 2014								package	\$ 250.00
Seat belt	UW Sports Properties	FY2015								package	\$ 26,000.00
"	Cheyenne Post 6 baseball	FY2015								banner	\$ 500.00
"	LCCC Equine programs/rodeo	FY2015								package	\$ 7,500.00
"	Cheyenne East H.S.	FY2015								banner	\$ 500.00
Winter Driver	KTUG Radio	Dec. 2014				173	173				\$ 250.00
Seat belt	Cody Enterprise	Dec. 2014							1		\$ 305.00
"	Riverton Ranger	Dec. 2014							4		\$ 100.00
Winter Driver	Powell Tribune	Dec. 2014							1		\$ 150.00
Seat belt	WYCO Warriors baseball	FY2015								banners	\$ 2,000.00
"	Evanston Soccer Club	FY2015								banners	\$ 500.00
Winter Driver	KYOY Radio	Jan. 2015				140	140				\$ 700.00
"	KRAE Radio	Jan. 2015				159	159			package	\$ 159.00
"	KTGA Radio	Dec. 2014				54	54				\$ 250.00
"	KBDY Radio	Dec. 2014				54	54				\$ 250.00
Seat belt (sports)	Cheyenne Central H.S.	FY2015								banner	\$ 500.00
"	Cheyenne Club Volleyball	FY2015								banner	\$ 500.00
Winter Driver	Townsquare	12/31/2014								pkg	\$ 4,000.00
Seat belt (sports)	Uinta Co. Schools	FY2015								banner	\$ 500.00
Seat belt (sports)	Pinedale H.S.	FY2015								banner	\$ 500.00
"	Mountain View H.S.	FY2015								banner	\$ 500.00
Seat belt	Cheyenne Greenway Foundation	FY2015								banner	\$ 1,500.00
"	Big Horn Radio Network	12/31/2014				116	116				\$ 582.00
"	Sheridan College Foundation	FY2015								banner	\$ 500.00
"	KZWY FM	12/31/2014				29	29				\$ 195.75
"	KLQQ-FM	12/31/2014				29	29				\$ 189.00
"	KYTI-FM	12/31/2014				29	29				\$ 195.75
"	Rock Springs, H.S.	FY2015								banner	\$ 500.00
Distracted Driving	Wyoming FBLA	FY2015								banner	\$ 400.00
Seat belt (sports)	Professional Sports Publications	2015 Basketball Season							program		\$ 4,000.00
Wildlife Safety	Lamar	Jan. 2015								billboards	\$ 2,166.00
"	Lamar	Feb-15								"	\$ 966.00
Seat belt	KVOW Radio	Jan. 2015				45	45				\$ 400.00
"	KVOW Radio	Jan. 2015								pkg	\$ 750.00
"	Powell Tribune	Jan. 2015							1		\$ 150.00
"	Cody Enterprise	1/31/2015							1		\$ 795.00
"	Fremont Broadcasting	Jan. 2015								pkg	\$ 150.00

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Winter Safety	Big Horn Radio	Jan. 2015				336	336				\$ 1,251.60
Seat belt (sports)	NFHS	2015 Winter/Spring								pkg	\$ 4,500.00
Seat belt	SAFE Project - Albany Co.	FY2015								pkg	\$ 2,143.00
Winter Safety	KBDY Raido	Feb-15				71	71				\$ 300.00
Winter Safety	KTGA Radio	Feb-15				71	71				\$ 300.00
seat belt	Riverton H.S. after prom	Feb-15								banner	\$ 750.00
Seat belt	Riverton H.S. - American Heritage Publication	FY2015								pkg	\$ 1,000.00
"	Republican Rustler	2/5/2015							2		\$ 550.00
"	Republican Rustler	2/26/2015							2		\$ 52.00
"	Republican Rustler	2/5/2015									\$ 114.00
Seat belt	Centennial H.S.	3/6/2015								banner	\$ 500.00
Seat belt	St. Mary's - Chev.	FY2015								banner	\$ 500.00
"	SAFE Project - Laramie Co.	FY2015								pkg	\$ 2,143.00
"	CSNN - W.o.W.	Feb. 2015				20	20				\$ 3,000.00
Winter Driver	Montgomery - CSNN	Feb. 2015				48	48				\$ 4,440.00
Seat belt	Fremont Co. Youth Rodeo Assoc.	FY2015								banner	\$ 500.00
"	Powell Tribune	Feb. 2015								web banner	\$ 150.00
"	Ultimate Miniature Bullriding	FY2015								pkg	\$ 500.00
"	Big Horn Radio	Feb. 2015				336	168	168			\$ 1,251.60
"	Big Horn Radio	Feb. 2015				1	1				\$ 175.00
"	Riverton Kiwanis - Stars of Tomorrow	Feb. 2015							1		\$ 80.00
"	Fremont Broadcasting	Feb. 2015								pkg	\$ 150.00
"	Western Wyoming College Foundation	FY2015								banners	\$ 500.00
Seat belt	Cheyenne Raptors	FY2015								banners	\$ 500.00
Winter Driver	Townsquare	Mar-15								pkg	\$ 5,000.00
Seat belt	Riverton Elks	FY2015								banners	\$ 1,000.00
"	Republican Rustler	12-Mar							1		\$ 30.00
"	Big Horn Radio Network	Mar-15				336	168	168			\$ 1,251.60
"	Powell Am. Legion	FY2015								banner	\$ 1,000.00
"	RHS DECA	Mar-15								web ads	\$ 50.00
Seat belt	UW Sports Properties	Latter half of 2015								Early Football	\$ 5,000.00
Wildlife Safety	Ira Fellows	FY2015								billboard	\$ 1,000.00
"	Lamar	3/30/2015								billboard	\$ 966.00
Bike Safety	LCCC - Wingspan	4/13/2015							1		\$ 410.00
Seat belt	Powell Tribune	3/31/2015							1		\$ 150.00
Seat belt	Fremont Broadcasting	3/31/2015								pkg	\$ 150.00
Seat belt sports	Montgomery - CSNN	Apr-15								pkg	\$ 23,400.00
Seat belt sports	Casper Classical Academy	FY2015								banner	\$ 500.00
May Mob	La Familia	May-15				100	100				\$ 1,000.00
May Mob	Rav Lansing - tv	May-15	13803	6556	6556						\$ 39,965.00
Seat belt	Sheridan H.S. Rodeo Assoc.	FY2015								pkg	\$ 250.00
Bike Safety	LCCC - Wingspan	Apr-15							1		\$ 410.00
Distracted Driving	KYOY Radio	Apr-15				150	150				\$ 700.00
Seat belt	RSMX LLC	FY2015								pkg	\$ 1,500.00
school bus safety	Big Horn Radio	Apr-15				336	168	168			\$ 1,251.60
Bike/Ped/Moto	Big Horn Radio	Apr-15				128	64	64			\$ 510.00
Seat belt	Cody American Legion Baseball	FY2015								banner	\$ 1,000.00
Seat belt	Powell Tribune	Apr-15								web ad	\$ 150.00
Seat belt	Cheyenne Minuteman	FY2015							1		\$ 880.00

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	Lamar	May-July 2015								billboards	\$ 2,450.00
Seat belt	Henderson Elementary	FY2015								banner	\$ 500.00
Distracted Driving	KTAK Radio	Apr-15				40	40				\$ 100.00
Distracted Driving	KVOW Radio	Apr-15				40	40				\$ 100.00
Distracted Driving	KFCW Radio	Apr-15				42	42				\$ 100.00
Distracted Driving	KDNO Radio	April				42	42				\$ 100.00
Distracted Driving	KWYW Radio	April				42	42				\$ 100.00
Seat belt/Distracted	Black Dog	Jun-15								2 banners	\$ 600.00
May Mob	Pandora	May-15									\$ 5,000.00
May Mob	Townsquare	May-15									\$ 9,493.91
May Mob	Townsquare	May-15									\$ 6,000.00
May Mob	Townsquare	May-15									\$ 850.00
Seat belt	CSNN_W.O.W.	Apr-15				22	22				\$ 3,300.00
Winter Driver	CSNN	Apr-15				16	16				\$ 1,480.00
Seat belt	CSNN	Apr-15				29		29			\$ -
Seat belt	CSNN_W.O.W.	May-15									\$ 3,150.00
Seat belt	CSNN	May-15				42		42			\$ -
seat belt	CSNN - May Mob	May-15				67	67				\$ 15,005.00
Wildlife Safety	Lamar	May-15								billboards	\$ 966.00
Definsive Driving	KWYW Radio	May-15				60	60				\$ 200.00
Seat Belt	KWYW Radio	May-15				40	40				\$ 100.00
"	KDNO Radio	May-15				60	60				\$ 200.00
"	KDNO Radio	May-15				40	40				\$ 100.00
"	KFCW Radio	May-15				60	60				\$ 200.00
"	KFCW Radio	May-15				40	40				\$ 100.00
"	KVOW Radio	May-15				60	60				\$ 200.00
"	KVOW Radio	May-15				40	40				\$ 100.00
Distracted Driving	KVOW Radio	May-15				25	25				\$ 400.00
Seat belt	KTAK Radio	May-15				60	60				\$ 200.00
"	KTAK Radio	May-15				40	40				\$ 100.00
"	Powell Tribune Travel Guide	Summer 2015							1		\$ 550.00
"	Cody Enterprise: Visitor's Guide & Legends	Summer 2015							2		\$ 3,000.00
"	Big Horn Radio	May-15				168	168				\$ 600.00
"	Big Horn Radio	May-15				136	136				\$ 500.00
"	KTUG Radio	May-15				124	124				\$ 248.00
"	Lovell Chronicle	May-15							3		\$ 100.00
"	Fremont Broadcasting	May-15				149	149				\$ 400.00
"	KPOW Radio	May-15				31	31				\$ 125.00
"	Republican Rustler	May-15							1		\$ 385.00
Seat belt	KYOY Radio	May-15				140	140				\$ 700.00
Winter Driver	CSNN/Montgomery	Mar-15				44	44				\$ 4,070.00
Seat belt	CSNN - W.o.W.	Mar-15				22	22				\$ 3,300.00
Wildlife Safety	APN - Yellowstone Guide	FY2015							1		\$ 3,000.00
Seat Belt	Northern Wyo. Daily News	May-15							10		\$ 520.00
Seat belt	Cody & Beyond	FY2015							1		\$ 500.00

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Distracted Driving	Wyo Latina Youth Conf.	FY2015								pkg	\$ 3,000.00
Seat Belt	Greater Cheyenne Foundation - Boo Ball	FY2015								pkg	\$ 2,000.00
"	Laramie Jubilee Days	Summer 2015								pkg	\$ 500.00
"	Townsquare	6/30/2015				5	5				\$ 506.09
"	Lovell Chamber of Commerce	Summer 2015							1		\$ 150.00
Wildlife Safety	Blair Hotels (billboard)	Summer 2015								billboard	\$ 600.00
Seat belt	CSNN/Montgomery	Jun-15				22	22				\$ 3,300.00
"	Powell Tribune	Jun-15							1		\$ 150.00
Seat belt	Big Horn Radio Network	Jun-15				112	56	56			\$ 425.00
"	KTAK Radio	Jun-15				20	20				\$ 50.00
"	KVOW Radio	Jun-15				20	20				\$ 150.00
"	KVOW Radio	Jun-15				20	20				\$ 50.00
"	KFCW Radio	Jun-15				20	20				\$ 50.00
"	KDNO Radio	Jun-15				20	20				\$ 50.00
"	KWYW Radio	Jun-15				20	20				\$ 50.00
"	Cody Enterprise	Jun-15							1		\$ 352.80
Wildlife Safety	Lamar	April								billboards	\$ 920.00
Seat Belt	Big Horn Radio	May-15				38	19	19			\$ 339.66
Seat Belt	Big Horn Radio	May-15				54	29	25			\$ 324.00
"	"	Jun-15				72	36	36			\$ 198.00
Seat Belt	Flood Marketing	Summer 2015								pkg	\$ 2,400.00
"	KROE Radio	May-15				12	12				\$ 81.00
"	KZWY FM	May-15				12	12				\$ 81.00
"	KYTI-FM	May-15				12	12				\$ 81.00
"	KLQQ-FM	May-15				12	12				\$ 81.00
"	KQSW Radio	Jul-15				40	40				\$ 320.00
Seat belt	CSNN/WOW	Jul-15				23	23				\$ 3,450.00
school bus safety	KVOW Radio	Feb. 2015				95	95	190			\$ 400.00
Seat belt	Pitch Engine	FY2015								pkg	\$ 7,000.00
"	Wyo Lifestyle Mag	FY2015							1		\$ 367.00
"	Riverton H.S.	Summer 2015								banner	\$ 750.00
"	Republican Rustler	7/9/2015							1		\$ 243.75
Seat Belt	Jessup Elementary School PTO Golf	Aug-15								banner	\$ 2,500.00
Seat belt	LCCC Volleyball	Aug-Sept 2015								pkg	\$ 1,500.00
Seat belt	Lovell Chronicle	Aug-15							1		\$ 236.25
"	Fremont Broadcasting	Jul-15				308	308				\$ 1,001.00
Seat belt	Big Horn Radio Network	Jul-15				86	86				\$ 320.00
Seat belt	KSIT Radio	Jul-15				39	39				\$ 200.85
"	KMRZ Radio	Jul-15				39	39				\$ 200.85
"	KQSW Radio	Jul-15				39	39				\$ 200.85
"	KRKK Radio	Jul-15				39	39				\$ 70.20
Seat belt	KRAE Radio	Aug. 2015				126	124	2			\$ 246.76
Seat belt	Montgomery - CSNN	Aug-15				21	21				\$ 3,150.00
Seat belt	WYORADIO	Sept. 2015				264	264				\$ 1,989.00

FY2015 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Free TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	KRAE Radio	Sept. 2015				124	124				\$ 246.76
"	Sheridan Elks Youth Rodeo	May-15								banner	\$ 1,500.00
"	KZWY FM	Jul-15				20	20				\$ 135.00
"	KYTI-FM	Jul-15				20	20				\$ 135.00
"	KLQQ-FM	Jul-15				20	20				\$ 135.00
"	KROE Radio	Jul-15				19	19				\$ 128.25
"	Oldies 105.9	Jul-15				19	19				\$ 128.25
Seat Belt	Northern Wyo. Daily News	Aug-15							2		\$ 253.30
"	Powell Tribune	Aug-15								web	\$ 150.00
Seat belt	Powell Tribune	Aug-15							1		\$ 400.00
"	Big Horn Radio Network	Aug-15				336	336				\$ 1,276.63
Winitter driver	Professional Sports Publications	Aug-Sept 2015							1		\$ 4,000.00
Seat Belt	Big Horn Radio	Jul-15				84	42	42			\$ 465.00
Seat Belt	Riverton Ranger	Aug-15							1		\$ 289.00
Seat Belt	Wyo Dist 1 Little League Baseball	Sept. 2015							1		\$ 500.00
Seat Belt	EWC Volleyball Poster	Aug-Sept 2015							1		\$ 300.00
Seat Belt	KPOW Radio	Sept. 2015				51	51				\$ 250.00
Seat Belt	KPOW Radio	Sept. 2015				66	66				\$ 250.00
Seat Belt	Fremont Broadcasting	Sept. 2015									\$ 300.00
Seat Belt	Northern Wyo. Daily News	Sept. 2015							1		\$ 252.49
Seat Belt	KFBC - W.O.W.	Sept. 2015								pkg	\$ 3,300.00
Seat Belt	KFBC radio	Sept. 2015				30		30			\$ -
Seat Belt	Powell Tribune	Sept. 2015							1		\$ 150.00
		Total TV Spots									
		Total Radio Spots									
		Total Print Media									
		Spots		6589	6556	11852	9402	1620	63		\$ 392,746.87



2015

Survey of Seat Belt Use

WYOMING

The protocols implemented for this study are in accordance with the federal guidelines established in 2012, which distinguish it from all prior surveys of seat belt use in Wyoming. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. The 2014 survey analysis is the third survey conducted under the 2012 guidelines for seat belt use in the state of Wyoming



Acknowledgments

DLN Consulting, Inc. expresses appreciation to several individuals who were essential to the completion of this project.

- Lydia DeJesus assisted with project coordination; supervised coding, data entry, and quality assurance procedures; and developed spreadsheets, charts, and graphs.
- Katelin Dukart compiled the data and imported the charts and graphs into the narrative
- Bridget White and Vicky Peterson conducted field monitoring.

Without the dedicated hard work of the people who conducted the field observations, we could not complete this survey:

Derek Bacon, Monty Byers, Tonya Dove, Dawn Edwards, Randi Egley, Jill Ellenbecker,
Melissa Garcia, Dorothy Johnstone, Donna Lucas, Doug Peterson, Kayla Shear, Daleen Sebelius,
Bill Spencer, Melissa Thomasma, Patrick White, Logan Wilson,

Finally, special thanks to the staff of the Wyoming Highway Safety Program, especially, Dalene Call, Highway Service Office Manager, for their support during the project period.

Deb Nelson, DLN President
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Executive Summary

For the 2015 survey of seat belt use in Wyoming, the statistical estimate of seat belt use by vehicle occupants is 79.8 percent with a standard error of 2.3 percent. The 2015 overall estimate is six-tenths of a percentage point higher than the 2014 rate of 79.2 percent. The estimate was based on observations of 24,682 drivers and outboard passengers in 17,913 vehicles. The range of estimated seat belt use across the last four years of Wyoming surveys is less than five percentage points. The observations were collected in sixteen counties, one observer per county, and eighteen sites in each county, for a total of 288 sites, or intersections. The methodology that was employed was that which was approved by the National Highway Traffic Safety Administration in 2012.

In this report, the following is presented:

- A presentation and discussion of the unweighted frequencies for all of the salient variables in the survey. These include information of type of vehicle occupant (driver or passenger), occupant gender, county frequencies, population density, roadway type, day of the week, vehicle type, and vehicle registration status (Wyoming or out-of-state license plates). Consistent with previous surveys, 2015 results show many more drivers than passengers, more male than female vehicle occupants, county frequencies similar to those of prior years, a typical mix of vehicle types, the largest share of observations collected on weekdays, and many more occupants in Wyoming-registered vehicles than in out-of-state vehicles.
- A presentation of the estimates of seat belt use by occupants. Here are some of the findings:
 - Lower rates of seat belt use for drivers than passengers.
 - A higher rate of seat belt use for females than males.
 - Considerable variation among the counties, with the highest rate in Carbon County and the lowest rate in Sweetwater County.
 - Higher rates of seat belt use in rural sites than in urban sites.
 - The highest rate of seat belt use on primary road sites, while local / rural / city sites had the lowest rate of seat belt use.
 - Slightly higher rates of seat belt use on weekends than on weekdays.
 - Relatively high rates of seat belt use for occupants of automobiles, vans and SUVs; much lower rates of seat belt use for occupants in pickup trucks.
 - Higher rates of seat belt use for females in all types of vehicles.

- A higher rate of seat belt use for occupants of vehicles registered with out-of-state licenses than in Wyoming-licensed vehicles.
- A discussion of seat belt rates for drivers and passengers. The differences among drivers and passengers were highlighted, broken down by gender and vehicle type. Generally, females had higher rates of seat belt use than males in all types of vehicles. As in the past, the lowest seat belt rate was found for males in pickup trucks, especially for those very few males who were passengers in pickup trucks.
- A final section of the narrative is devoted to the trends across the four years of Wyoming surveys from the baseline 2012 survey to the 2015 survey. All four surveys share the same methodology and the same sample of counties and sites. Among the highlighted trends are the following:
 - Steady increases in the number of observations, with a smaller increase for the most recent survey.
 - Steady rates of seat belt use in 2012, 2014 and 2015, with a somewhat anomalous high rate in 2013.
 - A stable trend in seat belt use for both males and females, with lower rates for males.
 - Usually higher rates of seat belt use across the years for rural sites than urban sites.
 - Consistently higher rates of seat belt use for occupants of out-of-state vehicles across the four years.
 - Considerable variation in seat belt use within counties, with some substantial variation within the same counties across the years. (We caution here that inferences from the data are tricky because of high standard errors associated with seat belt use in the individual counties across the four surveys.

Finally, the appendix contains many tables that are the source of the graphics and tables presented in the narrative of this report. Those tables serve as references for readers of this report.

Quality Assurance

Observers

All observers participated in training. The training session took place in June 2015 immediately prior to the survey. The training included both classroom instruction and field observations.

Observers participated in testing for an inter-accuracy ratio through participation in a minimum of three observation test sites. Selected test sites represented the types of sites and situations observers could expect to encounter during the actual survey. None of the practice test sites were actual sites in the sample of roadway segments. Observers worked in teams of two, observing the same vehicles but recording the observations independently on separate observation forms. Teams rotated throughout the field training to ensure that each observer was paired at least three times with a different partner. Each observer recorded type of vehicle, seat belt use, and gender data during the tests. The average inter-accuracy ratio for all observers after testing was 96.5 percent, higher than the 85 percent required by the methodology.

At the conclusion of the training, observers and quality control monitors received a post-training quiz to ensure they understood the survey terminology, the data collection protocols, and the reporting requirements. The average score for all observers after testing was 91.3 percent, significantly higher than the required 80 percent.

The non-response rate for data collected in the field was monitored with a result of 0.7 percent, well below the required ceiling of 10 percent.

Data Compilation

iPads were used to collect the 2015 seat belt survey, which required an iPad and survey tool training segment. The observers received basic iPad training related to the functions, features, and maintenance. All iPads were preloaded with the 2015 Seat Belt Survey data collection tool. All the observers and quality control staff received training on the individual components of the application in audio, visual, and tactile format. On day one each of the training participants were provided a period to practice using the program during the training session. After practicing in the classroom, the observers had an opportunity to complete a mock data collection period. On day two, the observers completed four data collection sessions. Three of the four data collection sessions were used to calculate their individual inter-accuracy ratios.

Introduction

During the week of June 8th to the 14th, 2015, sixteen observers were dispatched to the 18 sites in each of the sixteen counties, 288 sites in all, to collect observations of seat belt use by drivers and outboard, front seat passengers. Each observer was instructed to follow the specific directions and protocols that were part of their training. There were two veteran observers whose primary role was to conduct quality assurance reviews at randomly determined sites throughout the week of the survey. Additionally, two observers were trained so they could step in as alternate observers, if necessary.

This year, 2015, was the second year that observers recorded their observations directly into their iPads, bypassing paper and pencil records. As was the case in 2014, data was directly submitted electronically to the staff at DLN Consulting, Inc. DLN staff exported the data into Excel spreadsheets for drivers, passengers, and all vehicle occupants. Next, the data were imported into the *Statistical Program for the Social Sciences, v.20.0* (SPSS) software that was used to analyze the results. Throughout these processes, the data were reviewed to identify and “clean” any data errors. Once cleaned and in SPSS, the files for the drivers, passengers and total occupants received variable names, value labels for the categories of each variable, missing value codes, and other identifying information necessary to complete the data analysis. In addition, the sampling procedures and sample probabilities associated with each site became part of the “sampling plan” used to produce estimates of seat belt use. These estimates take into account the probabilities associated with each observation within each site and county in the data set. The “sampling plan” became part of the SPSS “Complex Samples” Module, which permitted the calculation of accurate, weighted estimates of seat belt use for Wyoming in 2015.

The weighted estimates of seat belt use are the most important part of this report. However, the unweighted frequencies are presented first to provide context for the estimates. The contextual variables include information like type of vehicle occupant (driver or passenger), occupant gender, vehicle type, urban or rural population density, and so on. Since these frequencies are unweighted and do not account for sampling probabilities, they are presented primarily for the purposes of full disclosure. The reader should be careful to avoid inferences from the unweighted frequencies because they do not take into account the probabilities that standardize the results and make them comparable to other surveys of seat belt use.

The weighted estimates, which take into account the effects of sampling probabilities, are reported next. In addition to the overall results on seat belt usage, including measures of standard error and statistical confidence intervals, the estimates are also presented within the categories of the contextual variables that are relevant for the assessment of seat belt use. Throughout, this narrative will attempt to provide commentary and graphics that are intended to elucidate and clarify the numbers.

Overall Estimate, with Standard Error and Confidence Intervals

The overall estimate of seat belt use in Wyoming 2015 is 79.8 percent. This estimate is based on observations of 24,682 vehicle occupants, which include drivers and outboard passengers. The estimate is a product of weighting the actual observations by the sampling probabilities associated with each observation. For the remainder of the occupants, 19.6 percent were not wearing seat belts, and observers were not sure of seat belt use for six-tenths of one percent of the vehicle occupants. The 24,682 observed vehicle occupants included 17,913 drivers and 6,769 passengers.

Statistical calculations produced a standard error of 2.3 percent for the vehicle occupants, which is less than the allowable standard error of 2.5 percent. Additional calculations show the 95 percent confidence intervals at a low estimate of 68.3 percent and a high estimate of 87.9 percent belted.

Table 1 presents these results.

Table 1: Occupant Belt Use in Wyoming, 2015

		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
Percent of Total	Belted	79.8%	2.3%	68.3%	87.9%	19,613
	Not Belted	19.6%	2.3%	11.5%	31.2%	4,900
	Unsure	0.6%	0.0%	0.6%	0.6%	169
	Total	100.0%				24,682

Observers

The quality of any data depends on the accuracy of the recorded observations. As in previous Wyoming surveys, the observers for the 2015 study were trained, monitored, and the accuracy of their observations was evaluated by quality control measures. The skills of the observers were harnessed by the directions and protocols that guided their data collection. These observers always had access to DLN staff whenever issues arose. Their progress was monitored by DLN staff.

The following table identifies each observer, his or her assigned county, and the number of observations each observer recorded. The average number of observations for 2015 was 1,543 vehicle occupants, but there was a considerable range due to the relative traffic in each county. The largest number of observations occurred in Teton County with 3,824, and the lowest number was 516 in Big Horn County.

Table 2: Observers by County of Observations, Wyoming 2015

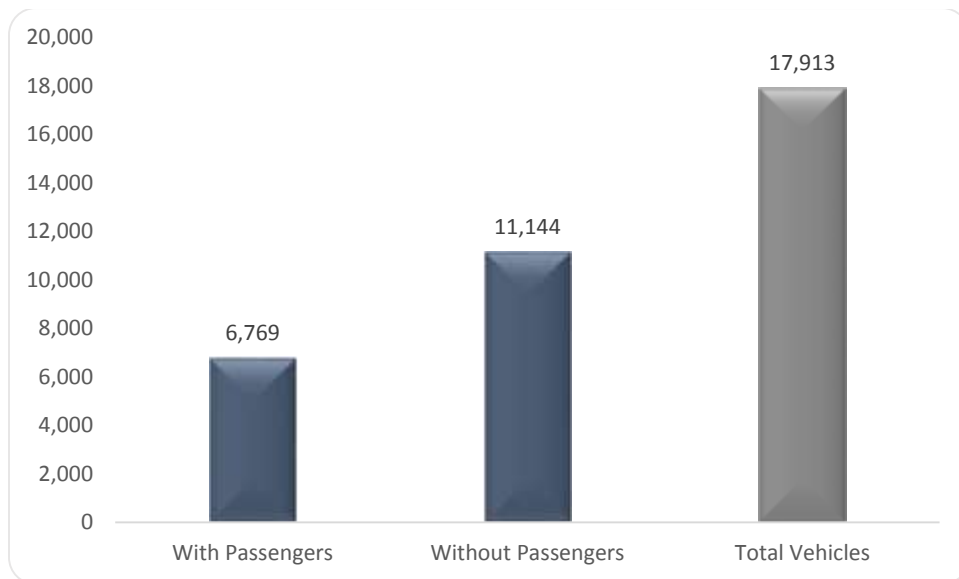
Observers	County	Observations	Percent
Monty Byers	Albany	1,761	7.1%
Dorothy Johnstone	Big Horn	516	2.1%
Daleen Sebelius	Campbell	2,204	8.9%
Bill Spencer	Carbon	1,383	5.6%
Melissa Garcia	Fremont	1,145	4.6%
Derek Bacon	Johnson	1,873	7.6%
Patrick White	Laramie	728	2.9%
Dawn Edwards	Lincoln	1,385	5.6%
Donna Lucas	Park	1,664	6.7%
Jill Ellenbecker	Natrona	1,011	4.1%
Doug Peterson	Platte	1,695	6.9%
Logan Wilson	Sheridan	1,267	5.1%
Tonya Dove	Sublette	598	2.4%
Kayla Shear	Sweetwater	1,836	7.4%
Melissa Thomasma	Teton	3,824	15.5%
Randi Egley	Uinta	1,792	7.3%
	Total	24,682	100.0%

Frequencies

This section presents the *unweighted* frequencies for the vehicle occupants. These “raw” frequencies do not take into account the adjustments made for sampling probabilities. As a result, they do not constitute accurate estimates of seat belt use and are likely to be misleading, which suggests that readers should be cautious about generalizing from these frequencies. In order to avoid those errors of inference, the percentages were typically excluded from these tables, although there is at least one table where percentages are not misleading; i.e., the first table presented in this section.

Observers recorded observations of seat belt use for occupants of 17,913 vehicles. For nearly two-thirds of the vehicles, there were no outboard passengers. Passengers were present in 6,769 vehicles, which is also the total number of passengers observed. Figure 1 illustrates these results.

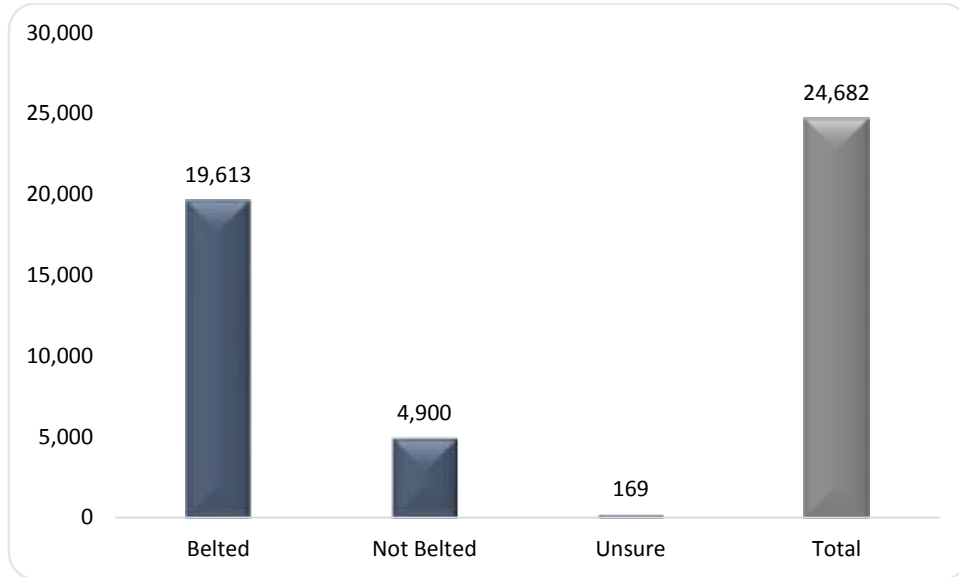
Figure 1: Frequencies with and without passengers



Occupant Belt Use:

For the 24,682 vehicle occupants, 19,613 were observed as wearing seat belts; 4,900 were not belted, and observers were unsure about the belt use of 169 vehicle occupants. There were 959 more vehicle occupants observed for the 2015 survey than there were in 2014 (23,723), but the frequencies were generally comparable for the last two years. Figure 2 illustrates these frequencies.

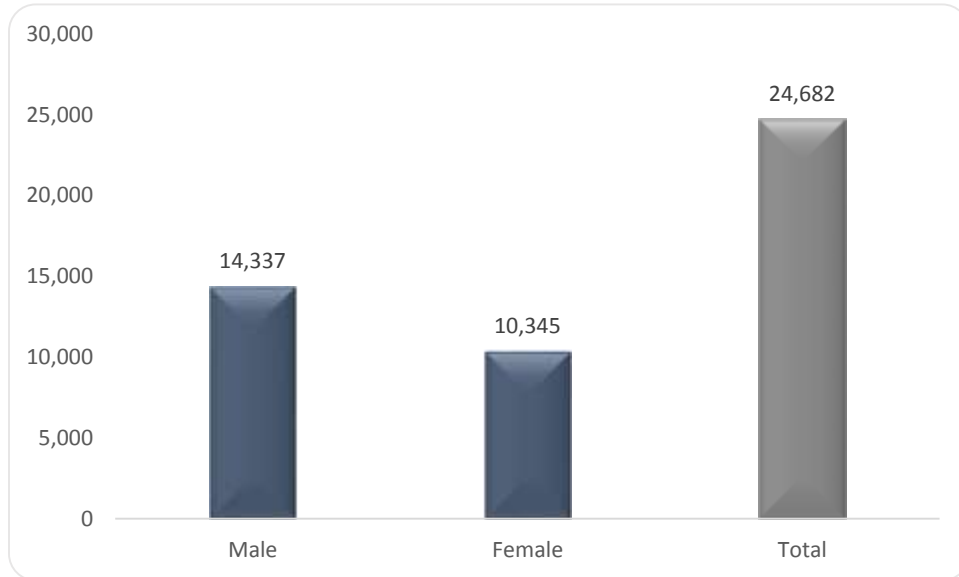
Figure 2: Frequencies by Occupant Belt Use



Occupant Gender:

Observers identified 14,337 male and 10,345 female vehicle occupants. Observers did not identify any instances in which they were unsure of the occupants' gender. See the following chart for a visual representation.

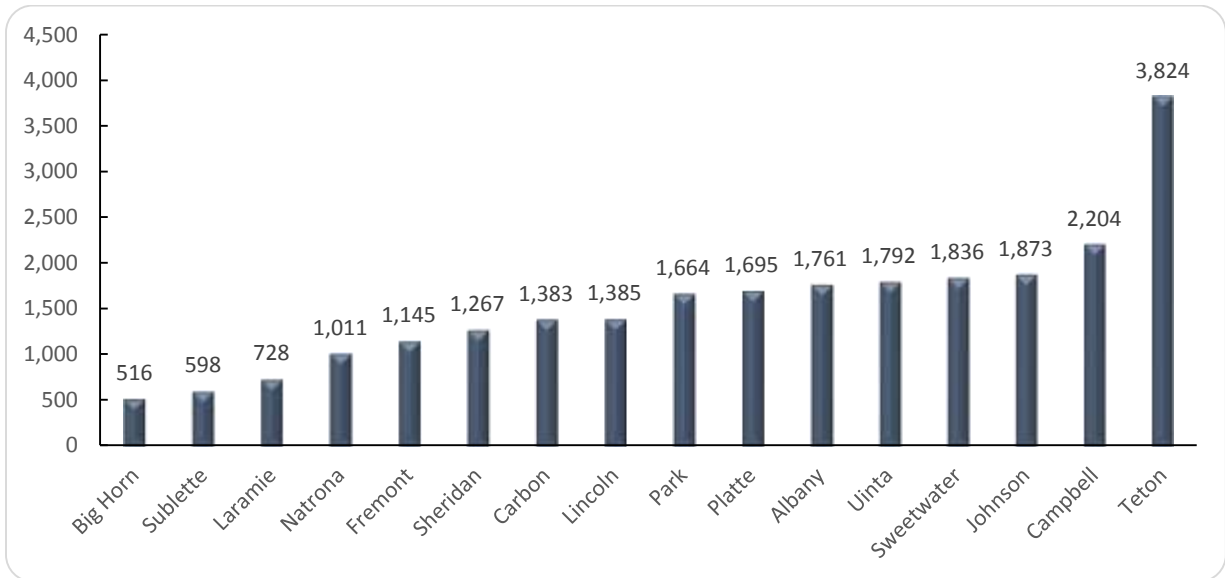
Figure 3: Frequencies by Occupant Gender



County Frequencies:

Observations were collected in all of the sixteen counties. The average number of observations was 1,543 vehicle occupants per county, but there was considerable variation among the counties. The range was from a low of 516 observations in Big Horn County to a high of 3,824 observations in Teton County. Counties with above average observations included Albany, Campbell, Johnson, Park, Platte, Sweetwater, Teton, and Uinta Counties. Big Horn (516), Laramie (728), and Sublette Counties each had fewer than a thousand observations. Figure 4 illustrates the frequencies by county.

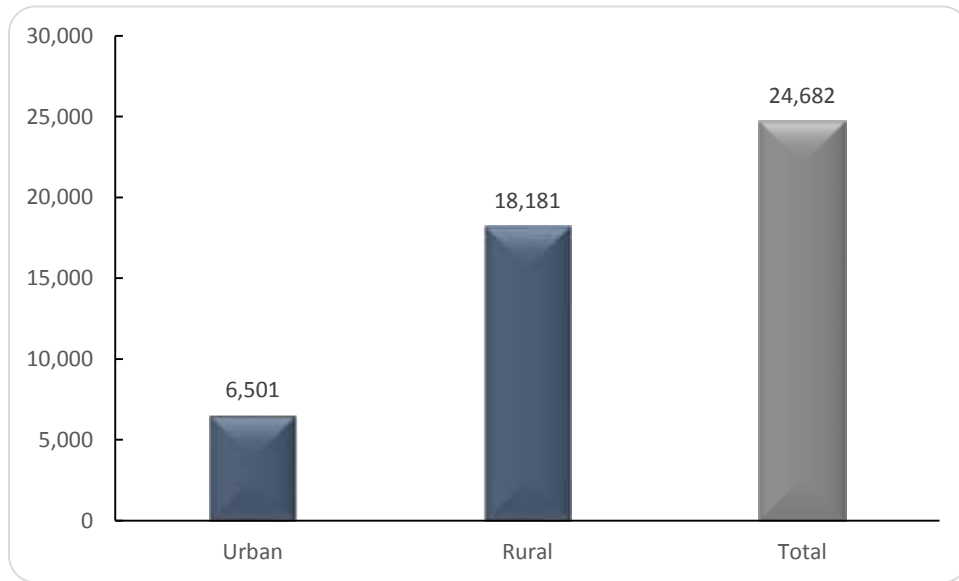
Figure 4: Frequencies by County



Population Density:

In Wyoming, sites with fewer than 5,000 residents were defined by the state as *rural*, while *urban* sites have a population of more than 5,000. Given these definitions, the great majority of sites are rural, and most of the observations were collected within those rural sites. For this 2015 survey, 18,181 observations were collected in rural sites and 6,501 were collected in urban sites. These results reflect the sparsely populated, rural character of Wyoming. Figure 5 illustrates the results for population density.

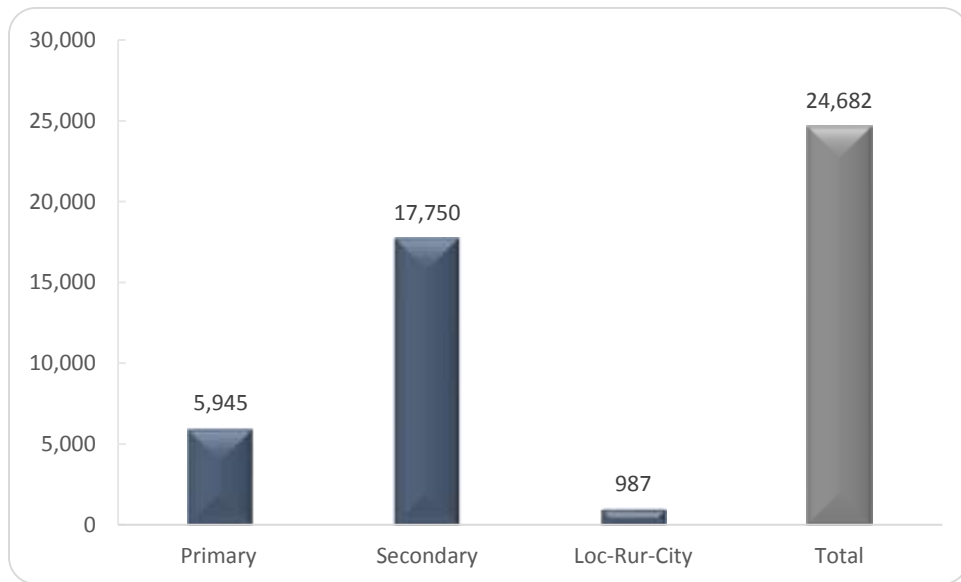
Figure 5: Frequencies by Population Density



Roadway Type

The type of roadway associated with each site is one of the factors that influence the sampling process. The three types of roadway in the sample are primary roads, which generally include four-lane highways and interstates; secondary roads, which are mostly federal and state-maintained highways, and local roadways, which are mostly local roads and city streets. As is typical for the Wyoming seat belt use surveys, most of the observations are collected from secondary roadways, and that is true for the current survey: 17,750 observations from secondary roadways, 5,945 observations from primary roadways, and 987 observations from local, rural, and city roadways. Figure 6 illustrates these results.

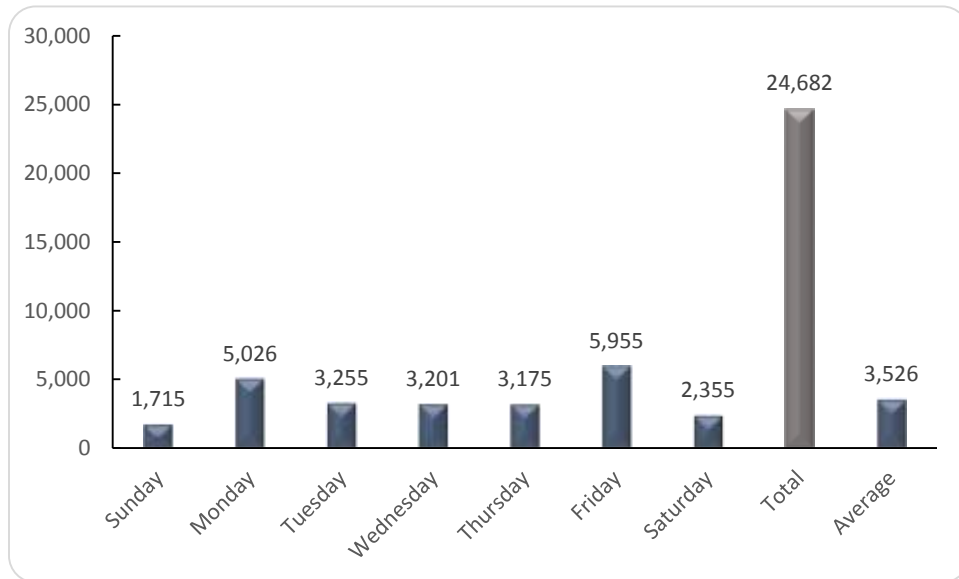
Figure 6: Frequencies by Roadway Type



Weekday:

Observers collect data across all seven weekdays. For the 2015 survey, the largest numbers of observations were collected on Monday (5,026) and Friday (5,955). These were the only two weekdays with a higher than average (3,526) number of observations per day. Saturday and Sunday were the two days with the fewest number of observations. These results are very similar to the results for the 2014 survey. Figure 7 illustrates the frequencies by day of the week.

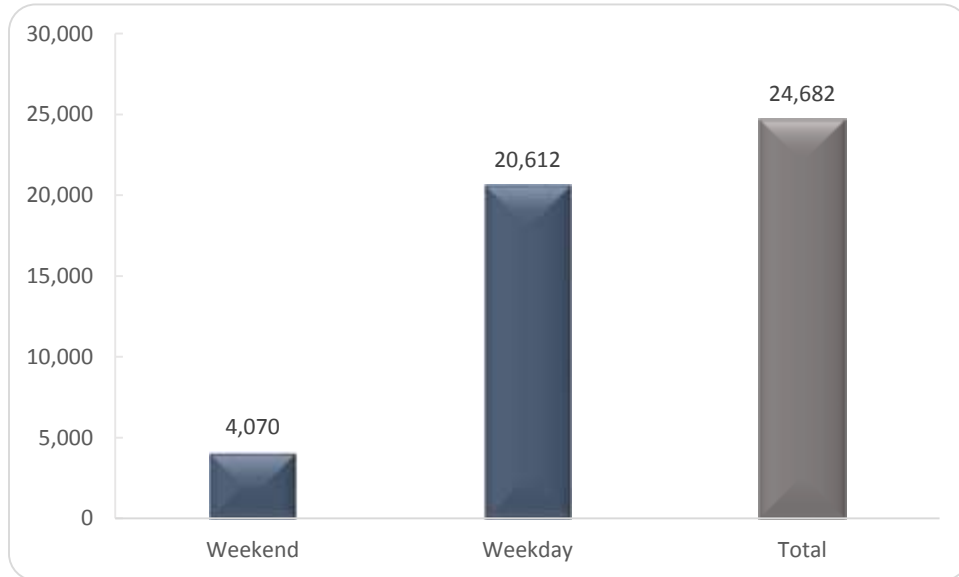
Figure 7: Frequencies by Day of Week



Weekday and Weekend:

For the purposes of illustration, we collapsed the categories for day of week into Saturday and Sunday for the “weekend,” and called the rest of the days “weekdays.” The following chart adds emphasis to the finding by day of the week: 20,612 observations were collected on weekdays, while 4,070 observations were collected on the weekend.

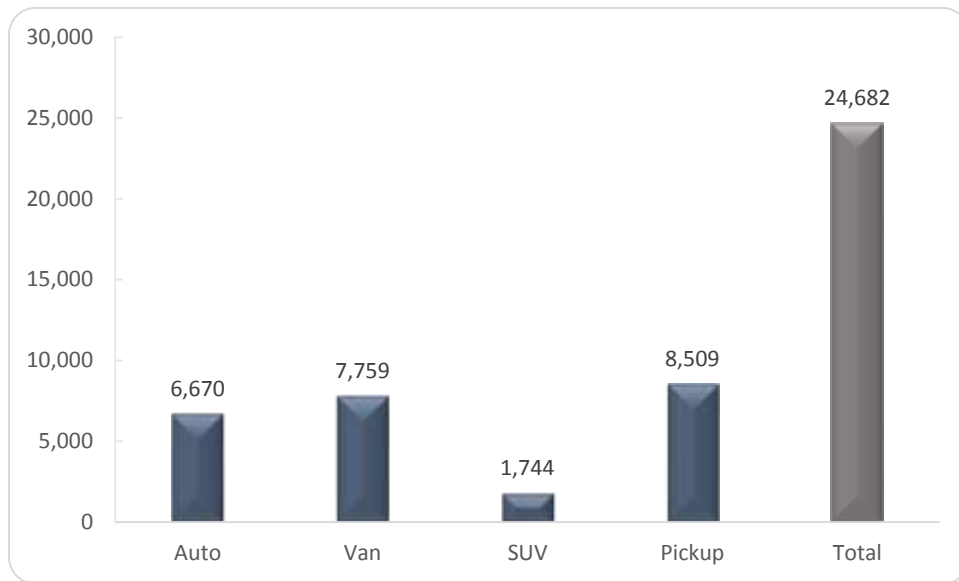
Figure 8: Frequencies by Weekend and Weekday



Vehicle Type:

Automobiles and pickup trucks are usually the most common vehicles observed in Wyoming seat belt use surveys. For the current 2015 survey, pickup trucks remained the most common vehicles carrying occupants, but vans surged ahead of automobiles as the second most common carrier. The difference is not enormous – 1,089 more occupants in vans than in automobiles, out of 24,682 vehicle occupants – but it does suggest a possible trend in vehicle types that bear watching. Occupants of SUVs were 1,744 for 2015, which is close to the number in SUVs observed in 2014 (1,783). In general, the pickup truck has been and still is the most common carrier of vehicle occupants in Wyoming. It is noted here that vans may be replacing automobiles as common carriers in Wyoming. Figure 9 illustrates these results.

