

**WYOMING'S HIGHWAY SAFETY  
BEHAVIORAL PROGRAM**

**HIGHWAY SAFETY PLAN  
FFY2017**

**JULY 1, 2016**

**MATTHEW H. MEAD  
GOVERNOR OF WYOMING**

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

**Kenneth Ledet  
Highway Safety Behavioral Grants Manager**

## INTRODUCTION



Matt Mead was sworn in as Wyoming's 32<sup>nd</sup> 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 teenaged children, Mary and Pete.

## Wyoming Information & Demographics

**Governor:** Matthew H. Mead (R) (Second Term)

**U.S. Congressional Delegation**

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

Representative: Cynthia M. Lummis (R)

**Governor’s Representative:**

Matthew D. Carlson, P.E.  
Highway Safety Program  
Department of Transportation



**Highway Safety Behavioral Grants Manager:**

Kenneth Ledet  
Highway Safety Behavioral Grant Program  
Department of Transportation

**Status of Key Wyoming Traffic Safety Laws**

Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
Child Safety Seat Law	Yes
Booster Seat Law	Yes
Texting While Driving	Yes
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)



## Agency Overview



**Vision Vision Vision**  
Excellence in Transportation  
**Mission Mission Mission**  
Provide a safe, high quality, and efficient transportation system  
**Values Values Values**  
• Accountability • Commitment  
• Respect • Honesty • Innovation

**WYOMING**  
DEPARTMENT OF TRANSPORTATION

**Goals Goals Goals**  
• Improve safety on the state transportation system.  
• Serve our customers.  
• Improve agency efficiency and effectiveness.  
• Take care of all physical aspects of the state transportation system.  
• Develop and care for our people.  
• Exercise good stewardship of our resources.



WYDOT is dedicated to promoting safe use of all Wyoming roads with the continuing goal of reducing 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.

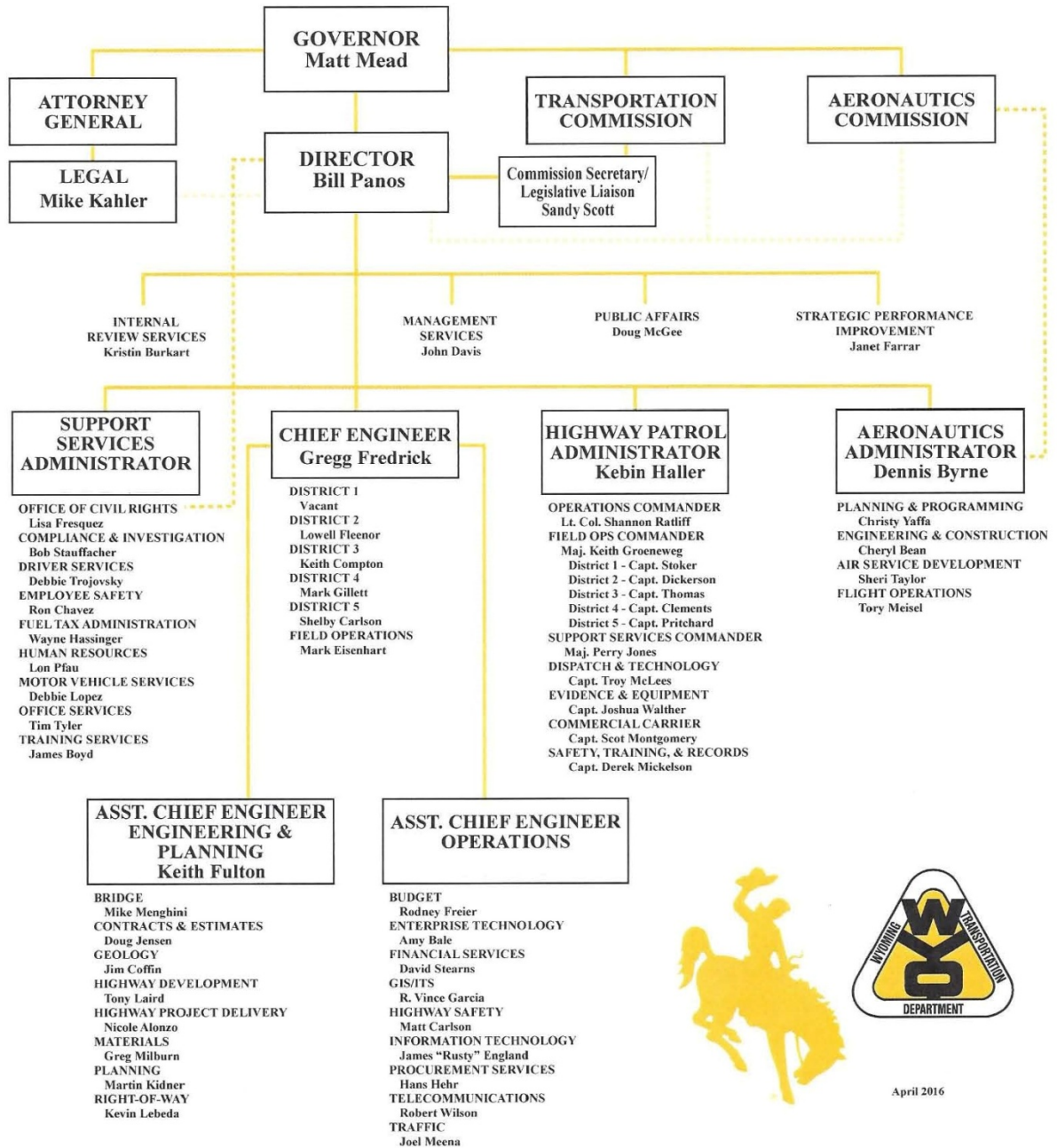
The Wyoming Department of Transportation is the largest State agency, with more than 2,000 employees dispersed throughout the State. Employees are responsible for overseeing 6,800 miles of highways, of which more than 900 miles are interstate. Job functions vary from construction, maintenance, law enforcement, 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>

# WYDOT ORGANIZATION CHART

## Wyoming Department of Transportation



April 2016

**Wyoming Department of Transportation  
FFY2017 Highway Safety Behavioral Grant Program**

**Office Structure**

The Wyoming Highway Safety Behavioral Grant Office is one of the Highway Safety Program sections within the Department of Transportation. The section is comprised of four staff members that report to the Governor's Representative for Highway Safety. Together with an experienced traffic records staff, all are focused on refinements in data trends as measured by the 11 core performance measure targets.

**The Highway Safety Behavioral Grant Program**

Governor's Representative for Highway Safety:

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

Highway Safety Behavioral Grant Program staff:

Kenneth Ledet, Manager

Karson James, Senior Financial/Grant Office Manager  
Areas: Agency Financial, Grants Tracking System (GTS), Governor's Council on Impaired Driving (GCID), Wyoming's Task Force on Occupant Protection, etc.

Stephanie Lucero, Senior Grants Manager  
Areas: Law Enforcement, Impaired Driving, Occupant Protection, Data Analysis, Traffic Records, Problem Identification, etc.

Meghan Connor, Grants Manager  
Areas: Safe Communities, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distracted Driving, Media, etc.

Each employee is cross-trained and able to represent the office when others are not available. The staff is committed to reducing the number of persons injured and killed on Wyoming roadways.

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## **I. Highway Safety Planning Process**

Wyoming's highway safety-related problem identification is developed annually by the Traffic Records Office within the Wyoming Department of Transportation (WYDOT) using the most current Fatality Analysis Reporting System (FARS) and State data available. These data are published as Wyoming Report on Traffic Crashes and the Problem Identification and are available for review and further analysis by the Highway Safety Behavioral Program Office when soliciting and developing projects for the subsequent years highway safety plan.

Derived primarily from law enforcement's traffic crash reports, "Wyoming's Comprehensive Report on Traffic Crashes" is the primary source of traffic crash information statewide. Individual operator/owner crash reports are also utilized if the crash was not investigated. It is provided to the general public, law enforcement, schools, lawyers, judges, insurance agencies, and governmental agencies at [www.dot.state.wy.us](http://www.dot.state.wy.us). Information provided contributes to Wyoming's traffic crash general statistics in the following categories:

1. General crash information
2. Occupant protection usage
3. Environmental factors
4. Vehicle type, including motorcycles
5. Statewide location
6. Young drivers
7. Impaired drivers
8. Motorcycles

Other sources of data and information include "Alcohol and Crime in Wyoming", "Wyoming's Observed Seat Belt Usage", "Attitude and Awareness Survey", ad hoc crash data, vehicle/driver registrations, and more. These collective reports help identify the locations with the greatest highway safety needs statewide.

Wyoming's highway safety-related problem identification is compiled annually for a more in-depth analysis of traffic safety program areas that are eligible for federal funding consideration. These funds are apportioned and obligated each year to the State of Wyoming through the National Highway Traffic Safety Administration for distribution to data-driven locations statewide. The Wyoming Department of Transportation, Highway Safety Behavioral Program has the assigned responsibility of managing the pass-through funds each year. Program areas most-recently impacted through the application of highway safety funds include:

1. Occupant Protection
2. Alcohol
3. Speed
4. Police Traffic Services
5. Traffic Records
6. Motorcycle
7. Distracted Driving



Partners in this data collection process consist of the WYDOT-Crash Data Management Section, WYDOT-Financial Services, WYDOT-Internal Review, WYDOT-Planning Department, Wyoming Highway Patrol (WHP), Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Traffic Safety Committee, Johnson & Associates (Alcohol Factors), NHTSA (FARS), DLN Consulting, and Wyoming's Impaired Driving Program Manager.

Projects that are included in Wyoming's Fiscal Year 2017 Highway Safety Plan are based on the problem identification previously described. Data-driven grant applications addressing one of the 11 core performance measures and state performance measures are solicited using the new and standardized process developed by the Highway Safety Behavioral Program in 2016. Applications were due May 2<sup>nd</sup>.

The applications are reviewed by the Highway Safety Office who determines the ability of the proposed activity to improve statewide performance numbers. A Risk Assessment is also performed for each grantee or contractor application, using the WYDOT Risk Assessment Form; past performance enters into the selection equation. Resources are subsequently aligned with project-level activity based on the significance of the problem and the availability of funding.

The FFY2017 HSP aligns with the Wyoming Strategic Highway Safety Plan. Efforts to coordinate these two plans are detailed later in this section.

## **Cyclical Planning Calendar**

<b>Jan/Mar</b>	Vet/revise legal documents with WYDOT Internal Review.
<b>Feb/Mar</b>	Solicit and accept grant applications by May 2 <sup>nd</sup> .
<b>Mar/April</b>	Prepare Performance Plan, Problem ID, Core Performance Measures; Ensure C1-C3 consistency with WYDOT Strategic Plan.
<b>April/June</b>	Prepare draft 405 Application.
<b>May</b>	Review Grant Applications; Organize and prepare Highway Safety Plan; Approve projects for inclusion into the Highway Safety Plan; Provide Traffic Records projects to WYTRCC for concurrence; Approve projects.
<b>June</b>	Organize and prepare a draft of the Highway Safety Plan and S405 Application for review; Finalize.
<b>July</b>	Submit to NHTSA by July 1 <sup>st</sup> .
<b>July/Aug</b>	Observe WYDOT Policies and Procedures and draft appropriate project documents (Internal Scope of Work, Subaward Agreements).
<b>Aug/Sept</b>	Send Internal Scope of Work and Subaward Agreements to sub-recipients for signature; Receive Highway Safety Plan approval from NHTSA.
<b>Sept</b>	Send Internal Scope of Work and Subaward Agreements to WYDOT Staff for signature; Post signed documents to the HSO Project Site; End fiscal years project on September 30 <sup>th</sup> .
<b>Oct</b>	Implement new FY 2017 Projects on October 1 <sup>st</sup> ; Receive prior year project final expenditures and reports by October 15.
<b>Oct/Nov</b>	Evaluate program and fiscal outcomes; Prepare draft Annual Report.
<b>Dec</b>	Finalize Annual Report; Submit Annual Report to NHTSA by December 31 <sup>st</sup> .

## II. PERFORMANCE REPORT

The Highway Safety Behavioral Grant Program (HSBP) will continue to build and strengthen partnerships with traffic safety advocates to include law enforcement, Safe Communities, Governor's Council on Impaired Driving, the Seat Belt Coalition, WYDOT Public Affairs Office, as well as many others. Partnering with different groups and agencies has allowed the HSBP to eliminate redundancy, distribute the same message statewide, grow partnerships and more effectively target the at-risk Wyomingites through education, outreach and enforcement.

The HSBP did not meet its FY2015 targets in areas of fatalities, serious injuries, unbelted fatalities and impaired driving fatalities, speed related fatalities, motorcycle fatalities and young drivers as noted below.

**C1-Fatalities\***

**C2-Serious Injuries\***

C3-Fatalities/VMT

**C4-Unbelted Fatalities\***

**C5-Impaired Driving Fatalities\***

**C6-Speed Related Fatalities\***

**C7-Motorcycle Fatalities\***

C8-Unhelmeted Fatalities

**C9-Young Drivers\***

C10-Pedestrians

C11-Bicyclists

\* Did Not Meet Goal Set

In order to meet goals set for FY2017, the HSBP revised its trend lines to more realistically demonstrate change in Wyoming due to the very small dataset and fluctuating yearly fatality numbers. Additionally, funds for existing over-performing projects will be reduced to redirect funds to program areas not meeting goals set or that are experiencing little or no change.