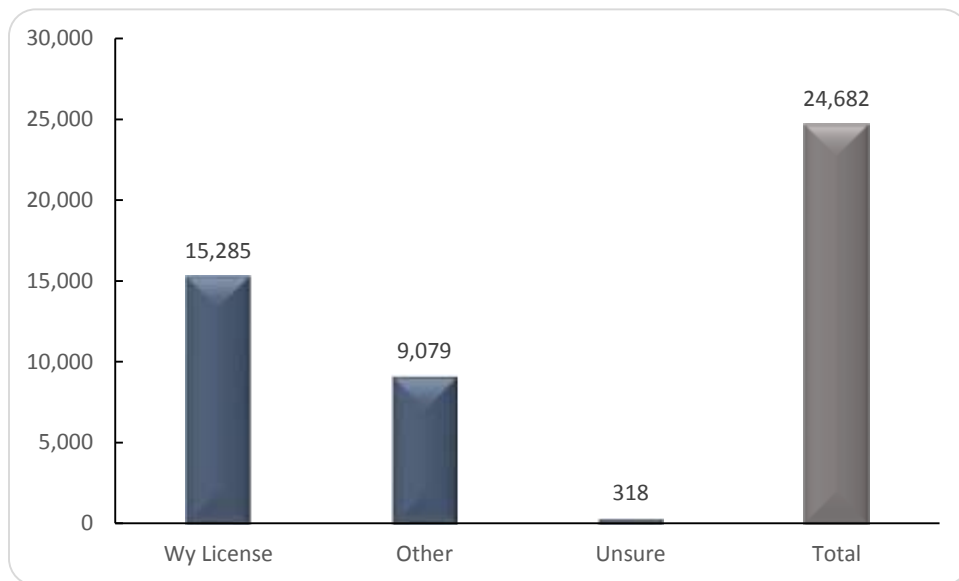
Figure 9: Frequencies by Vehicle Type



Vehicle Registration:

Observers noted whether vehicle occupants were in vehicles with license plates registered in Wyoming or out-of-state vehicles. As expected, and typical of previous years, most of the occupants were in Wyoming vehicles (15,285). “Other” is the code used for out-of-state vehicles, and 9,079 occupants were in those vehicles. Observers were unsure of the license type for 318 vehicles. These results are similar to those in previous surveys. Figure 10 illustrates the frequencies by license type.

Figure 10: Frequencies by Registration Type



Frequencies by Observer:

In the accompanying table, there is a listing of the number of observations collected by each observer. While there may be some differences among observers, most of the variation by observer is due to the variation in the traffic in the counties to which the observer was assigned. Because there was one observer for each county, the frequencies by observer are parallel to the observations by county. Figure 11 illustrates the frequencies by observer.

Table 3: Observers by County and Frequency of Observations, Wyoming 2015

Observers	County	Observations
Monty Byers	Albany	1,761
Dorothy Johnstone	Big Horn	516
Daleen Sebelius	Campbell	2,204
Bill Spencer	Carbon	1,383
Melissa Garcia	Fremont	1,145
Derek Bacon	Johnson	1,873
Patrick White	Laramie	728
Dawn Edwards	Lincoln	1,385
Donna Lucas	Park	1,664
Jill Ellenbecker	Natrona	1,011
Doug Peterson	Platte	1,695
Logan Wilson	Sheridan	1,267
Tonya Dove	Sublette	598
Kayla Shear	Sweetwater	1,836
Melissa Thomasma	Teton	3,824
Randi Egley	Uinta	1,792
	Total	24,682

Other Variables:

Additional information was collected about observations, but it has not usually been included in the narrative of the report. (Note that all the frequency tables are presented in full in the appendix to this report.) One such variable is the direction in which the vehicles travel for the site. Generally, the vehicles heading west and south had a slight edge over the other directions in the 2015 survey, but there did not seem to be any systematic differences by direction.

Another variable is the number of lanes covered by the observer in any given site. For the 2015 survey, almost equal numbers of occupants were observed across one lane or two lanes. The former, one lane, typically means a two-lane highway and the observer is collecting data going in one direction. For “two lanes,” the most common situation is that the observer is collecting observations from two lanes of a four-lane highway. No observers collected data across three or four lanes, which can occur in more urban, “freeway” sites.

In addition, the frequencies by the time of day and the observers’ classification of weather conditions when data was collected are presented in the appendix at the end of this report.

Vehicle Type by County

It is common to find a large number of vehicle occupants in pickup trucks in Wyoming. In this year’s survey, over a third of the vehicle occupants, 34.5 percent, were observed in pickups. On the other hand, occupants in pickups were more common in some counties than in others. For example, the number approached half of the vehicle occupants in Campbell County (46.6 percent) and Sublette County (45.1 percent). The lowest proportion of occupants in pickup trucks was found in Teton County (25.4 percent), and even in Teton County, one-in-four vehicle occupants was in a pickup truck.

These results are presented here because they provide some context for estimated seat belt use for occupants of different vehicle types. For example, a county with a high number of occupants in trucks and a low percentage of belted occupants in pickups, may wish to emphasize these characteristics in any educational campaigns to increase seat belt use, i.e., to target this demographic.

Table 3 illustrates the results by vehicle type and county.

Table 4: Frequencies of Vehicle Types by County, Wyoming 2015

County	Vehicle Type				Total	Percent Pickups
	Auto	Van	SUV	Pickup		
Albany	553	484	132	592	1,761	33.6%
Big Horn	124	152	30	210	516	40.7%
Campbell	545	578	139	942	2,204	42.7%
Carbon	356	443	88	496	1,383	35.9%
Fremont	329	352	66	398	1,145	34.8%
Johnson	477	507	144	745	1,873	39.8%
Laramie	199	269	38	222	728	30.5%
Lincoln	302	439	95	549	1,385	39.6%
Natrona	270	363	52	326	1,011	32.2%
Park	505	440	97	622	1,664	37.4%
Platte	413	631	97	554	1,695	32.7%
Sheridan	394	310	163	400	1,267	31.6%
Sublette	106	192	34	266	598	44.5%
Sweetwater	589	483	100	664	1,836	36.2%
Teton	951	1,617	353	903	3,824	23.6%
Uinta	557	499	116	620	1,792	34.6%
Total	6,670	7,759	1,744	8,509	24,682	34.5%
Average	417	485	109	532	1,543	34.5%

Estimates of Occupant Seat Belt Use

In this section, the estimates of seat belt use were reported for the 2015 Wyoming survey. These estimates were calculated after the data are statistically weighted to take into account sampling probabilities associated with each site in the survey. The estimates were presented for each of the major variables and the categories within those variables.

Note that frequencies are not reported in this section, for the same reason percentages were not reported for the prior section on frequencies. Either is likely to be misleading because of the weighting process. Note also that the percent of seat belt use is synonymous with the “rate” of seat belt use in the language of this report.

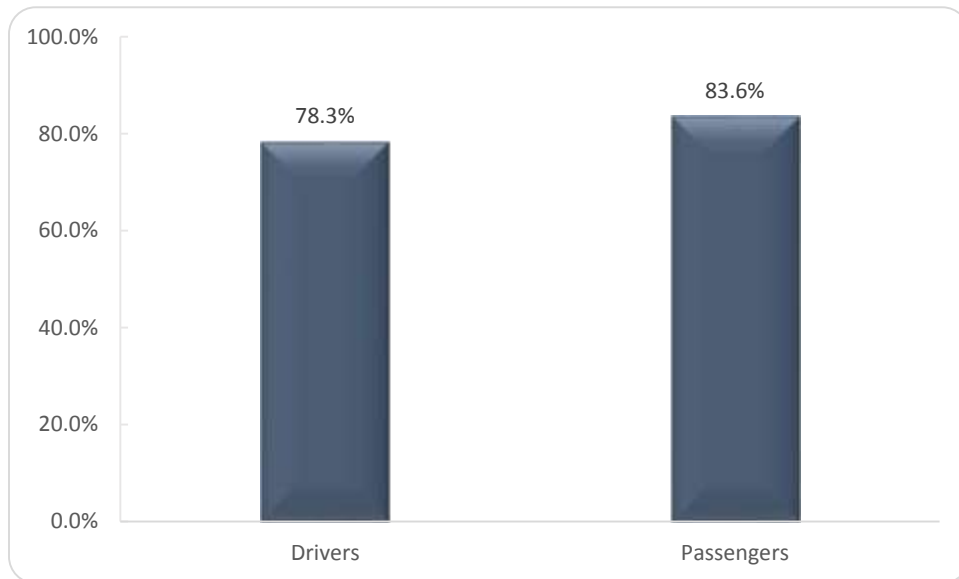
Type of Vehicle Occupant:

Usually, passengers have had a higher rate of seat belt use than drivers have, and this was true for 2015: 78.3 percent of drivers and 83.6 percent of passengers were observed as belted, a difference of 5.3 percentage points. In 2014, the rate for passengers was 6.0 points greater.

Observers were very seldom “unsure” about the seat belt use of vehicle occupants. In most instances, the “unsure” category amounted to less than 1.0 percent. In keeping with the editorial decision for last year’s report, the small number of “unsure” observations will not be reported in the discussion of the estimates. However, they will be reported in the full tables that appear in the appendix to the narrative.

The following chart illustrates the seat belt use by type of vehicle occupant.

Figure 11: Percent Belted by Occupant Type

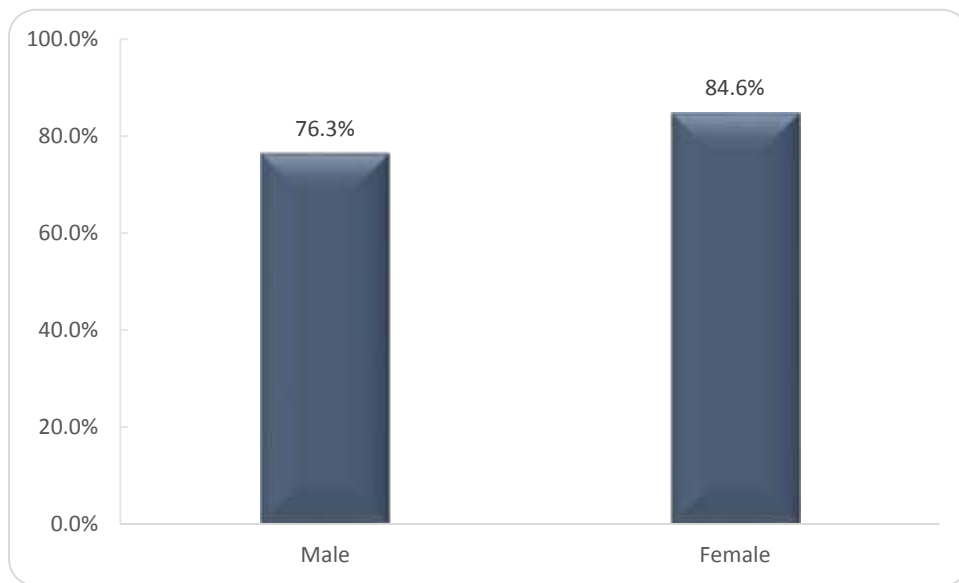


Occupant Gender:

The estimated seat belt use for females in 2015 was 84.6 percent, compared to 76.3 percent for males, a difference of 8.3 percentage points. In 2014, the difference was 10.1 points, while in 2013 the difference was 6.6 percentage points. While the differences vary across the years by small amounts, these results are consistent with the general finding across many surveys in Wyoming, and in other states, that females are more likely to wear seat belts than males.

Figure 13 illustrates the results for the estimates of seat belt use by occupant gender.

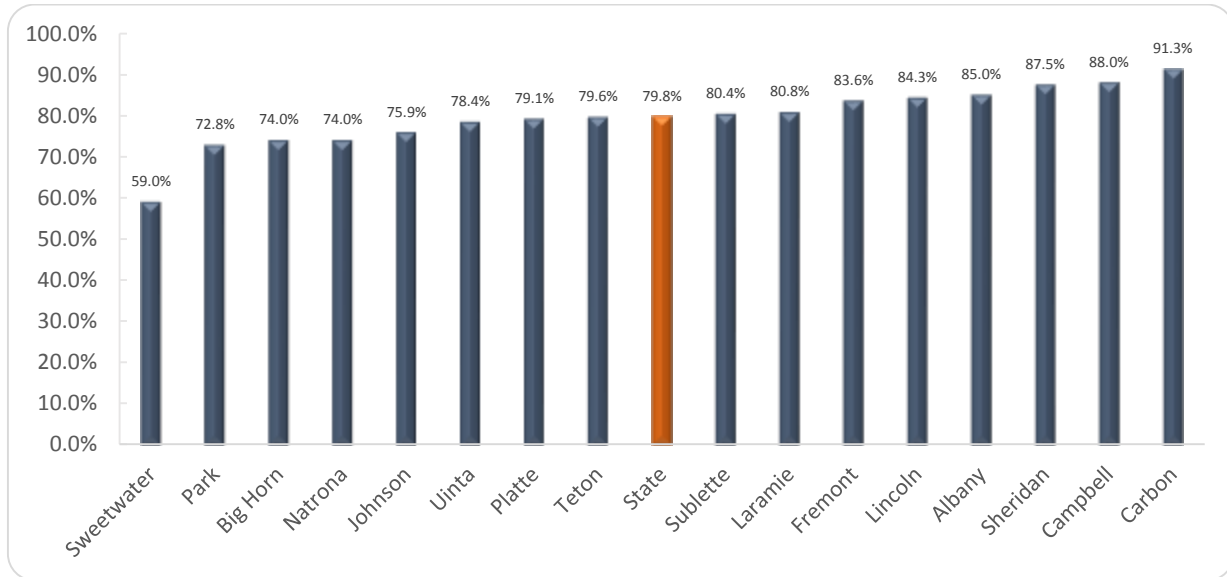
Figure 12: Percent Belted by Occupant Gender



Seat Belt Use by County:

Figure 14 demonstrates the estimates of seat belt use for each of the counties, ranked in ascending order of the seat belt rate.

Figure 13: Percent Belted by County of Observation



The county with the highest rate of seat belt use was Carbon (91.3 percent belted), followed by Campbell (88.0 percent), Sheridan (87.5%), Albany (85.0%), and Lincoln (84.3%). These “top five” counties in occupant seat belt use were all well above the overall average of 79.8 percent belted. The lowest rate, by a considerable margin, was found in Sweetwater County (59.0%).

It should be noted that there is greater variation in rates of seat belt use by county than for any other major variable in the Wyoming surveys. For example, Carbon County was close to the middle of the counties in seat belt use for 2014, while Sheridan had the lowest rate of seat belt use in 2014. Similarly, we have usually found that Teton County has a very high rate of seat belt use in the low to high ninety percent rate, while this year the rate is 79.6 percent, which is below the statewide average (79.8%).

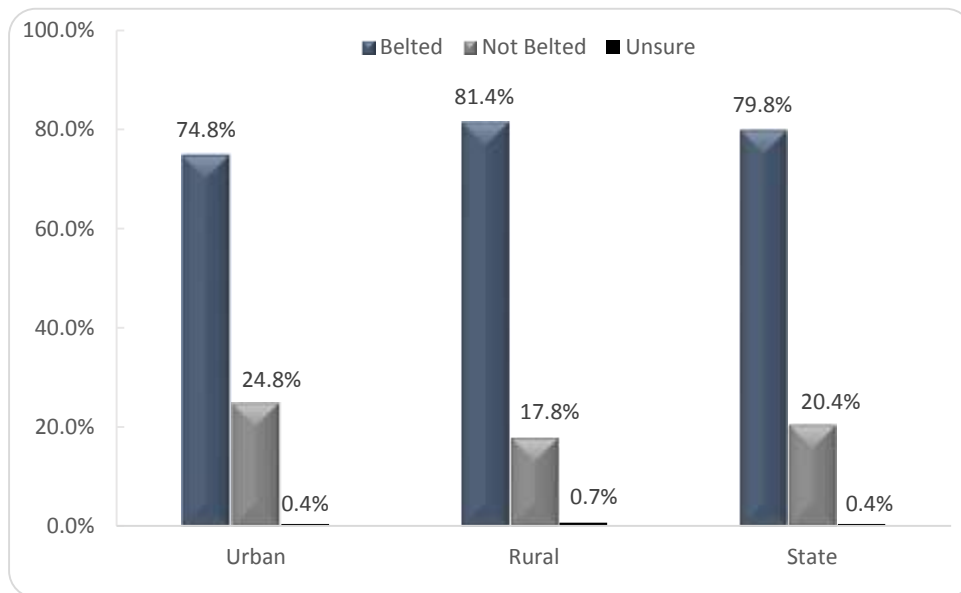
We have no special knowledge of why seat belt use rates should be so different among the counties from one year to the next, other than to suspect that much of the variation may be due to the particular variations in traffic at different times and days of observation. There may be any number of factors that may produce this variation, perhaps known by those state and county officials who have a more intimate knowledge of the different counties. It has been noted in past reports that the variation by counties may affect the standard error for the survey, and this year’s standard error is at 2.3 percent, still acceptable, but higher than in last year’s survey.

The most important point may be that, aside from some unexpected changes in county rates, the great bulk of the results are much more similar than different across the surveys and for almost all the categories of the variables that were measured in the survey. It is likely that the variation across the years by county are due to factors that are unknown or are not measured in our correlational surveys.

Seat Belt Use by Population Density¹

For the 2015 survey, 74.8 percent of vehicle occupants in urban areas were observed wearing seat belts; this is 5 percent less than the overall seat belt rate of 79.8 percent. For the rural areas, the estimated rate of seat belt use was 81.4 percent. While the rural rate is only 1.6 percentage points greater than the overall rate, it has the statistical effect of raising the overall rate. This occurred because nearly 75 percent of the vehicle occupants were observed in rural sites, which are, by far, the most common sites in Wyoming. The following chart illustrates the relationship between population density and seat belt use for 2015 in Wyoming.

Figure 14: Percent Belted by Population

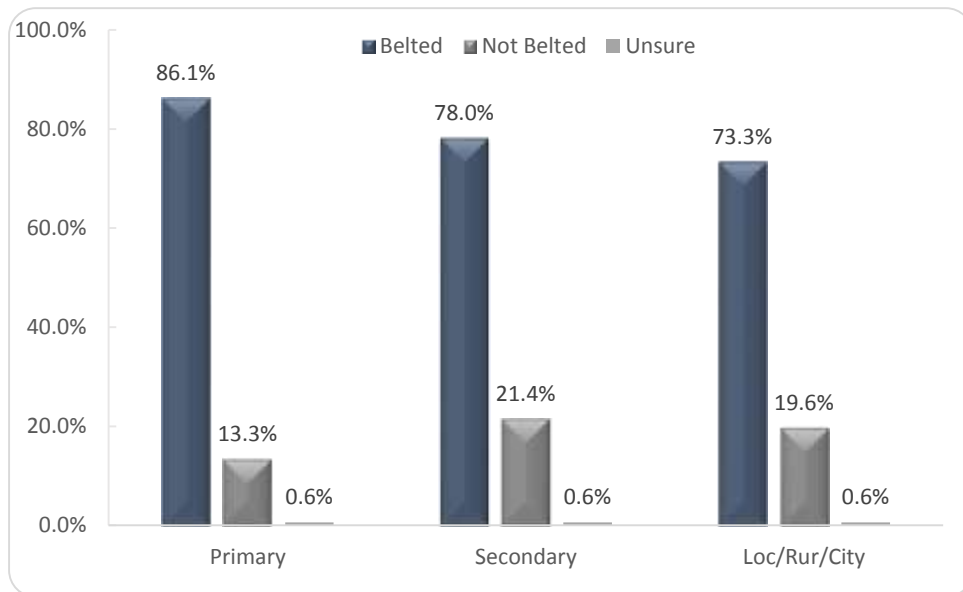


¹ Please recall that, in Wyoming, a site that has less than 5,000 residents is defined as rural, while sites with more than 5,000 residents are considered urban.

Roadway Type

The rates of seat belt use for vehicle occupants are 86.1 percent for observations on primary roadways, 78.0 percent on secondary roadways, and 73.3 percent on local/rural/city roadways. Most of the overall rate is determined by vehicle occupants observed on secondary roads because they represent about seven out of every ten vehicle occupants in the sample. A note about the highest rate found for occupants on primary roadways: the primary roadways include four-lane highways and interstates where seat belt use tends to be higher in every seat belt use survey DLN has conducted. The chart that follows illustrates seat belt use by roadway type.

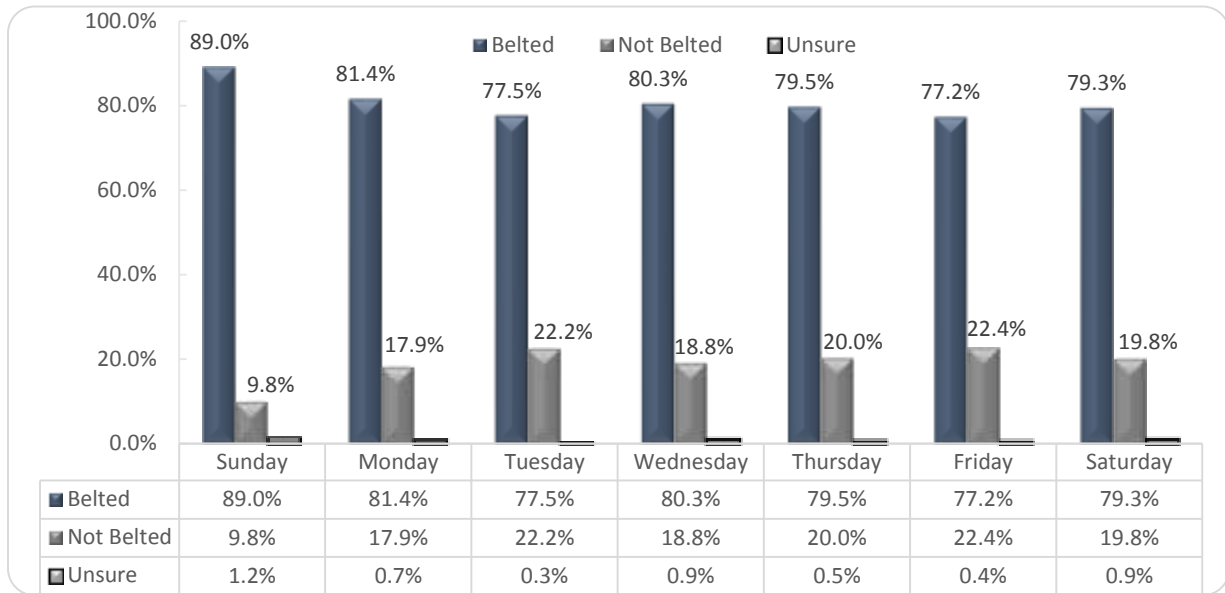
Figure 15: Percent Belted by Roadway Type



Seat Belt Use by Weekday

For all vehicle occupants, front seat and outboard passenger seat occupants, 89.0 percent of those observed on Sunday were belted, the highest rate by day of the week. The next highest rates were for observed occupants on Monday (81.4%) and Wednesday (80.3%). Occupants observed on the rest of the weekdays all have rates below the overall rate of 79.8 percent. The days with the lowest rates were Tuesday (77.5%) and Friday (77.2%). Figure 17 illustrates these results.

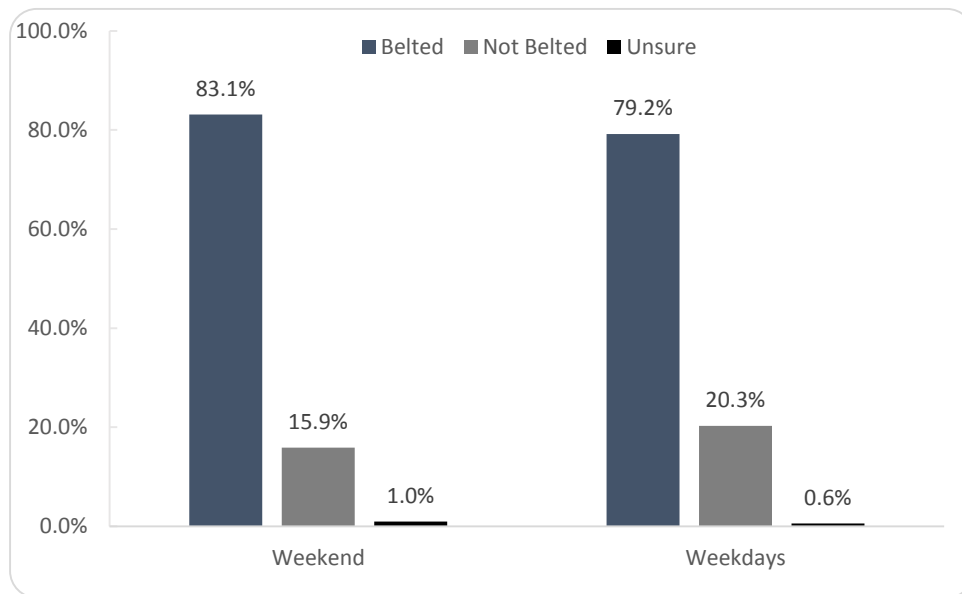
Figure 16: Percent Belted by the Day of the Week



Weekdays and Weekend

To simplify matters, the data were collapsed into two categories, weekdays, and the weekend. This assumes that the major difference by day of the week involves different patterns of traffic and seat belt use on weekends, as distinct from weekdays. For 2014, the difference between the seat belt rates on weekdays was 3.3 percentage points lower than on the weekend; for 2015, the difference was 3.9 points. In both cases, the seat belt rate was higher on weekends, but the relatively low differences suggest that the day of the week was not a major factor affecting seat belt use. Here are the results for 2015, illustrated by a bar graph.

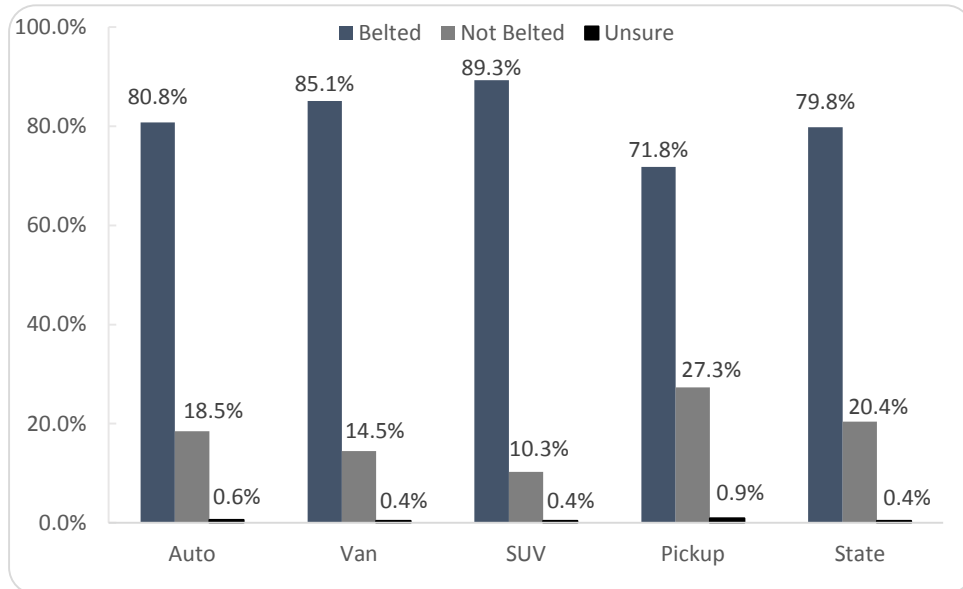
Figure 17: Percent Belted by Weekdays vs. Weekend



Seat Belt Use by Vehicle Type

For 2015, just as in 2013 and 2014 in Wyoming, seat belt use rates were higher for vehicle occupants in automobiles, vans and SUVs than for vehicle occupants in general. Occupants of pickup trucks had a much lower rate of seat belt use for each year, which has the effect of pulling down the overall rate. For 2015, the occupants of automobiles had a rate of 80.8 percent; for vans, 85.1 percent; for SUVs, 89.3 percent. The seat belt use rate for occupants of pickup trucks in 2015 is 71.8 percent. That rate is 17.5 percentage points lower than the rate in SUVs, 13.3 points lower than the rate in vans, and 9 points lower than the rate in automobiles. The significance of these figures derives from the low rate of seat belt use in pickups and the fact that more than one-third of the vehicle occupants were observed in pickup trucks. The following chart illustrates seat belt use by vehicle type.

Figure 18: Percent Belted by Vehicle Type

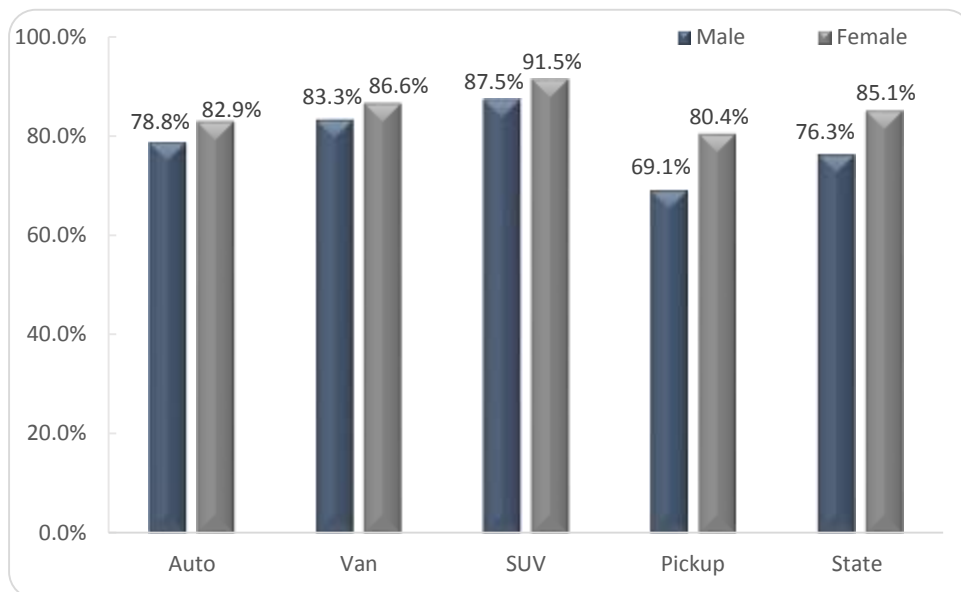


Gender and Vehicle Type

Female vehicle occupants had higher rates of seat belt use than males for every vehicle type. The overall difference for men (76.3 percent) and women (85.1 percent) was 8.8 percent, and that difference was reflected in the specific differences by vehicle types: autos, 4.1 percentage points; vans, 3.3 points; and SUVs, 4.0 points. But notice that these differences are not particularly large until pickup trucks are included: the female seat belt use rate for females in pickups was 80.4 percent, while the pickup rate for males was 69.1 percent, a difference of 11.3 percentage points. It is true that the rates across vehicle types were higher for females, but parallel to the male rates, except that the gap increased significantly for pickups. This has been a relatively consistent finding across several years of surveys, just as in 2015. It is noteworthy to point out that men represented more than three-fourths of the pickup truck occupants in the survey. Even though women had above average seat belt use in pickups, their use was not able to offset the lower rate and larger sample size of males in pickups.

Figure 20 illustrates the rates of seat belt use by gender and vehicle type.

Figure 19: Percent Belted by Vehicle Gender



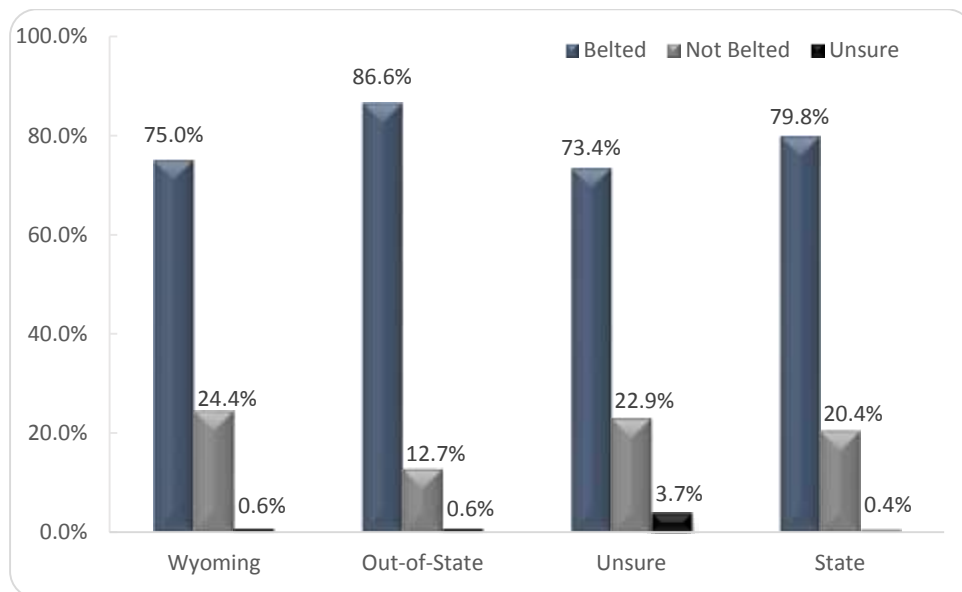
Vehicle Registration Type

As noted before, observers classified vehicles as registered in Wyoming or out-of-state. In some cases, they were unsure of the state registration. In past surveys, it was found that vehicle occupants of Wyoming-licensed vehicles had lower rates of seat belt use. This was also true for 2015.

Occupants of Wyoming-licensed vehicles were belted at a rate of 75.0 percent, while occupants of out-of-state vehicles were belted at a rate of 86.6 percent, a difference of 11.6 percentage points. Although the out-of-state rate tended to increase the overall rate, the effect was limited in that more than six of every 10 occupants were observed in Wyoming vehicles. Relatively speaking, Wyoming likely has a significant number of visitors than may be found in some other states, especially in areas with national parks. It could be likely that many of those visitors are from states with primary seat belt laws, which tend to increase habits of seat belt use. Still, the rate of seat belt use by occupants of Wyoming vehicles is likely the most significant factor in the survey.

Figure 21 illustrates the results of seat belt use by license type.

Figure 20: Percent Belted by Registration Type

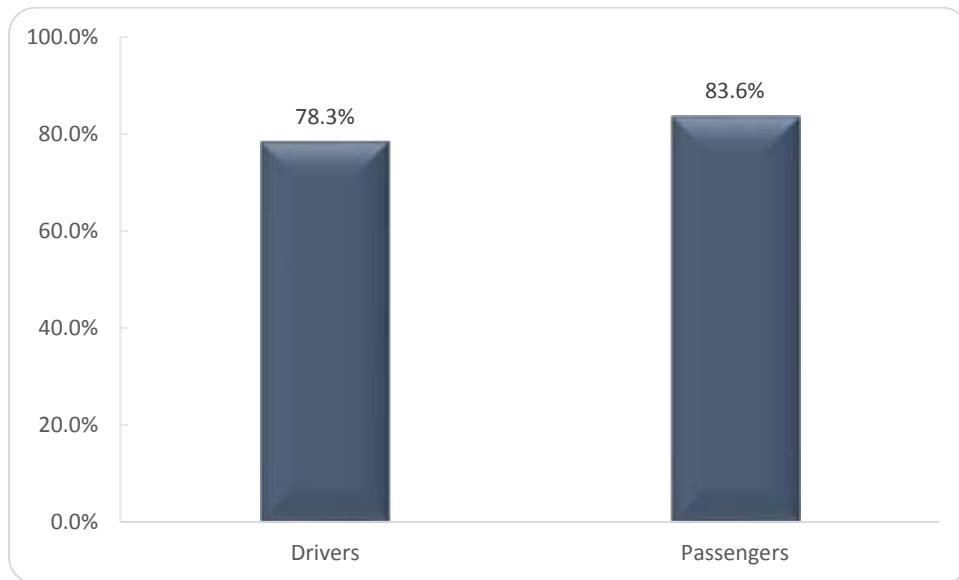


Estimates of Seat Belt Use for Drivers and Passengers

In previous reports, results have been presented separately for drivers and passengers across all of the major variables. We continue to provide those tables in the appendix to this report. However, this report focuses on rates for drivers and passengers by the variables of gender and vehicle type. These are the classifications that are likely to be of the most use to officials who are planning targeted seat belt use campaigns.

First, it is appropriate to repeat the overall results for type of vehicle occupant. Below is an illustration of those results.

Figure 21: Occupant Belt Use by Type of Occupant

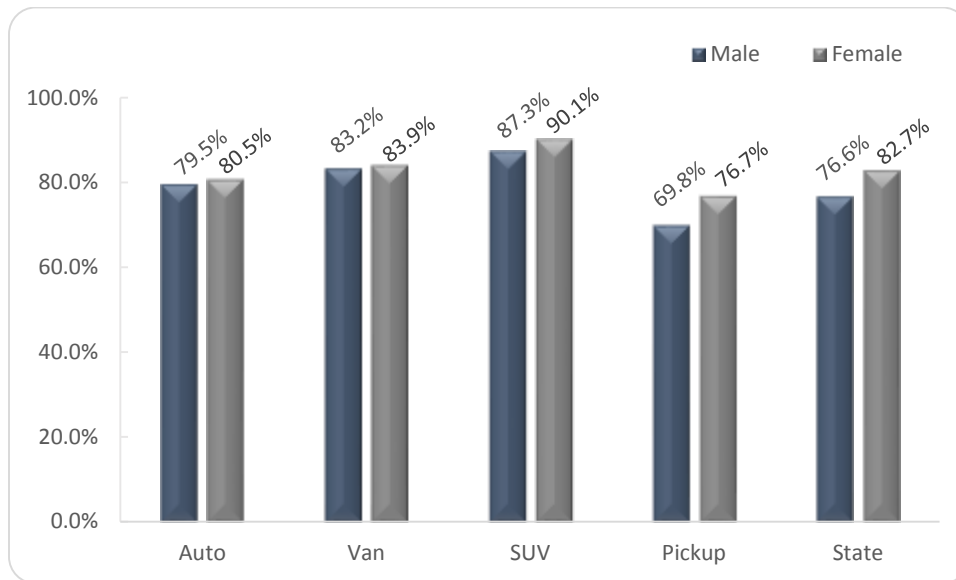


Note that passengers had a higher rate of seat belt use than drivers: 83.6 percent for passengers and 78.3 percent for drivers, a difference of 5.3 percentage points. That difference tends to hold across all variables, partly because passengers were more likely to be female and females have higher rates of seat belt use, as has been demonstrated for all occupants. However, drivers had a greater impact on the overall rate, largely because drivers were a little more than seven of every ten vehicle occupants in the 2015 survey.

Driver Belt Use by Gender and Vehicle Type

The following chart illustrates the relationship between gender and vehicle type for drivers.

Figure 22: Driver Belt Use by Gender and Vehicle Type



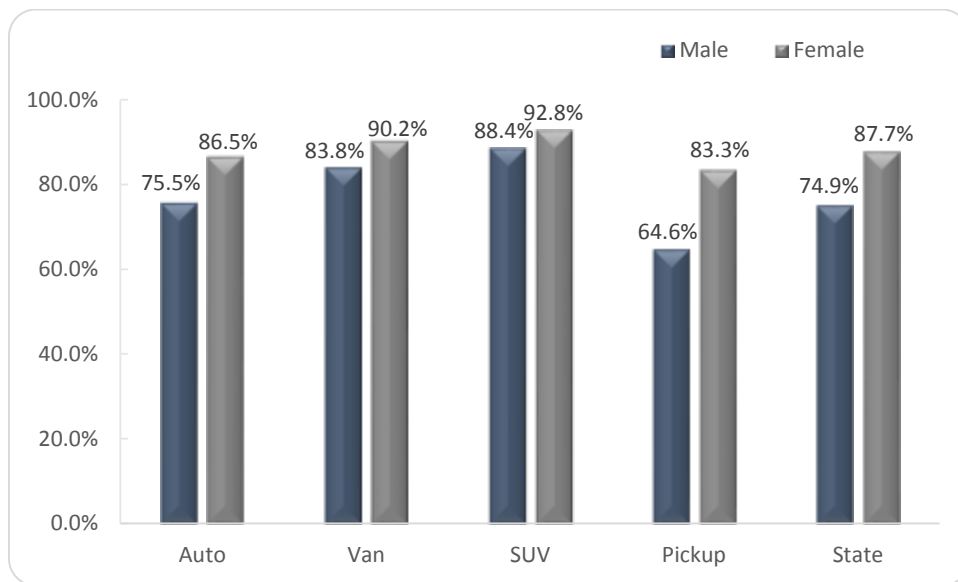
The major insight from this chart is that women drivers had higher rates of seat belt use for every vehicle type, but the gender difference was particularly pronounced for drivers of pickup trucks. In pickups, the female driver rate of 76.7 percent was 6.9 percentage points greater than the rate of 69.8 percent for male drivers. For the other vehicle types, the gender differences were less pronounced. As a contextual note, males made up 86.0 percent of the drivers in the 2015 survey; females made up about 14 percent of the pickup truck drivers. Even though the female pickup truck drivers' belt use rate was the lowest for females in all vehicle types, there were so few female pickup drivers in the sample that they had much less impact than the male drivers.

Passenger Belt Use by Gender and Vehicle Type

As has been, passengers made up far fewer of the vehicle occupants: 72.6 percent of vehicle occupants were drivers. However, the passengers are important because they were more likely to be observed wearing seat belts: 83.6 percent for passengers, 78.3 percent for drivers in this survey.

When the variables of gender and vehicle type for passengers were introduced, it was generally found that the rates were higher for females across the board, just as for drivers. However, there were two anomalies for male passengers that can be pointed out.

Figure 23: Passenger Belt Use by Gender and Vehicle Type



The chart above shows that the female passengers had higher rates of seat belt use across all types of vehicles. Again, as with drivers, the greatest difference occurred for pickup trucks: female passengers in pickups were belted at a rate of 83.8 percent, and male passengers in pickups were belted at a rate of 64.6 percent, a difference of 19.2 percentage points. For surveys of this type, this difference may be called a “whopping” difference.

For reference purposes, it is noteworthy that passengers in pickups were more likely to be female: 57.2 percent of pickup truck passengers in this survey were women.

The anomalies occur within the seat belt use for male passengers compared to male drivers. If the passenger chart is compared with the driver chart, it is found that the seat belt use rate for male passengers in automobiles was 75.5 percent, while it was 79.5 percent for their driver counterparts. Similarly, the rate for male passengers in pickups was 64.6 percent, while the rate for male drivers in pickups was 69.8 percent. Otherwise, the general rule of higher

seat belt use for passengers across vehicle types tended to hold. In fact, the relatively small number of male passengers in automobiles and in pickups may mean that there may be no significance attached to these findings.

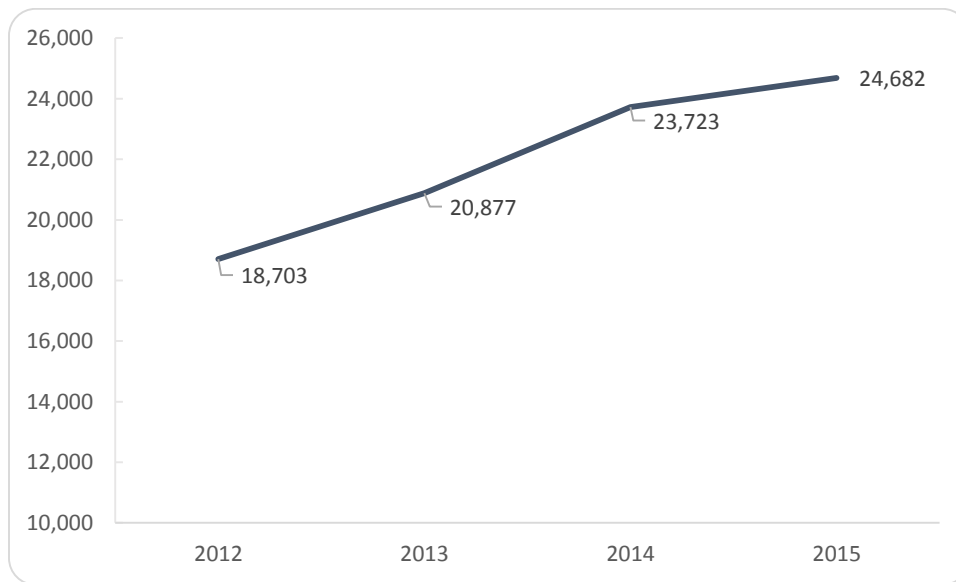
Trends

For this section, we compiled selected tables across the years from 2012 to 2015. These surveys reflect the new methodology developed and first implemented in 2012. Since then, the sample sites and the procedures for data collection have been the same. One exception is that the method of recording observations has moved to direct data entry in iPads using an application developed for this process. That method was introduced last year and enhanced for this year's survey. This change simplified the process of downloading the data files into Excel and uploading the data files into SPSS. The Complex Samples module in SPSS permitted the calculation of seat belt use estimates for occupants, drivers and passengers in separate files.

Trend in Frequency of Occupants

The number of observed vehicle occupants has increased substantially over the last four years. Figure 25 illustrates these increases.

Figure 24: Frequencies of Vehicle Occupants, Wyoming, 2012 to 2015



The number of observed occupants increased from 18,703 in 2012 to 20,877 in 2013. The number increased again in 2014 to 23,723 in 2014, an increase of 2,846 occupants. The number of occupants in the 2015 survey was 24,682, an increase of 959 vehicle occupants over the number in 2014.

It is possible that these increases are due to increases in traffic. However, in last year's survey, we speculated that the change between 2013 and 2014 might be a consequence of the change from "paper and pencil" recording to the direct recording system using iPads. Once observers were trained and tested the new system, increased simplicity and efficiency of the new system may have increased the number of observations. This methodological effect should be running its course as observers reach the point of diminishing returns from the new recording process.