The common thread to affect behavioral change to all fatalities is education, outreach and enforcement. Projects that have been successful in the past and that will continue to help Wyoming meet its Performance Targets are included within the Comprehensive Traffic Safety Enforcement Plan.

The continuous, comprehensive, evidence-based traffic safety enforcement plan to prevent traffic crashes, fatalities and injuries in areas most at risk statewide was conducted through partnerships and programs in the form of education, outreach and enforcement. This enforcement plan joined together WYDOT Public Affairs Office, Safe Communities, Governor's Council on Impaired Driving, Wyoming Task Force on Occupant Protection, Law Enforcement Liaisons, CLICK and other traffic safety partners with emphasis given to the enforcement efforts during the Holiday, May Mobilization and August Crackdown campaigns.

Strategies included the high visibility enforcement program that was developed based on pertinent criteria: injury/fatal traffic crashes, seat belt non-usage, speed related crashes, and DUI arrest data. These data are applied to each county's percent of the traffic safety problem and then drilled down to individual agencies. In 2015, each law enforcement agency receiving grant funds was required to participate in the May Mobilization and August Crackdown events and have a department seat belt policy on file. In 2015, Wyoming law enforcement made 381 DUI arrests, issued 8,099 speed citations and 961 seat belt citations on overtime enforcement. Enforcement coupled with media is a major factor in getting Wyomingites to adhere to Wyoming's traffic safety laws.

The Mobile DUI Command Vehicle brought high visibility to the Impaired Driving Program. The vehicle usage is in the second year and was requested for use by nine law enforcement agencies outside Cheyenne/Laramie County during FY2015. The requests for this Command Vehicle increased with the outreach efforts to statewide law enforcement agencies.

The Cheyenne Police Department (CPD) was able to reduce the number of alcohol-related crashes and overall DUI's through participation in specific campaigns and events, including: 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 4<sup>th</sup> enforcement; and Cheyenne Frontier Days enforcement (two weeks). Statistics show a decrease in the specific areas of DUI enforcement. The FY2013-14 numbers compared to FY2014-15 show a 10.6%\* decrease in overall alcohol-related crashes within Laramie County (Cheyenne). In Cheyenne, the DUI Crashes have been on a downward trend since 2012 (82) compared to 2015 (50). Alcohol-related crashes involving under-age drinkers (under 21) experienced a 44%\* decrease in the numbers. In one DUI task force event (December 19, 2015), there were 6 DUI arrests processed through the DUI Command Post in Cheyenne.

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 in Cheyenne and the service schedule for the vehicle was added to the existing service schedule through the City of Cheyenne shops. 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. The CPD provides in-kind man hours that are not grant related to the operation of this vehicle.

The CPD has 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 during periods of active overtime enforcement. This show of force sends the message that DUI is taken seriously and enforced on a large scale.

The Law Enforcement Liaison (LEL) Program put a "face" to the Highway Safety Behavioral Grant Program. With limited staff, the LELs have filled a gap by fostering important relationships with State and local law enforcement agencies with on-site technical assistance. The project educated and aligned-law enforcement with Highway Safety priorities. This project

assisted the Highway Safety Behavioral Grant Program with addressing traffic safety challenges over Wyoming's vast geographic area.

LELs assisted with generating local press involvement for mobilizations (seat belt and impaired driving) and task force events. For example, LELs assisted with 3 multi-jurisdiction enforcement/media initiatives. The WY 59 May Mobilization Task Force resulted in 600 traffic stops, no fatalities, and no injury crashes during the operations period.

Over the course of the FY2015 grant year, the DRE/SFST/DECP/ARIDE Program delivered over 9400 contact hours of training for law enforcement officers. Over 100 officers were trained at the Wyoming Law Enforcement Academy, 145 officers were given ARIDE training, 52 officers received SFST refresher training, 37 DRE overtime callouts, and over 250 people attended the Governor's Conference on Impaired Driving.

To support the comprehensive enforcement campaign, town halls are conducted statewide to educate legislators at city/county levels of government on the effects of impaired driving and fatalities. This provides a foundation for support when updating Wyoming laws to provide stricter laws to deter impaired driving. The Wyoming Task Force on Seat Belts is charged with the same goal but strategies are different. The revamped Task Force is an Executive level committee that will look short and long term goals and implementation strategies: educate, outreach and enforce. The task force will also look to ways Wyoming could successfully implement a primary seat belt law.

**Media Campaigns** had great success in advancing the Highway Safety messages across the state. Media outlets including TV, radio, newspaper, billboards, internet radio, DMS, social networks, banner programs in schools and colleges, messaging at University sporting events, rodeos of all levels across the state and so much more were utilized.

Sustained media messaging and Mobilization support showed that occupant protection messaging included 13,145 TV spots with half the spots provided as in-kind support. Radio included 21,254 radio spots with an 80% in-kind ratio and print media included 63 ads. Alcohol messaging saw 21,254 spots, radio with 21,254 and 29 print ads.

Traffic safety partners supported and augmented by the Governor's Council on Impaired Driving, Safe Communities, law enforcement community, Department of Health Injury Prevention Resources, District 5 Native American Media Outreach.

### **III. PERFORMANCE PLAN/MEASURES OF SUCCESS**

Wyoming's Highway Safety Behavioral Program is dedicated to developing an annual Highway Safety Plan that allocates Federal Highway Safety Funds in a reasonable, responsible, cost-effective manner. Performance measure targets for Core Measures 1-11 are structured using a five-year moving trend line analysis.

Wyoming's primary safety emphasis areas include occupant protection, speeding, and impaired driving, with attention afforded to lane departures, curve crashes, and young drivers. This Plan is consistent with the Wyoming Strategic Highway Safety Plan (SHSP) for the Core Performance Measures C1 - Reduce the number of Traffic Fatalities (FARS), C2 - Reduce the number of Serious Injuries (State), C2a - Reduce the rate of Serious Injuries/VMT (State), and C3 - Reduce the rate of Fatalities/VMT (FARS).

The WYDOT Safety Management System (SMS) Committee is the coordinating body for the SHSP; the planning cycle has four key components:

- Coordination – Partnerships and shared responsibilities are necessary to achieve the State's crash reduction goals. Effective communications, coordination, and cooperation among key state, regional, and local agencies, safety organizations, and safety advocates are necessary to avoid redundancy and/or gaps in service and outreach.
- Implementation – The SHSP is recognized as the highway safety transportation planning document for the State of Wyoming. The many and diverse safety plans such as the HSP and the Highway Safety Improvement Plan (HSIP) collegially operate under the umbrella of the SHSP. Projects approved for implementation are consistent with the program areas and performance measures identified in the SHSP.
- Evaluation – The effectiveness of the projects implemented is measured by a demonstrated reduction in death and injury within the 11 core performance measures.
- Revision – Program direction/program guidance will be revised to reflect current highway safety needs, interventions, and regulations.

#### **FFY2017 Core Performance Goals & Measure of Success**

##### **Planning and Administration Performance Goal:**

Provide professional development and training in the area of grant administration to the Highway Safety Behavioral Office staff.

Conduct on-site monitoring activities with all sub-recipients awarded grants funded in excess of \$80,000.

## WYOMING FY2017 CORE PERFORMANCE MEASURES

		Annual / 5 Year Moving Average	2009	2010	2011	2012	2013	FARS 2014	State 2015	Target 2017
C-1	Traffic Fatalities (FARS)	Annual	134	155	135	123	87	150	145	
		5-Year Moving Average	161.6	158.6	146.6	141.2	126.8	130.0	128.0	125.5
C-2	Serious Injuries in Traffic Crashes (State Data)	Annual	640	571	491	458	467	476	460	
		5-Year Moving Average	920.8	816.2	705.8	582.0	525.4	492.6	470.4	516.0
C-2a	Serious Injuries/VMT (State Data)	Annual	6.69	6.12	5.31	4.95	4.99	5.05	4.85	
		5-Year Moving Average	9.85	8.66	7.50	6.20	5.61	5.28	5.03	5.54
C-3	Fatalities / VMT (FARS)	Annual	1.40	1.66	1.46	1.33	0.93	1.59	1.53	
		5-Year Moving Average	1.72	1.68	1.56	1.51	1.36	1.39	1.37	1.49
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	78	69	63	50	41	67	81	
		5-Year Moving Average	81	78	72	69	60	58	60	59
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	48	53	38	41	24	48	45	
		5-Year Moving Average	56	56	51	49	41	41	39	39
C-6	Speeding-Related Fatalities (FARS)	Annual	56	57	51	41	40	48	56	
		5-Year Moving Average	60	60	57	54	49	47	47	47
C-7	Motorcycle Fatalities (FARS)	Annual	13	33	16	12	9	16	24	
		5-Year Moving Average	18	21	20	19	17	17	15	16
C-8	Unhelmeted Motorcycle Fatalities (FARS)	Annual	10	25	13	10	5	10	18	
		5-Year Moving Average	12	14	14	14	13	13	11	12
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	26	15	17	12	14	14	13	
		5-Year Moving Average	23	21	20	18	17	14	14	16

## WYOMING FY2017 CORE PERFORMANCE MEASURES

		Annual / 5 Year Moving Average	2009	2010	2011	2012	2013	FARS 2014	State 2015	Target 2017
<b>C-10</b>	Pedestrian Fatalities (FARS)	Annual	2	3	6	6	4	5	5	
		5-Year Moving Average	5	4	4	5	4	5	5	3
<b>C10a</b>	Pedestrian Serious Injuries (State Data)	Annual	16	20	15	14	12	18	13	
		5-Year Moving Average	25.4	22.0	20.4	17.6	15.4	15.8	14.4	15.2
<b>C-11</b>	Bicycle Fatalities (FARS)	Annual	2	0	1	0	0	5	0	
		5-Year Moving Average	1	1	1	1	1	1	1	1
<b>C11a</b>	Bicycle Serious Injuries (State Data)	Annual	6	8	12	8	5	10	7	
		5-Year Moving Average	3.2	4.8	7.2	8.8	7.8	8.6	8.4	7.7
<b>S-1</b>	Distracted Driving (State Data)	Annual	6	13	11	9	6	8	10	
		5-Year Moving Average	n/a	11	12	10	9	7	9	8
<b>S-2</b>	Non-Motorized Fatal & Serious Injuries	Annual	26	31	34	28	21	38	25	
		5-Year Moving Average	34.4	31.4	32.4	32.0	28.0	30.4	29.2	27.7
<b>S-T1</b>	Crash Timeliness	Annual	n/a	n/a	16.2	10.4	13.9	10.4	9.9	8.9
<b>S-T2</b>	EMS Timeliness	Annual	n/a	n/a	100	51.5	55	12	2.5	1.7
<b>S-T3</b>	LRS	Annual	n/a	n/a	6894	12719	12839	12857	16211	17832
<b>S-T4</b>	Roadway Integration	Annual	n/a	n/a	n/a	29	33	42	42	46.2
<b>S-T5</b>	Roadway Integration & Safety Analysis System	Annual	n/a	n/a	18	19	20	20	20	21
<b>S-T5</b>	Number of Additional Data Sets Available for Safety Analysis	Annual	n/a	n/a	4	6	10	10	10	12
<b>S-T6</b>	Crash Quality Assurance	Baseline	n/a	n/a	n/a	n/a	n/a	n/a	64.1	70.4
<b>B-1</b>	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	New Methodology implemented in 2012*	n/a	n/a	n/a	77.0%	81.9%	79.2%	79.8%	81.0%
<b>A-1</b>	Seat Belt Citations	Fiscal Year	n/a	1001	891	701	1109	1202	961	n/a
<b>A-2</b>	Impaired Driving Arrests	Fiscal Year	n/a	332	466	395	583	529	377	n/a
<b>A-3</b>	Speeding Citations	Fiscal Year	n/a	6034	6852	5727	6789	7040	8099	n/a

\* Collection Sites Modified in FFY2017



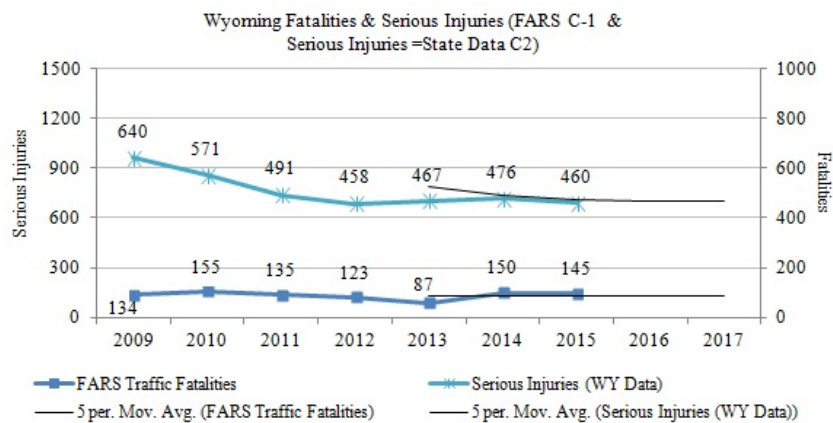
**Core Activity, Behavioral and Outcome Measures:**

**(C-1)** To reduce fatalities from the 5 year average (2009-2013) of 126.8 to 125.5 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Goal:** 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. In 2013, Wyoming had its lowest number of fatalities on record since 1945 at 87.