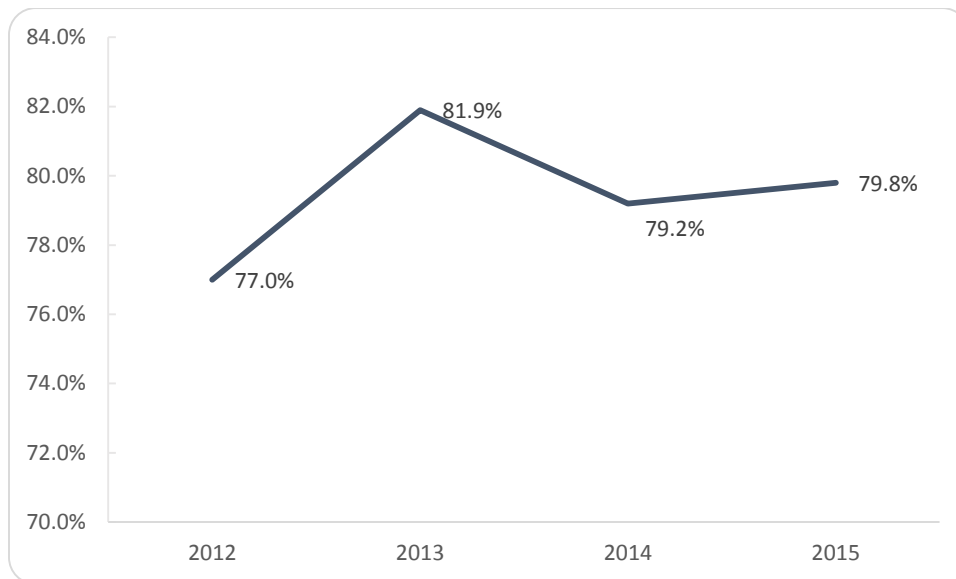
The effects of this new direct recording arrangement would likely benefit from an evaluative study comparing the different methods. However, we can say, anecdotally, that there seem to be fewer errors that need to be addressed when the data is “cleaned.” This year, there were very few errors and almost no missing cases. The new system seems to have significant advantages.

Trends in Estimates of Seat Belt Use, Wyoming 2012-2015

Overall Estimates

For all vehicle occupants, the rate of seat belt use has generally been in the high seventies. The estimates across the years are illustrated by the following chart.

Figure 25: Occupant Seat Belt Use Rates in Wyoming, 2012 to 2015



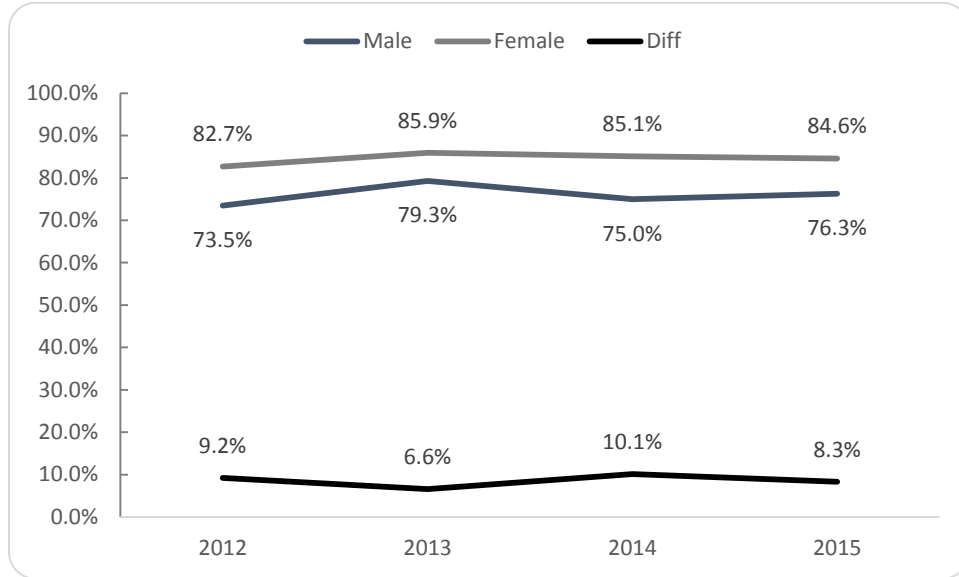
The major change over the years was the increase from 77.0 percent in the baseline year of 2012 to 81.9 percent in 2013, an increase of 4.9 percent. That increase now appears to be an anomaly, given the rate of 79.2 percent in 2014, a decline of 2.7 percentage points. This year, the rate increased to 79.8 percent, a 0.6 percentage point increase in the estimate of seat belt use.

Although large numbers of observations tend to make even small changes statistically significant, the variation in these results is not large enough to warrant major inferences, other than the fact that the overall estimate seemed to have settled at a rate just below the eighty percent mark. Given Wyoming’s wide open spaces, relatively low traffic density, a lot of vehicles that are perceived as “work” rather than “family” vehicles, and secondary seat belt laws, it is not surprising that the rates are lower than in some other states.

Gender and Seat Belt Use

Figure 27 illustrates the trend in seat belt use for all vehicle occupants.

Figure 26: Occupant Seat Belt Use Rates by Gender, Wyoming 2012 to 2015

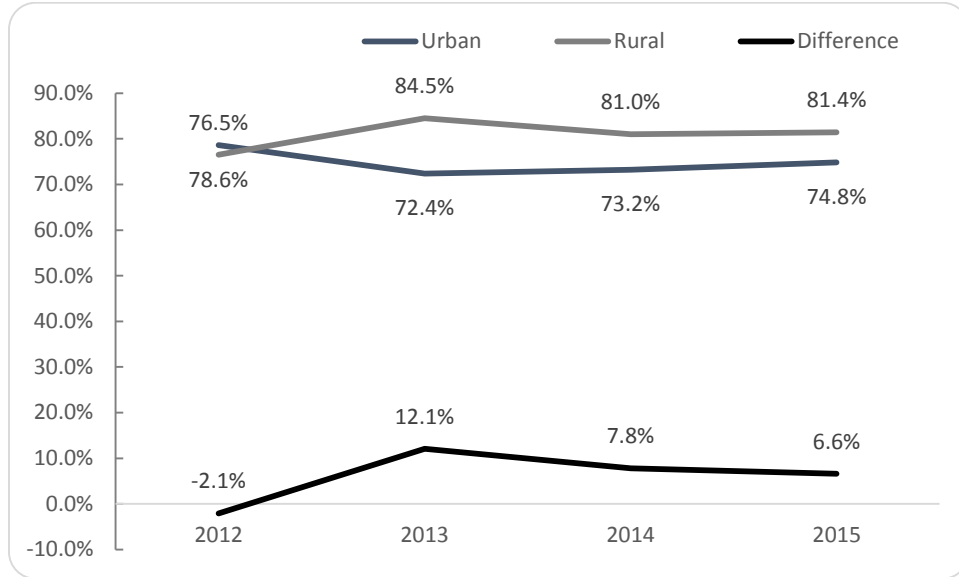


The female rate of seat belt use has been relatively stable in the mid-eighty percent range over the past four years. The male range has been in the mid-seventy percent range. The results for the 2013 survey year are somewhat different, when both male and female rates reached high points. The rates of seat belt use for females have typically been eight to ten percent higher than the male rate, except for 2013 when the male rate was high enough to reduce the difference to 6.6 percentage points.

Population Density

Typically, seat belt use has been higher in rural areas, with one exception. Figure 28 illustrates these results.

Figure 27: Occupant Seat Belt Use Rates by Population Density, 2012 to 2015

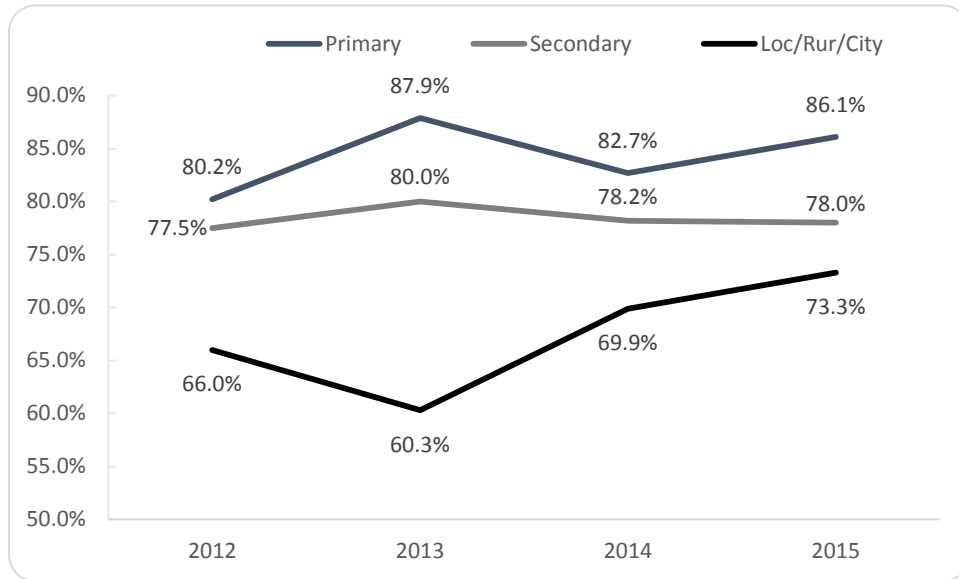


The urban rate was 2.1 percentage points higher than the rural rate in 2012, the baseline year. The rural rates have been higher over the past three surveys. The difference in the two rates was greatest in 2012, at 12.1 percent, but the difference seems to have stabilized at 7.8 percent in 2014 and 6.6 percent in 2015.

Roadway Type

Across all four years, seat belt use has been highest on primary roadways and lowest on local / rural / city roadways, and the differences have been double-digit between these two roadway types. Seat belt use on secondary roadways falls between the primary and the category of local, city and rural roadways. These results are illustrated by the following chart.

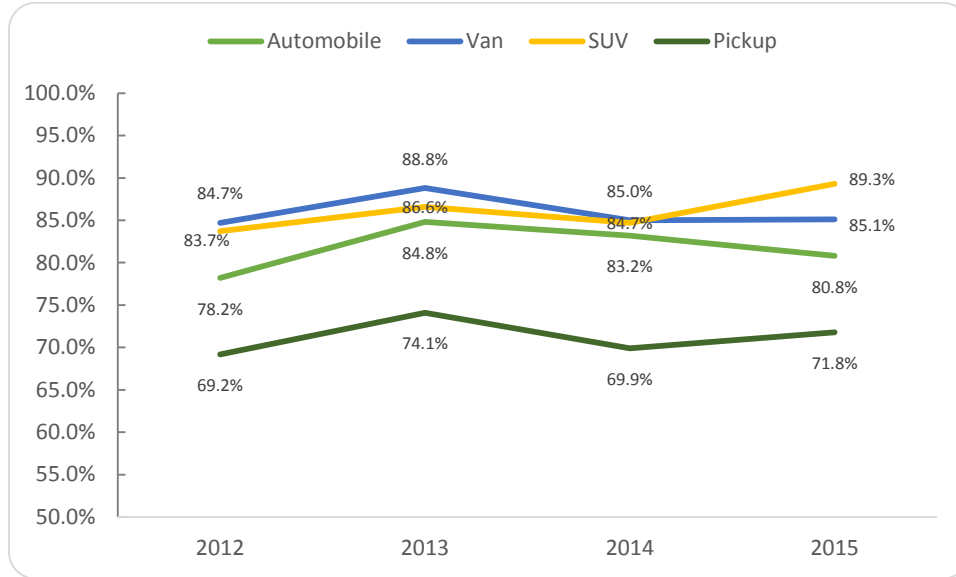
Figure 28: Occupant Seat Belt Use by Roadway Type, 2012 to 2015



Vehicle Type

Figure 30 illustrates the results for seat belt use by vehicle type.

Figure 29: Occupant Seat Belt Use by Vehicle Type, 2012 to 2015



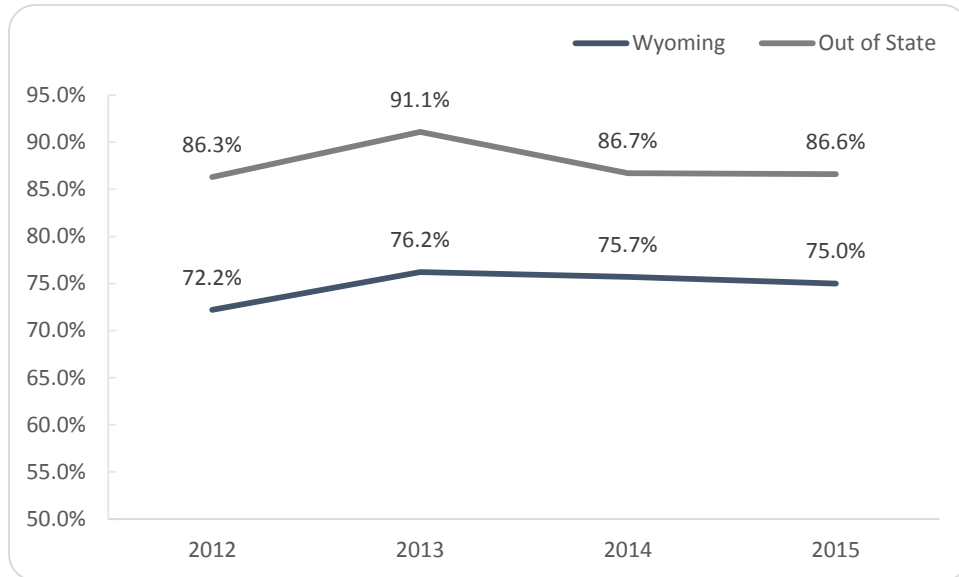
Seat belt use for automobiles, vans and pickups have typically been in the low to high eighty percent range. Between vans and SUVs, seat belt use has typically been greatest in vans, except for 2015 when the rate was higher for SUVs. Although automobiles and vans outnumbered SUVs in all surveys, SUVs appear to be an emerging family vehicle in Wyoming.

However, the pickup truck is still the most ubiquitous vehicle in Wyoming, at least in the sense that more than a third of vehicle occupants in 2015 were in pickups. Seat belt use in pickup trucks has typically ranged between 69.2 percent in 2012 to 71.8 percent in 2015. There is that anomalous year of 2013 when the rate reached a high of 74.1 percent, but that rate seems to be as atypical as many of the results for that year.

Vehicle Registration

Occupants in out-of-state registered vehicles had much higher rates of seat belt use, typically in the mid- eighty percent range, except for 2013 when many rates reached a high point. Figure 31 illustrates the results by registration type.

Figure 30: Occupant Seat Belt Use Rates by Registration, 2012 to 2015



Occupant seat belt use in out-of-state registered vehicles was higher by 14.1 percentage points in 2012 and 14.9 points in 2013. The differences remained similar, but not as great for 2014 (11.0 percent) and 2015 (11.6 percent).

Seat Belt Use by County

It is harder to describe the trends in seat belt use for the individual counties than for any other categorical variable in Wyoming surveys over the past four years. Let us begin by presenting a table with the seat belt use rates by county for 2012 to 2014. Included in this table is the difference between the 2014 and 2015 rates for each county.

Table 5: Occupant Belt Use by County

Occupant Seat Belt Usage Rates by County, Wyoming 2012-2015						
County	Year	2012	2013	2014	2015	Diff*
	Albany	74.2%	84.4%	84.3%	85.0%	0.7%
	Big Horn	60.2%	65.1%	71.5%	74.0%	2.5%
	Campbell	60.3%	62.3%	67.6%	88.0%	20.4%
	Carbon	83.0%	77.0%	78.8%	91.3%	12.5%
	Fremont	72.2%	75.2%	77.0%	83.6%	6.6%
	Johnson	74.8%	97.4%	77.3%	75.9%	-1.4%
	Laramie	74.3%	73.0%	72.9%	80.8%	7.9%
	Lincoln	81.4%	82.7%	81.5%	84.3%	2.8%
	Natrona	63.1%	63.9%	72.8%	74.0%	1.2%
	Park	73.6%	73.0%	80.2%	72.8%	-7.4%
	Platte	84.5%	85.7%	86.7%	79.1%	-7.6%
	Sheridan	65.0%	60.5%	57.3%	87.5%	30.2%
	Sublette	83.0%	86.0%	84.1%	80.4%	-3.7%
	Sweetwater	60.3%	77.1%	78.2%	59.0%	-19.2%
	Teton	98.3%	99.0%	90.1%	79.6%	-10.5%
	Uinta	72.1%	76.8%	64.9%	78.4%	13.5%
	Totals	77.0%	81.9%	79.2%	79.8%	0.6%

*Difference = (2015-2014) SBU Rates for Occupants.

One observation is that most counties have had relatively stable rates over time. One example is Sublette County, where the rates have been in the low- to mid-eighty percent range across the four years. Another is Lincoln County where the rates have steadily been in the mid-eighties. However, the more typical trend is for counties that have relatively stable rates, but seem to have one or more years where the rates increased or decreased substantially. For example, Johnson County has typically had a rate in the mid-seventies, except for 2013 when it jumped to 97.4 percent; or Park County, which is typically in the low seventies but had a higher rate in 2014.

There are some unusual changes between 2014 and 2015 in some counties. For example, the rate in Campbell County jumped up by 20.4 percentage points, and in Sheridan, the increase was 30.2 points. Some counties experienced a decrease between the years; most notably in Sweetwater and Teton Counties.

Many factors might account for the relatively unstable trends in seat belt use by county. Traffic patterns can change from year to year, as can events associated with the timing of the surveys, or weather patterns, or road construction factors, and so on. Most of these effects fall into the category of spurious factors in that there is not enough information to determine if they have any systematic consequences for seat belt use.

On the other hand, the variations – increases in some county rates, decreases in others – tend to cancel each other out in such a way as to give us a reliable, overall estimate of seat belt use, or, at least an estimate that falls within acceptable parameters when it comes to standard errors. Those standard errors tend to be very high when it comes to individual counties, so not put much stock should be put in any inferences from the county rates. We are on our most stable footing when we are examining overall rates that are not broken down by large numbers of variable categories, as is the case with county rates.

Closing

The rest of this report offers a considerable appendix where the reader will find detailed tables summarizing the results. In particular, the details of seat belt use by drivers and passengers are offered but are not reviewed extensively in the narrative.

Appendix A: State seat belt use reporting form

State Seat Belt Use Survey Reporting Form

PART A

State: Wyoming

Calendar Year of Survey: 2015

Statewide Seat Belt use Rate: 79.8 Percent

I hereby certify that: The Governor designated Matt Carlson as the State's Highway Safety Representative (GR), and has the authority to sign the certification in writing.

The reported Statewide seat belt use rate is based on a survey design that received approval by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

The survey design remained unchanged since NHTSA approved the survey.

Dr. James G. Leibert², a qualified survey statistician, reviewed the seat belt use rate reported above and information reported in Part B and determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

See last page for signature

Signature

Date

Printed name of signing official

² In accordance with the final rule published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042-18059, DLN contracted with statistician, Dr. James G. Leibert to determine that the methods used to process the collected data met the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. Dr. Leibert reviewed the SPSS output files and related data tables to confirm the data are accurate and true. A copy of Dr. Leibert's abbreviated resume follows.

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Edina, MN. 55410 E-mail
ljleibert@gmail.com

James G. Leibert, PhD.

Summary – Creative problem solver with knowledge of and experience in a broad array of statistical and computational tools and techniques. I understand that there is no one tool or technique that can be used for every situation. I can quickly see connections and use tools and techniques from other fields as appropriate.

Employment

Research Scientist III, Minnesota Department of Human Services, Disability Services Division, St. Paul, MN.

Current

Chair, Dept. of Political Science and Public Administration / Director of the Master of Public Administration Program / Dean of Graduate and Undergraduate Studies, Kazakhstan Institute of Management, Economics, and Strategic Research (KIMEP), Almaty, Republic of Kazakhstan, 2001-2002.

Associate Professor (1999-2001) / International Programs Coordinator (2000 – 2001)

Chairman of the Department of Social Sciences (1999 – 2000) \ Assistant Professor (1993-1998), Dickinson State University Dickinson, ND, 1993-2001.

Leadership

Team Player

Problem Solving

Appendix B: Survey design for Wyoming

The Wyoming Department of Transportation Highway Safety Program in collaboration with DLN Consulting, Inc. designed the following sampling, data collection, and estimation plan. The National Highway Traffic Safety Administration accepted and approved the plan on April 24, 2012. A copy of the approval notification can be found in Appendix C.

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Seat Belt Use Survey Design for Wyoming

Sampling, Data Collection and Estimation Plan

January 3, 2012

Revised March 7, 2012

Submitted to:

National Highway Traffic Safety Administration
Traffic Safety Programs
1200 New Jersey Ave, SE
Washington, DC 20590

Submitted by:

Wyoming Department of Transportation
Highway Safety Program
5300 Bishop Boulevard
Cheyenne, WY, 82009-3340

DLN Consulting, Inc.
2493 4th Ave W
Suite G
Dickinson, ND 58601

Introduction

This document provides the details of the methods proposed for a survey of seat belt use in the State of Wyoming in 2012. These methods have been developed by Wyoming to comply with the new Uniform Criteria for State Observational Surveys of Seat Belt Use issued in 2011 by the National Highway Traffic Safety Administration (NHTSA).¹

This proposal includes the following:

- The general parameters of the study design, which produced the proposed sampling frame for the survey of Wyoming seat belt use.
- The sample design, including the proposed sample size and the methods to be used for the selection of road segments.
- The proposed data collection methods, including the training of observers, and the protocols that will guide observers in data collection, and the proposed quality control procedures.
- The proposed analytical methods to be used in producing an estimate of seat belt use in Wyoming, including the statistical use of sampling weights, the methods to adjust for nonresponsive data, and the methods of variance estimation.

This plan is compliant with the Uniform Criteria and will be used for the implementation of Wyoming's 2012 seat belt survey, upon approval.

Study Design

There are 23 counties in the State of Wyoming. Fatality Analysis Reporting System (FARS) data for the years 2005 – 2009 by county was examined to identify the counties that accounted for at least 85 per cent of the cumulative crash-related fatalities during that period of time. Five years of data was selected to produce the largest number of counties available for the sample. Sixteen of the 23 counties accounted for 87.7 percent of the fatalities during this five-year period. Table 1 lists the fatality counts, and cumulative percentage of fatalities by county in Wyoming.

Road segment data was acquired from NHTSA, as developed by the U.S. Census Bureau in the form of 2010 TIGER data, for each of the 16 counties in the sample frame. All roads, with the exception of rural local roads, non-public roads, unnamed roads, unpaved roads, vehicular trails, access ramps, cul-de-sacs, traffic circles, and service drivers. These exclusions are compliant under § 1340.5.a.2.ii. The data include the length of the road segments and the classification of the road segments by road type (MTFCC).² This classification scheme locates each road segment within three different types of roads, as follows:

- Primary roads (MTFCC Code S1100), which are generally divided, limited-access highways within the interstate highway system or under state management, and are distinguished by the presence of interchanges. These highways are accessible by ramps and may include toll highways, although there are no toll highways in Wyoming.

¹ The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059.

² The classification scheme uses the MAF/TIGER feature Class Code, or MTFCC in the database.

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- Secondary roads (MTFCC Code S1200), which are main arteries, usually in the U.S. Highway, State Highway, or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number.
- Local neighborhood roads, rural roads, and city streets (MTFCC Code S1400), including paved non-arterial streets, roads or byways that usually have a single lane of traffic in each direction. The roads in this class may be privately or publicly maintained. Scenic park roads would be included, as would some unpaved roads, in this classification.

This classification scheme will be used to stratify the road segments in each county. The road segments to be included in the statewide sample will be drawn from the strata within each of the selected counties.

Sample Design

The proposed design is intended to conform to the requirements of the Uniform Criteria. The objective of the design is to generate annual estimates of occupant restraint use for adults and children using booster seats in the front seats of passenger vehicles. Wyoming intends to update the sample of data collection sites every five years in order to have survey results that reflect those counties with more than 85 percent of crash-related fatalities. The sample design described here was provided to Wyoming under a consultant agreement with DLN Consulting, Inc. and Dr. Jamil Ibriq of Dickinson State University in Dickinson, North Dakota.³ The sample design is for a stratified, systematic, randomly selected sample of data collection segments, with the following detailed steps:

- All 23 counties in Wyoming were listed in descending order of the average number of motor vehicle crash-related fatalities for the period of 2005 to 2009. Fatality Analysis Reporting System (FARS) data were used to determine the number of crash-related fatalities per county. It was determined that 16 of the counties accounted for more than 85.0 percent of traffic-related fatalities.⁴ A decision was made by the Wyoming Department of Transportation to include all 16 counties for observation in order to maximize the numbers of counties to be observed. This method used in the first sampling stage resulted in all counties in the sample being selected with certainty and a probability factor of 1. Table 1 lists Wyoming's counties, fatality counts, and cumulative fatality percentages.
- The road segments were selected randomly from all eligible segments in each of the strata in the sampled counties. The road segments were stratified on the basis of the MTFCC road type classification⁵. A total sample of 18 road segments was identified for each county based on the historical number of observations collected over the past five years in Wyoming. This stage of the sampling process resulted in the selection of 288 road segments (16 counties X 18 sites per county).

³ Dr. Jamil Ibriq's résumé is included in Appendix A.

⁴ The 16 counties account for 87.7 percent of traffic-related fatalities in the FARS cumulative data from 2005-2009.

⁵ The road types, previously described, are (S1100) primary roads, (S1200) secondary roads, and (S1400) local neighborhood roads, rural roads, and city streets.

- The sampling process included the random selection of additional road segments within each road-type strata and county. These segments are part of a pool of reserve sites that can be substituted for existing segments in the sample that become unavailable due to extensive construction, weather-related problems, or other unanticipated events.
- It is expected that this process will produce approximately 28,800 observations, based on prior surveys of seat belt use in Wyoming. Given this sample size, the standard error should be less than the 2.5 percent maximum specified by the Uniform Criteria. In the event that the standard error exceeds 2.5 percent, additional observations will be collected from existing sites.
- Randomization procedures will be used to determine protocols regarding the initial road segment for observation within each county, the direction of traffic flow for observation, etc., to be described later in this proposal.

**Table 1: Wyoming's Average Motor Vehicle Crash-Related Fatalities
By County 2005 - 2009**

STATE CODE	COUNTY NAME	Average fatality counts for 5 years	Fatality percentage within the state	Cumulative fatality percentage
Wyoming	FREMONT	20.6	12.4	12.4
Wyoming	SWEETWATER	19	11.4	23.8
Wyoming	NATRONA	13.2	7.9	31.8
Wyoming	CAMPBELL	11.8	7.1	38.9
Wyoming	LARAMIE	11.2	6.7	45.6
Wyoming	CARBON	10	6	51.7
Wyoming	ALBANY	7.6	4.6	56.2
Wyoming	JOHNSON	6.8	4.1	60.3
Wyoming	PARK	6.8	4.1	64.4
Wyoming	TETON	6.4	3.9	68.3
Wyoming	LINTA	6.4	3.9	72.1
Wyoming	SHERIDAN	5.4	3.3	75.4
Wyoming	SUBLETTE	5.4	3.3	78.6
Wyoming	LINCOLN	5.2	3.1	81.8
Wyoming	BIG HORN	5	3	84.8
Wyoming	PLATTE	4.8	2.9	87.7
Wyoming	CONVERSE	4.2	2.5	90.2
Wyoming	GOSHEN	3.3	2	92.2
Wyoming	CROOK	3.2	1.9	94.1
Wyoming	WESTON	3	1.8	95.9
Wyoming	NIobrARA	2.8	1.7	97.6
Wyoming	HOT SPRINGS	2	1.2	98.8
Wyoming	WASHAKIE	2	1.2	100

Sample Size and Precision

A standard error of less than 2.5% for the seat belt use estimates is required by the Final Rule. Since 2006, Wyoming has conducted annual seat belt use studies that have historically obtained standard error rates below this threshold (e.g. 1.1%, 1.2%, 0.9%, 1.0%, and 0.8% in the past five years) via

6

observed sample sizes between 23,404 and 27,274. These observed sample sizes have been obtained from previous sample designs using nine counties and 23 road segments per county. Therefore, since the proposed design is expected to yield a sample of about 28,800 observations (16 counties X 18 sites per county X 100 vehicles per observation site), the precision objective should be achieved without problem. In the event that the precision objective of a 2.5% or less standard error is not met, additional observations will be taken starting with sites having the fewest observations. New data will be added to existing data until the desired precision is achieved.

County Selection

All 16 counties within the sample were selected with certainty. This was a decision made by the Wyoming Department of Transportation to measure seat belt use in all the top fatality counties within the state. As certainty counties, each was assigned a probability factor of 1 (16 counties selected from the 16 counties in the sample) and represented the first stage of sampling.

Road Segment Selection

After determining the number of road segments in each stratum, the probabilities of selection were determined. Based on the probability calculations, no certainty road segments were identified. The road segments in each stratum in each county were then selected randomly using a simple java program. The program randomly selected a particular site from the list of eligible sites in the stratum. Once a site was selected, it was removed from the list of eligible sites in the stratum. The next site was then selected randomly from the remaining sites. This random process continued until all the sites in the stratum were selected.

Table 2: Roadway Functional Strata by County, Road Segments Population (N), Length, and Number of Segments Selected (n)

County		MTFCC Strata			Total
		Primary	Secondary	Local	
Albany	N	149	992	0	1141
	Length	80.639687	247.87805	0	308.517747
	n	2	16	0	18
Big Horn	N	0	1182	0	1182
	Length	0	271.087301	0	271.087301
	n	0	18	0	18
Campbell	N	267	1041	0	1308
	Length	97.912343	273.346207	0	371.25855
	n	4	14	0	18
Carbon	N	222	1311	0	1533
	Length	80.064222	419.42926	0	499.493482
	n	3	15	0	18
Fremont	N	1	1891	0	1892
	Length	0.115489	486.099588	0	486.215077
	n	0	18	0	18
Johnson	N	698	882	0	1580
	Length	234.830117	196.282768	0	431.112885
	n	8	10	0	18
Laramie	N	447	966	10768	12181
	Length	170.462425	242.350688	2117.917691	2540.730794
	n	1	1	16	18
Lincoln	N	94	1812	0	1906
	Length	34.119548	284.553377	0	318.674925
	n	1	17	0	18
Natrona	N	402	1516	11520	13438
	Length	124.83899	273.858864	1699.365656	2098.261552
	n	1	2	15	18
Park	N	0	1593	0	1593
	Length	0	365.12326	0	365.12326
	n	0	18	0	18
Platte	N	401	734	0	1135
	Length	145.526417	168.650462	0	314.176879
	n	6	12	0	18
Sheridan	N	228	1470	0	1698
	Length	85.030844	222.495535	0	307.526379
	n	2	16	0	18
Sublette	N	0	1064	0	1064
	Length	0	258.890084	0	258.890084
	n	0	18	0	18
Sweetwater	N	329	1162	0	1491
	Length	154.80921	374.258413	0	529.067643
	n	4	14	0	18
Teton	N	0	785	0	785
	Length	0	226.731063	0	226.731063
	n	0	18	0	18
Wyo	N	213	624	0	837
	Length	74.802936	132.715057	0	207.517993
	n	5	13	0	18

Reserve Sample

In the event that an original road segment is permanently unavailable, a reserve road segment will be used for data collection. The reserve road segment sample consists of two additional road segments per original road segment selected, resulting in a reserve sample of 576 road segments. The reserve sample is generated by selecting the road segments immediately preceding and immediately following each randomly selected road segment, and constitutes the original sample. Since the road segments in the database for any road type and county are organized geographically by their longitude and latitude values, this implies that the road segments in the reserve sample for a particular road type and county are located in close proximity to each other. For example, if V_{i-1} and V_{i+1} are the same type as V_i , i.e., primary road type, and located in the same geographical region, they therefore have similar characteristics in terms of traffic flow and population mix. The reserve sample is developed using simple random sampling in which v road segments are selected from V road segments in a particular road classification and county in such a way that every possible combination of v road segments is equally likely to be the sample selected.

For the purposes of data weighting, the reserve road segments inherit all probabilities of selection and weighting components up to and including the road segment stage of selection from the original road segments actually selected.

Data Collection

Site Selection

Each of the road segments in the sample, including those in the reserve sample, was mapped according to the latitude and longitude of their midpoints. Observation sites were identified by the intersections that occurred within the road segment, except when there was no identifiable intersection or interchange. In the latter case, the midpoint within the road segment was selected for observation.

The data collection sites on the road segments were selected in a location approximately fifty yards from any controlled intersection. For interstate highways, data collection will occur on a ramp carrying traffic that is exiting the highway. In every case, the choice of the observation site will be based on maximizing observer safety and line of sight for reliable data collection.

The observed direction of travel was randomly assigned for each road segment. The locations of the data collection sites were described on Site Assignment Sheets for each county, and maps were developed to assist the observers and quality control monitors in travelling to the assigned locations.

Training

Wyoming will hire a minimum of 16 observers, one for each county in the sample, to collect the data. Additional observers will be hired as reserve observers and to assist assigned observers in high traffic sites, defined by known traffic patterns associated with the general area of the sample sites.⁶

Two quality control monitors will be hired. Each will be responsible for half the state. Observers and quality control monitors will be recruited by a contracted firm with preference given to individuals who have experience in past seat belt use surveys or other field data collection. Law enforcement personnel will be excluded from the hiring base to reduce data collection bias.

There will be two quality control monitors assigned to cover the data collectors. Quality control monitors will make unannounced visits at ten percent of the total sites for purposes of determining data reliability through the separate collection of data. The quality control monitors will not serve as both observer and quality control monitor.

Training for observers and quality control monitors will be conducted at a central location in the state prior to the state's pre-survey held the last week in April each year. The training session will include lecture, classroom, and field exercises. Each observer and quality control monitor will be tested through participation at a minimum of three observation test sites to acquire an inter-observer agreement ratio.

Test sites will be selected to represent the types of sites and situations observers will encounter in the field. No actual sites in the sample of roadway segments will be used as test sites. During field training, observers and quality control monitors will record data independently on separate observation forms. Each person will document vehicle type, gender, and seat belt use of drivers and outboard front seat passengers. Individual observations will be compared to the group to calculate the agreement rate. All agreement rates must be sufficiently high (85% or higher) or additional training will be conducted.

At the conclusion of the training, observers and quality control monitors will be given a post-training quiz to ensure they understand the survey terminology, the data collection protocols, and the reporting requirements.

Quality control monitors will be given an additional half-day training session that focuses on their specific duties. These include conducting unannounced site visits to a minimum of two sites (10%) for each observer and reviewing the field protocols with the observers during the visits. The quality control monitors will be available to respond to questions and offer assistance to observers as needed.

The training syllabus can be found in Appendix D.

Data Collection Protocols

Observers will collect data on the seat belt use of drivers and outboard passengers, including children in booster seats,⁷ on the weekdays and weekends during the collection period during the first full week of

⁶ The definition of high traffic sites includes the number of observations in similar areas from a combination of data from prior Wyoming SBU surveys, and/or demographic information from densely populated areas.

June 2012. Data collection will occur in 45-minute observation periods between the hours of 7:00 a.m. and 6:00 p.m. Start times will be staggered to ensure that a representative number of weekday/weekend sites and rush hour/non-rush hour sites will be included. Observers will cover between four and five sites per day, depending on the accessibility of sites and the travel time needed to arrive at the sites.

All observers will have packets of maps showing the location of assigned sites and data collection forms specific to each assigned site. Additional information will include the road segment names; the location of the intersection within the road segment; the assigned date, time, and direction of travel; and any additional instructions which may apply at any given site. Sites in close geographic proximity to each other will be clustered to increase efficiency of data collection. The first site to be observed within a cluster will be chosen randomly and observations at subsequent sites will be scheduled by geographic proximity to minimize travel within the cluster. The clustering process will be designed so that an observer can cover all the sites within the cluster in a single day.

Some sites will have much heavier traffic than others. An additional observer will be assigned to sites identified as having heavy traffic patterns. One person will be responsible for the visual observation and the second observer will record the observations as verbally provided by the first observer. The objective here is to maximize coverage and minimize those observations where seat belt use cannot be determined due to the volume of traffic. The number of second observers will be determined once all sites have been physically located.

Data Collection

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, will be eligible for observation. Observers will be provided data collection forms, a sample of which is included in Appendix C.⁸ Cover sheets for each site will provide for documentation of important site information, including the location of the road segment, assigned date, time, direction of traffic flow, lanes observed, start and end times, and additional information as appropriate, including weather conditions, road construction, or any other factors which might affect data collection. Observers will fill in the cover form at each site. If observers need to move to an alternate site, the reasons, along with all other information, will be detailed on the cover sheet.

For each vehicle, observers will record the type of vehicle, the gender of each driver and passenger, the belt status for each driver and passenger, and the vehicle license registration (Wyoming or out-of-state). These variables, along with belt use by county and roadway type, will be analyzed for the state of Wyoming.⁹

⁷ Front seat occupants who are child passengers traveling in child seats with harness straps will not be included in the observations.

⁸ The sample form included in the appendix may need some modifications before data collection occurs, but any changes are likely to be minor.

⁹ Once all statistical calculations have been completed by Dr. Ibriq, Dr. Keith Fernsler will serve as the analyst of the data. Dr. Fernsler's resume can be found in Appendix A.

Belt status for each driver and passenger will be recorded as follows:

- Belted, which is defined as an observable shoulder belt in front of the occupant's shoulder;
- Not belted, when the shoulder belt is not in front of the occupant's shoulder;
- Unknown, which is the code used for the occupant or occupants when the observer cannot determine whether the driver or outboard passenger is belted.
- A code which indicates that no passenger is present.¹⁰ This code would also apply to children restrained in safety seats with harnesses.

For sites with two-way traffic, the direction of the traffic to be observed will be predetermined through a random selection process. For road segments with two or more lanes of traffic traveling in the same direction, observations will be made in the lane closest to the observer.

Generally, observations will occur from observer vehicles. The vehicles will be parked in safe locations that do not hinder normal traffic and are not a traffic hazard. The objective is for the observer to find a safe site from which drivers and front seat outboard passenger seat belt use can be determined. Other considerations include light conditions and the direction of the sun, so as to minimize glare in making observations.

In some instances, observers will not be able to collect data from their vehicles. In those cases, observers may exit the vehicle and stand as close to the intersection as is safely feasible. Whenever they make observations outside the vehicle, observers will wear safety vests and hard hats as required by Wyoming Department of Transportation policy. This safety equipment will be issued to all observers and quality control monitors by the Wyoming Department of Transportation.

Alternate Sites and Rescheduling

Assigned sites on assigned days and times may not be available for a variety of reasons. When a site is temporarily unavailable due to inclement weather or a crash, data collection will be rescheduled for a similar time of day and day of week. If a site is permanently unavailable, such as on a detoured road segment or within a gated community, then an alternate site, selected as part of the reserve sample, will be used as the permanent replacement. The two alternate locations for each site will be clearly identified and listed on the Site Assignment Sheet. Observers will select one of the reserve sites at random. If the selected reserve site is also permanently unavailable, then the observer will use the second reserve site listed.

Quality Control

Quality control monitors will be randomly assigned to two data collection sites within each of the sixteen counties in the Wyoming sample. At each site, the monitor will evaluate the observer's general performance and will work alongside the observer to ensure that the observer is following all survey

¹⁰ It is possible that separate lines of data for drivers and passengers during the data analysis stage may be created. This process will make it easier to combine drivers and passengers when reporting on seat belt use for all vehicle occupants.

protocols. The quality control monitor will include in the performance evaluation all or more of the following:

- Was the observer on time at the assigned sites?
- Did the observer complete the cover sheets and observation forms correctly?
- Were the observer's observations of seat belt use accurate?

The quality control monitors will prepare full reports on each of their site visits within a reasonable time after a site visit occurs. If there are problems with an observer's performance, the monitor should report these problems to the survey supervisor immediately so problems can be corrected.

Quality control monitors will be especially sensitive to any indications that an observer may have falsified data. Any such falsification will be reported by the monitor immediately so that the observer can be replaced by a reserve observer. This back-up observer will be assigned to revisit all sites where it is proven or suspected that falsification of data may have occurred.

Under normal circumstances, observers will be required to mail completed observation forms to the data entry supervisor at DLN Consulting, Inc. when observations are completed for all sites within the observer's assigned county, provided that no problems are identified by the quality control monitors for any given observer. When problems are identified, observers may be required to return forms from a given site immediately after observations are completed for that site so that the forms can be reviewed. Also, forms may need to be returned as soon as possible if either the quality control monitor or the observer encounters a large number of observations where seat belt use is coded as "unknown."

The data entry supervisor will review all returned forms from the observers to ascertain if the rate of observations coded as "unknown" for seat belt use approximates or exceeds 10 percent of the observations for any given site. If this occurs, the observer will be sent back to any such site for an additional observation period.

Imputation, Estimation, and Variance

This section includes a discussion of the sampling weights and formulas; the procedures for adjustments for "nonresponse;" the estimators, with formulas; and the variance estimation.

Imputation

No imputation will be done on missing data.

Variance Estimation

A stratified multistage sample design has been proposed, and as such, direct variance estimation for the seat belt use estimator can be a complicated mathematical process, in addition to being time-consuming and costly. For the variance estimator, the ratio estimation procedure in *The Statistical Package for the Social Sciences (SPSS)* software package, its corresponding *Complex Sample Module for SPSS*, and the joint PSU selection probabilities to calculate the seat belt use rate and its variance will be employed.

Estimation

The following computation is based on the NHTSA guidelines provided in [1]. NHTSA provides two seat belt rate estimators: a ratio estimator, and an estimator using road segment level VMT. DLN implements the ratio estimator to compute the seat belt rate use.

Notation

The following notations are used in developing the seat use rate estimator.

- The following are the subscripts used:
 - c used for county (PSU)
 - h used for road segment strata.
 - i used for road segment.
 - j used for time segment.
 - k used for road direction.
 - l used for the lane.
 - m used for vehicle.
 - n used for front seat occupants.
- π denote the inclusion probability, and
 - π_c represents the inclusion probability for a county.
 - $\pi_{h|c}$ represents the inclusion probability for road segment.
 - $\pi_{j|hi}$ represents the inclusion probability for time segment.
 - $\pi_{k|hij}$ represents the inclusion probability for direction
 - $\pi_{l|hij}$ represents the inclusion probability for lane
 - $\pi_{m|chij}$ represents the inclusion probability for vehicle.
- $w_{chijklm}$ denote the sampling weight for vehicle m and is computed as follows:

$$w_{chijklm} = \frac{1}{\pi_{chijklm}} \quad (1)$$

$\pi_{chijklm}$ in Equation (1) represents the overall vehicle inclusion probability which is the product of the selection probabilities at all stages in the sample design. $\pi_{chijklm}$ is computed as follows:

$$\pi_{chijklm} = \pi_c \cdot \pi_{h|c} \cdot \pi_{j|hi} \cdot \pi_{k|hij} \cdot \pi_{l|hij} \cdot \pi_{m|chij}$$

- *Length* denote the length of the road segment.
- *p* denote the rate estimator.

Nonresponse Adjustment

Given the data collection protocol described in this plan, including the provision for the use of alternate observation sites, road segments with non-zero eligible volume and yet zero observations conducted should be a rare event. Nevertheless, if eligible vehicles passed an eligible site or an alternate eligible site during the observation time but no usable data were collected for some reason, then this site will be considered as a “non-responding site.” The weight for a non-responding site will be distributed over other sites in the same road type in the same PSU. Let

$$\pi_{ohi} = \pi_o \cdot \pi_{hij}$$

be the road segment selection probability, and

$$w_{ohi} = \frac{1}{\pi_{ohi}}$$

be the road segment weight. The nonresponding site nonresponse adjustment factor:

$$f_{oh} = \frac{\sum_{\forall i} w_{ohi}}{\sum_{\text{responding } i} w_{ohi}}$$

will be multiplied to all weights of non-missing road segments in the same road type of the same county and the missing road segments will be dropped from the analysis file. However, if there were no vehicles passing the site during the selected observation time (60 minutes), then this is simply an empty block at this site and this site will not be considered as a nonresponding site, and will not require nonresponse adjustment.

In rare cases, the Nonresponse Adjustment procedure described above fails. For example, if in a county, only one road segment was drawn from a road type and that this segment was nonresponding and both alternate segments were unavailable, then the nonresponse adjustment will not work. In such a rare case, this cell would be collapsed with a cell of a different road type within the same county.

Seat Use Rate Estimator

The first stratum rate estimator can be obtained using the following equation:

$$p_{ohi} = \frac{\sum_{\forall chijklmn} w_{ohijklmn} \text{Length}_{ohi} y_{ohijklmn}}{\sum_{\forall chijklmn} w_{ohijklmn} \text{Length}_{ohi}} \quad (2)$$

where

$$y_{ohijklmn} = \begin{cases} 1 & \text{if belt is used} \\ 0 & \text{otherwise} \end{cases} \quad (3)$$

In the proposed sample design, it is assumed that after the selecting the road segment i , the selection probabilities for all vehicles at segment i are equal. Hence, $w_{ijk|mi|chi}$ values for the same road segment i are equal and can be cancelled in the calculation of the first seat belt rate use estimator. Furthermore, since the $Length_{chi}$ values for all vehicles at road segment i are the same, the length $Length_{chi}$ can also be cancelled from the first seat belt rate use estimator. Thus, the first stratum rate estimator for road segment i that is provided in equation (2) reduces to the following:

$$p_{chi} = \frac{1}{n_{chi}} \sum_{y_{ijk|mi|chi} \in chi} w_{ijk|mi|chi} \quad (4)$$

where n_{chi} is the sample size at road segment i .

Based on the above analysis, our design does not record amount of observation time, the number of directions, the number of lanes, and the number of vehicles passing the site i .

For the second stratum, namely the road type, the following formula is used:

$$p_{ch} = \frac{\sum_{i \in m \ h} w_{chi} \cdot Length_{chi} \cdot p_{chi}}{\sum_{i \in m \ h} w_{chi} \cdot Length_{chi}} \quad (5)$$

where

$$w_{chi} = \frac{1}{n_{chi}} \quad (6)$$

Another method can be used for the calculation of P_{chi} . Since stratified random sampling is proposed in this methodology where the sample is selected by simple random sampling, that is random sampling without replacement in each stratum, the following equation can be used to calculate the rate estimator at stratum h .

$$p_{ch} = \frac{1}{n_h} \sum_{i=1}^{n_h} p_{chi} \quad (7)$$

where n_h is number of road segments each road stratum.

For the county, the following rate estimator will be used:

$$p_c = \frac{\sum_{h \in m \ e} w_{ch} \cdot Length_{ch} \cdot p_{ch}}{\sum_{h \in m \ e} w_{ch} \cdot Length_{ch}} \quad (8)$$

where

$$w_{ch} = \frac{1}{n_{ch}} \quad (9)$$

The following equation can also be used to compute p_c .

$$p_c = \frac{1}{n_c} \sum_{h=1}^{n_c} p_{ch} \quad (10)$$

where n_c is number of road strata in the county.