**(C-2)** To reduce serious traffic injuries (State Data) from the 2009-2013 calendar base year average of 525.4 serious injuries to 516.0 serious injuries by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan

**Goal:** 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.



**(C-3)** To reduce Wyoming’s fatality rate (100 MVMT) from the 2008-2012 average of 1.51 to 1.49 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

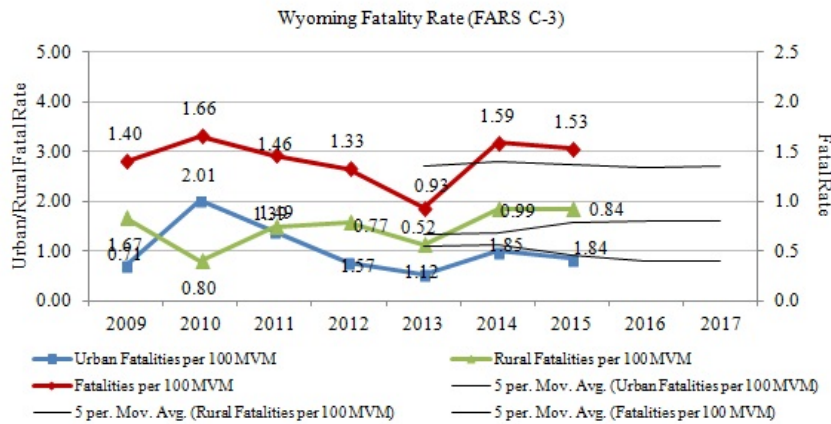
**Goal:** Wyoming has met this goal. The FARS 2013 fatality rate was 0.93 which is below the project goal of 1.41 by December 31, 2015. Only 2013 FARS fatality rates were available.

To reduce the urban fatality rate (100 MVMT) from the 2008-2012 average of 1.14 to 1.13 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Goal:** 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.

To reduce rural fatality rate (100 MVMT) from the 2008-2012 average of 1.57 to 1.55 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

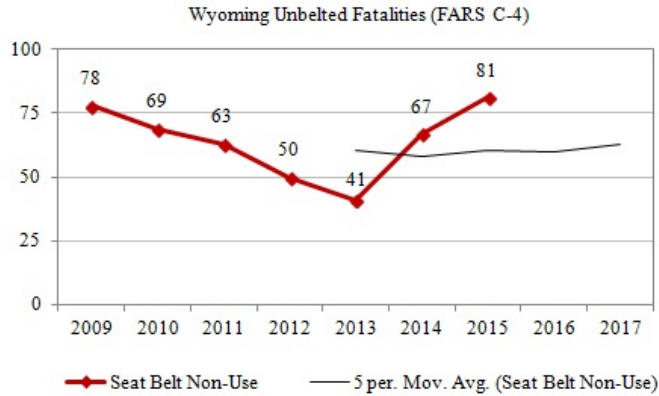
**Goal:** Wyoming met its goal for the rural fatality rate of 1.56 by December 31, 2015. The FARS 2013 rural fatality rate was 1.12. This is the most current FARS data available.



The fatality rates are running behind the regular FARS final data. The 2014 and 2015 data are from the Wyoming Electronic Crash Records System (WECRS).

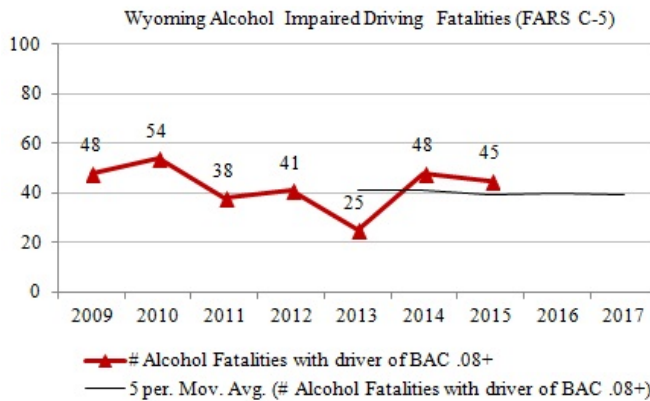
**(C-4)** To reduce unrestrained passenger vehicle occupant fatalities, in all seating positions, from the 2009-2013 average of 60 to 59 by December 31, 2017.

**Goal:** 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.



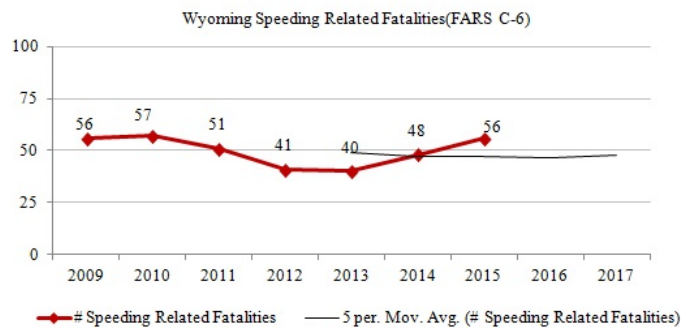
**(C-5)** To reduce alcohol impaired driving fatalities from the 2009-2013 average of 41 to 39 by December 31, 2017.

**Goal:** 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.



**(C6)** To reduce speed-related fatalities from 2009-2013 average of 49 to 47 by December 31, 2017. NOTE: Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.

**Goal:** 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 and encourage safer driving behaviors.

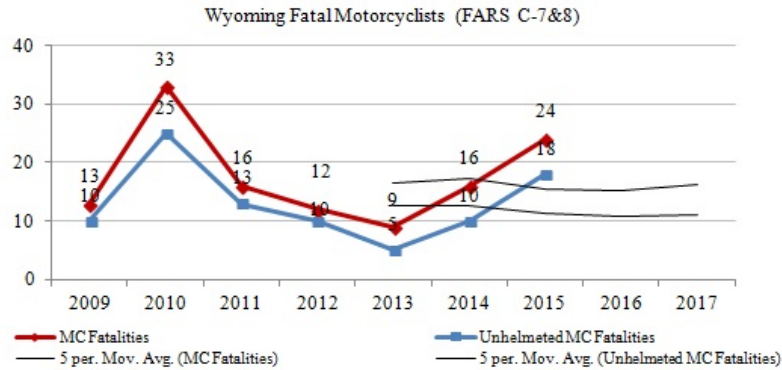


**(C-7)** To reduce motorcyclist fatalities from the 2009-2013 average of 17 to 16. Wyoming’s motorcycle fatalities can fluctuate dramatically from year to year. The year 2010 was abnormally high and changed the direction of Wyoming’s downward trend.

**Goal:** 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.

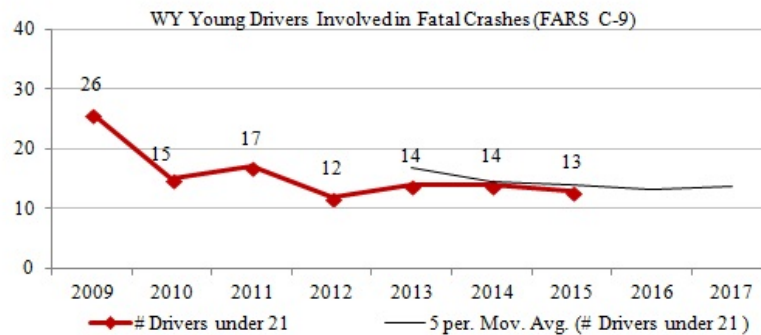
**(C-8)** To reduce unhelmeted motorcyclist fatalities from the 2009-2013 average was 13 to 12. Wyoming’s motorcycle fatalities can fluctuate dramatically from year to year.

**Goal:** 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.



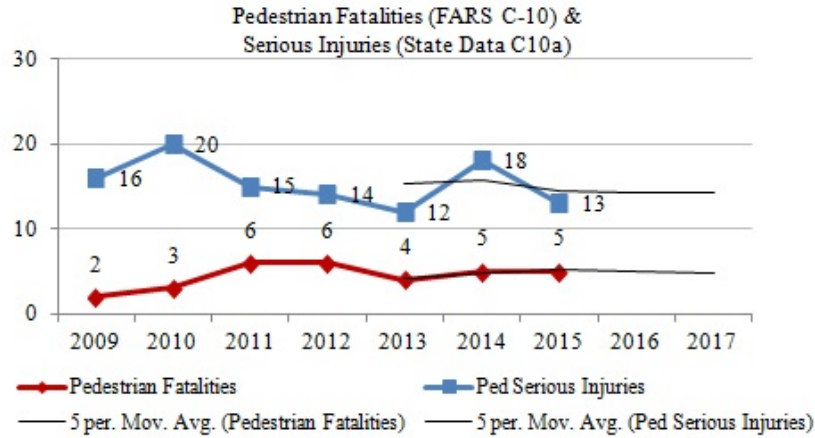
(C-9) To reduce young drivers, age 20 or younger, involved in fatal crashes from the 2009-2013 average of 17 to 16 by December 31, 2017.

**Goal:** Wyoming’s goal of 12 young drivers involved in fatal crashes was not met. In 2014, there were 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.



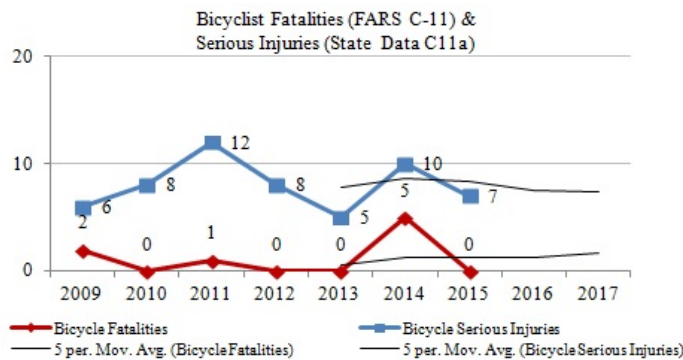
(C-10) To reduce pedestrian fatalities from the 2009-2013 average of 4 to 3 by December 31, 2017.

**Goal:** In 2014, Wyoming did not 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.



(C-11) To reduce bicyclist fatalities from the 2009-2013 average of 1 to 0 by December 31, 2017.

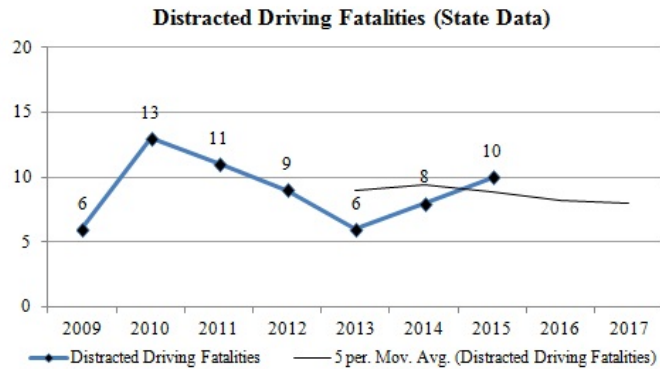
**Goal:** In 2014, Wyoming experienced an abnormally high number of bicyclists killed of 5. The WYDOT Bicycle/Pedestrian Program is aware of the number and is working diligently to curtail this number. The Program works collaboratively with the Highway Safety Office grant sub recipients.



\*The Wyoming Department of Transportation houses, staffs, and funds the Bicycle/Pedestrian Program. This Program is not federally-funded through the Highway Safety Behavioral Grants Program but is active in the State. The Bicycle/Pedestrian Coordinator works closely with the Highway Safety Behavioral Program and all traffic safety partners as applicable.

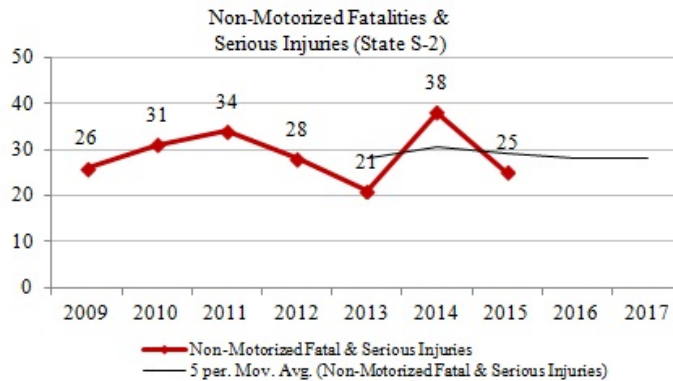
(S-1) To reduce distracted driving fatalities from the 2009-2013 average of 9 to 8 by December 31, 2017.

**Goal:** Wyoming did not meet its goal of no more than 4 distracted driving fatalities. In 2014 there were 8 distracted driving fatalities.



(S-2) To reduce non-motorized fatalities and serious injuries from the 2009-2013 average of 28.0 to 27.7 by December 31, 2017.