For the state, the following rate estimator will be used:

$$p = \frac{\sum_{c \in \mathcal{C}} w_c \cdot Length_c \cdot p_c}{\sum_{c \in \mathcal{C}} w_c \cdot Length_c} \quad (11)$$

where

$$w_c = \frac{1}{n_c} \quad (12)$$

The following equation can also be used to compute p .

$$p = \frac{1}{n} \sum_{i=1}^n p_i \quad (13)$$

where n is number of counties in the frame.

Appendix A
Resumés

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Keith Fernsler, Ph.D.

12/27/2011

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CURRENT EMPLOYMENT ACTIVITIES

Research Analyst, Evaluation Research, both quantitative and qualitative. Survey and Observational Research. Focus Group Design and Analysis. Data Analysis and Report Writing. Resident Analyst at DLN Consulting, Inc., 1999 - Present.

EDUCATION AND PROFESSIONAL ACTIVITIES

AB ('67) and MA ('72) Indiana University, Bloomington, IN; Ph.D. University of Montana, 1979.

College Teaching from 1968 - 1973 and 1978 - 2008 at St. Ambrose College (Iowa), Marycrest College (Iowa), Christopher Newport College (Virginia), and Dickinson State University. Several Bush Foundation Faculty Development Awards at Dickinson State; Social Science Department Chair (five years); DSU Professor Emeritus, 2008 - Present.

Membership in American Sociological Association (1976 - Present); Charter Member of ASA Teaching Resource Center; Author of two editions of the manual for Deviant Behavior courses. American Association of Public Opinion Research membership, 2003 - Present.

Knowledge of Microsoft Word and Excel, the Statistical Package for the Social Sciences; analysis of Census Data; and knowledge of the General Social Survey.

Specializations in sociology include methodology, theory, deviant behavior, criminology, sociological practice and public sociology.

RECENT CONSULTING ACTIVITIES

Wyoming seat belt pre-surveys and main surveys, research design and methodology development, data analysis, report writing (Wyoming Department of Transportation, 2006-2011; currently assisting in development of 2011 methodology under new Federal rules.

North Dakota Workforce Safety and Insurance, Employer and Injured Worker Surveys; research design, data analysis, and report writing; 2009 - present.

Focus group design, observation, analysis and report writing on topic of underage drinking (youth, law enforcement, educators, university students),

Community Action Partnership.

Alcohol, Tobacco and Other Drugs, data analysis and report writing, Dickinson Community Action Program.

North Dakota Seat Belt Use Surveys: Research design and data analysis consultation, 1999-2009, including major redesign in 2006; report writing; data analysis using SPSS.

CURRENT COMMUNITY SERVICE

Roughrider Country Kiwanis Club; First Congregational Church, UCC; North Dakota Public Employees Association.

REFERENCES

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Appendix B

Selected Road Segments within Each County and Their Probabilities of Selection

STATEFP	COUNTYFP	MTFCC	FULLNAME	TUD	Alt_Name	DIVROAD	DECKEDROAD	Longitude	Latitude	SegLen_Mi	SRSWOR
56	1	S1100	I-80	168749730	US Hwy 30	Y	N	-105.378496	41.145686	0.831622	0.01342282
56	1	S1100	I-80	604512124			N	-105.976683	41.455622	0.185331	0.01342282
56	1	S1200	US Hwy 30	604512124	US Hwy 30	N	N	-105.613789	41.436288	0.487287	0.01612903
56	1	S1200	S 3rd St	168748704	US Hwy 287	N	N	-105.591913	41.28322	0.082576	0.01612903
56	1	S1200	State Hwy 130	168722835		N	N	-106.287656	41.350363	0.427204	0.01612903
56	1	S1200	S 3rd St	604506806	US Hwy 287	N	N	-105.594072	41.294338	0.176844	0.01612903
56	1	S1200	Snowy Range Rd	168750353	State Hwy 130	N	N	-106.138476	41.297205	0.029432	0.01612903
56	1	S1200	N 3rd St	168757040	N 3rd St	N	N	-105.591733	41.328609	0.047988	0.01612903
56	1	S1200	State Hwy 13	168722017		N	N	-106.005865	41.719518	0.045972	0.01612903
56	1	S1200	N 3rd St	604510122	N 3rd St	N	N	-105.589465	41.349592	0.023102	0.01612903
56	1	S1200	Snowy Range Rd	168738815	State Hwy 130	N	N	-105.695098	41.328608	0.311022	0.01612903
56	1	S1200	Happy Jack Rd	168744760	State Hwy 210	N	N	-105.309387	41.191091	0.653912	0.01612903
56	1	S1200	Bus I-80	168756901	US Hwy 30	N	N	-105.568899	41.309599	0.005935	0.01612903
56	1	S1200	State Hwy 10	168745008		N	N	-105.994902	41.032165	0.213298	0.01612903
56	1	S1200	US Hwy 30	168737539	US Hwy 30	N	N	-105.618617	41.445781	0.55288	0.01612903
56	1	S1200	State Hwy 11	168755506		N	N	-106.090934	41.193713	0.3791	0.01612903
56	1	S1200	State Hwy 210	604505747		N	N	-105.438008	41.239964	0.011093	0.01612903
56	1	S1200	N 4th St	168759598	Co Rd 67	N	N	-105.975505	41.75157	0.062117	0.01612903
56	3	S1200	US Hwy 14 E	605633431		N	N	-107.749401	44.549772	0.01033	0.01522843
56	3	S1200	US Hwy 14A E	180494288		NA	NA	-108.222314	44.854737	0.237779	0.01522843
56	3	S1200	US Hwy 14A E	180493968		NA	NA	-108.320407	44.840598	0.062603	0.01522843
56	3	S1200	US Hwy 14A E	605624056		NA	NA	-108.354114	44.840581	0.053415	0.01522843
56	3	S1200	State Hwy 32	180493545		N	N	-108.415772	44.800116	0.006963	0.01522843
56	3	S1200	State Hwy 32	605621594		N	N	-108.587779	44.732075	0.173849	0.01522843
56	3	S1200	US Hwy 14	180484672		N	N	-108.015517	44.49378	0.057181	0.01522843
56	3	S1200	State Hwy 30	605616914		N	N	-108.339589	44.417795	0.321328	0.01522843
56	3	S1200	3rd St E	180505210	US Hwy 310	N	N	-108.46286	44.87988	0.015607	0.01522843
56	3	S1200	US Hwy 14 Alt	626936823		Y	N	-108.016292	44.79296	0.353805	0.01522843
56	3	S1200	US Hwy 16	180500795		N	N	-107.224785	44.177728	0.893127	0.01522843
56	3	S1200	US Hwy 14 Alternate Rte	180501932		N	N	-108.376118	44.839933	0.099877	0.01522843
56	3	S1200	US Hwy 310	180490602		N	N	-108.584372	44.89102	0.036785	0.01522843
56	3	S1200	State Hwy 32	180506937		N	N	-108.49826	44.776846	0.166397	0.01522843
56	3	S1200	State Hwy 433	180507017		N	N	-107.938854	44.197309	0.474787	0.01522843
56	3	S1200	Mars hall St	180508412	State Hwy 31	N	N	-107.962173	44.274582	0.04248	0.01522843
56	3	S1200	State Hwy 433	180499656		N	N	-107.979944	44.249642	0.248082	0.01522843
56	3	S1200	C St	180485070	State Hwy 36	N	N	-108.041229	44.381112	0.071452	0.01522843

56	5 S1100	I-90	607415957	I-90	NA	NA	-105.248599	44.294692	0.2138	0.01498127
56	5 S1100	I-90	607413318	I-90	NA	NA	-105.383875	44.295056	0.565923	0.01498127
56	5 S1100	I-90	146326960	US Hwy 14	N	N	-105.352327	44.289556	0.032443	0.01498127
56	5 S1100	I-90	146347844	US Hwy 14	N	N	-105.378563	44.294171	0.039906	0.01498127
56	5 S1200	State Hwy 59	146348156		N	N	-105.526384	44.352279	0.035885	0.01344861
56	5 S1200	E 2nd St	146325159	E 2nd St	N	N	-105.489034	44.292555	0.006099	0.01344861
56	5 S1200	US Hwy 14	146349851	State Hwy 59	N	N	-105.529311	44.296796	0.051126	0.01344861
56	5 S1200	State Hwy 50	146329404		N	N	-105.622461	44.181178	0.128849	0.01344861
56	5 S1200	State Hwy 50	146334309		N	N	-105.724815	43.993419	0.268938	0.01344861
56	5 S1200	State Hwy 50	146353809		N	N	-105.719015	44.07693	0.152303	0.01344861
56	5 S1200	State Hwy 59	607396191		N	N	-105.464887	44.022166	0.270383	0.01344861
56	5 S1200	State Hwy 50	146333806		N	N	-105.750504	43.525684	0.026796	0.01344861
56	5 S1200	US Hwy 14	146321054	US Hwy 16	N	N	-105.538015	44.391359	0.066024	0.01344861
56	5 S1200	State Hwy 50	146353348		N	N	-105.711349	44.114846	0.837201	0.01344861
56	5 S1200	State Hwy 51	607406131		N	N	-105.283045	44.288769	0.020793	0.01344861
56	5 S1200	US Hwy 14	146346688	State Hwy 59	N	N	-105.530279	44.30921	0.060938	0.01344861
56	5 S1200	State Hwy 59	635532528		N	N	-105.44592	43.969271	0.227319	0.01344861
56	7 S1100	I-80	611197576		N	N	-105.979091	43.5588	0.24863	0.01344861
56	7 S1100	I-80	148702972	I-80	N	N	-106.521149	41.752786	0.67332	0.01351351
56	7 S1100	I-80	148729076	I-80	Y	N	-106.948342	41.751102	0.026198	0.01351351
56	7 S1100	I-80	148729076	I-80	Y	N	-107.373738	41.786936	0.145819	0.01351351
56	7 S1200	3rd St	622138133	US Hwy 287	N	N	-107.22921	41.807878	0.184918	0.01144165
56	7 S1200	State Hwy 70	148737136		N	N	-107.034068	41.156663	0.828525	0.01144165
56	7 S1200	State Hwy 789	148752555		N	N	-107.309099	41.291091	1.697048	0.01144165
56	7 S1200	State Hwy 130	148712671		N	N	-106.760293	41.392624	0.460732	0.01144165
56	7 S1200	State Hwy 130	148715207		N	N	-106.651357	41.343293	0.077775	0.01144165
56	7 S1200	State Hwy 230	148718040		N	N	-106.610856	41.172584	0.416111	0.01144165
56	7 S1200	State Hwy 220	148695417		N	N	-107.243952	42.428181	0.229884	0.01144165
56	7 S1200	N Higley Blvd	148729803	US Hwy 287 Byp	N	N	-107.215405	41.795669	0.069431	0.01144165
56	7 S1200	State Hwy 72	148707454		N	N	-106.453885	41.718692	0.74372	0.01144165
56	7 S1200	Lincoln Hwy	148702076	US Hwy 30	N	N	-106.277868	41.901903	1.701502	0.01144165
56	7 S1200	State Hwy 230	148743798		N	N	-106.701352	41.218277	0.116587	0.01144165
56	7 S1200	State Hwy 789	148736405		N	N	-107.693147	41.220518	0.326679	0.01144165
56	7 S1200	State Hwy 230	148714844		N	N	-106.776349	41.255209	0.053899	0.01144165
56	7 S1200	State Hwy 487	148727630		N	N	-106.186809	42.097454	1.894335	0.01144165
56	7 S1200	State Hwy 130	148716025		N	N	-106.496624	41.32687	0.364838	0.01144165

56	13	S1200	Fremont St	628694209	Fremont St	N	N	-108.739361	42.824433	0.041387	0.00951877
56	13	S1200	US Hwy 789	148440001	State Hwy 789	N	N	-108.355944	42.651302	0.917551	0.00951877
56	13	S1200	S Fifth St	148435866	S Fifth St	N	N	-108.735391	42.833345	0.075688	0.00951877
56	13	S1200	US Hwy 287	634121244	US Hwy 287	N	N	-107.749138	42.488102	0.108102	0.00951877
56	13	S1200	US Hwy 26	148495718		N	N	-108.56709	43.112365	0.083409	0.00951877
56	13	S1200	US Hwy 26	148494149	US Hwy 26	N	N	-109.43973	43.416155	0.271117	0.00951877
56	13	S1200	US Hwy 20	148486152	State Hwy 789	N	N	-108.160355	43.394654	0.521853	0.00951877
56	13	S1200	Blue Sky Hwy	148473776	Blue Sky Hwy	N	N	-108.766271	43.086613	0.493145	0.00951877
56	13	S1200	US Hwy 26	148485578	US Hwy 26	N	N	-109.940564	43.65715	0.666155	0.00951877
56	13	S1200	Gas Hills Rd	148433925	State Hwy 136	N	N	-108.336608	42.993204	0.029512	0.00951877
56	13	S1200	US Hwy 26	148495394		N	N	-108.879131	43.224349	0.382653	0.00951877
56	13	S1200	US Hwy 20	148468455	State Hwy 789	N	N	-108.115049	43.35974	0.359517	0.00951877
56	13	S1200	US Hwy 26	148486961		N	N	-108.920264	43.213638	0.606161	0.00951877
56	13	S1200	US Hwy 287	148429899	State Hwy 789	N	N	-107.580341	42.462137	0.201633	0.00951877
56	13	S1200	Missouri Valley Rd	148448781	US Hwy 20	N	N	-107.689438	43.151979	0.292919	0.00951877
56	13	S1200	Missouri Valley Rd	148470962	Missouri Valley Rd	N	N	-108.610016	43.214772	0.456474	0.00951877
56	13	S1200	State Hwy 789	148433053		N	N	-108.530074	42.911615	0.035458	0.00951877
56	19	S1300	State Hwy 789	148432511		N	N	-108.569408	42.910442	0.085218	0.00951877
56	19	S1300	I-25	624471389	I-25	Y	N	-106.646302	43.995016	0.300971	0.01146132
56	19	S1300	I-25	147364609	US Hwy 87	Y	N	-106.533561	43.598253	0.116223	0.01146132
56	19	S1300	I-25	147364620	US Hwy 87	Y	N	-106.608497	43.644685	0.809497	0.01146132
56	19	S1300	I-90	635198026		Y	N	-106.160823	44.212252	0.230765	0.01146132
56	19	S1300	I-90	635203662		Y	N	-106.156158	44.212943	0.018582	0.01146132
56	19	S1300	I-90	147303287		Y	N	-106.306087	44.217749	0.201378	0.01146132
56	19	S1300	I-90	147364484		Y	N	-106.390326	44.235006	0.124988	0.01146132
56	19	S1300	I-90	147365807		Y	N	-106.104178	44.219162	0.078479	0.01146132
56	19	S1200	Sussex Rd	147321002	Sussex Rd	N	N	-106.297982	43.698467	0.019054	0.01160093
56	19	S1200	N Main St	624036496	State Hwy 196	N	N	-106.697436	44.360852	0.066349	0.01160093
56	19	S1200	N Main St	147299782	State Hwy 196	N	N	-106.698941	44.34753	0.093436	0.01160093
56	19	S1200	Old Hwy 87	147375368	Old Hwy 87	N	N	-106.70217	44.152286	0.414683	0.01160093
56	19	S1200	Sussex Rd	147320405	State Hwy 1002	N	N	-106.52221	43.69458	0.231502	0.01160093
56	19	S1200	US Hwy 16	147301629		N	N	-106.917457	44.161293	0.182867	0.01160093
56	19	S1200	US Hwy 16	147301697		N	N	-106.92537	44.233648	0.042325	0.01160093
56	19	S1200	US Hwy 16	147330545		N	N	-106.686296	44.354195	0.03269	0.01160093
56	19	S1200	US Hwy 16	617881805		N	N	-106.77665	44.341227	0.089923	0.01160093
56	19	S1200	Sussex Rd	147320871	State Hwy 1002	N	N	-106.373653	43.706753	0.085488	0.01160093

56	21	S1100	I- 25	62238802	I- 25	N	N	-104.838174	41.198768	0.794488	0.00223714
56	21	S1200	E Four Mile Rd	624043730	E Four Mile Rd	N	N	-104.81166	41.189258	0.093536	0.0010352
56	21	S1400	Draper Rd	160176358		N	N	-104.822959	41.096529	0.061319	0.00148588
56	21	S1400	Harriman Rd	160145448	Co Rd 102	N	N	-105.255088	41.000815	0.014499	0.00148588
56	21	S1400	Hrissig Rd	160162024	Hrissig Rd	N	N	-105.164265	41.552454	0.505235	0.00148588
56	21	S1400	E 5th St	160151376		N	N	-104.793841	41.128595	0.05956	0.00148588
56	21	S1400	Foothills Rd	160148179		N	N	-104.773765	41.169918	0.052044	0.00148588
56	21	S1400	Clear View Cir	160171828		N	N	-104.797632	41.199493	0.174119	0.00148588
56	21	S1400	Jack Rabbit Rd	160148102		N	N	-104.772682	41.195892	0.201315	0.00148588
56	21	S1400	Douglas St	160148214		N	N	-104.769206	41.167367	0.028956	0.00148588
56	21	S1400	E 20th St	160149935		N	N	-104.810315	41.138992	0.061455	0.00148588
56	21	S1400	Bus Park	160172654	Bus Park	N	N	-104.057737	41.182368	0.016854	0.00148588
56	21	S1400	Carroll Ave	160147641		N	N	-104.827405	41.165087	0.123116	0.00148588
56	21	S1400	Monroe Ave	160152283		N	N	-104.758935	41.135548	0.125386	0.00148588
56	21	S1400	Co Rd 138	160160311		N	N	-104.566438	41.120511	0.223442	0.00148588
56	21	S1400	McDonald Rd	160176882		N	N	-105.067974	41.152391	0.087434	0.00148588
56	21	S1400	McAllister Ln	160179037		N	N	-104.808831	41.174821	0.015039	0.00148588
56	21	S1400	Military Rd	608318324		N	N	-104.885953	41.113547	0.003858	0.00148588
56	23	S1300	US Hwy 30	611001502		NA	NA	-110.063887	41.684366	0.185933	0.0106383
56	23	S1200	Hwy 238	130299361	State Hwy 238	N	N	-110.997509	42.736914	0.321042	0.01295732
56	23	S1200	US Hwy 30	130309240		N	N	-110.975366	41.842883	2.388625	0.01295732
56	23	S1200	US Hwy 26	130324547	US Hwy 89A	N	N	-111.02474	43.180649	0.251294	0.01295732
56	23	S1200	US Hwy 89	130316044	US Hwy 89A	N	N	-111.017462	43.167187	0.031132	0.01295732
56	23	S1200	US Hwy 26	130316740	US Hwy 89	N	N	-110.933792	43.191983	0.115793	0.01295732
56	23	S1200	Hwy 236	611004110	State Hwy 236	N	N	-110.961919	42.692569	0.058369	0.01295732
56	23	S1200	US Hwy 189	611001556		N	N	-110.571305	41.633032	0.036267	0.01295732
56	23	S1200	State Hwy 89	635503417		N	N	-111.046599	42.347346	0.288851	0.01295732
56	23	S1200	Hwy 237	130297921	State Hwy 237	N	N	-110.950765	42.793945	0.227784	0.01295732
56	23	S1200	State Hwy 239	619637613		N	N	-111.030837	42.982527	0.060775	0.01295732
56	23	S1200	US Hwy 30	130324450		N	N	-110.954794	41.923748	0.658579	0.01295732
56	23	S1200	US Hwy 89	611008956	US Hwy 89A	N	N	-111.025859	43.13296	0.053011	0.01295732
56	23	S1200	State Hwy 235	130301475		N	N	-110.242527	42.261535	0.421719	0.01295732
56	23	S1200	US Hwy 30	130301732		N	N	-110.981435	42.153542	0.502008	0.01295732
56	23	S1200	US Hwy 26	130316677	US Hwy 89	N	N	-110.943922	43.192256	0.401259	0.01295732
56	23	S1200	US Hwy 89	611008950	US Hwy 89A	N	N	-111.026041	43.133785	0.062243	0.01295732
56	23	S1200	US Hwy 189	130303332		N	N	-110.185824	42.179875	0.328363	0.01295732

56	25 S1100	I-25	149010081	I-25	N	N	-106.335419	43.056092	0.413891	0.00248756
56	25 S1200	Cy Ave	149022110	Cy Ave	N	N	-106.366423	42.82324	0.017426	0.00131926
56	25 S1400	Cole Creek Rd	149038958	Cole Creek Rd	N	N	-106.188882	42.8911713	0.027375	0.00131926
56	25 S1400	Co Rd 607	149017131		N	N	-106.154287	42.66765	0.463712	0.00130208
56	25 S1400	EA St	607727858		N	N	-106.300759	42.85147	0.033396	0.00130208
56	25 S1400	Star Ln	617962807		NA	NA	-106.340114	42.849249	0.007403	0.00130208
56	25 S1400	S5th Ave	149021251		N	N	-106.392876	42.84351	0.0661	0.00130208
56	25 S1400	Goeder Ave	149019813		N	N	-106.45744	42.894276	0.202048	0.00130208
56	25 S1400	lakeshore Dr	607699609	lakeshore Dr	N	N	-106.778388	42.529729	0.0366057	0.00130208
56	25 S1400	E 13th St	149024110		N	N	-106.313672	42.837542	0.017916	0.00130208
56	25 S1400	Co Rd 602	149026356		N	N	-106.225292	42.853349	0.012091	0.00130208
56	25 S1400	N 6 Mile Rd	149020050	Co Rd 119	N	N	-106.434416	42.899062	0.408276	0.00130208
56	25 S1400	Second St	607727056		N	N	-106.365773	42.841959	0.030995	0.00130208
56	25 S1400	Oregon Trl	148992543	Turkey Track Rd	N	N	-107.479794	42.473862	0.38719	0.00130208
56	25 S1400	Missouri Ave	607718345	Missouri Ave	N	N	-106.29305	42.83014	0.109077	0.00130208
56	25 S1400	N East St	149039592		N	N	-106.24357	43.414304	0.02002	0.00130208
56	25 S1400	Goose Egg Cir	607701450		N	N	-106.515294	42.760538	0.070234	0.00130208
56	25 S1400	Granada Ave	617963960		N	N	-106.342498	42.814829	0.029059	0.00130208
56	29 S1200	Beartooth Hwy	612523424	US Hwy 212	N	N	-109.633519	44.922577	1.645067	0.01129944
56	29 S1200	Chief Joseph Hwy	612522810	Chief Joseph Hwy	N	N	-109.644082	44.866408	0.069016	0.01129944
56	29 S1200	N Fork Hwy	627160085	US Hwy 14	N	N	-109.519865	44.463599	0.38333	0.01129944
56	29 S1200	Rd 18	149194387	Badger Basin Rd	N	N	-108.916337	44.703963	0.240759	0.01129944
56	29 S1200	N Fork Hwy	149206406	US Hwy 14	N	N	-109.911367	44.822239	0.238308	0.01129944
56	29 S1200	Entrance Rd	626966347	US Hwy 14	N	N	-110.363413	44.560993	0.680702	0.01129944
56	29 S1200	17th St	612520875	17th St	N	N	-109.054089	44.51858	0.033156	0.01129944
56	29 S1200	Hwy 114	612522765	Hwy 114	N	N	-108.665672	44.875669	0.469234	0.01129944
56	29 S1200	US Hwy 14 Alt	624469118		N	N	-108.683333	44.77285	0.003999	0.01129944
56	29 S1200	Ln 13	612517654	State Hwy 295	N	N	-108.750575	44.695729	0.017968	0.01129944
56	29 S1200	W Coulter Ave	149194643	W US Hwy 14A	N	N	-108.781521	44.744254	0.145786	0.01129944
56	29 S1200	Powell Hwy	612521823	Powell Hwy	N	N	-108.826863	44.679533	0.055645	0.01129944
56	29 S1200	State Hwy 120	149212941		N	N	-108.823272	44.12936	0.036804	0.01129944
56	29 S1200	State Hwy 294	149207036	State Hwy 294	N	N	-109.016527	44.855058	0.095278	0.01129944
56	29 S1200	Rd 9	612468763	Hwy 295	N	N	-108.755993	44.7847	0.219583	0.01129944
56	29 S1200	US Hwy 191	149216474		N	N	-111.055155	44.933339	0.096348	0.01129944
56	29 S1200	W Coulter Ave	625076103	W US Hwy 14A	N	N	-108.776052	44.745846	0.085806	0.01129944
56	29 S1200	R 9	612522218	Rd 9	N	N	-108.759912	44.741851	0.051305	0.01129944

56	31	S1100	I- 25	160436166	I- 25	N	N	-105.033471	42.488013	0.150221	0.01496259
56	31	S1100	I- 25	606897806	I- 25	NA	NA	-105.002408	42.181889	0.336848	0.01496259
56	31	S1100	I- 25	604828586	I- 25	N	N	-104.828994	41.694975	1.05719	0.01496259
56	31	S1100	I- 25	606897551	I- 25	NA	NA	-104.791379	41.788735	0.107012	0.01496259
56	31	S1100	I- 25	604829666	I- 25	NA	NA	-105.048003	42.280869	0.749704	0.01496259
56	31	S1100	I- 25	618035322	I- 25	NA	NA	-104.96093	42.014929	0.189146	0.01496259
56	31	S1200	N Pioneer Rd	604823280	N Pioneer Rd	N	N	-104.750109	41.89528	0.703969	0.01591512
56	31	S1200	Hartville Hwy	160432353	State Hwy 270	N	N	-104.724922	42.320239	0.333096	0.01591512
56	31	S1200	lake side Dr	604817760	lake side Dr	N	N	-104.747501	42.339979	1.191051	0.01591512
56	31	S1200	US Hwy 26	624031047		N	N	-104.847177	42.248395	0.091746	0.01591512
56	31	S1200	W Whalen St	604820352	US Hwy 26	N	N	-104.748604	42.269744	0.140121	0.01591512
56	31	S1200	State Hwy 34	160485492		N	N	-105.082689	41.953594	0.428089	0.01591512
56	31	S1200	N Wheatland Hwy	160445589	State Hwy 320	N	N	-104.936079	42.12393	0.519234	0.01591512
56	31	S1200	S Glendo Hwy	160431220	S Glendo Hwy	N	N	-104.992648	42.360525	0.223112	0.01591512
56	31	S1200	Hartville Hwy	160441567	State Hwy 270	N	N	-104.694803	42.501143	0.777523	0.01591512
56	31	S1200	el Rancho Rd	604820453	el Rancho Rd	N	N	-105.049222	42.271762	0.09635	0.01591512
56	31	S1200	Slater Rd	160442550	State Hwy 314	N	N	-104.830403	41.871476	0.442447	0.01591512
56	31	S1200	Iron Mountain Rd	160425201	State Hwy 211	N	N	-104.836275	41.756586	0.136607	0.01591512
56	33	S1100	I-90	629143491		NA	NA	-106.936971	44.802617	0.025825	0.00877193
56	33	S1100	I- 90	634774573		NA	NA	-106.828618	44.582922	3.868549	0.00877193
56	33	S1200	US Hwy 14	147411270	US Hwy 16	N	N	-106.534251	44.567071	0.032397	0.01088435
56	33	S1200	Big Goose Rd	147421444	State Hwy 331	N	N	-107.062538	44.76667	0.019143	0.01088435
56	33	S1200	E 5th St	605384408	State Hwy 336	N	N	-106.955285	44.806844	0.031902	0.01088435
56	33	S1200	US Hwy 14	147398734		N	N	-107.364785	44.799827	0.737105	0.01088435
56	33	S1200	Coffeen Ave	147408472	Coffeen Ave	N	N	-106.94748	44.736972	0.051388	0.01088435
56	33	S1200	Front St	147409609	US Hwy 14	N	N	-106.882235	44.637732	0.032159	0.01088435
56	33	S1200	US Hwy 14	147400215		N	N	-107.000689	44.714868	0.029523	0.01088435
56	33	S1200	State Hwy 345	147396185		N	N	-107.321643	44.948465	0.756063	0.01088435
56	33	S1200	N Piney Rd	147420545	N Piney Rd	N	N	-106.900559	44.578041	0.177454	0.01088435
56	33	S1200	US Hwy 87	605368387		N	N	-106.885561	44.631175	0.031174	0.01088435
56	33	S1200	Fish Hatchery Rd	147419891	State Hwy 194	N	N	-106.918967	44.568667	0.147106	0.01088435
56	33	S1200	Big Goose Rd	147399687	State Hwy 331	N	N	-107.070202	44.7648	0.393907	0.01088435
56	33	S1200	State Hwy 335	147408335		N	N	-106.980318	44.700411	0.029008	0.01088435
56	33	S1200	US Hwy 14	147398523		N	N	-107.476961	44.77952	0.069219	0.01088435
56	33	S1200	W Loucks St	614721355	W Loucks St	N	N	-106.979317	44.796617	0.05157	0.01088435
56	33	S1200	Main St	147417308	Main St	N	N	-107.262715	44.871275	0.020451	0.01088435

56	35 S1200	Big Piny Calpet Rd	149346148	Big Piny Calpet Rd	N	N	-110.283783	42.393018	0.195383	0.01691729
56	35 S1200	Big Piny Calpet Rd	149347154	Big Piny Calpet Rd	N	N	-110.284863	42.37851	0.385055	0.01691729
56	35 S1200	State Hwy 352	149330874		N	N	-109.989113	42.956827	0.497131	0.01691729
56	35 S1200	State Hwy 352	149342158		N	N	-110.023781	43.098791	0.126517	0.01691729
56	35 S1200	Bloomfield Ave	617105316		NA	NA	-109.879699	42.882772	0.190991	0.01691729
56	35 S1200	US Hwy 189	614284845	US Hwy 189	N	N	-110.409656	43.20366	0.12783	0.01691729
56	35 S1200	State Hwy 352	631784199		N	N	-109.989064	42.97478	0.225948	0.01691729
56	35 S1200	Big Piny Calpet Rd	149328921	Big Piny Calpet Rd	N	N	-110.290572	42.358646	0.278765	0.01691729
56	35 S1200	Middle Piny Rd	149319272	Middle Piny Rd	N	N	-110.285906	42.538177	0.847708	0.01691729
56	35 S1200	Big Piny Calpet Rd	149327486	Big Piny Calpet Rd	N	N	-110.282524	42.387895	0.261669	0.01691729
56	35 S1200	State Hwy 354	611631792		N	N	-110.124057	42.890585	0.348304	0.01691729
56	35 S1200	State Hwy 353	149335729		N	N	-109.714446	42.749503	0.046943	0.01691729
56	35 S1200	Big Piny Calpet Rd	149349722	Big Piny Calpet Rd	N	N	-110.28701	42.453728	0.154211	0.01691729
56	35 S1200	State Hwy 352	149348298		N	N	-110.024543	43.100778	0.158921	0.01691729
56	35 S1200	Fox Willow Dr	624696401		NA	NA	-109.863534	42.858926	0.039994	0.01691729
56	35 S1200	US Hwy 189	149341811	US Hwy 191	N	N	-110.167302	43.096316	0.195055	0.01691729
56	35 S1200	State Hwy 353	149343493		N	N	-109.509085	42.67973	0.040054	0.01691729
56	37 S1300	US Hwy 191	611631778		N	N	-110.070024	42.890439	0.046435	0.01691729
56	37 S1300	I-80	624231944	I-80	NA	NA	-108.780959	41.678094	0.163315	0.01215805
56	37 S1300	I-80	633104230	US Hwy 30	N	N	-109.316632	41.554826	0.039476	0.01215805
56	37 S1300	I-80 Interstate Rmp	149499689		N	N	-109.587987	41.555451	0.259911	0.01215805
56	37 S1300	I-80	149487238	I-80	N	N	-108.066013	41.661045	0.136447	0.01215805
56	37 S1200	US Hwy 191	618328344		N	N	-109.437956	42.043985	0.338956	0.01204819
56	37 S1200	State Hwy 374	149511333		N	N	-109.482509	41.541523	0.131587	0.01204819
56	37 S1200	Uinta Dr	149500497	Uinta Dr	N	N	-109.472709	41.511854	0.0531	0.01204819
56	37 S1200	State Hwy 414	149464554		N	N	-109.985213	41.027126	0.131917	0.01204819
56	37 S1200	State Hwy 28	149493695		N	N	-109.808056	41.858995	0.147627	0.01204819
56	37 S1200	Lower Farson Cutoff Rd	149492132	California-Mormon Emigr	N	N	-109.666317	41.965696	0.038819	0.01204819
56	37 S1200	Dewar Dr	149503912	Dewar Dr	N	N	-109.226073	41.584776	0.04782	0.01204819
56	37 S1200	US Hwy 191	149496622		N	N	-109.325226	41.744334	0.329502	0.01204819
56	37 S1200	Pilot Butte Ave	611877695	Pilot Butte Ave	NA	NA	-109.216939	41.59261	0.030201	0.01204819
56	37 S1200	State Hwy 430	149458823		N	N	-108.78958	41.049775	0.243255	0.01204819
56	37 S1200	US Hwy 191	149461346	State Hwy 373	N	N	-109.310187	41.437909	1.183344	0.01204819
56	37 S1200	State Hwy 372	149499742	State Hwy 374	N	N	-109.591055	41.555585	0.056765	0.01204819
56	37 S1200	D St	149502711	State Hwy 430	N	N	-109.2125	41.581594	0.037972	0.01204819
56	37 S1200	State Hwy 430	149457693		N	N	-108.836841	41.204542	0.057298	0.01204819

56	39	S1200	Grand Loop Rd	130447128	US Hwy 89	N	N	-110.647369	44.4336	0.335289	0.02292994
56	39	S1200	State Hwy 22	130412425		N	N	-111.023765	43.531276	0.014713	0.02292994
56	39	S1200	W Broadway Ave	626815081	US Hwy 26	N	N	-110.767775	43.479528	0.008592	0.02292994
56	39	S1200	US Hwy 26	130414136	US Hwy 26	N	N	-110.747679	43.393058	0.052961	0.02292994
56	39	S1200	US Hwy 26	130440602	US Hwy 26	N	N	-110.519893	43.822999	0.705899	0.02292994
56	39	S1200	State Hwy 22	235945248		N	N	-111.044466	43.542907	0.121907	0.02292994
56	39	S1200	N Cache St	130449024	US Hwy 26	N	N	-110.762232	43.489123	0.002913	0.02292994
56	39	S1200	Grand Loop Rd	130410308	US Hwy 89	N	N	-110.849699	44.487152	0.476339	0.02292994
56	39	S1200	US Hwy 26	130447142	US Hwy 26	N	N	-110.140642	43.785674	0.058013	0.02292994
56	39	S1200	US Hwy 26	130414163	US Hwy 26	N	N	-110.745142	43.384441	0.015347	0.02292994
56	39	S1200	US Hwy 26	130416881	US Hwy 26	N	N	-110.179349	43.812532	0.085526	0.02292994
56	39	S1200	John D Rockefeller Jr Pkwy	625096810	US Hwy 89	N	N	-110.632246	43.529951	0.644068	0.02292994
56	39	S1200	US Hwy 26	633121288	US Hwy 26	N	N	-110.748242	43.394564	0.107092	0.02292994
56	39	S1200	Grand Loop Rd	130435259	US Hwy 20	N	N	-110.418215	44.54549	0.012986	0.02292994
56	39	S1200	N Morse Wilson Rd	130421972	N Morse Wilson Rd	N	N	-110.846204	43.500474	0.111366	0.02292994
56	39	S1200	W Broadway Ave	626815080	US Hwy 26	N	N	-110.767992	43.479487	0.01271	0.02292994
56	39	S1200	US Hwy 189	130430099	US Hwy 189	Y	N	-110.730176	43.322355	0.075306	0.02292994
56	39	S1200	John D Rockefeller Jr Pkwy	130438888	US Hwy 89	N	N	-110.617709	43.904563	0.02257	0.02292994
56	41	S1100	I-80	160262564		N	N	-110.424833	41.332567	0.082322	0.02242152
56	41	S1100	I-80	160262989		N	N	-110.382457	41.349435	0.884846	0.02242152
56	41	S1100	I-80	160263878		N	N	-110.369274	41.354538	0.581572	0.02242152
56	41	S1100	I-80	160276521		N	N	-110.449606	41.328957	0.025325	0.02242152
56	41	S1100	I-80 Bus	625848180		N	N	-110.374475	41.316471	0.467979	0.02242152
56	41	S1200	State Hwy 150	160278118	State Hwy 150	N	N	-110.948574	41.26997	0.069808	0.02083333
56	41	S1200	State Hwy 89	160256726	State Hwy 89 N	N	N	-111.041282	41.406968	0.045853	0.02083333
56	41	S1200	State Hwy 414	160278610		N	N	-110.336837	41.272014	0.050479	0.02083333
56	41	S1200	State Hwy 414	160276641		N	N	-110.32857	41.269014	0.002005	0.02083333
56	41	S1200	State Hwy 89	160259758	State Hwy 89 N	N	N	-110.982831	41.297753	0.059565	0.02083333
56	41	S1200	State Hwy 412	160258496		N	N	-110.423572	41.4321	0.102188	0.02083333
56	41	S1200	State Hwy 410	160266210		N	N	-110.493857	41.1882	0.094194	0.02083333
56	41	S1200	US Hwy 189	160257875		N	N	-110.625197	41.430625	0.935336	0.02083333
56	41	S1200	Carver Cutoff Rd	160258469	Carver Cutoff Rd	N	N	-110.441935	41.452999	0.052881	0.02083333
56	41	S1200	State Hwy 414	160269069		N	N	-110.178426	41.697522	0.74704	0.02083333
56	41	S1200	State Hwy 150	606738273	State Hwy 150 S	N	N	-110.953165	41.262237	0.015361	0.02083333
56	41	S1200	State Hwy 89	160275943		N	N	-110.957224	41.281488	0.07992	0.02083333

Appendix C

Sample Data Collection Form and Cover Sheet

WYDOT SEAT BELT SURVEY DATA COLLECTION FORM	
Observer _____	Total # of observation pages: _____
County _____	Date: _____
Site # _____	
Site Location _____	

Alternate Site Information	
Available alternate sites:	
1. _____	
2. _____	
Is this an alternate site?	Yes No (Please circle response)
If yes, which site was selected?	1 2 (Please circle response)
Please provide reason for using alternate site:	

Site Description	
Please circle your responses:	
Assigned traffic flow	North South East West
Number of lanes in this direction: _____	
Weather conditions	clear/sunny cloudy light fog light rain light snow
Observation Site start and end times:	
Start Time: _____ AM PM	End Time: _____ AM PM
<u>(Total observation period MUST last EXACTLY 45 minutes)</u>	

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

	Vehicle Type				WY License			
	(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure	
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK			
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP		

Appendix D
Training Syllabus

Day One

Welcome and introduction of all participants

- Trainers
- Employer
- Highway Safety Office Personnel
- Observers
- Alternate (reserve) observers
- Quality Control Monitors

Distribution of equipment

- Checklist of materials, including WYDOT authorization letter, safety materials, all forms & observation materials

Survey overview

- Steps
- Importance of Data Collection process

Data Collection Techniques

- Definition of vehicles
- Definition of passengers & belt/booster seat use
- Weekday/weekend
- Heavy traffic v. light traffic
 - Use of second observers
- Weather conditions
- Observation duration

Scheduling and Rescheduling

- Site assignment sheet
- Daylight observation
- Problems encountered because of temporary impediments (i.e., weather)
- Permanent problems at data collection sites

Site locations

- Site location & description sheet
- Parking
- Interstate ramps and surface streets
- Direction of travel/number of observed lanes
- Non-intersection requirement
- Alternate site selection

Data Collection Forms

- Cover sheet
- Recording observations
- Recording temporary problems/weather conditions
- Recording alternate site information

Safety and Security

Field Testing

- Practice field site
-

Day Two (AM)

Review of maps

- Locating all sites on county maps

Shipment of Forms and materials

- Review materials
- Essential timeline

Timesheet and expense reporting

Field Testing

- 3 Test Sites

Post Training Quiz

Day Two (PM)

Quality Control Training

- Review of randomly selected QC sites
 - Checklist of field protocols to address during site
 - Inter-observer agreement ratio testing
 - Procedures in cases of suspected or confirmed data falsification
 - Reporting
-

Appendix C: NHTSA Approval and Final Review

National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2012

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Dear Wyoming,

The review of your most recent seat belt use survey plan has been completed, and the final review is enclosed. All the design requirements listed in 1340.10 of the Final Rule were evaluated. We are pleased to inform you that your survey plan is fully compliant with the Uniform Criteria for State Observational Surveys of Seat Belt Use. Congratulations!

Sincerely,
NHTSA

Requirement Type	Design Requirement	Status	Comments
Operational	8. Is the process of assigning observation sites to observation time periods explained? Is it compliant with 1340.6?	Compliant	All observations will be conducted during weekdays and weekends between 7 a.m. and 6 p.m. (p.11). Sites within relatively close geographic proximity will be assigned as data collection clusters. The first site within each cluster will be assigned a random day and time for completion. All other sites within a cluster will be assigned to the same day and scheduled in order of operational efficiency (p.11).
Statistical	9. Is the state statistician named and his/her qualifications described? Does the statistician meet the requirements in 1340.8.c?	Compliant	The statistician's resume is Appendix A (p.19).
Operational	10. Is an observation period defined?	Compliant	45 minutes (p.11)
Operational	11. Are the procedures used to reschedule and substitute observation sites specified and compliant with 1340.5.c?	Compliant	When a site is temporarily unavailable, data collection will be rescheduled for a similar day of the week and time of day. In the event that the site is permanently unworkable, an alternate site, selected as part of the reserve sample, will be used as a permanent replacement (p.12).
Statistical	12. Are the procedures for collecting additional data to reduce the nonresponse rate specified and compliant with 1340.9.f.2?	Compliant	If a site exceeds 10% nonresponse, data collectors will be sent back to that site for an additional observation period (p.13).
Operational	13. Are the data collection procedures described?	Compliant	Data collection will primarily be performed by single observers, except at high volume sites where two data collectors will be assigned (p.11). The observed direction of traffic will be predetermined and randomly assigned (p.12). The appropriate vehicles, occupants, belt use definitions, and data elements are included in the survey (pp.10-12).
Operational	14. Are the number of observers and quality control monitors specified?	Compliant	16 data collectors and 2 QC Monitors will be hired (p.10). QC Monitors will visit 2 sites per county (or 11%) (p.10). Training will take place prior to data collection, during the last week of April (p.10). The training agenda is Appendix D (p.35).
Statistical	15. Is there a description of how the seat belt use rate estimate will be calculated?	Compliant	A ratio estimator will be used (pp.15-16).
Statistical	16. Is there a description of how the variance will be calculated? Is it compliant with 1340.9.g?	Compliant	Complex Sample Module for SPSS will be used to calculate the variance (p.13).

Requirement Type	Design Requirement	Status	Comments
Statistical	17 If any imputation is planned, are the methods specified and compliant with 1340.9.c?	Compliant	No imputation is planned (p.13).
Statistical	18 Are the weighting procedures appropriate for the design, including base weights, and adjustments for observation sites with no usable data, and specified and compliant with 1340.9.d and 1340.9.e?	Compliant	Weights and estimators are appropriate for the SRS design (pp.14-17). The nonresponse adjustment is also appropriate for the proposed plan (p.15).
Statistical	19 If the standard error exceeds 2.5 percentage points, are the procedures to reduce it specified and compliant with 1340.9.g?	Compliant	If the standard error exceeds 2.5%, more data will be collected from existing sites (p.6).