**Goal:** This is the first year with this goal.



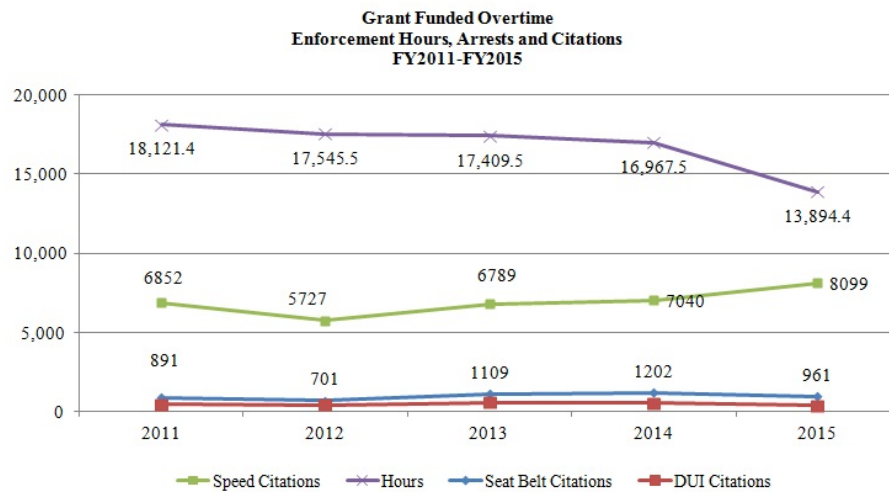
## Traffic Records Performance Measures

- S-T1 Crash timeliness (crash event to record in the shadow database)
- Wyoming will improve the Timeliness of the Crash system as measured in terms of a decrease of the average number of days from event to entry. **Goal:** To reduce number of event to entry days from 9.9 to 8.9 by December 31, 2017.
- S-T2 EMS timeliness (EMS run to record in the database)
- Wyoming will improve the Timeliness of the Injury Surveillance / EMS system as measured in terms of a decrease of the average number of days from the EMS run to the record being available in the EMS database. **Goal:** To reduce number of days from event to availability in EMS database from 2.5 days to 1.7 days by December 31, 2017.
- S-T3 Extension of the Wyoming LRS to cover all Public Roads
- Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS. **Goal:** To increase the number of valid roads from 16,211 to 17,832 by December 31, 2017.
- S-T4 Roadway Integration in Safety Analysis System (CARE)
- Wyoming will improve the Integration of the Roadway system as measured in terms of an increase in the number of Roadway feature sets available in the CARE Safety Analysis application. **Goal:** To increase the number of roadway feature sets from 42 to 46.2 by December 31, 2017.
- S-T5 Number of additional data sets available for safety analysis
- Wyoming will improve the Integration of the Crash system as measured in terms of an increase in the number of ADDITIONAL data sets (i.e. not one of the "big six") available on line (e.g. in Oracle) that can link to CRASH data for safety analysis (e.g. through Crystal reports, SQL queries, etc.). By design, all crash records can link to these different data sets, so the measure is the number of data sets available. **Goal:** To increase the number of data sets in Oracle from 10 to 12 by December 31, 2017.
- S-T6 Crash Quality Assurance
- Wyoming will improve the Accuracy of the Crash system as measured in terms of an increase the percentage of crash records with no location errors. **Goal:** To improve the accuracy of the crash reports from a baseline data set from 64.05 to 70.4% by December 31, 2017.



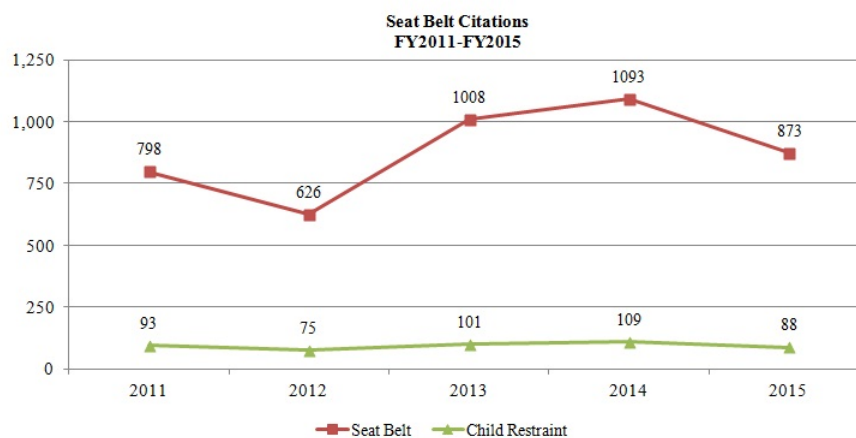
## Activity Measures

Law enforcement agencies participate in high visibility enforcement overtime grants to increase compliance with seat belt, speed and impaired driving laws in Wyoming as summarized below:



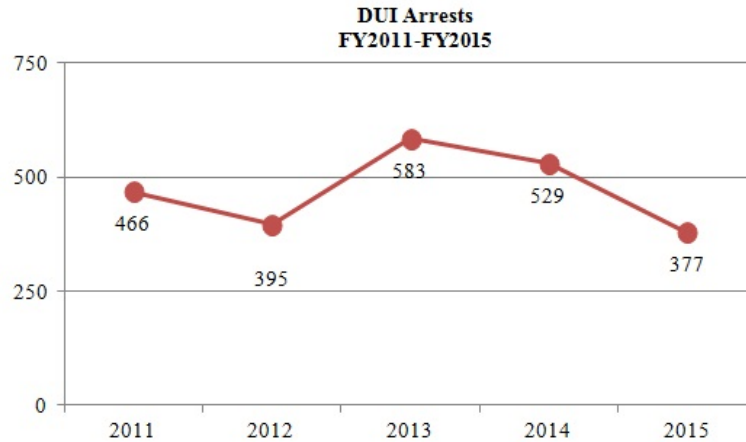
### A1 – Number of seat belt citations issued during grant-funded enforcement activities.

FFY2015 Seat belt and child restraint citations issued were 961 (873 seat belt and 88 child restraint). The Wyoming Highway Patrol and Wyoming Association of Sheriffs and Chiefs of Police Traffic Safety Committee made seat belt enforcement a priority during grant funded overtime activities.