Appendix D: Detailed tables of collected data

Frequencies

<i>Frequencies of vehicle types by county, Wyoming 2015</i>						
County	Vehicle Type					% Pickups
	Auto	Van	SUV	Pickup	Total	
Albany	553	484	132	592	1,761	33.6%
Big Horn	124	152	30	210	516	40.7%
Campbell	545	578	139	942	2,204	42.7%
Carbon	356	443	88	496	1,383	35.9%
Fremont	329	352	66	398	1,145	34.8%
Johnson	477	507	144	745	1,873	39.8%
Laramie	199	269	38	222	728	30.5%
Lincoln	302	439	95	549	1,385	39.6%
Natrona	270	363	52	326	1,011	32.2%
Park	505	440	97	622	1,664	37.4%
Platte	413	631	97	554	1,695	32.7%
Sheridan	394	310	163	400	1,267	31.6%
Sublette	106	192	34	266	598	44.5%
Sweetwater	589	483	100	664	1,836	36.2%
Teton	951	1,617	353	903	3,824	23.6%
Uinta	557	499	116	620	1,792	34.6%
State	6,670	7,759	1,744	8,509	24,682	34.5%
Average	417	485	109	532	1,543	34.5%

<i>Frequencies by Category</i>					
Variable	Category	Unwtd Counts	Variable	Category	Unwtd Counts
Occupant Belt Use	Belted	19,613	Occupant Gender	Male	14,337
	Not Belted	4,900		Female	10,345
	Unsure	169		Total	24,682
	Total	24,682			
Weekday	Sunday	1,715	Road Direction	North	5,588
	Monday	5,026		South	6,012
	Tuesday	3,255		East	5,254
	Wednesday	3,201		West	7,828
	Thursday	3,175	Total	24,682	
	Friday	5,955	Lanes	One Lane	12,295
	Saturday	2,355		Two Lanes	12,387
Total	24,682	Three Lanes		0	
Average	3,526	Four Lanes		0	
			Total	24,682	
Vehicle Type	Auto	6,670	Weather	Clear/Sunny	18,895
	Van	7,759		Cloudy	3,721
	SUV	1,744		Light Rain	1,600
	Pickup	8,509		Heavy Rain	267
	Total	24,682		Occasional Rain	199
		Total		24,682	
Time of Day	7:30-9:30	3,017		Registration	Wy License
	9:30-11:30	5,520	Other		9,079
	11:30-1:30	4,301	Unsure		318
	1:30-3:30	5,359	Total		24,682
	3:30-5:30	6,485			
	Total	24,682			
Population Density	Urban	6,501	Weekend	Weekend	4,070
	Rural	18,181		Weekday	20,612
	Total	24,682		Total	24,682
Roadway Type	Primary	5,945			
	Secondary	17,750			
	Loc-Rur-City	987			
	Total	24,682			

<i>Frequencies by observer</i>			
Observers	County	Observations	% of Total
Monty Byers	Albany	1,761	7.1%
Dorothy Johnstone	Big Horn	516	2.1%
Daleen Sebelius	Campbell	2,204	8.9%
Bill Spencer	Carbon	1,383	5.6%
Melissa Garcia	Fremont	1,145	4.6%
Derek Bacon	Johnson	1,873	7.6%
Patrick White	Laramie	728	2.9%
Dawn Edwards	Lincoln	1,385	5.6%
Donna Lucas	Park	1,664	6.7%
Jill Ellenbecker	Natrona	1,011	4.1%
Doug Peterson	Platte	1,695	6.9%
Logan Wilson	Sheridan	1,267	5.1%
Tonya Dove	Sublette	598	2.4%
Kayla Shear	Sweetwater	1,836	7.4%
Melissa Thomasma	Teton	3,824	15.5%
Randi Egley	Uinta	1,792	7.3%
	State	24,682	100.0%

Occupant seat belt use

<i>Overall seat belt use, Wyoming 2015</i>						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
% of Total				Lower	Upper	
	Belted	79.8%	2.3%	68.3%	87.9%	19,613
	Not Belted	19.6%	2.3%	11.5%	31.2%	4,900
	Unsure	0.6%	0.0%	0.6%	0.6%	169
	Total	100.0%				24,682

<i>Occupant Belt Use by Occupant Gender, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Gender	Male	76.3%	22.9%	0.8%	100.0%	14,337
	Female	84.6%	14.9%	0.4%	99.9%	10,345
	State	79.8%	19.6%	0.6%	100.0%	24,682

<i>Occupant Belt Use by County of Observations 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
County	Albany	85.0%	15.0%	0.0%	100.0%	1,761
	Big Horn	74.0%	25.2%	0.8%	100.0%	516
	Campbell	88.0%	10.7%	1.2%	99.9%	2,204
	Carbon	91.3%	8.6%	0.1%	100.0%	1,383
	Fremont	83.6%	15.5%	0.9%	100.0%	1,145
	Johnson	75.9%	23.8%	0.3%	100.0%	1,873
	Laramie	80.8%	18.0%	1.1%	99.9%	728
	Lincoln	84.3%	11.0%	4.8%	100.1%	1,385
	Natrona	74.0%	26.0%	0.0%	100.0%	1,011
	Park	72.8%	26.6%	0.5%	99.9%	1,664
	Platte	79.1%	20.9%	0.0%	100.0%	1,695
	Sheridan	87.5%	12.4%	0.1%	100.0%	1,267
	Sublette	80.4%	17.4%	2.2%	100.0%	598
	Sweetwater	59.0%	40.4%	0.5%	99.9%	1,836
	Teton	79.6%	20.4%	0.0%	100.0%	3,824
	Uinta	78.4%	20.8%	0.8%	100.0%	1,792
	State	79.8%	19.6%	0.6%	100.0%	24,682

		Belted	Not Belted	Unsure	Total	Unwtd Count
Weekday	Sunday	89.0%	9.8%	1.2%	100.0%	1,715
	Monday	81.4%	17.9%	0.7%	100.0%	5,026
	Tuesday	77.5%	22.2%	0.3%	100.0%	3,255
	Wednesday	80.3%	18.8%	0.9%	100.0%	3,201
	Thursday	79.5%	20.0%	0.5%	100.0%	3,175
	Friday	77.2%	22.4%	0.4%	100.0%	5,955
	Saturday	79.3%	19.8%	0.9%	100.0%	2,355
	State	79.8%	20.4%	0.4%	100.6%	24,682

		Belted	Not Belted	Unsure	Total	Unwtd Count
Day-of-Week	Weekend	83.1%	15.9%	1.0%	100.0%	4,070
	Weekdays	79.2%	20.3%	0.6%	100.0%	20,612
	State	79.8%	20.4%	0.4%	100.0%	24,682

		Belted	Not Belted	Unsure	Total	Unwtd Count
Occupant	Drivers	78.3%	21.1%	0.6%	100.0%	17,913
	Passengers	83.6%	15.7%	0.8%	100.1%	6,769
	State	79.8%	19.6%	0.6%	100.0%	24,682

		Belted	Not Belted	Unsure	Total	Unwtd Count
License	Wyoming	75.0%	24.4%	0.6%	100.0%	15,285
	Out-of-State	86.6%	12.7%	0.6%	99.9%	9,079
	Unsure	73.4%	22.9%	3.7%	100.0%	318
	State	79.8%	20.4%	0.4%	100.6%	24,682

		Belted	Not Belted	Unsure	Total	Unwtd Count
Population	Urban	74.8%	24.8%	0.4%	100.0%	6,501
	Rural	81.4%	17.8%	0.7%	100.0%	18,181
	State	79.8%	20.4%	0.4%	100.0%	24,682

<i>Occupant Belt Use by Roadway Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Roadway	Primary	86.1%	13.3%	0.6%	100.0%	5,945
	Secondary	78.0%	21.4%	0.6%	100.0%	17,750
	Loc/Rur/City	73.3%	19.6%	0.6%	93.5%	987
	State	79.8%	20.4%	0.4%	100.6%	24,682

<i>Occupant Belt Use by Vehicle Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Vehicle Type	Auto	80.8%	18.5%	0.6%	100.0%	6,670
	Van	85.1%	14.5%	0.4%	100.0%	7,759
	SUV	89.3%	10.3%	0.4%	100.0%	1,744
	Pickup	71.8%	27.3%	0.9%	100.0%	8,509
	State	79.8%	20.4%	0.4%	100.0%	24,682

<i>Occupant Belt Use by Vehicle Type and Gender, Wyoming 2015</i>						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unwtd Count
Male	Auto	78.8%	20.4%	0.8%	100.0%	3,375
	Van	83.3%	16.2%	0.5%	100.0%	3,563
	SUV	87.5%	11.9%	0.5%	99.9%	943
	Pickup	69.1%	29.9%	1.0%	100.0%	6,456
	State	76.3%	22.9%	0.8%	100.0%	14,337
Female	Auto	82.9%	16.6%	0.5%	100.0%	3,295
	Van	86.6%	13.0%	0.3%	99.9%	4,196
	SUV	91.5%	8.3%	0.2%	100.0%	801
	Pickup	80.4%	18.9%	0.7%	100.0%	2,053
	State	85.1%	14.3%	0.6%	100.0%	10,345
	All Occupants	79.8%	19.6%	0.6%	100.0%	24,682

Driver seat belt use

Driver Belt Use by Driver Gender, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Gender	Male	76.6%	22.7%	0.7%	100.0%	12,111
	Female	82.0%	17.6%	0.3%	99.9%	5,802
	State	78.3%	21.1%	0.6%	100.0%	17,913

Driver Belt Use by County, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
County	Albany	82.3%	17.7%	0.0%	100.0%	1,333
	Big Horn	71.2%	28.5%	0.3%	100.0%	379
	Campbell	87.0%	11.6%	1.4%	100.0%	1,748
	Carbon	91.0%	8.9%	0.2%	100.1%	998
	Fremont	81.6%	17.2%	1.2%	100.0%	847
	Johnson	74.6%	25.1%	0.4%	100.1%	1,299
	Laramie	80.3%	18.7%	1.1%	100.1%	591
	Lincoln	82.9%	12.7%	4.4%	100.0%	975
	Natrona	71.3%	28.7%	0.0%	100.0%	798
	Park	70.8%	28.6%	0.6%	100.0%	1,208
	Platte	77.2%	22.8%	0.0%	100.0%	1,169
	Sheridan	85.1%	14.8%	0.1%	100.0%	878
	Sublette	78.7%	19.1%	2.1%	99.9%	423
	Sweetwater	60.1%	39.7%	0.2%	100.0%	1,429
	Teton	78.4%	21.6%	0.0%	100.0%	2,559
	Uinta	75.9%	23.7%	0.4%	100.0%	1,279
	State	78.3%	21.1%	0.6%	100.0%	17,913

<i>Driver Belt Use by Population Density, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Population	Urban	73.5%	26.1%	0.3%	99.9%	4,984
	Rural	80.0%	19.4%	0.7%	100.1%	12,929
	State	77.6%	22.3%	0.1%	100.0%	17,913

<i>Driver Belt Use by Roadway Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Roadway	Primary	84.5%	14.9%	0.6%	100.0%	4,245
	Secondary	76.5%	22.9%	0.6%	100.0%	12,873
	Loc/Rur/City	72.4%	27.4%	0.3%	100.1%	795
	State	78.3%	21.1%	0.6%	100.0%	17,913

<i>Driver Belt Use by Weekday, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Weekday	Sunday	88.6%	10.3%	1.0%	99.9%	1,128
	Monday	79.8%	19.5%	0.7%	100.0%	3,798
	Tuesday	76.0%	23.7%	0.2%	100.0%	2,333
	Wednesday	79.3%	20.0%	0.7%	100.0%	2,324
	Thursday	77.7%	21.8%	0.5%	100.0%	2,339
	Friday	75.5%	24.1%	0.4%	100.0%	4,409
	Saturday	78.0%	21.0%	1.0%	100.0%	1,582
	State	78.3%	21.1%	0.6%	100.0%	17,913

<i>Driver Belt Use by Weekend and Weekdays, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Weekend	Weekend	82.1%	16.9%	1.0%	100.0%	2,710
	Weekdays	77.6%	21.9%	0.5%	100.0%	15,203
	State	77.6%	22.3%	0.1%	100.0%	17,913

<i>Driver Belt Use by Vehicle Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Vehicle Type	Auto	79.9%	19.5%	0.6%	100.0%	4,837
	Van	83.5%	16.1%	0.4%	100.0%	5,420
	SUV	88.2%	11.4%	0.4%	100.0%	1,145
	Pickup	70.7%	28.4%	0.8%	100.0%	6,511
	Total	78.3%	21.1%	0.6%	100.0%	17,913

<i>Driver Belt Use by License Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
License Type	Wyoming	74.1%	25.4%	0.5%	100.0%	11,855
	Out-of-State	85.7%	13.7%	0.6%	100.0%	5,832
	Unsure	74.8%	22.2%	3.0%	100.0%	226
	Total	78.3%	21.1%	0.6%	100.0%	17,913

<i>Driver Belt Use by Gender and Vehicle Type, Wyoming 2015</i>						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unwtd Count
Male	Auto	79.5%	19.8%	0.7%	100.0%	2,820
	Van	83.2%	16.3%	0.4%	99.9%	2,951
	SUV	87.3%	12.2%	0.5%	100.0%	740
	Pickup	69.8%	29.4%	0.9%	100.1%	5,600
	Total	76.6%	22.7%	0.7%	100.0%	12,111
Female	Auto	80.5%	19.2%	0.4%	100.1%	2,017
	Van	83.9%	15.9%	0.3%	100.1%	2,469
	SUV	90.1%	9.7%	0.2%	100.0%	405
	Pickup	76.7%	22.7%	0.6%	100.0%	911
	Total	82.7%	17.2%	0.1%	100.0%	5,802

Passenger seat belt use

<i>Passenger Belt Use by Gender, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Gender	Male	74.9%	24.0%	1.2%	100.1%	2,226
	Female	87.7%	11.7%	0.6%	100.0%	4,543
	State	83.6%	15.7%	0.8%	100.1%	6,769

<i>Passenger Belt Use by County, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
County	Albany	93.7%	6.3%	0.0%	100.0%	428
	Big Horn	81.8%	16.1%	2.2%	100.1%	137
	Campbell	92.0%	7.3%	0.6%	99.9%	456
	Carbon	92.0%	8.0%	0.0%	100.0%	385
	Fremont	89.3%	10.7%	0.0%	100.0%	298
	Johnson	79.1%	20.9%	0.0%	100.0%	574
	Laramie	83.4%	15.3%	1.3%	100.0%	137
	Lincoln	87.6%	6.8%	5.6%	100.0%	410
	Natrona	83.5%	16.5%	0.0%	100.0%	213
	Park	78.3%	21.3%	0.4%	100.0%	456
	Platte	83.2%	16.8%	0.0%	100.0%	526
	Sheridan	93.1%	6.9%	0.0%	100.0%	389
	Sublette	84.6%	13.1%	2.3%	100.0%	175
	Sweetwater	55.3%	43.0%	1.7%	100.0%	407
	Teton	81.9%	18.1%	0.0%	100.0%	1,265
	Uinta	84.7%	13.5%	1.8%	100.0%	513
	State	83.6%	15.7%	0.8%	100.1%	6,769

<i>Passenger Belt Use by Population Density, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Population	Urban	78.6%	20.9%	0.5%	100.0%	1,517
	Rural	84.9%	14.2%	0.8%	99.9%	5,252
	State	83.6%	15.2%	1.2%	100.0%	6,769

Passenger Belt Use by Roadway Type, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Roadway	Primary	89.9%	9.3%	0.8%	100.0%	1,700
	Secondary	81.7%	17.6%	0.7%	100.0%	4,877
	Loc/Rur/City	77.3%	21.6%	1.1%	100.0%	192
	State	83.6%	15.7%	0.8%	100.0%	6,769

Passenger Belt Use by Weekday, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Weekday	Sunday	89.6%	9.0%	1.4%	100.0%	587
	Monday	86.0%	13.1%	0.9%	100.0%	1,228
	Tuesday	81.1%	18.3%	0.6%	100.0%	922
	Wednesday	82.9%	15.8%	1.3%	100.0%	877
	Thursday	84.3%	15.2%	0.5%	100.0%	836
	Friday	81.7%	17.9%	0.4%	100.0%	1,546
	Saturday	81.8%	17.5%	0.7%	100.0%	773
	State	83.6%	15.7%	0.8%	100.0%	6,769

Passenger Belt Use by Weekend and Weekdays, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Weekend	Weekend	85.0%	14.1%	1.0%	100.1%	1,360
	Weekdays	83.2%	16.1%	0.7%	100.0%	5,409
	State	83.6%	15.7%	0.8%	100.1%	6,769

Passenger Belt Use by Vehicle Type, Wyoming 2015						
		Belted	Not Belted	Unsure	Total	Unwtd Count
Vehicle Type	Auto	83.2%	16.0%	0.8%	100.0%	1,833
	Van	88.6%	10.9%	0.5%	100.0%	2,339
	SUV	91.3%	8.4%	0.3%	100.0%	599
	Pickup	75.2%	23.6%	1.2%	100.0%	1,998
	State	83.6%	15.7%	0.8%	100.0%	6,769

<i>Passenger Belt Use by License Type, Wyoming 2015</i>						
		Belted	Not Belted	Unsure	Total	Unwtd Count
License Type	Wyoming	78.4%	20.8%	0.8%	100.0%	3,430
	Out-of-State	88.3%	11.0%	0.7%	100.0%	3,247
	Unsure	69.9%	24.5%	5.6%	100.0%	92
	State	83.6%	15.7%	0.8%	100.1%	6,769

<i>Passenger Belt Use by Gender and Vehicle Type, Wyoming 2015</i>						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unwtd Count
Male	Auto	75.5%	23.6%	0.9%	100.0%	555
	Van	83.8%	15.4%	0.8%	100.0%	612
	SUV	88.4%	11.1%	0.4%	99.9%	203
	Pickup	64.6%	33.6%	1.7%	99.9%	856
	Total	74.9%	24.0%	1.2%	100.1%	2,226
Female	Auto	86.5%	12.8%	0.7%	100.0%	1,278
	Van	90.2%	9.4%	0.4%	100.0%	1,727
	SUV	92.8%	7.0%	0.2%	100.0%	396
	Pickup	83.3%	15.9%	0.7%	99.9%	1,142
	Total	87.7%	11.7%	0.6%	100.0%	4,543

Trend data

<i>Occupant Seat Belt Use Rates in Wyoming, 2012 to 2015</i>				
Year	2012	2013	2014	2015
Occupants	77.0%	81.9%	79.2%	79.8%

<i>Occupant Seat Belt Use Rates by Gender, Wyoming 2012 to 2015</i>					
	Year	2012	2013	2014	2015
Gender	Male	73.5%	79.3%	75.0%	76.3%
	Female	82.7%	85.9%	85.1%	84.6%
	Diff	9.2%	6.6%	10.1%	8.3%

<i>Occupant Seat Belt Use Rates by Population Density, Wyoming, 2012-2015</i>					
	Year	2012	2013	2014	2015
Population	Urban	78.6%	72.4%	73.2%	74.8%
	Rural	76.5%	84.5%	81.0%	81.4%
	Diff	-2.1%	12.1%	7.8%	6.6%

<i>Occupant Seat Belt Use Rates by Roadway Type, Wyoming, 2012-2015</i>					
	Year	2012	2013	2014	2015
Roadway	Primary	80.2%	87.9%	82.7%	86.1%
	Secondary	77.5%	80.0%	78.2%	78.0%
	Loc/Rur/City	66.0%	60.3%	69.9%	73.3%

<i>Occupant Seat Belt Use by Vehicle Type, Wyoming 2012-2015</i>					
	Year	2012	2013	2014	2015
Vehicle Type	Automobile	78.2%	84.8%	83.2%	80.8%
	Van	84.7%	88.8%	85.0%	85.1%
	SUV	83.7%	86.6%	84.7%	89.3%
	Pickup	69.2%	74.1%	69.9%	71.8%

Occupant Seat Belt Use Rates by Registration Type, Wyoming 2012-2015					
	Year	2012	2013	2014	2015
Registration	Wyoming	72.2%	76.2%	75.7%	75.0%
	Out of State	86.3%	91.1%	86.7%	86.6%

Observational Frequencies of Vehicle Occupants, Wyoming Seat Belt Survey, 2012-2015.					
Occupants	Year	2012	2013	2014	2015
	Frequencies	18,703	20,877	23,723	24,682

Appendix E: Observer field test rating

	F-Test 1	F-Test 2	F-Test 3	Avg. Field Test	Written
Monty Beyers	97.10%	98.02%	96.03%	97.05%	90.00%
Dorothy Johnstone	97.18%	87.50%	95.12%	93.27%	90.00%
Daleen Sebelius	97.32%	98.08%	98.28%	97.89%	90.00%
Bill Spencer	99.07%	93.17%	95.93%	96.06%	90.00%
Melissa Garcia	100.00%	100.00%	90.91%	96.97%	85.00%
Derek Bacon	97.00%	94.33%	99.08%	96.80%	95.00%
Patrick White	97.26%	95.05%	98.19%	96.83%	95.00%
Dawn Edwards	92.24%	97.24%	96.77%	95.42%	90.00%
Jill Ellenbecker	99.07%	99.26%	96.48%	98.27%	95.00%
Donna Lucas	100.00%	97.98%	95.87%	97.95%	90.00%
Doug Peterson	96.66%	92.67%	94.74%	94.69%	100.00%
Logan Wilson	96.58%	85.71%	90.00%	90.76%	95.00%
Tonya Dove	98.45%	98.04%	95.76%	97.42%	95.00%
Kayla Schear	98.25%	97.51%	99.09%	98.28%	85.00%
Melissa Thomasma	96.93%	100.00%	98.22%	98.38%	100.00%
Randi Egley	98.21%	94.63%	98.31%	97.05%	90.00%
Carolyn Waldron	96.84%	95.10%	94.87%	95.60%	70.00%
Cary Ingerle	96.55	98.47%	99.26%	98.09%	95.00%
Vicky Peterson	96.69%	97.65%	95.00%	96.45%	90.00%
Bridget White	96.21%	96.88%	96.60%	96.56%	95.00%
	97.73%	95.88%	96.03%	96.49%	91.25%
				Field Test Overall Average	96.49%
				Written Overall Average	91.25%

Appendix F: Unknown seat belt use

County	County Code	Unknown Driv+Pass	Total Obsv. Driv+Pass	County Rate
Albany	1	0	1760	0.000000
Big Horn	3	4	513	0.007797
Campbell	5	27	1902	0.014196
Carbon	7	2	1383	0.001446
Fremont	13	10	1145	0.008734
Johnson	19	5	1873	0.002670
Laramie	21	8	726	0.011019
Lincoln	23	66	1362	0.048458
Natrona	25	0	1011	0.000000
Park	29	9	1662	0.005415
Platte	31	0	1695	0.000000
Sheridan	33	1	1267	0.000789
Sublette	35	13	594	0.021886
Sweetwater	37	10	1829	0.005467
Teton	39	0	3824	0.000000
Uinta	41	14	1783	0.007852
State		169	24329	0.006946

Appendix G: Reporting requirements – data collected at observation sites

1. Standard Error of Statewide Belt Use Rate: 2.3 percent
2. Nonresponse Rate as provided in §1340.9 (f)
 - a. Nonresponse rate for the survey variable seat belt use: 0.6946 percent

PART B-DATA COLLECTED AT OBSERVATION SITES

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
168749730	1: Original	6/12/2015	7.657718121	182	86	251	17	0
604512124	2: Original	6/10/2015	7.657718121	62	20	74	8	0
604516236	3: Original	6/11/2015	1.150201613	172	56	186	42	0
168748704	4: Original	6/8/2015	1.150201613	138	44	139	43	0
168722835	5: Original	6/9/2015	1.150201613	8	6	11	3	0
604506806	6: Original	6/8/2015	1.150201613	140	30	139	31	0
168750353	7: Original	6/9/2015	1.150201613	30	11	34	7	0
168757040	8: Original	6/8/2015	1.150201613	88	14	75	27	0
168722017	9: Original	6/11/2015	1.150201613	8	0	6	2	0
604510122	10: Original	6/12/2015	1.150201613	110	36	118	28	0
168738815	11: Original	6/10/2015	1.150201613	37	10	45	2	0
168744760	12: Original	6/13/2015	1.150201613	12	7	18	1	0
168756901	13: Original	6/8/2015	1.150201613	235	54	251	38	0
168745008	14: Original	6/14/2015	1.150201613	5	3	6	2	0
168737539	15: Original	6/11/2015	1.150201613	41	22	60	3	0
168755506	16: Original	6/9/2015	1.150201613	2	0	0	2	0
604505747	17: Original	6/12/2015	1.150201613	22	7	29	0	0
168755958	18: Original	6/11/2015	1.150201613	41	22	60	3	0
605633431	1: Original	6/11/2015	1	22	15	33	4	0
180494288	2: Original	6/9/2015	1	16	8	21	2	1
180493968	3: Original	6/9/2015	1	37	17	44	7	3
605624056	4: Original	6/8/2015	1	25	6	26	5	0
180493545	5: Original	6/10/2015	1	5	2	7	0	0
605621594	6: Original	6/10/2015	1	4	1	5	0	0
180484672	7: Original	6/11/2015	1	38	18	44	12	0
605616914	8: Original	6/12/2015	1	12	3	10	5	0
180505210	9: Original	6/8/2015	1	36	9	28	17	0
626936823	10: Original	6/9/2015	1	7	4	10	1	0
180500795	11b: Alternate	6/14/2015	1	32	13	30	15	0
180501932	12: Original	6/8/2015	1	34	10	30	14	0
180490602	13: Original	6/8/2015	1	34	10	40	4	0
180506937	14: Original	6/10/2015	1	2	0	2	0	0
180507017	15: Original	6/13/2015	1	5	1	5	1	0

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
180508412	16: Original	6/13/2015	1	4	3	2	5	0
180499656	17: Original	6/13/2015	1	7	4	8	3	0
180485070	18: Original	6/12/2015	1	59	13	37	35	0
607415957	1: Original	6/8/2015	4.898876404	159	78	212	24	1
607413318	2: Original	6/8/2015	4.898876404	143	20	139	20	4
146326960	3: Original	6/8/2015	4.898876404	162	31	175	16	2
146347844	4: Original	6/8/2015	4.898876404	132	48	168	11	1
146348156	5: Original	6/12/2015	1.25648415	48	12	51	8	1
146325159	6: Original	6/10/2015	1.25648415	144	27	140	28	3
146349851	7: Original	6/10/2015	1.25648415	197	32	188	34	7
146329404	8: Original	6/10/2015	1.25648415	39	6	41	4	0
146334309	9: Original	6/11/2015	1.25648415	38	16	51	3	0
146353809	10: Original	6/10/2015	1.25648415	42	8	42	7	1
607396191	11: Original	6/9/2015	1.25648415	65	16	71	8	2
146333806	12: Original	6/13/2015	1.25648415	15	5	17	2	1
146321054	13: Original	6/12/2015	1.25648415	30	6	35	1	0
146353348	14: Original	6/11/2015	1.25648415	56	11	60	6	1
607406131	15: Original	6/8/2015	1.25648415	140	55	181	14	0
146346688	16: Original	6/12/2015	1.25648415	185	33	179	38	1
635532528	17: Original	6/9/2015	1.25648415	96	31	117	10	0
146342308	18: Original	6/14/2015	1.25648415	57	21	72	4	2
611197576	1: Original	6/11/2015	6.905405405	115	37	151	1	0
148702972	2: Original	6/11/2015	6.905405405	184	75	256	3	0
148729076	3: Original	6/12/2015	6.905405405	142	59	196	5	0
622138133	4: Original	6/12/2015	1.169336384	93	31	96	26	2
148737136	5: Original	6/8/2015	1.169336384	17	4	19	2	0
148752555	6: Original	6/8/2015	1.169336384	24	13	32	5	0
148712671	7: Original	6/10/2015	1.169336384	48	10	53	5	0
148715207	8: Original	6/10/2015	1.169336384	24	10	31	3	0
148718040	9: Original	6/9/2015	1.169336384	10	3	10	3	0
148695417	10: Original	6/14/2015	1.169336384	76	44	120	0	0
148729803	11: Original	6/12/2015	1.169336384	156	66	164	58	0
148707454	12: Original	6/11/2015	1.169336384	4	0	4	0	0
148702076	13: Original	6/13/2015	1.169336384	8	0	7	1	0
148743798	14: Original	6/9/2015	1.169336384	9	2	9	2	0

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
148736405	15: Original	6/8/2015	1.169336384	38	13	46	5	0
148714894	16: Original	6/9/2015	1.169336384	34	13	40	7	0
148727630	17: Original	6/13/2015	1.169336384	13	5	17	1	0
148716025	18: Original	6/10/2015	1.169336384	3	0	3	0	0
148435993	1: Original	6/12/2015	1.000528821	21	4	21	4	0
148440001	2: Original	6/10/2015	1.000528821	22	8	28	2	0
148435866	3: Original	6/11/2015	1.000528821	71	11	46	34	2
634121244	4: Original	6/8/2015	1.000528821	15	4	18	1	0
148495718	5: Original	6/9/2015	1.000528821	52	12	56	7	1
148494149	6: Original	6/8/2015	1.000528821	45	26	62	9	0
148486152	7: Original	6/9/2015	1.000528821	80	37	106	9	2
148473776	8: Original	6/8/2015	1.000528821	33	12	24	21	0
148485578	9: Original	6/11/2015	1.000528821	32	24	46	10	0
148433925	10: Original	6/12/2015	1.000528821	2	1	3	0	0
148495394	11: Original	6/10/2015	1.000528821	28	15	41	2	0
148468455	12: Original	6/13/2015	1.000528821	79	30	104	5	0
148486961	13: Original	6/8/2015	1.000528821	23	12	34	1	0
148429899	14: Original	6/14/2015	1.000528821	20	10	25	5	0
148448781	15: Original	6/11/2015	1.000528821	82	39	116	4	1
148470962	16: Original	6/9/2015	1.000528821	12	3	13	2	0
148433053	17: Original	6/12/2015	1.000528821	97	16	92	18	3
148432511	18: Original	6/11/2015	1.000528821	133	34	122	44	1
624034874	1: Original	6/11/2015	2.23495702	42	18	46	14	0
147364609	2: Original	6/9/2015	2.23495702	58	22	69	11	0
147364620	3: Original	6/9/2015	2.23495702	69	29	78	19	1
635203226	4: Original	6/10/2015	2.23495702	86	51	112	25	0
635203662	5: Original	6/10/2015	2.23495702	110	61	136	32	3
147347862	6: Original	6/10/2015	2.23495702	98	46	124	20	0
147364484	7: Original	6/10/2015	2.23495702	102	57	134	24	1
147365807	8: Original	6/10/2015	2.23495702	65	24	71	18	0
147321002	9: Original	6/14/2015	1.80974478	6	2	3	5	0
147312456	10: Original	6/13/2015	1.80974478	104	45	97	52	0
147299440	11: Original	6/12/2015	1.80974478	235	86	223	98	0
147375368	12: Original	6/11/2015	1.80974478	5	2	4	3	0
147320405	13: Original	6/9/2015	1.80974478	6	1	3	4	0

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
147301635	14: Original	6/8/2015	1.80974478	30	22	45	7	0
147301707	15: Original	6/8/2015	1.80974478	23	17	32	8	0
147330545	16: Original	6/12/2015	1.80974478	180	60	183	57	0
617881865	17: Original	6/13/2015	1.80974478	77	30	61	46	0
147320871	18: Original	6/14/2015	1.80974478	3	1	2	2	0
622388802	1: Original	6/12/2015	27.25055928	174	32	179	24	3
624043730	2: Original	6/12/2015	12.60973085	37	10	34	12	1
160176358	3: Original	6/9/2015	1.13122214	0	0	0	0	0
160145448	4: Original	6/9/2015	1.13122214	7	1	6	2	0
160162024	5: Original	6/14/2015	1.13122214	0	0	0	0	0
160151376	6: Original	6/10/2015	1.13122214	100	17	77	40	0
160148179	7: Original	6/11/2015	1.13122214	3	0	1	2	0
160171828	8: Original	6/11/2015	1.13122214	2	0	2	0	0
160148102	9: Original	6/11/2015	1.13122214	0	0	0	0	0
160148214	10: Original	6/11/2015	1.13122214	12	3	12	3	0
160149935	11a: Alternate	6/9/2015	1.13122214	2	0	1	1	0
160172654	12: Original	6/13/2015	1.13122214	17	7	16	8	0
160147641	13: Original	6/12/2015	1.13122214	4	3	3	4	0
160152283	14: Original	6/10/2015	1.13122214	4	2	1	5	0
160160311	15: Original	6/10/2015	1.13122214	22	5	21	6	0
160176882	16: Original	6/8/2015	1.13122214	0	0	0	0	0
160179037	17: Original	6/12/2015	1.13122214	204	57	226	31	4
608318324	18: Original	6/8/2015	1.13122214	3	0	2	1	0
611001502	1: Original	6/8/2015	14.95744681	18	10	23	4	1
130299361	2: Original	6/11/2015	1.071646341	26	4	25	5	0
130309240	3: Original	6/10/2015	1.071646341	42	8	33	17	0
130324547	4: Original	6/13/2015	1.071646341	66	36	84	17	1
130316044	5: Original	6/13/2015	1.071646341	141	64	160	29	16
130316740	6: Original	6/14/2015	1.071646341	107	52	141	4	14
611004110	7: Original	6/11/2015	1.071646341	27	8	29	6	0
611001556	8: Original	6/8/2015	1.071646341	28	9	25	4	8
611004390	9: Original	6/11/2015	1.071646341	19	6	21	3	1
130297921	10: Original	6/11/2015	1.071646341	19	4	19	3	1
619637613	11: Original	6/12/2015	1.071646341	30	7	29	6	2
130324450	12: Original	6/10/2015	1.071646341	31	18	39	7	3

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
611008956	13: Original	6/12/2015	1.071646341	115	56	160	9	2
130301475	14: Original	6/9/2015	1.071646341	10	2	9	3	0
130301732	15: Original	6/10/2015	1.071646341	38	19	48	5	4
130316677	16: Original	6/14/2015	1.071646341	80	40	111	6	3
611008950	17: Original	6/12/2015	1.071646341	159	66	195	21	9
130303332	18: Original	6/9/2015	1.071646341	19	1	16	3	1
149010081	1: Original	6/14/2015	33.4278607	134	56	159	31	0
149022110	2: Original	6/8/2015	8.864116095	207	52	187	72	0
149038958	3: Original	6/11/2015	8.864116095	42	8	33	17	0
149017131	4: Original	6/13/2015	1.166493056	0	0	0	0	0
607727858	5: Original	6/12/2015	1.166493056	18	6	18	6	0
617962807	6: Original	6/10/2015	1.166493056	10	3	7	6	0
149021251	7: Original	6/10/2015	1.166493056	0	0	0	0	0
149019867	8: Original	6/10/2015	1.166493056	19	2	12	9	0
607699609	9: Original	6/9/2015	1.166493056	17	7	17	7	0
149024110	10: Original	6/12/2015	1.166493056	197	42	152	87	0
149026356	11: Original	6/11/2015	1.166493056	39	5	27	17	0
607739973	12: Original	6/10/2015	1.166493056	5	2	5	2	0
607727056	13: Original	6/8/2015	1.166493056	6	3	9	0	0
607699508	14: Original	6/9/2015	1.166493056	34	15	46	3	0
607718345	15: Original	6/12/2015	1.166493056	5	1	2	4	0
149039592	16: Original	6/14/2015	1.166493056	0	0	0	0	0
607701450	17: Original	6/9/2015	1.166493056	16	4	17	3	0
617963960	18: Original	6/8/2015	1.166493056	49	7	41	15	0
612523424	1: Original	6/10/2015	1	20	20	36	4	0
612522810	2: Original	6/10/2015	1	10	4	12	1	1
627160085	3: Original	6/8/2015	1	46	43	85	4	0
149194387	4: Original	6/11/2015	1	17	7	20	4	0
149206406	5: Original	6/8/2015	1	17	15	32	0	0
626966347	6: Original	6/8/2015	1	158	41	118	81	0
612520875	7: Original	6/9/2015	1	142	70	182	26	4
612522765	8: Original	6/13/2015	1	30	16	29	17	0
624469118	9: Original	6/13/2015	1	82	32	85	29	0
612517654	10: Original	6/12/2015	1	22	4	15	11	0
149194643	11: Original	6/12/2015	1	173	52	151	73	1

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
612521823	12: Original	6/11/2015	1	155	44	135	64	0
149212941	13: Original	6/9/2015	1	36	16	46	6	0
149202036	14: Original	6/11/2015	1	10	1	11	0	0
612468763	15: Original	6/13/2015	1	18	7	24	1	0
612523179	16: Original	6/14/2015	1	1	0	1	0	0
625076103	17: Original	6/12/2015	1	176	58	152	79	3
612522218	18: Original	6/12/2015	1	95	26	78	43	0
160436166	1: Original	6/14/2015	2.880299252	195	99	252	42	0
606897806	2: Original	6/12/2015	2.880299252	150	68	159	59	0
604828586	3: Original	6/10/2015	2.880299252	128	50	160	18	0
606897551	4: Original	6/10/2015	2.880299252	178	75	220	33	0
620601368	5: Original	6/13/2015	2.880299252	156	92	233	15	0
618035322	6: Original	6/8/2015	2.880299252	127	40	120	47	0
604823280	7: Original	6/9/2015	1.531830239	2	1	3	0	0
160432353	8: Original	6/11/2015	1.531830239	20	13	19	14	0
604817760	9: Original	6/11/2015	1.531830239	12	8	12	8	0
624031047	10: Original	6/12/2015	1.531830239	56	29	61	24	0
604820352	11: Original	6/11/2015	1.531830239	94	36	66	64	0
160445492	12: Original	6/8/2015	1.531830239	18	5	13	10	0
160445589	13: Original	6/8/2015	1.531830239	16	1	8	9	0
160431220	14: Original	6/14/2015	1.531830239	3	2	5	0	0
160441567	15: Original	6/11/2015	1.531830239	5	3	4	4	0
604820453	16: Original	6/13/2015	1.531830239	7	4	10	1	0
160442550	17: Original	6/9/2015	1.531830239	1	0	0	1	0
160425201	18: Original	6/10/2015	1.531830239	1	0	0	1	0
629143491	1: Original	6/12/2015	7.447368421	116	54	151	19	0
634774573	2: Original	6/10/2015	7.447368421	114	61	161	13	1
147411270	3: Original	6/14/2015	1.155102041	28	13	41	0	0
147421444	4: Original	6/13/2015	1.155102041	53	20	64	9	0
605384408	5: Original	6/12/2015	1.155102041	66	39	94	11	0
147398734	6: Original	6/9/2015	1.155102041	31	13	38	6	0
147408472	7: Original	6/11/2015	1.155102041	101	33	106	28	0
147409609	8: Original	6/14/2015	1.155102041	24	13	36	1	0
147400215	9: Original	6/9/2015	1.155102041	18	9	27	0	0
147396185	10: Original	6/8/2015	1.155102041	12	4	11	5	0

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
147420545	11: Original	6/10/2015	1.155102041	17	11	23	5	0
605368387	12: Original	6/11/2015	1.155102041	19	7	23	3	0
147419891	13: Original	6/10/2015	1.155102041	5	0	4	1	0
147399687	14: Original	6/13/2015	1.155102041	63	30	77	16	0
147408335	15: Original	6/11/2015	1.155102041	68	18	78	8	0
147398523	16: Original	6/9/2015	1.155102041	27	18	42	3	0
614721355	17: Original	6/12/2015	1.155102041	72	23	86	9	0
147417308	18: Original	6/8/2015	1.155102041	44	23	49	18	0
149346148	1: Original	6/8/2015	1	7	1	5	2	1
149347154	2: Original	6/8/2015	1	5	0	4	1	0
149330874	3: Original	6/12/2015	1	10	5	10	4	1
149342158	4: Original	6/13/2015	1	22	13	22	10	3
617103316	5: Original	6/11/2015	1	109	41	120	26	4
614284845	6: Original	6/14/2015	1	52	31	74	9	0
631784199	7: Original	6/12/2015	1	14	3	14	3	0
149328921	8b: Alternate	6/9/2015	1	3	0	2	1	0
149319272	9: Original	6/9/2015	1	1	0	1	0	0
149327486	10: Original	6/8/2015	1	7	0	5	2	0
611631792	11: Original	6/11/2015	1	13	3	9	7	0
149335729	12: Original	6/10/2015	1	20	6	14	12	0
149349722	13: Original	6/8/2015	1	0	0	0	0	0
149348298	14: Original	6/13/2015	1	8	3	7	4	0
624696401	15: Original	6/11/2015	1	17	1	12	6	0
149341811	16: Original	6/14/2015	1	62	31	91	1	1
149343493	17: Original	6/10/2015	1	1	1	2	0	0
611631778	18: Original	6/11/2015	1	72	36	89	16	3
624231944	1: Original	6/9/2015	4.531914894	122	30	89	61	2
633104230	2: Original	6/8/2015	4.531914894	157	35	101	88	3
149499689	3a: Alternate	6/11/2015	4.531914894	3	1	4	0	0
149487238	4: Original	6/9/2015	4.531914894	108	47	104	51	0
618328344	5: Original	6/10/2015	1.28313253	68	39	80	27	0
149511333	6: Original	6/11/2015	1.28313253	63	13	44	31	1
618324181	7: Original	6/11/2015	1.28313253	297	70	206	158	3
149464554	8: Original	6/14/2015	1.28313253	35	20	38	17	0
149493695	9: Original	6/10/2015	1.28313253	18	7	13	12	0

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
149491956	10: Original	6/10/2015	1.28313253	11	3	11	3	0
149503912	11: Original	6/12/2015	1.28313253	293	73	192	174	0
149496622	12: Original	6/12/2015	1.28313253	55	16	44	27	0
611877695	13: Original	6/12/2015	1.28313253	128	36	99	65	0
149458823	14: Original	6/13/2015	1.28313253	6	0	5	1	0
149461346	15: Original	6/8/2015	1.28313253	16	7	21	2	0
149499742	16: Original	6/11/2015	1.28313253	14	2	10	6	0
149502711	17: Original	6/12/2015	1.28313253	33	8	21	19	1
149457693	18: Original	6/13/2015	1.28313253	2	0	2	0	0
130447128	1: Original	6/13/2015	1	121	103	198	26	0
130412425	2: Original	6/10/2015	1	81	44	102	23	0
626815081	3: Original	6/9/2015	1	348	133	380	101	0
130414136	4: Original	6/8/2015	1	171	66	182	55	0
130440602	5: Original	6/11/2015	1	107	78	161	24	0
235945248	6: Original	6/10/2015	1	76	22	83	15	0
130449024	7: Original	6/9/2015	1	277	159	348	88	0
130410308	8: Original	6/13/2015	1	86	66	125	27	0
130442142	9: Original	6/11/2015	1	32	27	50	9	0
130414163	10: Original	6/8/2015	1	181	53	184	50	0
130416881	11: Original	6/11/2015	1	35	26	51	10	0
625696810	12: Original	6/12/2015	1	44	29	67	6	0
633121288	13: Original	6/8/2015	1	132	63	144	51	0
130435259	14: Original	6/14/2015	1	119	94	186	27	0
130421972	15: Original	6/9/2015	1	266	65	209	122	0
626815080	16: Original	6/9/2015	1	302	109	319	92	0
130430099	17: Original	6/8/2015	1	41	21	44	18	0
130438888	18: Original	6/12/2015	1	140	107	210	37	0
160262564	1: Original	6/8/2015	3.798206278	113	56	158	8	3
160262989	2: Original	6/8/2015	3.798206278	74	32	103	2	1
160263878	3: Original	6/8/2015	3.798206278	86	33	108	7	4
160276521	4: Original	6/8/2015	3.798206278	117	50	154	12	1
625848180	5: Original	6/10/2015	3.798206278	58	15	49	22	2
160278118	6: Original	6/13/2015	1.357371795	129	43	114	57	1
160256726	7: Original	6/12/2015	1.357371795	65	37	99	3	0
160278610	8: Original	6/10/2015	1.357371795	122	47	98	70	1

Site ID	Site type ¹	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants ² belted	Number of occupants unbelted	Number of occupants with unknown belt use
160276641	9: Original	6/10/2015	1.357371795	39	15	31	22	1
160259758	10: Original	6/12/2015	1.357371795	108	46	116	38	0
160269401	11: Original	6/9/2015	1.357371795	6	2	8	0	0
160258496	12: Original	6/11/2015	1.357371795	6	2	7	1	0
160266210	13: Original	6/10/2015	1.357371795	3	2	3	2	0
160257875	14: Original	6/14/2015	1.357371795	27	13	39	1	0
160258469	15: Original	6/11/2015	1.357371795	11	4	14	1	0
160269069	16: Original	6/9/2015	1.357371795	14	7	18	3	0
606738273	17: Original	6/13/2015	1.357371795	171	70	173	68	0
160275943	18: Original	6/12/2015	1.357371795	130	39	108	61	0
Total				17913	6769	19613	4900	169

Standard Error of Statewide Belt Use Rate³: 2.3 percent

Nonresponse Rate as provided in §1340.9 (f)

Nonresponse rate for the survey variable seat belt use: 0.6946 percent

¹Identify if the observation site is an original observation site or an alternate observation site.

²Occupants refer to both drivers and passengers

³The standard error may not exceed 2.5 percent

Appendix H: SPSS data dictionary

GET

FILE='B:\495-WYDOT Seat Belt Survey\SPSS 2015\Occupants\occupants wy 2015.sav'.

DATASET NAME DataSet2 WINDOW=FRONT.

DISPLAY DICTIONARY.

File Information

[DataSet2] B:\495-WYDOT Seat Belt Survey\SPSS 2015\Occupants\occupants wy 2015.sav

Variable Information

Variable	Position	Label	Measurement Level	Role	Column Width	Alignment
InclProbOfRoadType	1	InclProbOfRoadType	Scale	Input	12	Right
TLID	2	TLID	Scale	Input	12	Right
SRSWOR	3	SRSWOR	Scale	Input	12	Right
County	4	County	Nominal	Input	12	Right
observer	5	Observer	Nominal	Input	12	Right
Site#	6	Site #	Nominal	Input	10	Left
Population	7	Population Density	Nominal	Input	12	Right
Roadway	8	Roadway Type	Scale	Input	12	Right
Weekday	9	Weekday	Nominal	Input	12	Right
Roaddirection	10	Road direction	Nominal	Input	12	Right
lanes	11	Lanes	Nominal	Input	12	Right
weather	12	Weather	Nominal	Input	12	Right
timeStamp	13	Time Stamp	Nominal	Input	12	Right
Case#	14	Case#	Nominal	Input	6	Left
Vehicle	15	Vehicle Type	Nominal	Input	12	Right
License	16	License Type	Nominal	Input	12	Right
OccupSex	17	Occ Gender	Nominal	Input	12	Right
Occup	18	Occ Belted	Nominal	Input	12	Right
Roadway2	19	Roadway Type 2	Nominal	Input	10	Right
Weekend	20	Weekend	Nominal	Input	10	Right

Variable Information

Variable	Print Format	Write Format	Missing Values
InciProbOfRoadType	F12.7	F12.7	
TLID	F12	F12	
SRSWOR	F12.9	F12.9	
County	F12	F12	99
observer	F12	F12	99
Site#	A3	A3	
Population	F12	F12	9
Roadway	F12	F12	99
Weekday	F12	F12	9
Roaddirection	F12	F12	9
lanes	F12	F12	9
weather	F12	F12	9
timeStamp	F12	F12	9
Case#	A6	A6	
Vehicle	F12	F12	9
License	F12	F12	
OccupSex	F12	F12	9
Occup	F12	F12	9
Roadway2	F8	F8	99
Weekend	F8	F8	9

Variables in the working file

Variable Values

Value		Label
County	1	Albany
	3	Big Horn
	5	Campbell
	7	Carbon
	13	Fremont
	19	Johnson
	21	Laramie
	23	Lincoln
	25	Natrona
	29	Park
	31	Platte
	33	Sheridan
	35	Sublette
	37	Sweetwater
observer	39	Teton
	41	Uinta
	1	Donna Lucas
	20	Randi Egley
	23	Monty Byers
	27	Dorothy Johnstone
	30	Bill Spencer
	35	Kayla Shear
	38	Derek Bacon
	39	Daleen Sebellus
	40	Melissa Garcia
	41	Patrick White
	42	Dawn Edwards
	43	Jill Ellenbecker
44	Doug Peterson	
45	Logan Wilson	
46	Tonya Dove	
47	Melissa Thomasma	
Population	1	Urban
	2	Rural

Variable Values

Value	Label
Roadway	11 Primary
	12 Secondary
	14 Loc-Rur-City
Weekday	1 Sunday
	2 Monday
	3 Tuesday
	4 Wednesday
	5 Thursday
	6 Friday
	7 Saturday
Roaddirection	1 North
	2 South
	3 East
	4 West
lanes	1 One Lane
	2 Two Lanes
	3 Three lanes
	4 Four Lanes
weather	1 Clear / Sunny
	2 Cloudy
	3 Foggy
	4 Light Rain
	5 Snow / Ice
	6 Heavy Rain
	7 Occasional Rain
timeStamp	1 7:30 - 9:30 AM
	2 9:30 - 11:00 AM
	3 11:30 AM - 1:30 PM
	4 1:30 - 3:30 PM
	5 3:30 - 5:30 PM
Vehicle	1 Auto
	2 Van
	3 SUV
	4 Pickup

Variable Values

Value		Label
License	1	Wyoming License
	2	Out-of-State License
	9	Unsure
OccupSex	1	Male
	2	Female
Occup	1	Belted
	2	Not Belted
	3	Unsure
Roadway2	11	Primary
	12	Secondary
	14	Loc-Rur-City
Weekend	1	Weekend
	2	Weekday

State Seat Belt Use Survey Reporting Form

PART A

State: Wyoming

Calendar Year of Survey: 2015

Statewide Seat Belt use Rate: 79.8 Percent

I hereby certify that: The Governor designated Matt Carlson as the State's Highway Safety Representative (GR), and has the authority to sign the certification in writing.