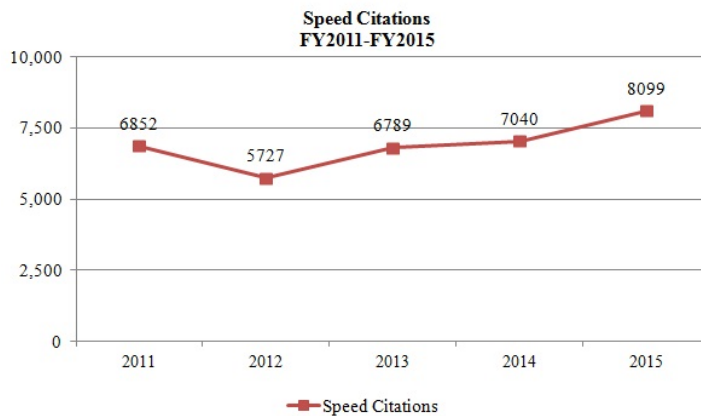
**A2 – Number of impaired driving arrests made during grant-funded enforcement activities.**

The number of DUI arrests during the FFY2015 grant-funded overtime enforcement activities was 377.



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

The number of speed citations issued during FFY2015 was 8,099. Speeding is also used as a trigger offense to educate and cite individuals not wearing their seat belts.



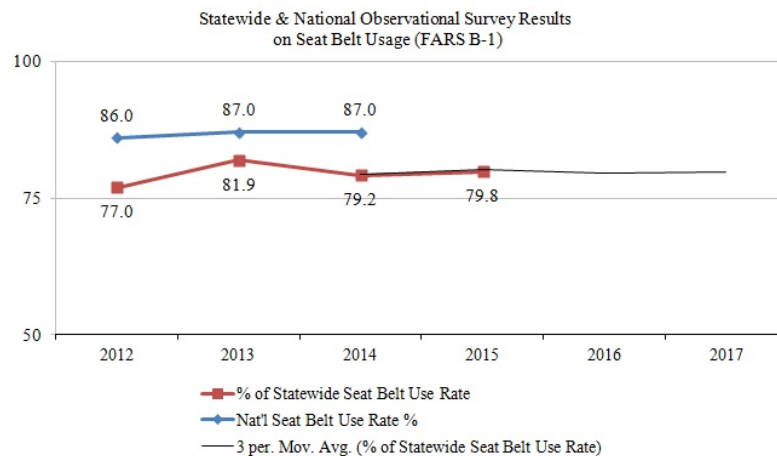
## B1 – Observational Seat Belt Survey

The Survey of Seat Belt Use is conducted annually during 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 2015 rate of 79.8% represents an increase of 0.6% from the previous year at 79.2 % in 2014. Collection Sites to be modified in FFY2017.

Wyoming’s goal is to increase seat belt usage to 81% by FFY2017.

Goal: The overall estimate of seat belt use in 2015 for all vehicle occupants was 79.8% belted, with a standard error of 2.3%. The 2015 rate represents an increase of 0.6% over the rate of 79.2% in 2014. Wyoming did not meet its goal of seat belt usage of 84% in FFY2015.

Wyoming has reorganized the Wyoming Seat Belt Coalition into an executive level group to increase Wyoming’s seat belt use.

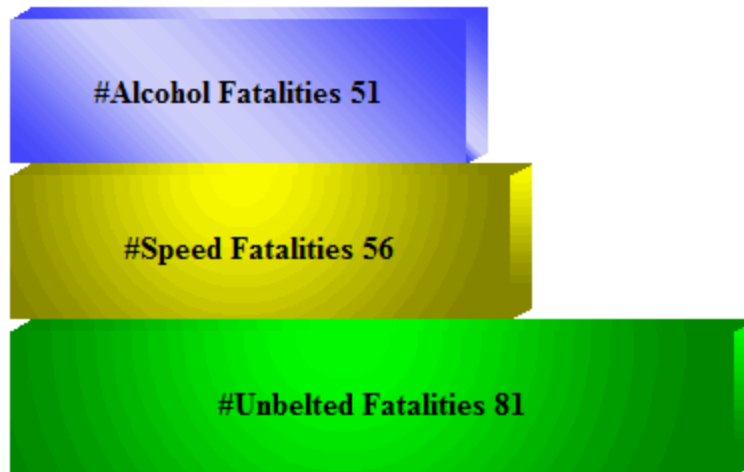


## IV. PROBLEM IDENTIFICATION

### 2015 OVERVIEW

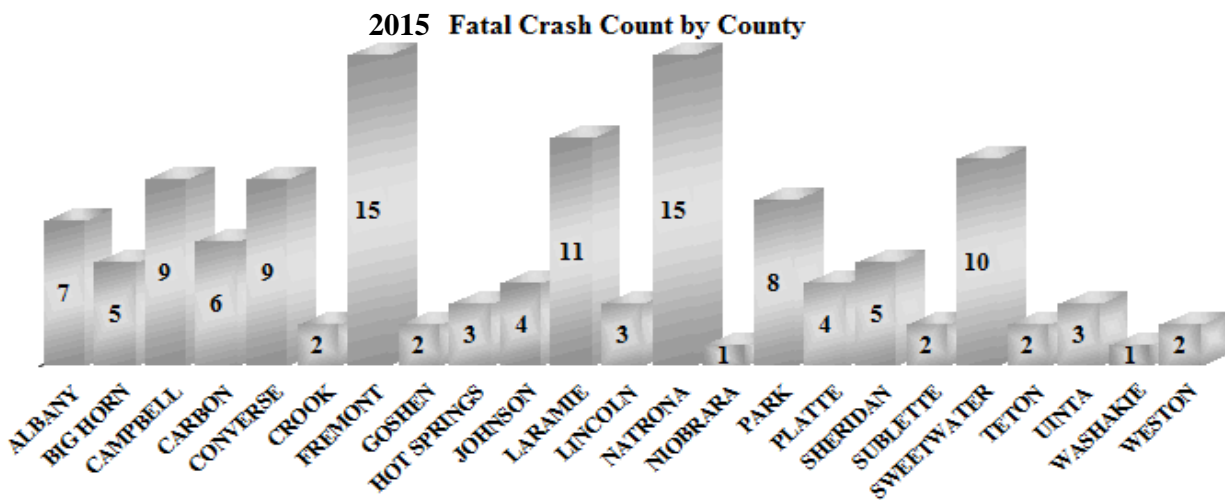
#### Data Driven Traffic Safety Priorities

There were 129 fatal crashes with 145 fatalities. 48 of those crashes involved alcohol with 51 fatalities, 50 crashes involved speeding with 56 fatalities and 83 crashes had 81 unbelted fatalities.



Of the 51 alcohol fatalities 38 of those also did not wear seat belts and 21 were both alcohol and speed related. Of the 81 unbelted fatalities 30 also included speed and 17 of the fatalities involved alcohol, speed, and no belts.

Fatal Crashes decreased from 131 in 2014 to 129 in 2015, a 2% decrease. Fatalities decreased from 150 in 2014 to 145 in 2015, a 3% decrease.