The reported Statewide seat belt use rate is based on a survey design that received approval by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

The survey design remained unchanged since NHTSA approved the survey.

Dr. James G. Leibert¹, a qualified survey statistician, reviewed the seat belt use rate reported above and information reported in Part B and determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.



Signature

9-28-15

Date

Matthew D. Carlson, P.E.

Printed name of signing official

¹ In accordance with the final rule published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042-18059, DLN contracted with statistician, Dr. James G. Leibert to determine that the methods used to process the collected data met the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. Dr. Leibert reviewed the SPSS output files and related data tables to confirm the data are accurate and true. A copy of Dr. Leibert's abbreviated resume follows.

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Wyoming Governor's Council on Impaired Driving Evaluation Report, 2015

WYSAC Technical Report No. CJR-151

October 2015



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Wyoming Governor's Council on Impaired Driving Evaluation Report, 2015

By

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Citation for this document: WYSAC. (2015). *Wyoming Governor's Council on Impaired Evaluation Report 2015*, by Steve Butler, (WYSAC Technical Report No. CJR-151). Laramie: Wyoming Survey & Analysis Center, University of Wyoming.

Short reference: WYSAC (2014), *GCID Evaluation Report 2015*.

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Wyoming Governor's Council on Impaired Driving Evaluation Report, 2015

Introduction

In September 2011, Wyoming Governor Matt Mead created the Governor's Council on Impaired Driving (GCID) through executive order. The goal is to decrease impaired driving motor vehicle crashes and fatalities in Wyoming. The effort is ongoing, and this evaluation report covers efforts and outcomes (as data are available) as of October 15, 2015

The impaired driving initiative through the GCID, its co-chairs, subcommittees, professional facilitator and personnel from the Highway Safety Office of the Wyoming Department of Transportation (who were both members of the council and staff that provided assistance to the council); together accomplished a substantial body of work over the period. That work has resulted in positive outcomes on most of the measures identified for the outcome evaluation. Additionally Governor Mead created a policy analyst/advisor position on impaired driving. Funding for the GCID was provided primarily through grant funding from the National Highway Traffic Safety Administration (NHTSA).

GCID Initiatives

- A statewide media campaign was launched to raise awareness of the dangers of impaired driving. The aim was to change impaired driving behavior by focusing on individual behavior and Wyoming's culture as a whole.
- Funding for enhanced DUI enforcement was delivered in seven targeted Wyoming counties: Albany, Campbell, Fremont, Laramie, Natrona, Sheridan, and Sweetwater.
- The 24/7 Sobriety Program imposes a management program on participants who agree to abstain from alcohol and drug use. Offenders are permitted to continue driving and avoid incarceration. The program is enforced by intensive monitoring of participants and through alcohol and drug testing.
- The council hosted two statewide well-attended conferences to raise awareness of the tragic impact of impaired driving in Wyoming. Policymakers from throughout the state attended: community leaders, state legislators, county commissioners, law enforcement officers, and others.
- A GCID Saving Lives Award program was implemented. A council standing committee considered nominations of individuals and programs that demonstrated innovation, safe community efforts, partnerships and leadership by working to increase community safety.
- The GCID held 15 meetings from January 2012 to August 2015. Another meeting is scheduled for December 2015.

Media Campaign

The initial campaign included the airing of radio and television ads, newspaper, internet and billboard advertising.

Super Bowl 2013

For the Super Bowl campaign, localized media messaging that targeted the seven counties of interest was launched under the Combined Enhanced Enforcement Initiative. Photos and audio captured at the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) meeting in January 2013 were used to develop campaign materials. Radio and print ads were created that featured local police chiefs and sheriffs. Posters with GCID branding were distributed statewide.

August Crackdown

GCID branding was featured on posters distributed to retailers statewide through the Wyoming Department of Revenue Liquor Division and also through local media coordinators. GCID branding was also circulated in print ads, web advertising with accompanying radio buys, and in the web graphics used in Pandora internet radio advertising.

Press Events

Banners were created for media events for the St. Patrick's Day launch of the "Gotta DD?" license plate campaign. DD refers to "designated driver." The Governor's launch of the "DUI Life" campaign includes 33 billboards in the seven targeted counties (see Appendix A). Additionally, 32 business locations in the counties (primarily taverns) display mug shot posters in patron restrooms (Appendix A).

UW Football

Media buys were made for the first part of the UW football season (through the fiscal year cutoff of September 30). This included in-stadium electronic billboards as well as radio sponsorship of the *Wyoming Sports Today* radio show. This sponsorship also has a Web presence on gowyo.com, the official website of UW athletics. Localized radio buys for DUI enforcement messaging similar to the Super Bowl campaign were made for the same time period which specifically targeted the seven counties of interest. A more general radio spot was produced for statewide use. This buy included sponsorship of the *Gameday Forecast* segment.

Fiscal Year 2015 Objectives and goals

For fiscal year 2015, the Governor's Council on Impaired Driving Media Subcommittee sought to build upon existing momentum to expand media outreach and increase awareness of both the GCID brand and its messaging. Goals for the year included addressing gaps in media coverage left by following the NHTSA calendar, moving beyond traditional media spending (TV, Radio, Print), publicizing and distributing the Drive Sober Wyoming smart phone application, and increasing local engagement. The development of a new campaign and associated messaging with a targeted summer launch was also planned.

Traditional Media Plan

The base of the media outreach campaign is rooted in making traditional media buys to follow seasonal campaigns used by NHTSA. Base media components included posters printed by WYDOT and distributed to liquor retailers through the Liquor Division, print advertising (statewide newspaper buys purchased through the Wyoming Press Association), paid radio advertising, and television spots. Either GCID messaging (Welcome to the DIU Life, Feeling Buzzed?, Drunk Driving Ends Here) or NHTSA messaging adapted for Wyoming and re-branded as GCID were used. Both enforcement and social norming types of messaging were utilized through the year.

NHTSA Calendar Events

- Halloween – posters, print

- Holiday Season – posters, print, radio, television
- Super Bowl – posters, print, radio, television
- St. Patrick’s Day – posters, print, radio
- July 4th – posters, print, radio
- August Crackdown – posters, print, billboards, radio, television

To help achieve the goal of maintaining a media presence in between NHTSA campaigns, the following traditional media buys were also made:

- Fall radio buy - radio spots purchased in November and December
- Fall television buy – television spots purchased from October through early December
- Fall billboard buy – additional billboard locations were purchased in October and November
- Football buy – additional television spots were purchased for the latter half of the football season
- Spring Radio buy – radio time was purchased to cover the gap between March and June

Expanded Media Outreach

To increase the reach of the media campaign, and to better target the desired demographic of millennials, several strategies were applied. Increased sports advertising, online advertising and outreach, and collaboration with partner organizations engaging in local outreach were the primary initiatives given attention in 2015. The rationale behind increased spending on sports is that we are essentially targeting the same audience as large beer distributors who invest heavily in sports advertising. ‘Feeling Buzzed? Better not drive, or you’ll be living the DUI Life’ was the primary messaging used in the following campaigns:

- UW Football – in-stadium signs and digital displays, live reads for game broadcasts, and corollary radio spots (gameday forecast, for example)
- UW Basketball – in-arena signage and digital ads, live reads for game broadcasts
- Cheyenne Frontier Days – banners placed in parking lots, posters in restrooms, digital signage/TV ads in-arena, live announcer reads, program listing
- College National Finals Rodeo – in-arena signage, live announcer reads, program listing

Online advertising was identified as a large missed opportunity for getting GCID branding and messaging out to a younger demographic. 2015 saw the start of several online efforts, to be greatly expanded in 2016. These included:

- Pandora advertising – in support of all major NHTSA campaigns, as well as Spring buys between March and June
- Laramie Live – online web advertising purchased in the spring

- TownSquare Media web advertising – radio buys are increasingly including an online component with links to the GCID Facebook page

Local outreach was also identified as an opportunity to increase the reach of the statewide campaigns while engaging the audience on a more personal level. Work was begun in 2015 to better collaborate with Safe Communities on some of their local efforts. Campaign materials were co-branded with Safe Communities and distributed through their regional staff. Banners with GCID messaging were distributed through Safe Communities and were displayed at such events as County Fairs and rodeos.

Drive Sober Application

A multi-faceted campaign was launched in FY 2015 to publicize the newly-released Drive Sober Wyoming smart phone application. To get the word out, media efforts were focused on places and events where alcohol is consumed as well as online advertising where a younger audience could be more easily reached. This included:

- UW Football – live reads during game broadcasts
- UW Basketball – in-arena signage, live reads during game broadcasts
- Posters – distributed to liquor retailers and restaurants through the Liquor Division
- Coasters – custom drink coasters with a QR code linking to the app web site were printed and distributed to bars and restaurants through the Liquor Division
- Radio – a small buy was made in December
- Pandora – the app was featured in Pandora advertising in Winter and Spring 2015
- Cheyenne Frontier Days – posters

Enhanced Enforcement

Initially in the seven targeted counties, the local police departments, sheriffs' offices, and the Highway Patrol lacked available staffing to increase overall enforcement. But strategically, inter-county cooperation associated with large, but short-term events was accomplished. For example, during Cheyenne Frontier Days, the Laramie Police Department sent several officers to assist the Cheyenne Police and Sheriff's Office in DUI enforcement over the event. Similarly, the Casper Police Department shared police officers with Laramie law enforcement during sporting events at the University.

24/7 Sobriety Program

The 24/7 Sobriety Program is a court-based supervision program designed for repeat DUI offenders. Developed in South Dakota, the program requires that participants agree to abstain from alcohol and drug use, and in return, they are permitted to continue driving and avoid incarceration. The program is enforced by intensive monitoring of participants through alcohol and drug testing. Violation of program rules leads to immediate and usually brief incarceration of the offender.

The Rand Corporation completed a 2012 outcomes study in which they compared South Dakota counties with the 24/7 Sobriety Program to counties without the program from 2005 to 2010. The study concluded that: "In community supervision settings, frequent alcohol testing with swift, certain, and modest sanctions

for violations can reduce problem drinking and improved public health outcomes.”¹

As a result of GCID efforts, the Wyoming Legislative Joint Judiciary Interim Committee produced a draft bill that if adopted in the next legislative session would create a pilot 24/7 Sobriety Program in seven counties and staff it with a program director. The National Highway Traffic Safety Administration has indicated they would fund the program director’s salary along with associated fees.

Legislation based on that program passed in 2013 and has been in the development stages since. The legislation requires the Attorney General's office to promulgate rules and regulations for the implementation of programs or pilot programs of the 24/7 sobriety program. Stages of the development of this program have been completed except for the final contract with the web-based purveyor expected to be utilized and the final document development of all documents necessary for the implementation and continuous usage of the 24/7sobriety program.

The finalization of these documents is currently in process with the Attorney General's office and expected to be completed soon. Upon completion, policy advisor Mike Reed will then begin development of these pilot programs around the state initiating meeting with sheriffs and local stakeholders for the implementation process.

Statewide Conferences for Wyoming Policymakers, Community Leaders, Law Enforcement

The council hosted two statewide well-attended conferences to raise awareness of the tragic impact of impaired driving in Wyoming. The December 2013 Conference on Impaired Driving for Wyoming Policymakers was held in Casper. Policymakers from throughout the state attended: community leaders, state legislators, county commissioners, law enforcement officers, and others. The May 2015 Governor’s Conference on Impaired Driving focused more on tools and knowledge for law enforcement professionals. The two-day event featured over 20 presentations/sessions (see Appendix C.

Baseline Data on Outcome Evaluation Measures

The units of analysis in this evaluation are the state of Wyoming and the seven targeted counties. This section presents existing baseline data on several indicators at the state and county levels (county data are not available on all measures). Outcomes on the measures were updated over the study period. Data-driven goals of the GCID initiative are measured

Survey of Wyoming Drivers

The first five quantitative measures are from the Survey of Wyoming Drivers conducted by WYSAC for the Wyoming Department of Transportation (WYDOT) in August 2010, June 2011, July 2012, June 2013 and June 2014. The questionnaire remained unchanged to achieve maximum comparability of the results over time. With 754 responses in 2014, the sampling frame (including both landline and cell phones) produced an estimated margin of error of plus or minus 4 percentage points at the 95% confidence level.

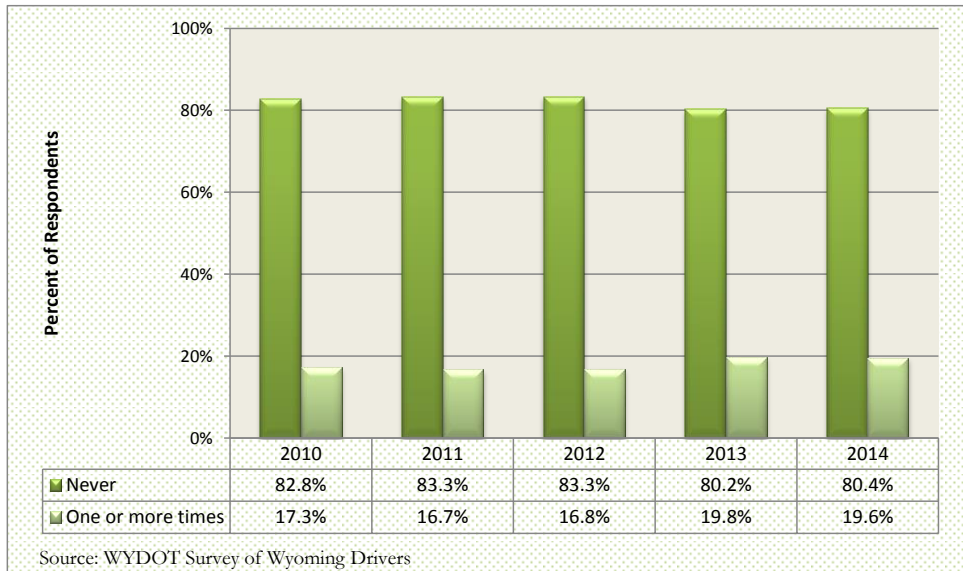
Questions from the surveys include: 1) the number of times in the past 60 days drivers reported having driven a motor vehicle within two hours of drinking, 2) the perceived risk of someone in Wyoming getting arrested if they drive within city or town limits after they drink alcohol, 3) the perceived risk of someone in Wyoming getting arrested if they drive outside of city or town limits after they drink alcohol 4) in the past

¹ Beau Kilmer, Nancy Nicosia, Paul Heaton, and Greg Midgette. Efficacy of Frequent Monitoring with Swift, Certain, and Modest Sanctions for Violations: Insights From South Dakota’s 24/7 Sobriety Project. American Journal of Public Health: January 2013, Vol. 103, No. 1, pp. e37-e43.doi: 10.2105/AJPH.2012.300989.

60 days, had drivers read, seen, or heard anything in the media about drinking and driving, 5) if responding yes to having seen media, *where* they read, saw or heard about enforcement of drunk driving laws?

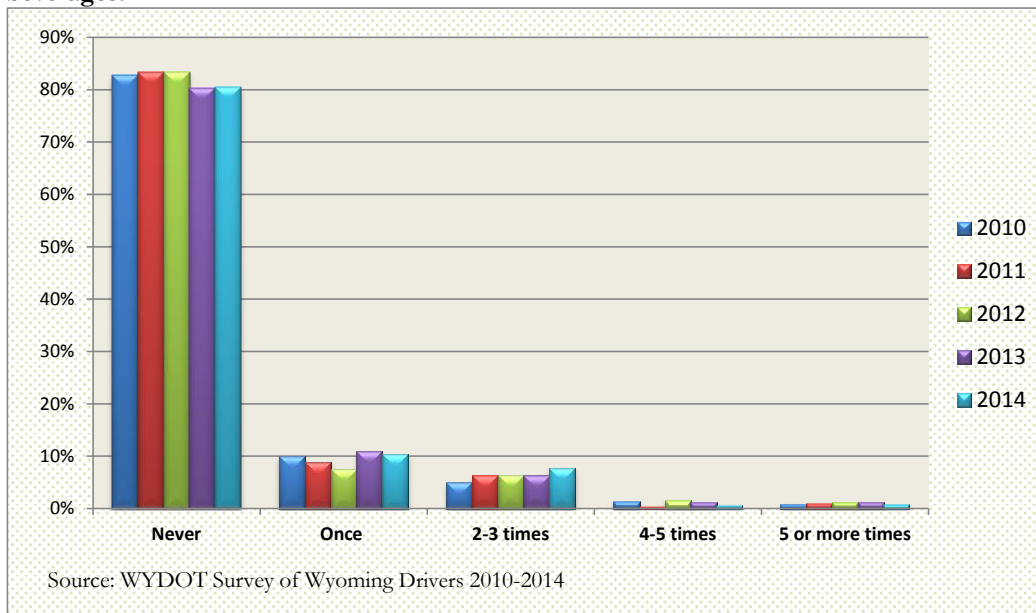
Alcohol-related driving behaviors have not changed significantly since the survey began in 2010. In the most recent year of the survey, 2014, 20% of Wyoming residents reported having driven a motor vehicle one or more times in the past 60 days within two hours of having an alcoholic beverage (Figure 1).

Figure 1. In the past 60 days, number of times you’ve driven a motor vehicle one or more times within 2 hours of drinking an alcoholic beverage.



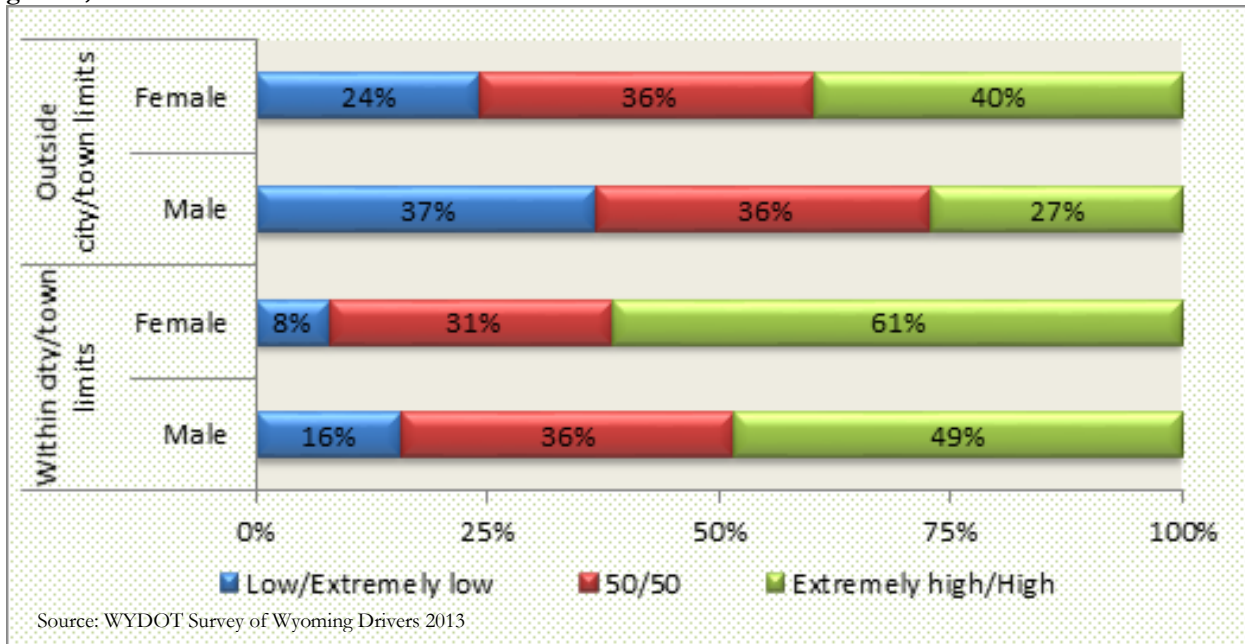
Drivers were asked the number of times they had driven within 2 hours of having had alcohol (Figure 2). Across the years there was slight (statistically insignificant) variation over the five years of the survey, with the largest group reporting having driven after drinking *once*, at 11% or under each year.

Figure 2. In the past 60 days, number of times you’ve driven a motor vehicle within 2 hours of drinking alcoholic beverages.



Over half (55%) of Wyoming respondents in 2013 think the chances are *extremely high* or *high* that someone in Wyoming will get arrested if they drive within city or town limits after drinking alcohol (Figure 3 & Table 1). The same question asked about driving after drinking outside of city limits reveals that one-third (33.3%) think the chances of arrest are high or extremely high (Table 2). These numbers are relatively consistent in all four years of the survey from 2010-2013 (Tables 1 & 2). When broken-out by gender, males are significantly more likely to think the chances of getting arrested outside of town limits after drinking alcohol are *low* or *extremely low* than are females, 36.7% vs. 24.1% (Figure 3).

Figure 3. Perceived chances of getting arrested for drinking and driving, within and outside of city/town limits, by gender, 2013



When asked about the perceived risk of drivers in Wyoming getting arrested within city or town limits after drinking alcohol from 2010 to 2013, little variation is observed in attitudes (Table 1).

Table 1. Perceived risk of drivers in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol

	2010	2011	2012	2013	2014
	Weighted %	Weighted %	Weighted %	Weighted %	Weighted %
Extremely high	18.9%	22.4%	22.8%	19.8%	21.5%
High	37.5%	35.2%	35.0%	35.0%	37.5%
50/50	28.6%	31.3%	31.4%	33.3%	29.9%
Low	12.6%	10.1%	8.9%	10.2%	9.0%
Extremely low	2.5%	1.0%	1.9%	1.6%	2.0%
Total Valid	100.0%	100.0%	100.0%	100.0%	100.0%

Source: WYDOT Survey of Wyoming Drivers 2010-2014

The perceived risk of drivers in Wyoming getting arrested if they drive outside of city or town limits after they drink alcohol is shown in Table 2. As with the question above, slight variation is seen across the survey years.

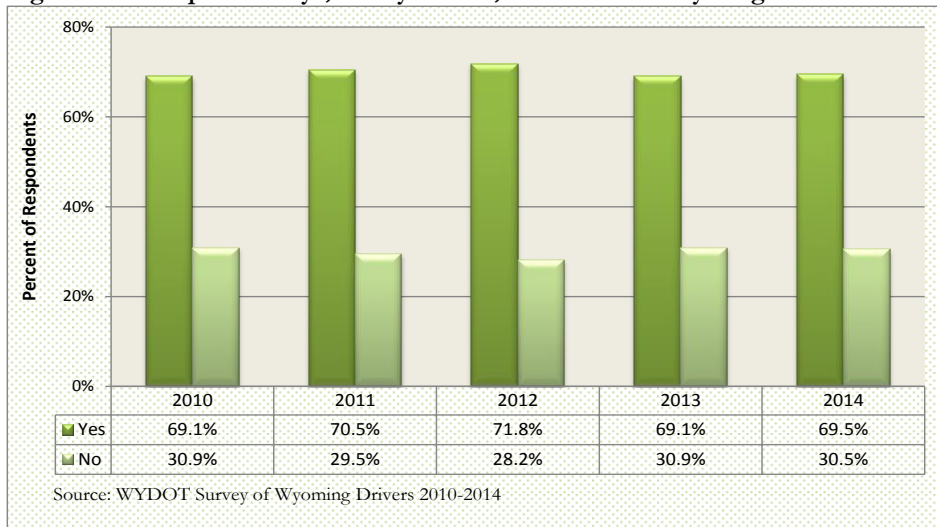
Table 2. Perceived risk of drivers in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol

	2010	2011	2012	2013	2014
	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>
Extremely high	7.1%	8.6%	9.7%	11.1%	8.2%
High	21.1%	24.4%	24.1%	22.2%	22.8%
50/50	41.9%	36.2%	39.0%	36.2%	39.0%
Low	24.0%	25.2%	21.8%	23.7%	24.5%
Extremely low	5.9%	5.6%	5.4%	6.9%	5.5%
Total Valid	100.0%	100.0%	100.0%	100.0%	

Source: WYDOT Survey of Wyoming Drivers 2010- 2014

When Wyoming residents were asked if they have read, seen or heard media messages about drinking or driving in the media, 69.5% responded yes in 2014 (Figure 4). This is similar to prior survey years where between 69% and 72% reported having seen drinking and driving media.

Figure 4. In the past 60 days, have you read, seen or heard anything in the media about drinking and driving?



If respondents answered yes to seeing media messages about drinking and driving, they were asked to identify the type of media. The largest reported source was television (48%-52%), second was print media (34%-38%), a close third was radio (33%-36%) and fourth was billboard ads (17%-41%). See

Table 3.

Table 3. [If yes to having seen media on impaired driving] Where did you read, see or hear about enforcement of drunk driving laws? Was it...? (Check all that apply.)

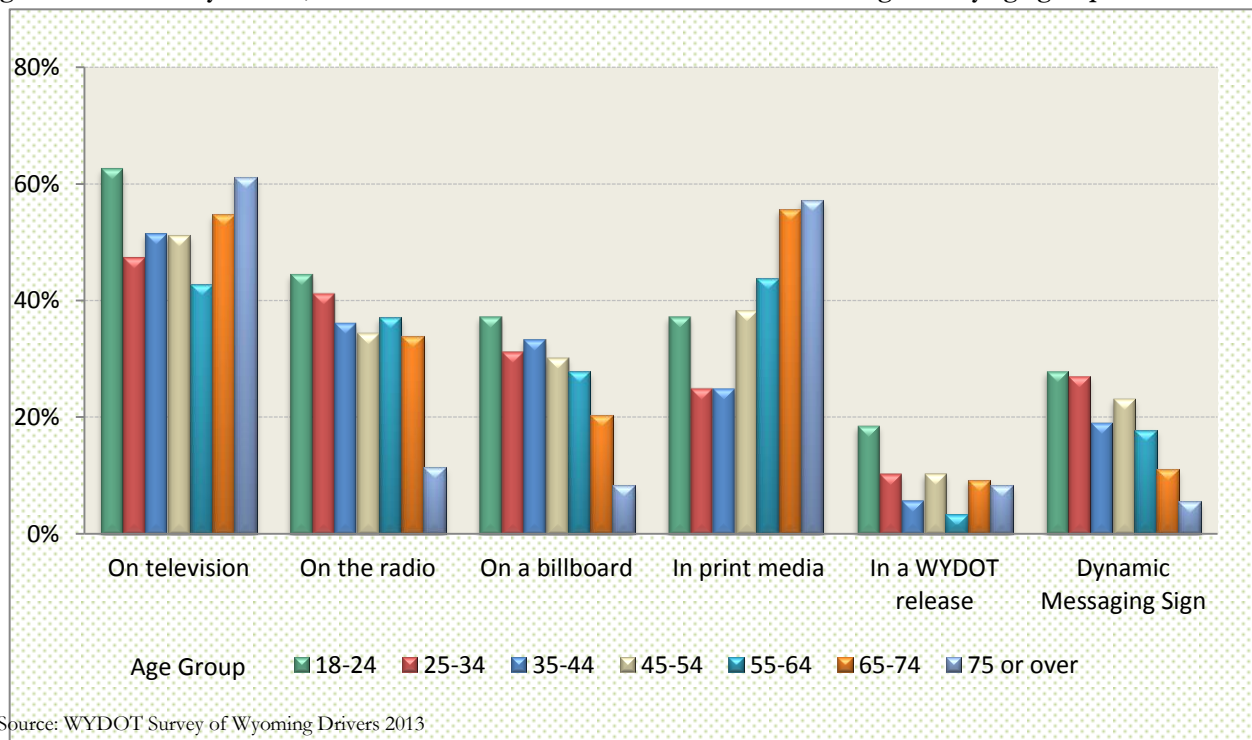
	2010	2011	2012	2013	2014
On television	51.5%	51.2%	47.6%	51.9%	47.7%
On the radio*	33.0%	35.2%	34.3%	36.0%	41.3%
On a billboard*	16.5%	35.2%	40.9%	28.5%	41.4%
In print media	34.1%	34.4%	38.1%	37.8%	33.2%
In a WYDOT release*	4.2%	12.6%	13.4%	9.5%	9.7%
Dynamic Messaging Sign or DMS*	--	--	--	20.5%	30.1%
Other (specify)	2.4%	2.9%	4.2%	3.4%	4.5%
(Don't know/Not sure)	0.9%	0.0%	0.6%	0.3%	0.0%

* Significant difference observed (Pearson Chi-Square or linear by linear test p<.05).

**Not asked in 2010, 2011 or 2012.

The type of media Wyoming drivers read, saw or heard content related to drunk driving laws fluctuates by age (Figure 5). Exposure to the *radio*, *billboard*, *WYDOT releases* and *dynamic messaging signs* tends to decrease as Wyoming drivers' age increase. Exposure to *print media* tends to increase as age increases, and it appears *television* is uniform across age groups.

Figure 5. Where did you read, see or hear about law enforcement of drunk driving laws by age groups?

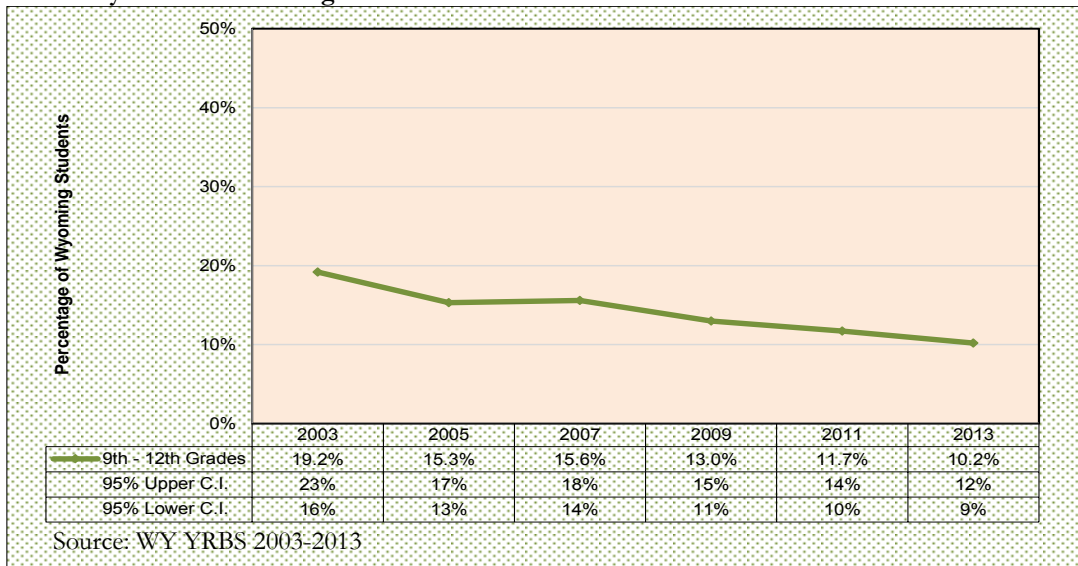


Youth Risk Behavior Survey Grades 9-12

The Youth Risk Behavior Survey (YRBS), a survey developed by the Centers for Disease Control and Prevention (CDC), is administered every other year with students in grades 6-8 and 9-12. Data presented in this section represent Wyoming and the comparator states North Dakota and South Dakota students in grades 9-12. The first measure related to drinking and driving from the YRBS is “students who reported they drove a vehicle one or more times during the past 30 days when they had been drinking alcohol” (

Figure 6). The percentage responding yes has declined fairly steadily over the years, from 19.2% in 2003 to 10.2% in 2013. Note that the scale ranges from 0% to 50%.

Figure 6. Wyoming students who reported they drove a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol



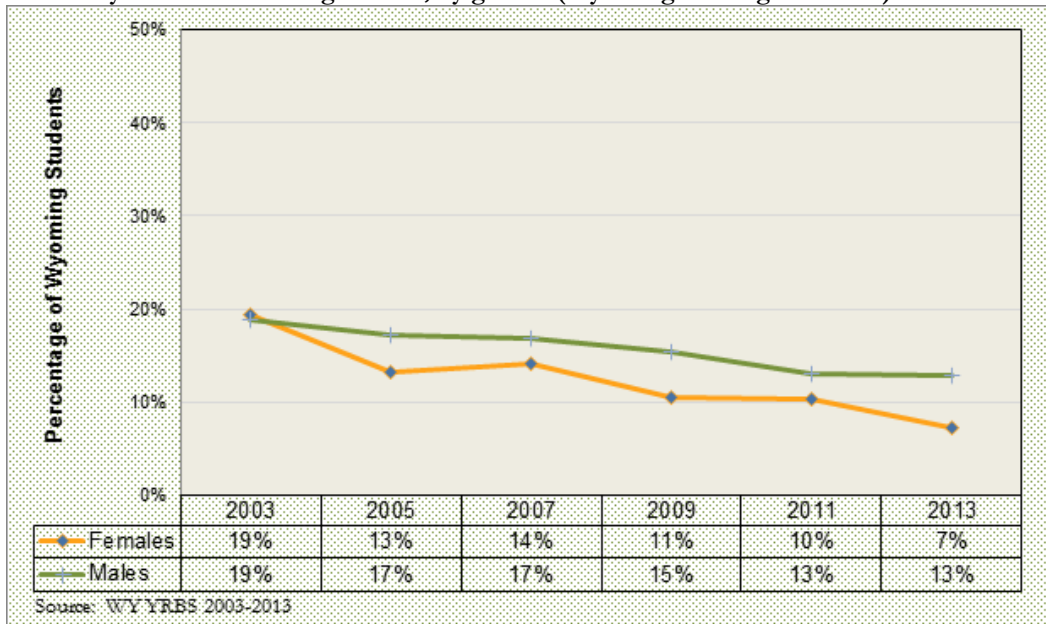
driving after

drinking, but percentages are declining.

Figure 7 presents the same data above in

Figure 6 broken-out by gender. Moreover, males are somewhat more likely to report driving after drinking, but percentages are declining.

Figure 7. Wyoming students who reported they drove a car or other vehicle one or more times during the past 30 days when they had been drinking alcohol, by gender (Wyoming YRBS grades 9-12)



In Figure 8, data on students who report they rode in a vehicle *driven* by a person who had been drinking is presented. The number of students who reported riding with a driver who had been drinking decreased from nearly 1 in 3 in 2003 to just over 1 in 5 in 2013.

Figure 8. Wyoming students who rode one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol (YRBS grades 9-12)

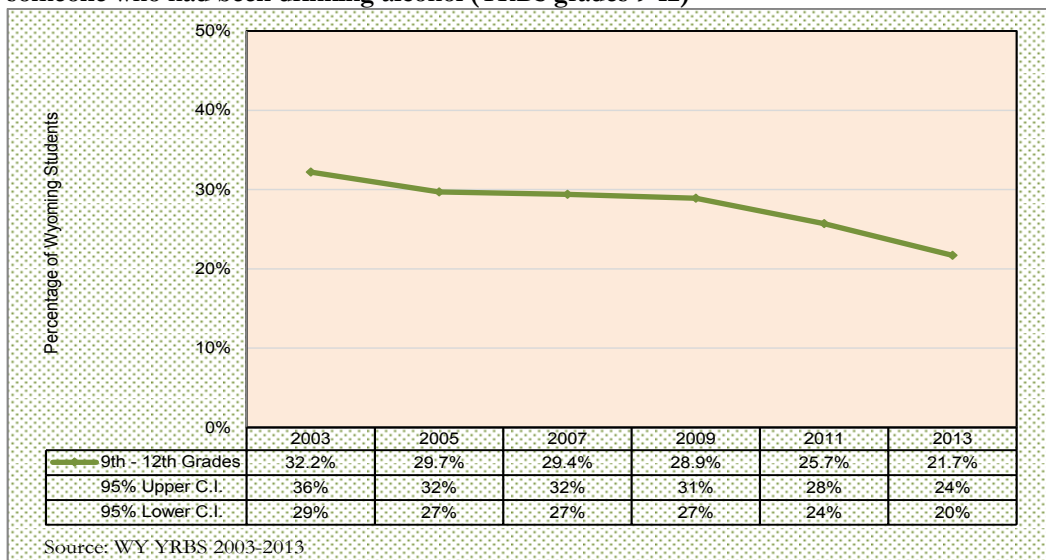
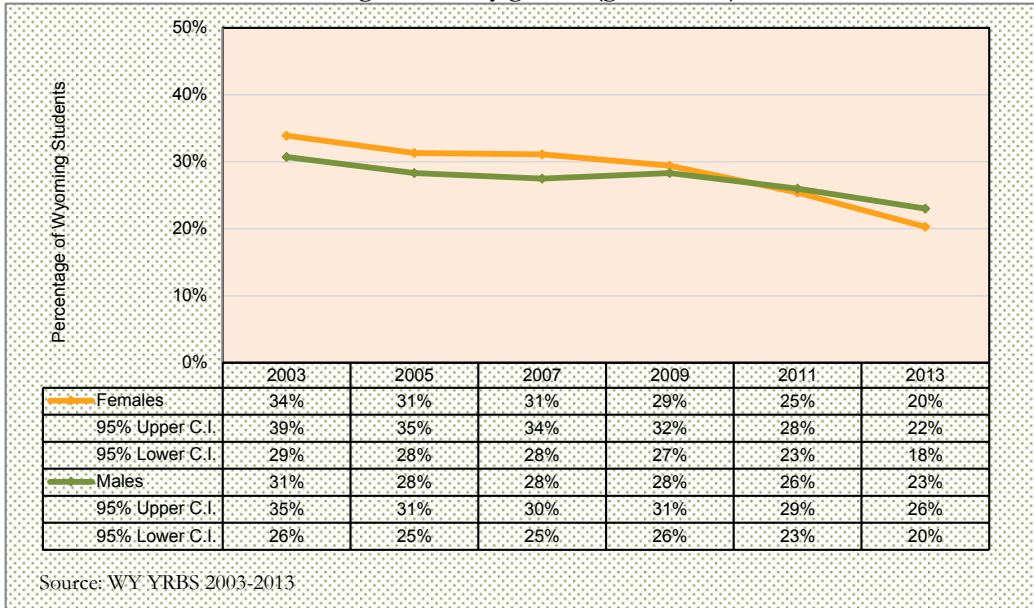


Figure 9 presents the percent of students who reported riding in a car with someone who had been drinking, by gender. There is little difference between males and females when reporting whether they rode with a driver in the past 30 days who had been drinking, but overall rates are declining.

Figure 9. Wyoming students who rode one or more times during the past 30 days in a car or other vehicle driven by someone who had been drinking alcohol, by gender (grades 9-12)



Below in Figure 10 and 11, Wyoming’s YRBS grades 9-12 results are compared to North and South Dakota’s results. The pattern over the 10-year period is similar in all three states with a decline in the reported incidence of driving a vehicle one or more times during the past 30 days when they had been drinking alcohol. North Dakota experienced the largest decline in students reporting having ridden in a car with someone who had been drinking (16 percentage points) compared to Wyoming (9 percentage points) and South Dakota (15.4 percentage points).

Figure 10. Wyoming and North and South Dakota students who reported they drove a vehicle one or more times during the past 30 days when they had been drinking alcohol (grades 9-12)

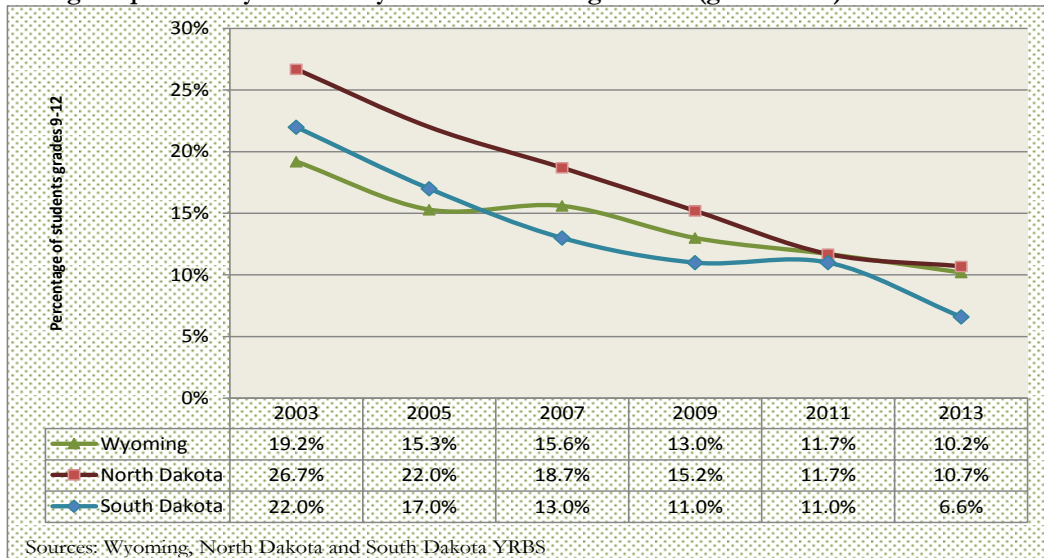
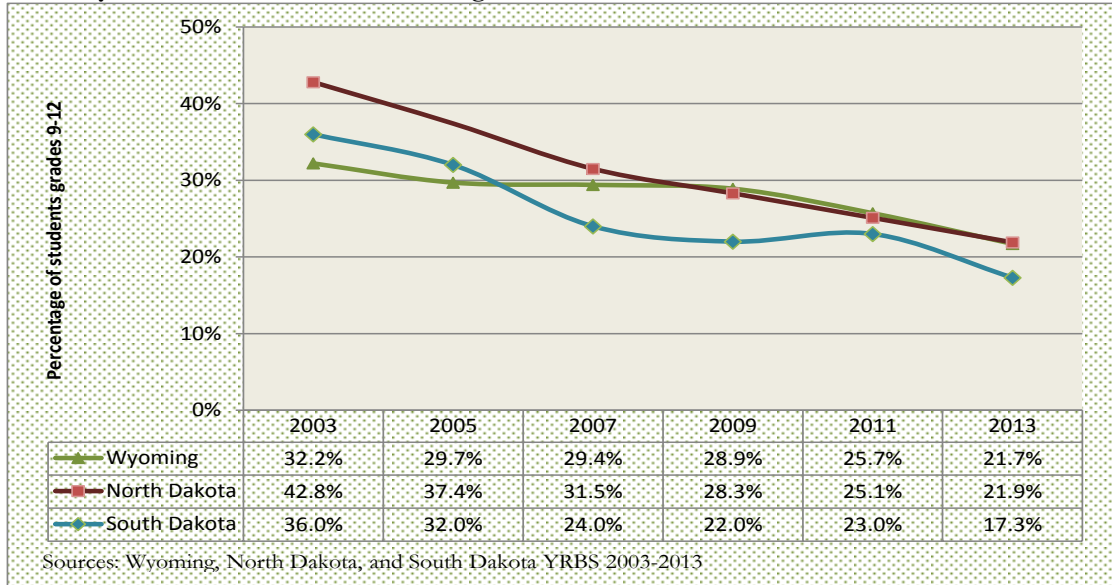


Figure 11 shows the results from a question asking students if they had ridden in a vehicle driven by someone who had been drinking. All states experienced similar downward trends with Wyoming decreasing from 32.2% in 2003 to 21.7% in 2013, North Dakota decreasing from 42.8% in 2003 to 21.9% in 2013, and South Dakota decreasing from 36.0% in 2003 to 17.3% in 2013. In 2013, the percent of students reporting they had ridden in a vehicle driven by someone who had been drinking was nearly identical between Wyoming (21.7%) and North Dakota (21.9%); South Dakota was slightly lower at 17.3%.

Figure 11. Percentage of respondents who during the past 30 days rode one or more times in a car or other vehicle driven by someone who had been drinking alcohol



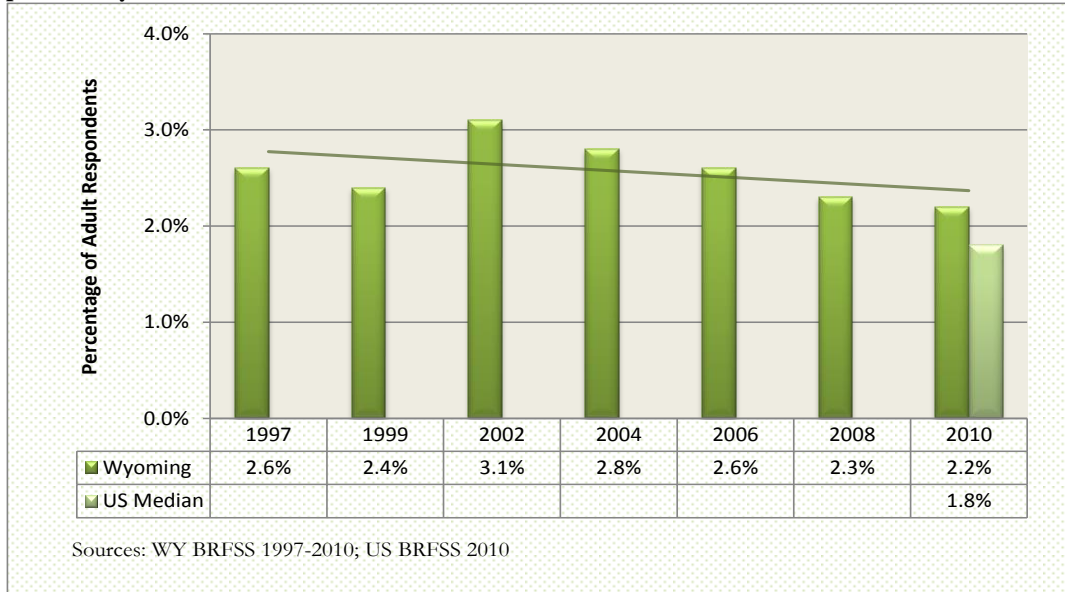
Behavioral Risk Factor Surveillance System

The Behavioral Risk Factor Surveillance System (BRFSS) substantially modified its data collection methodology after 2012. According the Centers for Disease Control (CDC) survey results before and after the modification are not comparable. Figures on BRFSS results up to 2012 are included below.

The BRFSS is nation's foremost health-related adult telephone survey that collects state data on U.S. residents regarding their health-related risk behaviors, chronic health conditions, and use of preventive services. The BRFSS is collected in all 50 states as well as the District of Columbia and three U.S. territories.

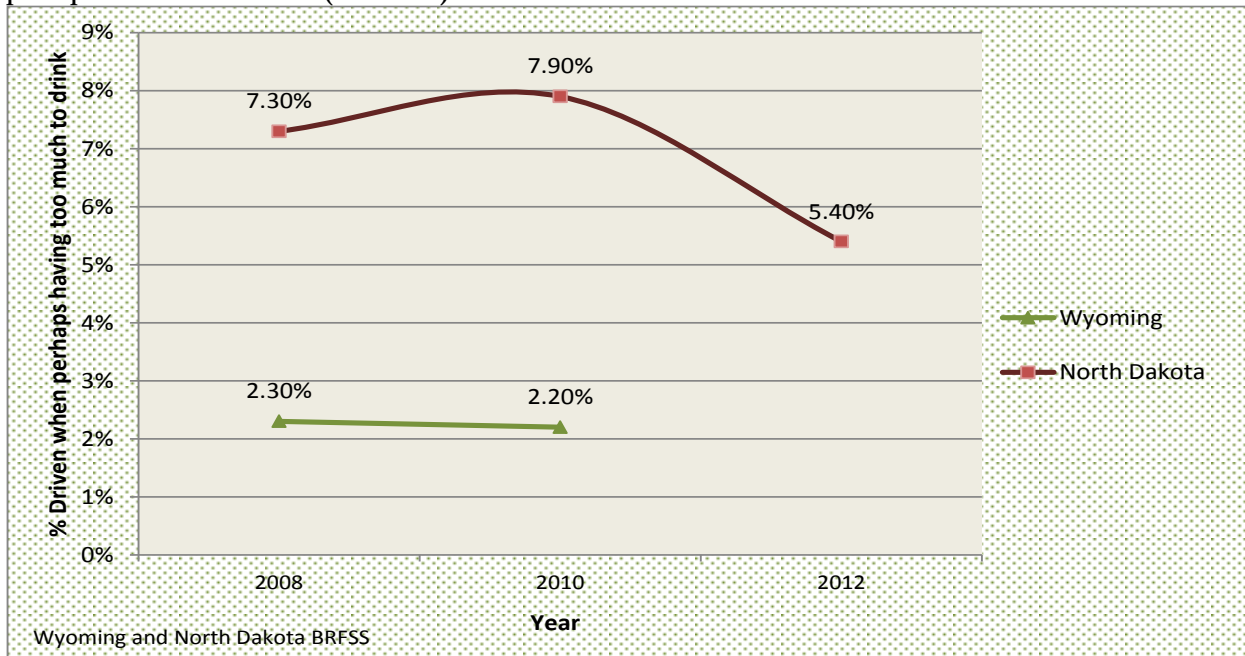
Figure 12 shows respondents answering “one or more” to the question: “During the past 30 days, how many times have you driven when you’ve had perhaps too much to drink?” Aside from an increase in the year 2002, reports of driving after having too much to drink have declined over time. Note the scale is only from 0% to 4% in the chart, and the overall change from 1997 to 2010 is just 0.4 percentage points. The orange bar represents the median for all states in 2010, which is below Wyoming’s score for each year during the study period.

Figure 12. Respondents answering “one or more” to having driven when they’d had perhaps too much to drink the past 30 days



In **Error! Reference source not found.** below, the South Dakota results are shown for only 2010 (represented by the blue diamond marker) because states have choices on the CDC sponsored BRFSS as to which questions they will ask in given years. Wyoming asked the question in only 2008 and 2010. While Wyoming and South Dakota had similar values in 2010, North Dakota was more than threefold higher than Wyoming in 2010.

Figure 13. Wyoming and North Dakota BRFSS results on: In the past 30 days, have you driven when you’ve had perhaps too much to drink? (2008-2012)



Wyoming Association of Sheriffs and Chiefs of Police DUI Arrest Data

The tables below present annual DUI arrest data by county and state per 1,000 residents. Standardization per 1,000 rather than the often seen per 10,000 or 100,000 was chosen because it represents a more intuitively meaningful statistic for low population density Wyoming. The tables are color-coded so that cells with lower values are shades of **green**, middle values are shades of **yellow** and the highest cell values are shades of **red**. The county tables are sorted by the latest available year of data (right-most column). Data are from the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)² and the intercensal U.S. Census.

The seven counties with the highest numbers of alcohol-related crashes were chosen for enhanced enforcement. In Table 4 below, Campbell County in 2010 had 17.8 DUI arrests per 1,000 residents hence it is the reddest cell (the highest value in the table). In 2014 Laramie County had the lowest value; hence it is the “greenest” cell in the table.

There is considerable variation in DUI arrests per 1,000 by county. In 2013, Campbell had almost twice as many arrests per 1,000 as Laramie County. There is also a fairly consistent trend over the five-year period—the targeted 7 counties and Wyoming overall have lower numbers in 2014 than in 2010. The mean arrests per 1,000 of the 7 targeted counties have declined each year.

Table 4. DUI alcohol-related arrests in the 7 targeted counties and Wyoming overall per 1,000 population by years 2010-2014

Location	2010	2011	2012	2013	2014
Campbell	17.8	13.6	12.0	11.3	11.6
Albany	12.1	11.8	10.1	9.7	10.1
Sheridan	9.2	7.2	6.4	8.2	9.0
Wyoming	10.4	9.2	8.3	7.5	7.2
Sweetwater	13.7	11.7	9.7	7.7	7.1
Natrona	10.6	10.5	9.6	7.3	7.0
Fremont	11.2	9.8	7.7	6.6	6.8
Laramie	7.9	5.7	6.1	5.9	4.7

Sources: WASCOP Annual Reports and U.S. Census.

² Data management and authorship of *Alcohol and Crime in Wyoming* reports are the responsibility of Johnson and Associates in Douglas, Wyoming. As explained in the 2012 and 2011 reports: “Beginning in 2010, the data collection and analysis has been an ongoing process and the report is being published annually on a calendar-year basis. The addition of this year’s data allows for a three-year trends analysis – which is included in this report for the first time. The reports submitted during 2011 represent 91.82% of all persons booked into a county detention facility (as verified through an independent process).”

The WASCOP data collection form includes a field in which arresting officers can indicate whether drugs were involved in the DUI infraction (some arrests can be for alcohol *and/or* drugs and thus can be represented in both Tables 4 and 5). Table 5 shows drug-related DUI arrests. In 2014, Campbell County experienced the highest rate of drug-involved DUI's per 1,000, which was over twice the rate of Laramie County. (1.18 per 1,000, vs. .50 per 1,000, respectively).

Table 5. DUI drug-related arrests in the 7 targeted counties and Wyoming per 1,000 population by years 2010-2014

Location	2010	2011	2012	2013	2014
Campbell	0.95	0.92	0.73	1.29	1.18
Albany	1.21	1.14	1.10	0.94	1.14
Natrona	1.03	1.11	1.12	0.88	0.91
Sheridan	0.75	0.34	0.54	0.44	0.90
Fremont	0.57	0.35	0.49	0.54	0.86
Wyoming	0.87	0.81	0.78	0.81	0.83
Sweetwater	0.94	0.86	0.91	0.80	0.64
Laramie	0.50	0.43	0.46	0.48	0.50

Sources: WASCOP Annual Reports and U.S. Census.

When including all 23 Wyoming counties (Table 6), 2013 alcohol-related DUIs range from a high of 15.3 per 1,000 in Carbon County to a low of 4.0 per 1,000 in Big Horn County. The large increase in Carbon was investigated. The Rawlins PD reported that in 2014 Sinclair Refinery was undergoing a major turnaround and there was an increase in population of perhaps 3,500 construction workers. The DCI data confirmed a large increase in Carbon County DUI arrests also.

Table 6. DUI alcohol-related arrests in all 23 counties and Wyoming per 1,000 population by years 2010-2013

Location	2010	2011	2012	2013	2014
Carbon	12.2	14.0	10.3	9.0	15.3
Niobrara	5.6	6.0	7.3	5.9	14.2
Converse	12.5	11.0	11.1	11.6	11.6
Campbell	17.8	13.6	12.0	11.3	11.6
Albany	12.1	11.8	10.1	9.7	10.1
Sheridan	9.2	7.2	6.4	8.2	9.0
Teton	11.2	10.6	8.2	8.7	8.8
Johnson	6.4	6.6	11.5	13.0	7.5
Sublette	12.5	12.0	15.6	9.4	7.3
Wyoming	10.4	9.2	8.3	7.5	7.2
Sweetwater	13.7	11.7	9.7	7.7	7.1
Natrona	10.6	10.5	9.6	7.3	7.0
Fremont	11.2	9.8	7.7	6.6	6.8
Crook	9.0	6.2	8.5	5.3	6.6
Weston	5.3	4.1	2.8	6.0	6.0
Lincoln	7.6	6.3	7.5	6.1	5.3
Hot Springs	6.0	5.4	5.6	6.2	5.2
Laramie	7.9	5.7	6.1	5.9	4.7
Goshen	9.2	7.6	6.2	5.6	4.7
Park	8.0	7.0	6.2	4.8	4.5
Uinta	6.6	7.4	4.6	4.3	4.4
Washakie	8.7	7.7	7.8	6.1	4.3
Platte	5.4	7.6	2.5	8.4	3.1
Big Horn	6.2	6.2	6.2	4.0	2.8

Sources: WASCOP Annual Reports and U.S. Census.

Table 7 presents DUI drug-related arrests per 1,000 in all 23 counties and Wyoming. Carbon County with 2.8 DUI arrests per 1,000 had a substantial increase (more than tripling) from 2013-2014. Six counties have values above 1.0 per 1,000, one of which (Campbell) is part of the 7 targeted counties. The data from low population counties must be viewed with considerable statistical caution. In 2014 rates per 1,000 for drug-related DUIs ranged from 0.00 per 1,000 in Niobrara County to 2.28 per 1,000 in Platte County.

Table 7. DUI drug-related arrests in all 23 counties and Wyoming per 1,000 population by years 2010-2014

Location	2010	2011	2012	2013	2014
Carbon	1.89	2.22	1.72	0.95	2.84
Johnson	1.28	1.39	1.28	2.09	1.40
Hot Springs	0.42	0.63	0.62	0.41	1.25
Converse	1.95	1.67	1.28	1.33	1.21
Campbell	0.95	0.92	0.73	1.29	1.18
Albany	1.21	1.14	1.10	0.94	1.14
Natrona	1.03	1.11	1.12	0.88	0.91
Sheridan	0.75	0.34	0.54	0.44	0.90
Fremont	0.57	0.35	0.49	0.54	0.86
Crook	0.70	0.98	0.84	0.70	0.83
Wyoming	0.87	0.81	0.78	0.81	0.83
Niobrara	0.40	0.80	0.81	0.00	0.81
Sublette	0.78	1.28	1.45	1.29	0.70
Weston	0.42	0.42	0.28	0.28	0.69
Uinta	0.76	0.67	0.86	1.00	0.67
Park	0.85	0.42	0.59	0.79	0.66
Sweetwater	0.94	0.86	0.91	0.80	0.64
Lincoln	0.94	1.05	0.89	1.03	0.54
Teton	0.61	0.42	0.32	0.72	0.52
Laramie	0.50	0.43	0.46	0.48	0.50
Goshen	0.37	0.30	0.51	0.22	0.44
Platte	1.38	1.93	0.34	2.28	0.34
Washakie	0.94	0.59	1.06	0.47	0.24
Big Horn	0.94	0.68	0.51	0.58	0.17

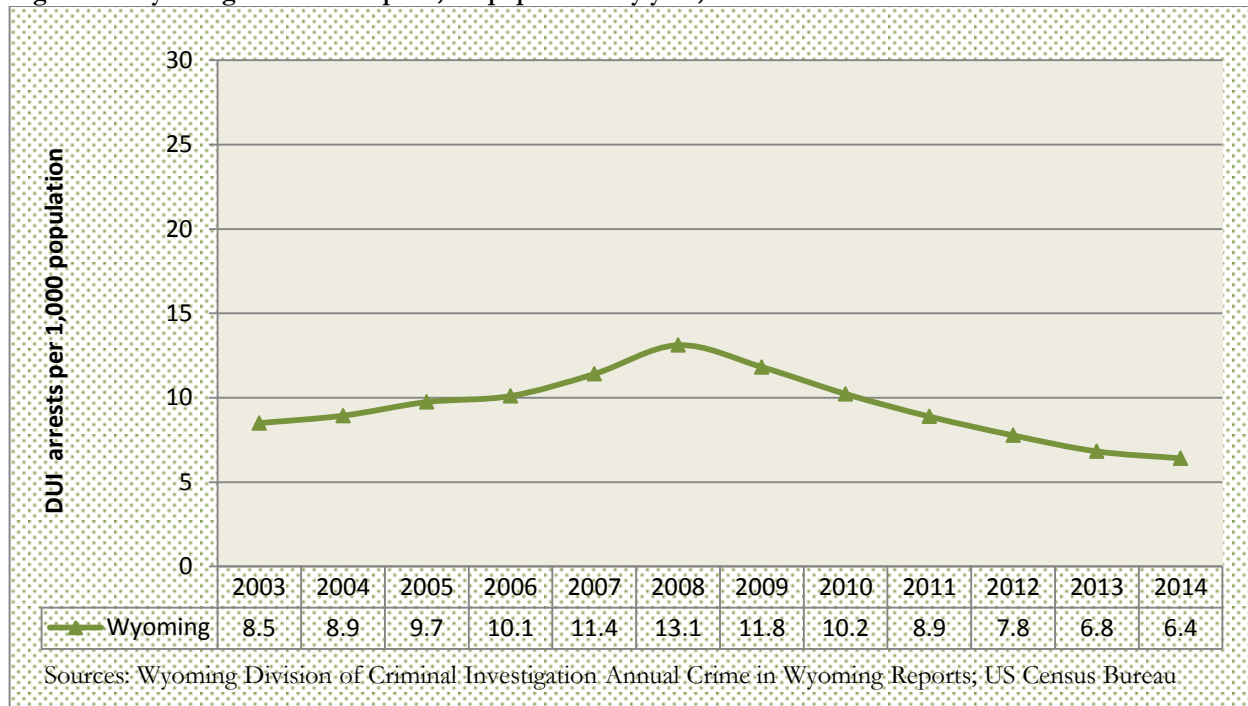
Sources: WASCOP and U.S. Census Bureau

Wyoming Division of Criminal Investigation Long-term DUI Arrests Data

Data in this section are from the Wyoming Attorney General’s Office, Division of Criminal Investigation and U.S. Census Bureau. These data cover an 12-year period from 2003 to 2014 and permit a longer-term look at DUI arrests than does the WASCOP DUI data.

Figure 14 shows statewide DUI arrests per 1,000 from 2003 to 2014. Arrests per 1,000 showed little variation 2003-2005, and then increased in the three subsequent years, peaking at 13.1 in 2008. The trend beyond 2008 shows a steady decline to 6.4 per 1,000 in 2014.

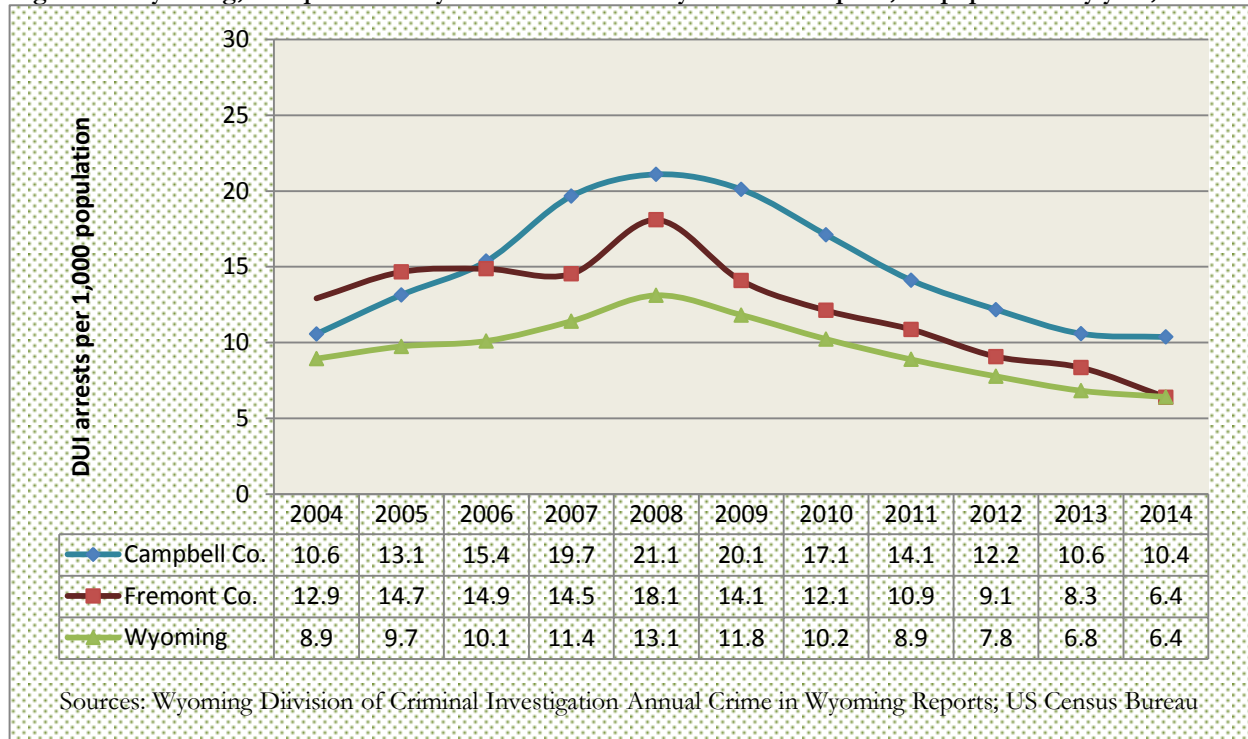
Figure 14. Wyoming DUI arrests per 1,000 population by year, 2003-2014



The seven counties that were targeted for enhanced enforcement and additional media are presented in the next five charts, along with the overall Wyoming DUI arrests per 1,000. In the charts that follow, there is a recurring “peak” in the rates for years 2007, 2008 and/or 2009. It is substantially more pronounced in some counties than others. The reason for the sharp increase during that period in most counties is unknown.

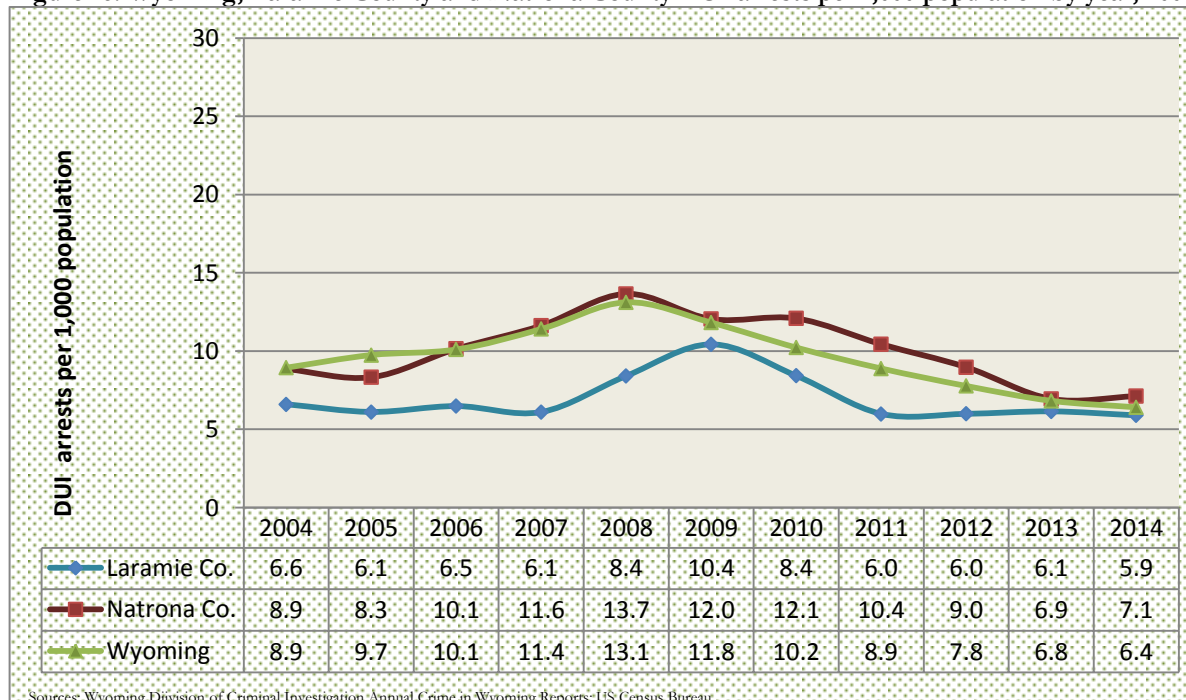
Error! Not a valid bookmark self-reference. shows that arrests per 1,000 in Fremont County were higher than Wyoming overall for the 12-year period until 2014 where they are equal. Despite a gradual decline in DUI arrest rates statewide and in Campbell and Fremont Counties since 2008, Campbell County DUI arrest rates remained higher than the state rate in 2014 at 10.4 per 1,000.

Figure 15. Wyoming, Campbell County and Fremont County DUI arrests per 1,000 population by year, 2004-2014



Error! Not a valid bookmark self-reference. presents DUI arrests per 1,000 from Laramie, Natrona and Wyoming overall. The rate for Natrona County has a very slight upturn in 2014.

Figure 16. Wyoming, Laramie County and Natrona County DUI arrests per 1,000 population by year, 2004-2014



Error! Not a valid bookmark self-reference. presents rates for Sheridan and Albany Counties and Wyoming overall. In 2013, Sheridan County experienced a 20% rate increase to 7.3 per 1,000; another slight increase occurred in 2014.

Figure 17. Wyoming, Sheridan County and Albany County DUI arrests per 1,000 population by year, 2004-2014

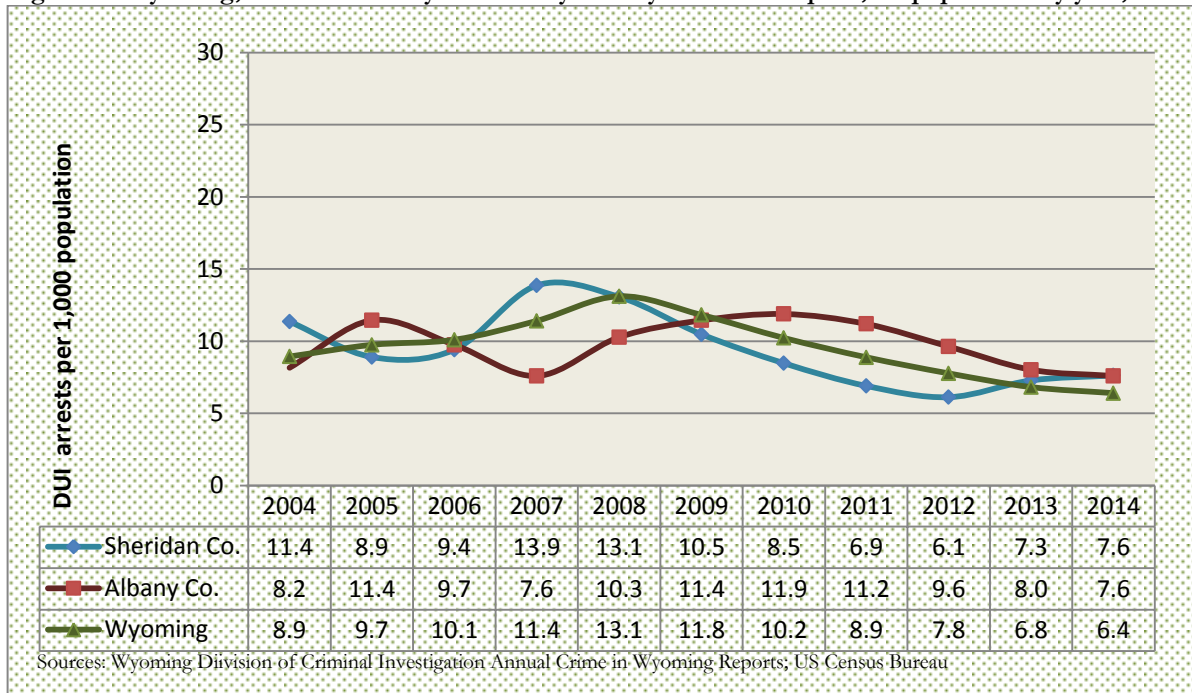
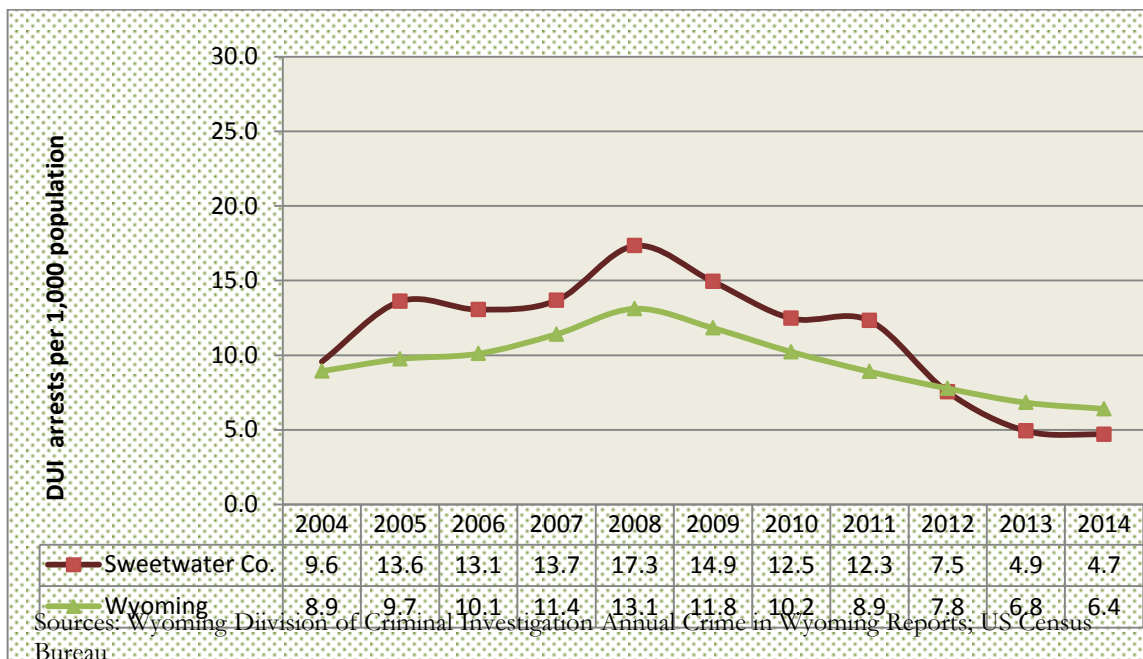


Figure 18 shows the DUI arrest rate for the last of remaining of the 7 targeted counties along with the rate for Wyoming. The DUI arrest rate per 1,000 for Sweetwater County continues to decline at a rate higher than Wyoming overall. In 2014, Sweetwater County experienced its lowest DUI arrest rate over the 11 year period of 4.7 per 1,000.

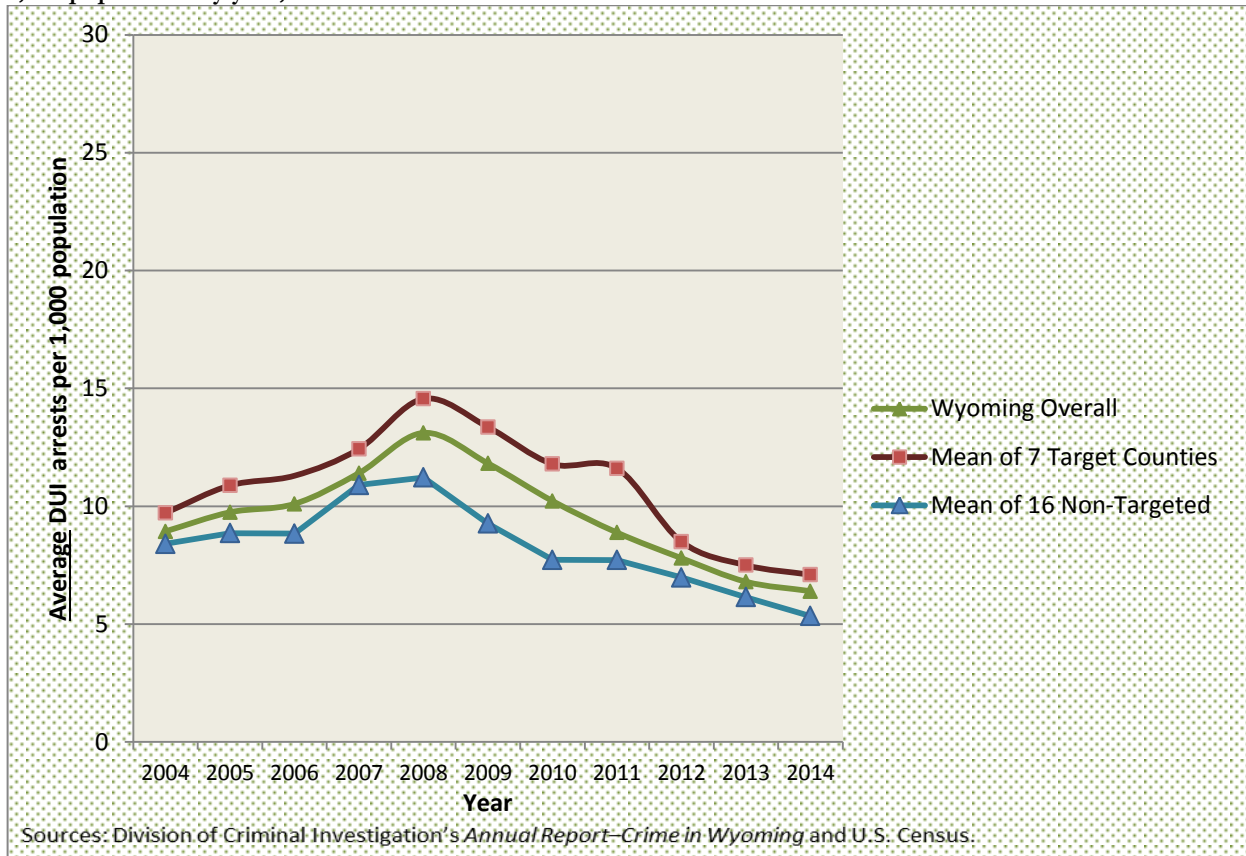
Figure 18. Wyoming and Sweetwater County DUI arrests per 1,000 population by year, 2003-2013



Comparing the annual DUI arrest rate average of the 7 targeted counties to the means of the 16 non-targeted counties and Wyoming overall,

Figure 19 shows that the 7 targeted counties were counties with DUI rates slightly above Wyoming overall and the mean of the 16 non-targeted counties in 2013.

Figure 19. Wyoming overall and the mean of the 7 targeted counties and 16 non-targeted counties DUI arrests per 1,000 population by year, 2004-2014



Alcohol-related Motor Vehicle Fatalities and Crashes in Wyoming

Figure 20 shows the total number of alcohol-related crashes in Wyoming from 2011 to 2014. Crashes decreased 9% from 2011 to 2014.

Figure 20. Alcohol-related traffic crashes in Wyoming, 2010-2013



Alcohol-related fatal crashes in Wyoming decreased by 38%, from 42 in 2012 to 26 in 2013, after a 21% increase from 2011 to 2012 (Figure 21). For the full period of 2011 to 2014, alcohol-related crashes increased by 31%.

Figure 21. Alcohol-related fatal crashes in Wyoming, 2011-2013



Conclusions

This outcome evaluation was designed to measure the impact of GCID initiative. Did it influence the driving behavior of people in Wyoming? Are citizens safer on Wyoming roads? In other words, did the project meet its goals?

Figure 24 below shows the historical data along with the forecast and confidence interval for all alcohol-related motor vehicle crashes using a linear regression model. In the figure below the black dots represent each annual alcohol-related motor vehicle crash rate. The dark blue center line is the regression line based upon these annual rates, and the dark red dotted center line represents the forecast based upon that trend. The outer solid and dotted lines represent the confidence interval around the estimated forecast.

The stated goal is that by 2015, Wyoming’s alcohol-related motor vehicle crash rate will decrease to less than 18.0 per 10,000 people.

Figure 22. Forecasted Alcohol-Related Motor Vehicle Crashes per 10,000 People with Confidence Intervals.

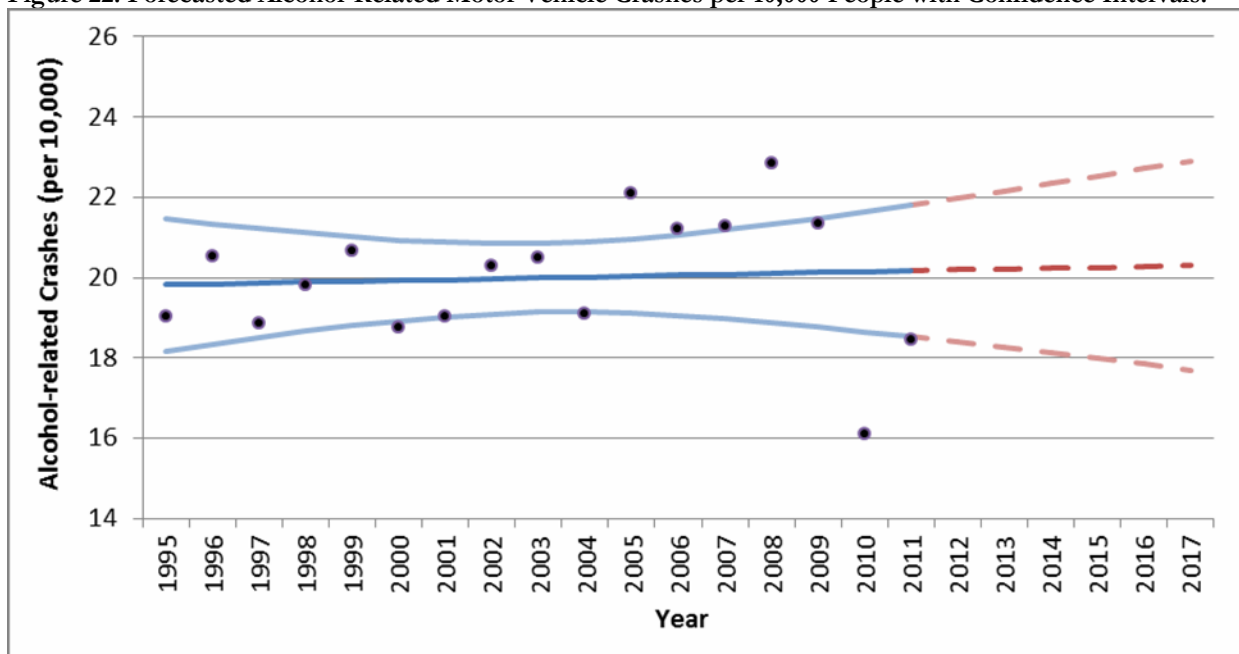
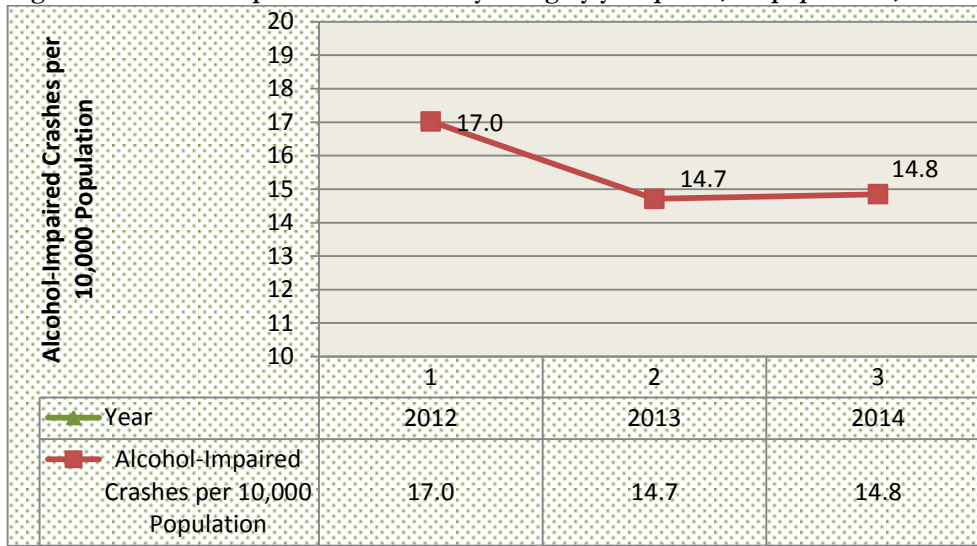


Figure 25 demonstrates that alcohol-impaired crashes have indeed declined to well below the 18.0 per 10,000 in Wyoming in 2011.

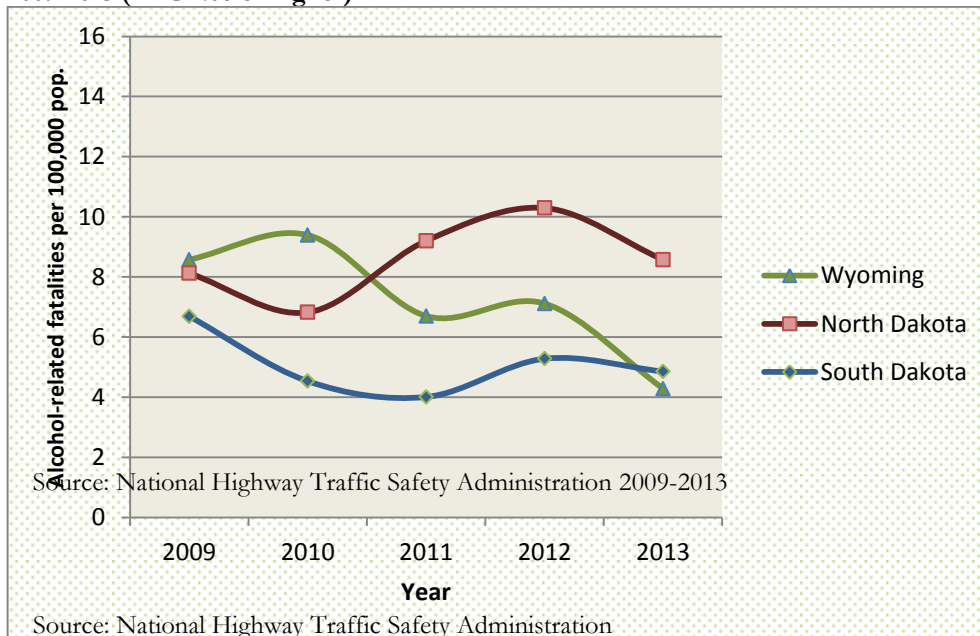
Figure 23. Alcohol-impaired crashes in Wyoming by year per 10,000 population, 2012-2014.



Sources: WASCOP Annual Reports and U.S. Census.

A second important data-driven goal was for Wyoming to decrease the impaired driving fatality rate, both per 100,000 population and per vehicle miles traveled. The next two figures show Wyoming alongside the two comparator states in this outcome evaluation—North Dakota and South Dakota. Figure 26 demonstrates that as of 2013, Wyoming had substantially reduced alcohol-related fatalities per 100,000. Wyoming out-performed both states in fatalities over the period. In 2011, the start of GCID, Wyoming had 6.7 fatalities and in 2013 was at 4.3. South Dakota increased from 2011-2013 and North Dakota was at 8.6 fatalities, about double Wyoming’s rate.

Figure 24. Wyoming, North Dakota and South Dakota Alcohol-Related Fatalities by year per 100,000 population, 2009-2013 (BAC=.08 or higher)

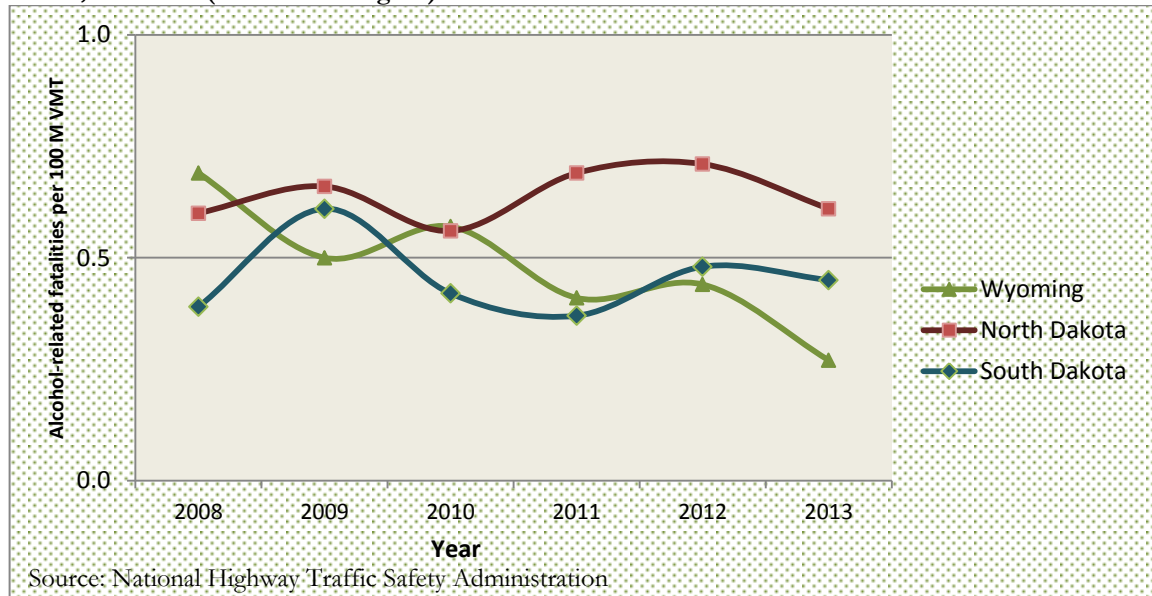


Source: National Highway Traffic Safety Administration 2009-2013

Source: National Highway Traffic Safety Administration

Error! Reference source not found. presents alcohol-related fatalities by year per 100 million vehicle miles traveled (VMT). Wyoming had 0.41 fatalities in 2011 and in 2013 had reduced that rate to 0.27, again out performing North and South Dakota in deaths per VMT over the period. More importantly achieving again a data-driven performance measure.

Figure 25. Wyoming, North Dakota and South Dakota alcohol-related fatalities by year per 100 million vehicle miles driven, 2008-2011 (BAC=.08 or higher)



Additional quantitative measures include:

1. DUI arrests - from the annual Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) report.

Table 8 shows that from 2010 to 2014 all but one of the targeted counties showed *substantial* declines in DUI arrests per 1000—Sheridan, which is third in terms of arrests behind Campbell and Albany. Conclusion: met goals in all but Sheridan County. In Campbell, Sweetwater, Natrona, Fremont and Laramie, had remarkable success.

Table 8. DUI alcohol-related arrests in the 7 targeted counties and Wyoming overall per 1,000 population by years 2010-2014

Location	2010	2011	2012	2013	2014	% Change 2010-2014
Campbell	17.8	13.6	12.0	11.3	11.6	-34.9%
Albany	12.1	11.8	10.1	9.7	10.1	-16.9%
Sheridan	9.2	7.2	6.4	8.2	9.0	-1.9%
Wyoming	10.4	9.2	8.3	7.5	7.2	-30.5%
Sweetwater	13.7	11.7	9.7	7.7	7.1	-47.9%
Natrona	10.6	10.5	9.6	7.3	7.0	-33.4%
Fremont	11.2	9.8	7.7	6.6	6.8	-39.3%
Laramie	7.9	5.7	6.1	5.9	4.7	-40.7%

2. DUI arrests involving drugs - from the annual WASCOP report.

Table 9 shows that there is no discernable trend; there were only 482 drug DUI arrests statewide in 2014. The counts are not sufficient to draw meaningful conclusions.

Table 9. DUI drug-related arrests in the 7 targeted counties and Wyoming per 1,000 population by years 2010-2014

Location	2010	2011	2012	2013	2014	% Change 2010-2014
Campbell	0.95	0.92	0.73	1.29	1.18	23.9%
Albany	1.21	1.14	1.10	0.94	1.14	-5.8%
Natrona	1.03	1.11	1.12	0.88	0.91	-12.3%
Sheridan	0.75	0.34	0.54	0.44	0.90	19.1%
Fremont	0.57	0.35	0.49	0.54	0.86	50.6%
Wyoming	0.87	0.81	0.78	0.81	0.83	-5.4%
Sweetwater	0.94	0.86	0.91	0.80	0.64	-31.4%
Laramie	0.50	0.43	0.46	0.48	0.50	0.3%

3. Self-reported youth drinking and driving, and riding with someone who has been drinking – from the Youth Risk Behavior Survey (YRBS). The percentage of students engaging in risk behaviors with regard to drinking and driving are all declining, but the latest available data is 2013 and the survey is only done in odd numbered years. It could be months before the 2015 data is released. Conclusion: encouraging results to date, but not enough data in the relevant time period from which to infer definitive results.
4. The perceived risk of someone in Wyoming getting arrested if they drive within city or town limits after they drink alcohol - from an annual WYDOT survey administered by WYSAC **and** The perceived risk of someone in Wyoming getting arrested if they drive within city or town limits after they drink alcohol - from an annual WYDOT survey administered by WYSAC.

Tables 10 and 11 show that there was no significant change in self-report data between 2010 and 2014.

Table 10. Perceived risk of drivers in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol.

	2010	2011	2012	2013	2014
	Weighted %	Weighted %	Weighted %	Weighted %	Weighted %
Extremely high	18.9%	22.4%	22.8%	19.8%	21.5%
High	37.5%	35.2%	35.0%	35.0%	37.5%
50/50	28.6%	31.3%	31.4%	33.3%	29.9%
Low	12.6%	10.1%	8.9%	10.2%	9.0%
Extremely low	2.5%	1.0%	1.9%	1.6%	2.0%
Total Valid	100.0%	100.0%	100.0%	100.0%	100.0%

Source: WYDOT Survey of Wyoming Drivers 2010-2014

Table 11. Perceived risk of drivers in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol.

	2010	2011	2012	2013	2014
	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>	<i>Weighted %</i>
Extremely high	7.1%	8.6%	9.7%	11.1%	8.2%
High	21.1%	24.4%	24.1%	22.2%	22.8%
50/50	41.9%	36.2%	39.0%	36.2%	39.0%
Low	24.0%	25.2%	21.8%	23.7%	24.5%
Extremely low	5.9%	5.6%	5.4%	6.9%	5.5%
Total Valid	100.0%	100.0%	100.0%	100.0%	

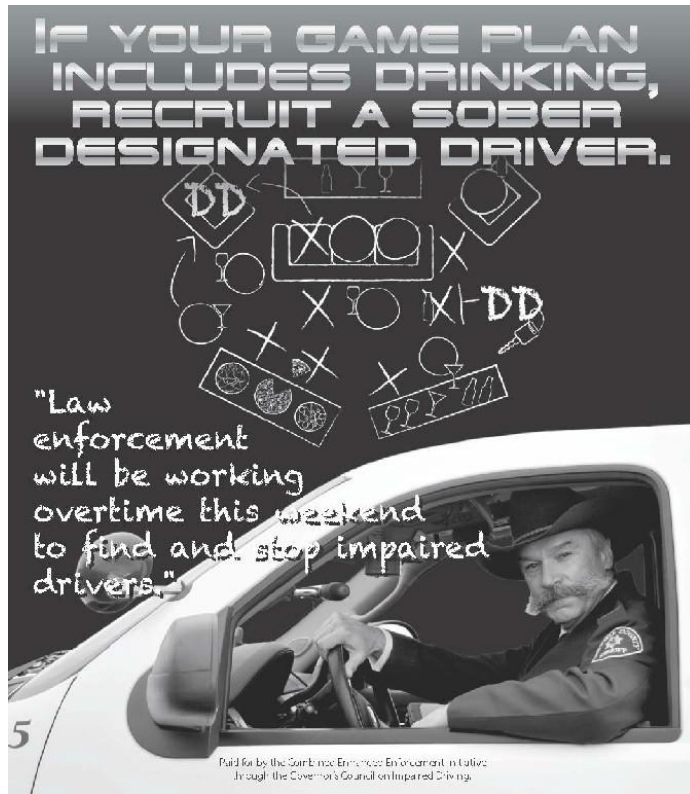
The principal goals of the GCID initiative are to reduce alcohol-impaired fatalities and crashes, along with changing behavior with regard to drinking and driving. Given the scale and scope of the media campaign, the focus of law enforcement on enhanced enforcement to make the roadways of Wyoming safer, there is little chance that the changes seen in DUI alcohol arrests is not credible evidence that fewer people are daring to drink and drive. And particularly in the seven targeted counties. We face a data problem in Wyoming—many of our counties do not have large enough populations to produce reliable statistics. Counties with less than 10,000 have DUI arrest data that with so few cases that the year-to-year variation in arrests per 1,000 is far too extensive to trust.

The process data gathered for this report demonstrates that broad progress on several initiatives was accomplished on many fronts by the partner organizations that participate in the GCID. They will not be summarized in the conclusion section, but below is a table of partner organizations that deserve credit for what was a very successful campaign to makes Wyoming citizens safer on their roadways.

Table 12. GCID Partner Organizations

GCID Partner Organizations
Governor's Office
Department of Transportation (Highway Safety Office, Public Affairs, Support Services)
Department of Health (Mental Health and Substance Abuse Services, Chemical Testing Laboratory)
Department of Revenue (Liquor Division)
Department of Family Services
Wyoming Judiciary
Office of the Attorney General
Wyoming Association of Sheriffs and Chiefs of Police
Highway Patrol
Wyoming County and Prosecuting Attorney Association
State Public Defenders Office
Victim Services Division
Safe Communities
Prevention Advocates
Private/Public Substance Abuse Treatment Providers
Peace Officers Standards and Training Commission
County Coroners
Local Government

Appendix A. Examples from Ad Campaign





Appendix B. 2015 Governor's Conference on Impaired Driving

2015 Governor's Conference on Impaired Driving					
Tuesday, May 19th 2015					
TIME	Prosecutor Track	Non-DRE Law Enforcement Track	Drug Recognition Expert (DRE) Track	LE Administrator/ General Public Track	DUI/Drug Court Track
0800-0900	Opening Ceremony				
0900-0930	Vendor Appreciation				
0930-1130	General Session - "Pharmacology and Toxicology of Drugs of Abuse" - Dr. Marilyn Huestis				
1130-1300	Lunch				
1300-1430	DREs- What the Prosecutor Needs to Know - Hayes/Studdard	Alcohol, Drugs, and Human Performance- Alves	Current Trends in Designer Drugs- Miles	DUI: Not Just a Law Enforcement Problem: Thomka	Incentives and Sanctions: Best Practices- Kavanaugh
1430-1500	Vendor Appreciation				

1500-1630	Daubert and the Drug Recognition Expert- Hughes/Shea	Chemical Testing Issues in DUI Cases- Miles	Revisiting the Darkroom Examinations- Citek	Pharmageddon: America's Prescription Drug Epidemic- Popp	Science and Technology - Kavanaugh/Draeger
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Wednesday, May 20th 2015					
0800-0930	Toxicology for the Prosecutor- Miles	Marijuana and Driving - Hayes/Shea	DRE Physiology 101- Alves	Updates from NHTSA - O'Leary	Legal and Ethical Issues in Problem Solving Courts- Kavanaugh
0930-1000	Vendor Appreciation				
1000-1130	CDLs and Masking Issues- Shea	The Eyes Have It- Citek	DRE: Past, Present, and Future- Hayes/Studdard	Millenials- Wambeam	Pharmageddon: America's Prescription Drug Epidemic- Popp
1130-1300	Lunch				
1300-1430	General Session - "Perspectives from the National Partnership on Alcohol Misuse and Crime" - Wallace				
1430-1500	Vendor Appreciation				

1500-1630	General Session - "The Night I Was Killed by a Drunk Driver" - Sapper
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Wyoming Department of Transportation - Highway Safety Program

Selective Traffic Enforcement Program Grants

FY15 Totals for All Events (excluding Sp 1-Sturgis)

October 1, 2014 thru September 30, 2015

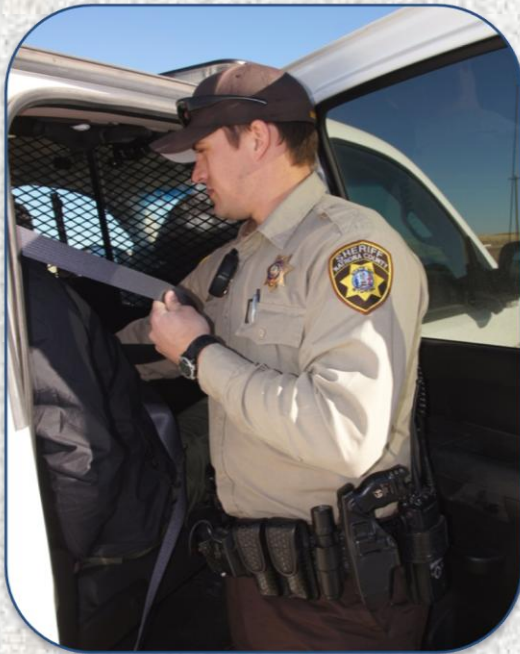
UPDATED: 10/14/15

Event	Dates	Overtime Hours Worked	Speed Citations	Child Restraint Citations	Seat Belt Citations	Traffic Stops	Other Arrests/ Citations	DUI Arrests	DUI/RAC								
									<.07	.08 - .14	.15 - .21	.22 and up	Refusal	Warrant	Forcible Draw	Test Results Unavailable	Drug Impaired
N1: National Teen Driver Week	October 20 - October 26, 2014	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N2: Buzed Driving is Drunk Driving	October 30 - November 2, 2014	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N3: Click it, Don't Risk it	November 15 - November 30, 2014	179.85	65	3	16	281	69	2	0	0	1	0	1	1	1	1	1
N4: Buzed Driving is Drunk Driving	December 4 - December 14, 2014	491.90	72	0	31	469	138	24	1	10	5	1	3	1	2	7	3
N5: Over the Limit, Under Arrest	December 14, 2014 - January 4, 2015	1056.0	117	5	39	911	229	59	5	19	14	2	13	16	10	16	2
N6: Super Bowl	January 30, 2015 - February 2, 2015	346.44	68	4	8	357	68	16	1	6	2	3	2	2	1	3	1
N7: St. Patrick's Day	March 13 - March 17, 2015	604.70	116	2	10	686	170	23	2	8	1	1	3	3	5	7	4
N8: Motorcycle Awareness	May 1 - May 31, 2015	1076.60	526	8	88	1475	266	11	0	0	3	1	7	7	6	4	0
N9: May Mobilization	May 11 - May 25, 2015	1689.25	631	5	130	1993	437	11	0	4	3	1	1	1	1	3	0
N10: Fourth of July	July 3 - July 6, 2015	663.25	164	3	23	858	191	23	0	10	7	1	3	4	1	7	2
N11: National Enforcement Crackdown	August 19 - September 5, 2015	1684.5	344	6	24	1674	361	50	3	15	15	4	8	10	8	10	2
Local Events	October 1, 2014 - September 30, 2015	2661.21	1061	22	114	3285	699	74	5	23	19	3	9	10	15	18	4
S1: Supplemental Funding Events	October 1, 2014 - September 30, 2015	879.20	693	3	230	1536	436	22	2	9	3	1	3	3	3	3	1
Sp1: Special Event (154AL) - Sturgis	July 25 - August 15, 2015	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		11,332.90	3,857	61	713	13,325	3,064	315	19	104	73	18	53	58	53	79	20

Executive Summary

2014

ALCOHOL and CRIME in WYOMING



**Wyoming Association of Sheriffs
and Chiefs of Police**

Wyoming Association of Sherrifs and Chiefs of Police

Alcohol and Crime in Wyoming - 2014



INTRODUCTION

The Wyoming Association of Sheriffs and Chiefs of Police has been collecting substance-related data from all persons booked into county detention facilities in Wyoming since 2005. The data-collection process has been refined since that initial effort and has now been institutionalized as a part of the book-in process year-round for custodial arrests in all twenty-three counties in Wyoming.

Although it had long been suspected that alcohol was a factor in a large number of custodial arrests in Wyoming, reliable data had not been available previously to more accurately determine the scope and impact of alcohol on crime in this state. A sufficient amount of alcohol, as well as other substance-related arrest data has been collected during the past ten years which can now be analyzed for the purpose of identifying trends relative to alcohol, as well as other drug abuse involvement in crime in Wyoming. Consistent patterns of alcohol involvement for certain crimes are now more evident and the frequency of occurrence more predictable.

To date, information has been collected from a total of 154,225 persons who were arrested and subsequently detained in a detention facility in Wyoming. Specific information collected during the book-in process includes the following:

- Type of offense
- Whether alcohol or drugs were involved
- Location of last consumption and point of sale
- Known blood alcohol content levels for alcohol related arrests; and
- Demographic information

The data collection and analysis has been an ongoing process and the report is being published annually on a calendar-year basis. The addition of this year's data allows for a five-year trends analysis – which is included in this report.

The Wyoming Association of Sheriffs and Chiefs of Police publish the results and analysis of the data-collection efforts each year in three separate reports. The main report provides statewide statistics and averages, along with comparisons of county statistics in specific categories. An accompanying supplemental report provides county, community and local law enforcement agency specific statistics. The third report is an Executive Summary which provides selected statistics, information and highlights from the main report. These reports can be accessed online on the following websites:

<http://wascop.com> and <http://jandaconsulting.com>



Alcohol and Crime in Wyoming - 2014



In an effort to assess the impact on public safety in Wyoming from Colorado's legalization of marijuana, the Association began collecting marijuana involved arrest data in March of this year.

The information collected from a total of 17,361 persons who were arrested and subsequently detained in a county detention facility in Wyoming during the previous year confirms what law enforcement officers who patrol the highways and who respond to calls for service in Wyoming already know from experience – alcohol is the contributing factor most often present in situations that result in someone going to jail.

EXECUTIVE SUMMARY

This Executive Summary highlights a few of the significant findings contained in this report. It focuses on issues that are of obvious concern or which may be of greater interest to the general public; however, a careful review of other relevant findings and statistics contained in the main body of this report is essential in order to gain a more complete perspective of the impact of alcohol on crime in Wyoming.



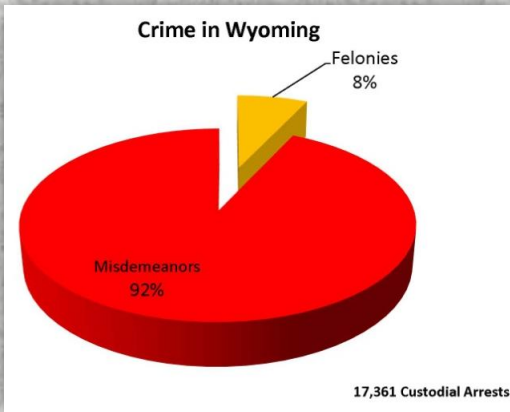
This report contains an analysis of substance-related arrest information collected in all twenty-three counties in Wyoming during a twelve-month time period (January 1, through December 31, 2014) by the Wyoming Association of Sheriffs and Chiefs of Police. Information was collected from a total of 13,361 persons who

were arrested and subsequently detained in a county detention facility. The substance-related arrest data contained in this report provides a statistical picture of the impact that substance abuse is having on crime in Wyoming.



The profile of the average person taken to jail in Wyoming continues to be relatively consistent with previous years. Eight out of ten times it was a male – average age 36 (last year's average was 33). Approximately 10% of the time it was an out-of-state visitor and 6% of the time it was an in-state visitor. Juvenile arrests that resulted in detention in a county detention facility accounted for less than 1% of the total custodial arrests.

Alcohol and Crime in Wyoming - 2014

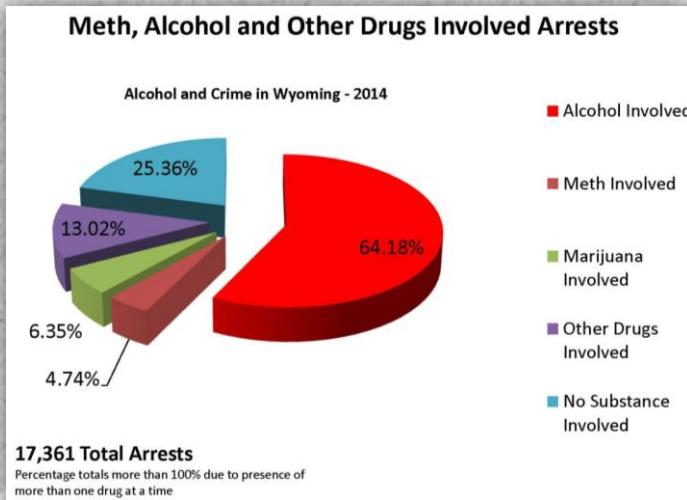


A review of the data collected from persons arrested and subsequently taken to jail indicates that Wyoming continues to be relatively safe from what is generally considered to be “serious” crime. The number of persons who are arrested for felonies are relatively low when compared to the number of persons arrested for minor crimes (misdemeanors). *Felony arrests accounted for 8% of the total arrests statewide.*

Although Wyoming is relatively “safe” from what is generally considered to be serious crime (felonies), the high percentage of alcohol-involved arrests, the inordinate number of arrests for public intoxication and driving under the influence, and the high levels of blood alcohol content for drivers arrested for being impaired represent a real and significant threat to public safety.

DRUG INVOLVED-ARRESTS ARE INCREASING: *A total of 17,361 persons were arrested statewide and taken to jail in 2013 and 75% of the time the arrest involved alcohol and/or other drugs. Alcohol-involved arrests decreased by 3 1/2% from 2013; however, drug-involved arrests increased 1 1/2% and meth-involved arrests increased more than 1%.*

Meth-involved arrests have doubled and drug-involved arrests have increased by 37% during the past two years. Nine to ten months of data collected this year indicate that 6.35% of all arrests this year involved marijuana.



Alcohol and Crime in Wyoming - 2014

Substance-Involved Arrests: Percentage of Total Arrests

Alcohol Involved	Meth Involved	Drug Involved	Public Intoxication	DUI
2010 72.03%	2010 2.53%	2010 9.98%	2010 16.99%	2010 35.83%
2011 70.14%	2011 2.21%	2011 9.60%	2011 18.72%	2011 32.06%
2012 72.12%	2012 2.42%	2012 9.52%	2012 18.78%	2012 32.89%
2013 67.69%	2013 3.44%	2013 11.49%	2013 16.67%	2013 29.60%
2014 64.18%	2014 4.74%	2014 13.02%	2014 17.18%	2014 28%

The level of alcohol involvement reported during the last ten years provides statistical evidence that alcohol is the drug that has the greatest impact on crime in Wyoming.

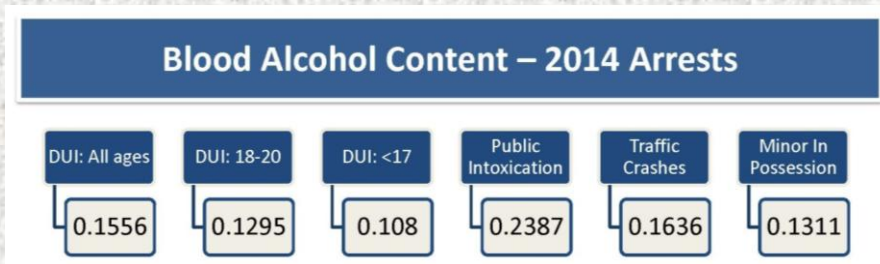
- Marijuana was involved in 6.35% of all custodial arrests (9-10 months of data)
- The average blood alcohol content for persons arrested for public intoxication was 0.2387.
- Driving under the influence arrests accounted for 28% of all arrests.
- The average reported blood alcohol content for DUI arrests statewide was 0.1556.¹
- 47% of persons arrested for DUI had a reported BAC level above 0.16 and 9% had a BAC of 0.24 or greater.
- The average reported BAC for 671 persons who were arrested for DUI after being involved in a traffic crash was 0.1636.
- The age group (in 5-year increments) with the highest percentage of DUI arrests was age 21-25 (20%), followed by age 26-30 (14%) and 31-35 (12%).

¹ In Wyoming, a person driving with a blood alcohol content of 0.08 is legally presumed to be impaired.

Alcohol and Crime in Wyoming - 2014

In order to grasp the significance of the blood alcohol content statistics listed below, it should be noted that a physically fit male who weighs 180 pounds would have to consume at least seven drinks in one hour in order to achieve a BAC of 0.15 – a female weighing 120 pounds would have to consume five drinks in one hour.

Please refer to the Alcohol Impairment Educational Guides for males and females in the Attachments Section of the main report for information about the level of impairment for other body weights and drinks consumed.



PUBLIC CONCERNS

The statistics contained in this report identify significant public safety issues which merit further discussion, analysis and action by local law enforcement, citizens and state/community leaders

The high percentage of alcohol involved arrests (64.18%), the inordinate number of arrests for public intoxication (3,501) and DUI (4,216) and the high levels of BAC recorded for these individuals (average BAC: 0.2387 for public intoxication and 0.1556 for DUI) appear to validate the concerns about alcohol abuse expressed by Wyoming residents in the most recent statewide public opinion survey².

Some excerpts from the survey that involved 4,798 Wyoming residents:

- 79.7% view alcohol abuse by Wyoming adults as a serious or somewhat serious problem
- When Wyoming residents were asked whether they would support a state law that would prohibit selling or serving alcohol to someone who is obviously intoxicated:
 - 64.3% strongly supported such a law
 - 17.9% somewhat supported such a law
- 84.5% of Wyoming residents believe that drinking and driving in their community is a serious or somewhat serious problem.

² Wyoming Alcohol Use Issues Survey, Wyoming Survey & Analysis Center, November 2012

Alcohol and Crime in Wyoming - 2014

SIGNIFICANT STATISTICS AND FINDINGS

The main report provides statewide statistics and averages, along with comparisons of county statistics in specific categories. In addition, there are ninety-six pages of data in a supplemental report that provides county, community and local law enforcement agency specific statistics.

Charts and graphs in the main report are helpful in identifying trends and provide a statistical picture of the circumstances which result in someone being arrested and taken to jail in Wyoming. The impact of substance abuse on crime statistics varies by county across the state. The supplemental report also includes a detailed analysis by county for comparison purposes. Listed below are a few of the noteworthy statewide averages and county specific alcohol-related statistics and findings from the Data/Statistics section of the main report.

➤ **Alcohol was a factor in 64.18% of the custodial arrests in Wyoming.**

- Counties with significantly higher statistics:
 - Teton – 87.74%
 - Big Horn – 78.41%
 - Fremont – 76.57%

➤ **Methamphetamine was involved in 4.74% of the arrests statewide.**

- Counties with significantly higher statistics:
 - Hot Springs – 14.56%
 - Campbell – 10.48%
 - Sweetwater – 7.92%

➤ **Marijuana was involved in 6.35% of the arrests statewide. (9-10 months of data)**

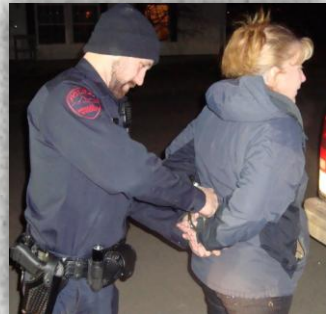
- Counties with significantly higher statistics:
 - Carbon – 15.89%
 - Niobrara – 14.55%
 - Sweetwater – 10.3%

➤ **“Other” drugs were involved in 13.02% of the reported arrests statewide.**

- Counties with significantly higher statistics:
 - Hot Springs – 28.16%
 - Carbon – 22.64%
 - Sublette – 20.83%

➤ **Arrests for Public Intoxication accounted for 17.18% of all arrests statewide. (The statewide average does not include 916 persons who were admitted into the VOA Detox Center for public intoxication)**

- Counties with significantly higher statistics:
 - Teton – 31.37%
 - Fremont – 28.33%
 - Laramie – 27.36%



Alcohol and Crime in Wyoming - 2014

- **The average blood alcohol content for all persons arrested for public intoxication was 0.2387.**
 - Counties with significantly higher statistics:
 - Weston – 0.2935
 - Goshen – 0.2820
 - Lincoln – .2688

- **Driving under the influence (DUI) arrests accounted for 28% of all arrests statewide.**
 - Counties with significantly higher statistics:
 - Niobrara – 63.64%
 - Teton – 47.64%
 - Goshen – 45.65%

- **11.43% of the arrests for DUI involved drugs;**
 - Counties with significantly higher statistics:
 - Platte – 27.03%
 - Uinta – 23.08%
 - Lincoln – 16.96%

- **The average blood alcohol content (BAC) reported for 4,216 persons arrested for driving under the influence statewide was 0.1556.**
 - Counties with significantly higher statistics:
 - Big Horn - 0.1814
 - Fremont - 0.1796
 - Hot Springs - 0.1792

- **15.83% of traffic crashes resulting in arrests involved drugs.**
 - Counties with significantly higher statistics:
 - Johnson – 44.44% (4)
 - Weston – 33.33% (2)
 - Converse – 25 (8)

- **The average BAC reported for 536 traffic crashes that involved alcohol was 0.1538.**

- **48% of the persons arrested for driving under the influence had average blood alcohol content above 0.16.**
 - 10% had a BAC of 0.24 or greater
 - 14% had a BAC between 0.20 and 0.239
 - 24% had a BAC between 0.16 and 0.199



Alcohol and Crime in Wyoming - 2014

JUVENILE/ UNDERAGE DATA

It should be noted that the data in this report does not represent a complete accounting of juvenile arrests as these arrests often do not result in detention in a county facility.

It should also be noted that *the number of juveniles taken into custody and placed in a detention center this year for being a minor in possession of alcohol and for driving under the influence was significantly less than in 2010.*

It should also be noted that the number of youth ages 18 to 20 arrested for the same offenses also had similar positive results.



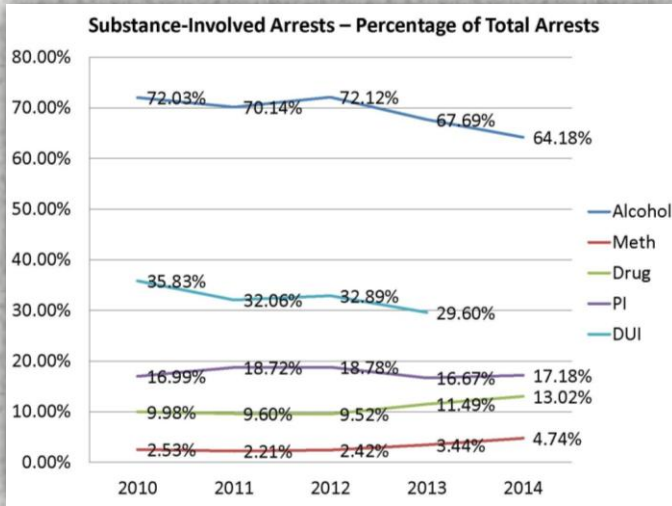
Underage Arrests Involving Alcohol				
MIP <17	MIP 18-20	DUI <17	DUI 18-20	Juvenile Arrests/Alcohol
2010 85	2010 380	2010 41	2010 275	2010 349/48%
2011 53	2011 428	2011 25	2011 352	2011 216/41%
2012 10	2012 399	2012 18	2012 300	2012 141/26%
2013 11	2013 304	2013 15	2013 237	2013 108/26%
2014 10	2014 270	2014 10	2014 237	2014 99/23%

- 5.62% of all persons arrested for driving under the influence (DUI) were under the age of 21.
- Juveniles accounted for less than 1% (.0057) of the arrests statewide.
- 18.18% of the juvenile arrests involved marijuana.
- 1.01% of the juvenile arrests involved methamphetamine.
- 27.27% of the juvenile arrests involved “other” drugs.
- 213 minors arrested for alcohol-related offenses reported obtaining alcohol at:
 - Party – 26.29%
 - Home – 22.54%
 - Bar – 22.54%
 - Liquor Store – 18.31%

Alcohol and Crime in Wyoming - 2014

TRENDS ANALYSIS

The graphs below provide a longitudinal view of the statistics which have a direct bearing on public safety in Wyoming. Specifically, these charts track the numbers and percentages of persons arrested which involved alcohol or other drugs, for public intoxication and for driving under the influence for the previous five years.



Driving Under the Influence Arrests: 2010 - 2014				
Number of Arrests	% of Total Arrests	Average BAC	Drugs Involved	Traffic Crashes
2010 5,862	2010 35.83%	2010 .1525	2010 7.67%	2010 564
2011 5,199	2011 32.06%	2011 .1545	2011 8.81%	2011 609
2012 4,761	2012 32.89%	2012 .156	2012 9.47%	2012 627
2013 4,353	2013 29.60%	2013 .1556	2013 10.84%	2013 671
2014 4,216	2014 28%	2014 .1556	2014 11.43%	2014 536

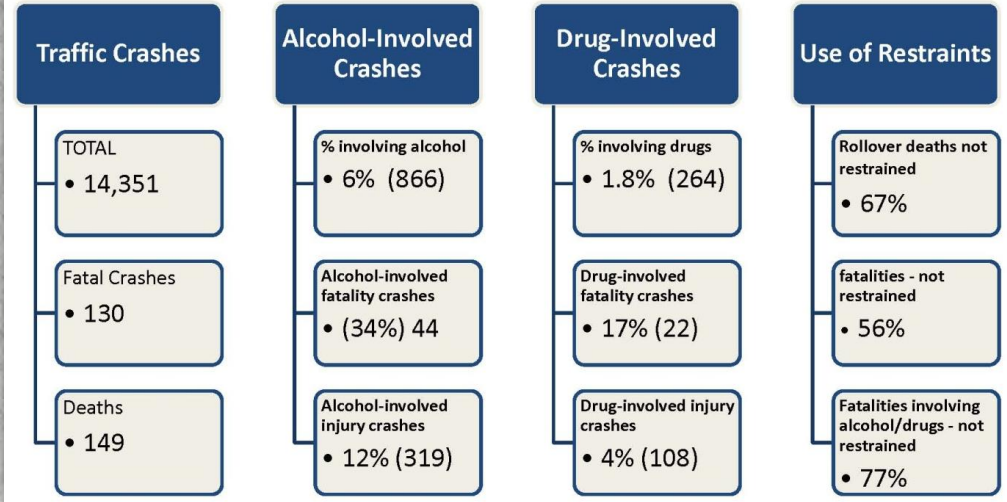
Alcohol and Crime in Wyoming - 2014

TRAFFIC CRASH DATA

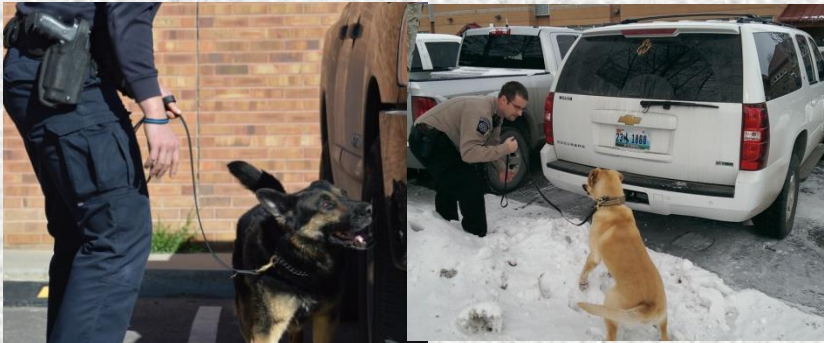
Because many of the arrests in Wyoming involve traffic crashes, this report also incorporates alcohol and drug-involved crash data collected by the Wyoming Department of Transportation. Graphs that track the number and percentage of alcohol-involved traffic crashes and fatality crashes in Wyoming now included as a part of this report.



ANALYSIS OF TRAFFIC CRASHES in WYOMING: 2014



ALCOHOL AND CRIME IN WYOMING: 2014
Executive Summary



April 2015

The analysis of the data collected by the Wyoming Association of Sheriffs and Chiefs of Police and the printing of this report was made possible through the assistance of Federal 402 Highway Safety grant funds received from the Wyoming Department of Transportation – Highway Safety Program. The project was managed by Johnson and Associates of Douglas, Wyoming. This report was authored by Ernest L. Johnson, Director of Services.

Wyoming Association of Sherrifs and Chiefs of Police

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

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Reimbursement Info: Total: \$.00

2015-FINAL
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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-15-PA-01	Planning and Administration	\$76,174.75	\$.00	\$99,940.66	\$76,174.75	\$76,174.75	\$.00
	Planning and Administration Total		\$76,174.75	\$.00	\$99,940.66	\$76,174.75	\$76,174.75	\$.00
Alcohol								
	AL-2015-15-AL-01	WYSAC Alc Evaluation	\$26,499.37	\$.00	\$29,284.32	\$26,499.37	\$26,499.37	\$.00
	AL-2015-15-AL-02	WHP DUI Education	\$19,154.07	\$.00	\$21,167.09	\$19,154.07	\$19,154.07	\$.00
	Alcohol Total		\$45,653.44	\$.00	\$50,451.41	\$45,653.44	\$45,653.44	\$.00
Motorcycle Safety								
	MC-2015-15-MC-01	Motorcycle Safety	\$8,779.12	\$.00	\$9,701.74	\$8,779.12	\$8,779.12	\$.00
	Motorcycle Safety Total		\$8,779.12	\$.00	\$9,701.74	\$8,779.12	\$8,779.12	\$.00
Occupant Protection								
	OP-2015-15-OP-03	WHP Alive at 25	\$114,800.28	\$.00	\$127,091.27	\$114,800.28	\$114,800.28	\$.00
	Occupant Protection Total		\$114,800.28	\$.00	\$127,091.27	\$114,800.28	\$114,800.28	\$.00
Police Traffic Services								
	PT-2015-15-PT-01	Law Enforcement Liasion - Cheyenne	\$114,751.83	\$.00	\$126,811.63	\$114,751.83	\$114,751.83	\$.00
	PT-2015-15-PT-02	Law Enforcement Liasion - Casper	\$95,290.37	\$.00	\$105,304.86	\$95,290.37	\$95,290.37	\$.00
	PT-2015-15-PT-03	WASCOP Law Enforcement Coordinator	\$71,252.61	\$71,252.61	\$78,740.88	\$71,252.61	\$71,252.61	\$.00
	PT-2015-15-PT-05	WASCOP Radars	\$53,957.06	\$53,957.06	\$59,627.64	\$53,957.06	\$53,957.06	\$.00
	PT-2015-15-PT-06	WHP Radars	\$97,499.54	\$.00	\$107,746.21	\$97,499.54	\$97,499.54	\$.00
	Police Traffic Services Total		\$432,751.41	\$125,209.67	\$478,231.22	\$432,751.41	\$432,751.41	\$.00
Traffic Records								
	TR-2015-15-TR-01	Traffic Safety Analysis and Reporting	\$37,240.67	\$.00	\$41,154.46	\$37,240.67	\$37,240.67	\$.00

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	TR-2015-15-TR-02	Driver Registration Data Access	\$116.88	\$0.00	\$129.16	\$116.88	\$116.88	\$0.00
	Traffic Records Total		\$37,357.55	\$0.00	\$41,283.62	\$37,357.55	\$37,357.55	\$0.00
	Roadway Safety							
	RS-2015-15-RS-01	Douglas Radar Speed Signs	\$21,546.22	\$21,546.22	\$23,810.60	\$21,546.22	\$21,546.22	\$0.00
	RS-2015-15-RS-02	Greybull Radar Speed Signs	\$7,635.19	\$7,635.19	\$8,437.61	\$7,635.19	\$7,635.19	\$0.00
	RS-2015-15-RS-03	Cheyenne MPO	\$34,123.89	\$34,123.89	\$37,710.13	\$34,123.89	\$34,123.89	\$0.00
	Roadway Safety Total		\$63,305.30	\$63,305.30	\$69,958.34	\$63,305.30	\$63,305.30	\$0.00
	Safe Communities							
	SA-2015-15-SA-01	WDH - Injury Prevention Program	\$31,546.99	\$0.00	\$33,442.03	\$31,546.99	\$31,546.99	\$0.00
	SA-2015-15-SA-02	CLICK Program	\$67,095.75	\$67,095.75	\$74,147.15	\$67,095.75	\$67,095.75	\$0.00
	SA-2015-15-SA-03	WMC Region 2 Safe Communities	\$49,193.42	\$49,193.42	\$55,100.01	\$49,193.42	\$49,193.42	\$0.00
	SA-2015-15-SA-04	IPR Region 3 Safe Communities	\$27,040.90	\$27,040.90	\$29,882.77	\$27,040.90	\$27,040.90	\$0.00
	SA-2015-15-SA-05	CRMC Region 1 Safe Communities	\$109,628.21	\$109,628.21	\$120,412.89	\$109,628.21	\$109,628.21	\$0.00
	Safe Communities Total		\$284,505.27	\$252,958.28	\$312,984.85	\$284,505.27	\$284,505.27	\$0.00
	Paid Advertising							
	PM-2015-15-PM-01	PAO 402 Media Campaign	\$410,596.48	\$0.00	\$453,747.91	\$410,596.48	\$410,596.48	\$0.00
	PM-2015-15-PM-02	Native American Media Outreach	\$77,148.36	\$77,148.36	\$85,256.20	\$77,148.36	\$77,148.36	\$0.00
	PM-2015-15-PM-03	Drive Safe Wyoming	\$242,805.19	\$242,805.19	\$268,322.67	\$242,805.19	\$242,805.19	\$0.00
	Paid Advertising Total		\$730,550.03	\$319,953.55	\$807,326.78	\$730,550.03	\$730,550.03	\$0.00
	NHTSA 402 Total		\$1,793,877.15	\$761,426.80	\$1,996,969.89	\$1,793,877.15	\$1,793,877.15	\$0.00
	405 OP SAFETEA-LU							
	405 Occupant Protection							
	K2-2015-15-K2-04	HSO Comprehensive OP Programs	\$6,316.99	\$0.00	\$25,267.99	\$6,316.99	\$6,316.99	\$0.00
	K2-2015-15-K2-05	J&A Seatbelt Media	\$11,636.54	\$0.00	\$46,546.25	\$11,636.54	\$11,636.54	\$0.00

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	405 Occupant Protection		\$17,953.53	\$.00	\$71,814.24	\$17,953.53	\$17,953.53	\$.00
	Total							
	405 OP SAFETEA-LU Total		\$17,953.53	\$.00	\$71,814.24	\$17,953.53	\$17,953.53	\$.00
	408 Data Program SAFETEA-LU							
	408 Data Program Incentive							
	K9-2015-15-K9-01	Traffic Safety Analysis and Reporting	\$68,938.40	\$.00	\$86,173.00	\$68,938.40	\$68,938.40	\$.00
	408 Data Program Incentive Total		\$68,938.40	\$.00	\$86,173.00	\$68,938.40	\$68,938.40	\$.00
	408 Data Program SAFETEA-LU Total		\$68,938.40	\$.00	\$86,173.00	\$68,938.40	\$68,938.40	\$.00
	410 High Fatality Rate							
	410 High Fatality Rate							
	K8FR-2015-15-K8-01	WASCOP Alcohol Factors	\$38,888.37	\$.00	\$155,553.48	\$38,888.37	\$38,888.37	\$.00
	K8FR-2015-15-K8-03	J&A Alcohol Media Support	\$24,216.43	\$.00	\$96,865.72	\$24,216.43	\$24,216.43	\$.00
	K8FR-2015-15-K8-05	Laramie County DUI Court	\$4,163.22	\$.00	\$16,652.88	\$4,163.22	\$4,163.22	\$.00
	K8FR-2015-15-K8-06	Region 5 - IPR DUI Monitoring	\$40,110.72	\$.00	\$160,442.88	\$40,110.72	\$40,110.72	\$.00
	K8FR-2015-15-K8-07	WMC Region 2 Safe Communities	\$15,844.59	\$.00	\$63,378.36	\$15,844.59	\$15,844.59	\$.00
	K8FR-2015-15-K8-08	CRMC Region 1 Safe Communities	\$88,087.59	\$.00	\$352,350.36	\$88,087.59	\$88,087.59	\$.00
	K8FR-2015-15-K8-09	HSO Comprehensive Alcohol Programs	\$5,070.20	\$.00	\$20,280.80	\$5,070.20	\$5,070.20	\$.00
	K8FR-2015-15-K8-10	Geo Locating	\$301.28	\$.00	\$1,205.12	\$301.28	\$301.28	\$.00
	K8FR-2015-15-K8-11	WASCOP Video Cameras	\$56,876.49	\$.00	\$227,505.96	\$56,876.49	\$56,876.49	\$.00
	K8FR-2015-15-K8-12	Cheyenne Mobile Impaired Command Post	\$13,941.43	\$.00	\$55,765.72	\$13,941.43	\$13,941.43	\$.00
	410 High Fatality Rate Total		\$287,500.32	\$.00	\$1,150,001.28	\$287,500.32	\$287,500.32	\$.00
	410 High Visibility							
	410 High Visibility							
	K8HV-2015-15-K8-01	Cheyenne Mobile Impaired Command Post	\$83.81	\$.00	\$335.24	\$83.81	\$83.81	\$.00
	410 High Visibility Total		\$83.81	\$.00	\$335.24	\$83.81	\$83.81	\$.00

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154 Transfer Funds								
154 Hazard Elimination								
	154HE-2015-00-00-00	154 Hazardous Elimination	\$340,979.78	\$.00	\$340,979.78	\$340,979.78	\$340,979.78	\$.00
	154 Hazard Elimination Total		\$340,979.78	\$.00	\$340,979.78	\$340,979.78	\$340,979.78	\$.00
	154 Transfer Funds Total		\$340,979.78	\$.00	\$340,979.78	\$340,979.78	\$340,979.78	\$.00
164 Transfer Funds								
164 Hazard Elimination								
	164HE-2015-00-00-00		\$614,036.53	\$.00	\$614,036.53	\$614,036.53	\$614,036.53	\$.00
	164 Hazard Elimination Total		\$614,036.53	\$.00	\$614,036.53	\$614,036.53	\$614,036.53	\$.00
	164 Transfer Funds Total		\$614,036.53	\$.00	\$614,036.53	\$614,036.53	\$614,036.53	\$.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2015-15-M2-01	WASCOP OP O/T Enforcement	\$195,483.80	\$.00	\$244,354.69	\$195,483.80	\$195,483.80	\$.00
	M2HVE-2015-15-M2-02	WHP OP O/T Enforcement	\$57,095.90	\$.00	\$73,760.91	\$57,095.90	\$57,095.90	\$.00
	405b Low HVE Total		\$252,579.70	\$.00	\$318,115.60	\$252,579.70	\$252,579.70	\$.00
405b Low Public Education								
	M2PE-2015-15-PE-01	CRMC - Buckle Up Kids	\$115,339.91	\$.00	\$144,174.89	\$115,339.91	\$115,339.91	\$.00
	M2PE-2015-15-PE-02	Wyoming Seatbelt Survey	\$72,086.96	\$.00	\$90,099.69	\$72,086.96	\$72,086.96	\$.00
	405b Low Public Education Total		\$187,426.87	\$.00	\$234,274.58	\$187,426.87	\$187,426.87	\$.00
	MAP 21 405b OP Low Total		\$440,006.57	\$.00	\$552,390.18	\$440,006.57	\$440,006.57	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-15-M3-01	WASCOP E-Citations	\$377,345.74	\$.00	\$471,682.18	\$377,345.74	\$377,345.74	\$.00
	M3DA-2015-15-M3-02	Planning Linear Reference System Upgrade	\$51,950.40	\$.00	\$64,938.00	\$51,950.40	\$51,950.40	\$.00

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	M3DA-2015-15-M3-03	Traffic Records Project Manager	\$93,138.11	\$.00	\$116,422.63	\$93,138.11	\$93,138.11	\$.00
	M3DA-2015-15-M3-04	WDH Electronic reporting System	\$154,130.24	\$.00	\$192,662.80	\$154,130.24	\$154,130.24	\$.00
	M3DA-2015-15-M3-07	FARS	\$4,640.86	\$.00	\$5,801.08	\$4,640.86	\$4,640.86	\$.00
	405c Data Program Total		\$681,205.35	\$.00	\$851,506.69	\$681,205.35	\$681,205.35	\$.00
	MAP 21 405c Data Program Total		\$681,205.35	\$.00	\$851,506.69	\$681,205.35	\$681,205.35	\$.00
	MAP 21 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2015-15-M5-01	WASCOP DUI O/T Enforcement	\$361,049.45	\$.00	\$451,311.81	\$361,049.45	\$361,049.45	\$.00
	M5HVE-2015-15-M5-02	WHP Sturgis Detail	\$63,745.34	\$.00	\$79,681.59	\$63,745.34	\$63,745.34	\$.00
	M5HVE-2015-15-M5-03	WHP DUI O/T Enforcement	\$49,680.59	\$.00	\$62,100.68	\$49,680.59	\$49,680.59	\$.00
	405d Mid HVE Total		\$474,475.38	\$.00	\$593,094.08	\$474,475.38	\$474,475.38	\$.00
	405d Mid ID Coordinator							
	M5IDC-2015-15-M5-01	IPR Region 3 Safe Communities	\$55,480.11	\$.00	\$69,350.14	\$55,480.11	\$55,480.11	\$.00
	405d Mid ID Coordinator Total		\$55,480.11	\$.00	\$69,350.14	\$55,480.11	\$55,480.11	\$.00
	405d Mid Court Support							
	M5CS-2015-15-M5-01	Local Intoximeters	\$12,987.60	\$.00	\$16,234.50	\$12,987.60	\$12,987.60	\$.00
	M5CS-2015-15-M5-02	WASCOP Blood Kits	\$13,243.03	\$.00	\$16,553.78	\$13,243.03	\$13,243.03	\$.00
	405d Mid Court Support Total		\$26,230.63	\$.00	\$32,788.28	\$26,230.63	\$26,230.63	\$.00
	405d Mid Paid/Earned Media							
	M5PEM-2015-15-PM-01	PAO Alcohol Media Campaigns	\$95,648.20	\$.00	\$119,560.24	\$95,648.20	\$95,648.20	\$.00
	M5PEM-2015-15-PM-02	GCID Impaired Driving Media Campaign	\$419,846.70	\$.00	\$524,808.37	\$419,846.70	\$419,846.70	\$.00
	405d Mid Paid/Earned Media Total		\$515,494.90	\$.00	\$644,368.61	\$515,494.90	\$515,494.90	\$.00
	405d Mid Training							
	M5TR-2015-15-TR-01	DRE, SFST, DECP, ARIDE TRAINING	\$140,269.59	\$.00	\$175,995.37	\$140,269.59	\$140,269.59	\$.00

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405d Mid Training Total			\$140,269.59	\$0.00	\$175,995.37	\$140,269.59	\$140,269.59	\$0.00
405d Mid Information System								
	M5IS-2015-15-M5-01	WASCOP Underage Drinking & Driving	\$67,817.43	\$0.00	\$84,771.79	\$67,817.43	\$67,817.43	\$0.00
	M5IS-2015-15-M5-02	GCID Facilitator	\$97,916.62	\$0.00	\$123,054.17	\$97,916.62	\$97,916.62	\$0.00
	M5IS-2015-15-M5-03	GCID Policy Coordinator	\$89,484.20	\$0.00	\$111,855.25	\$89,484.20	\$89,484.20	\$0.00
	M5IS-2015-15-M5-05	CTP - Equipment	\$14,836.87	\$0.00	\$18,546.08	\$14,836.87	\$14,836.87	\$0.00
	M5IS-2015-15-M5-06	Traffic Safety Resource Prosecutor	\$108,346.12	\$0.00	\$136,091.05	\$108,346.12	\$108,346.12	\$0.00
405d Mid Information System Total			\$378,401.24	\$0.00	\$474,318.34	\$378,401.24	\$378,401.24	\$0.00
405d Mid Other Based on Problem ID								
	M5OT-2015-15-M5-01	WASCOP Law Enforcement Coordinator	\$62,992.71	\$0.00	\$78,740.89	\$62,992.71	\$62,992.71	\$0.00
405d Mid Other Based on Problem ID Total			\$62,992.71	\$0.00	\$78,740.89	\$62,992.71	\$62,992.71	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$1,653,344.56	\$0.00	\$2,068,655.71	\$1,653,344.56	\$1,653,344.56	\$0.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2015-15-M9-00	Motorcycle Awareness	\$23,920.64	\$0.00	\$29,900.82	\$23,920.64	\$23,920.64	\$0.00
405f Motorcyclist Awareness Total			\$23,920.64	\$0.00	\$29,900.82	\$23,920.64	\$23,920.64	\$0.00
MAP 21 405f Motorcycle Programs Total			\$23,920.64	\$0.00	\$29,900.82	\$23,920.64	\$23,920.64	\$0.00
NHTSA Total			\$5,921,846.64	\$761,426.80	\$7,762,763.36	\$5,921,846.64	\$5,921,846.64	\$0.00
Total			\$5,921,846.64	\$761,426.80	\$7,762,763.36	\$5,921,846.64	\$5,921,846.64	\$0.00

Dalene Call 12/30/15

I CERTIFY, that in accordance with the laws of the state and under the terms of (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT the approved program(s) area that actual costs claimed have been incurred and OR OTHER APPROPRIATE REVIEW) have not previously been presented for payment.

State Official: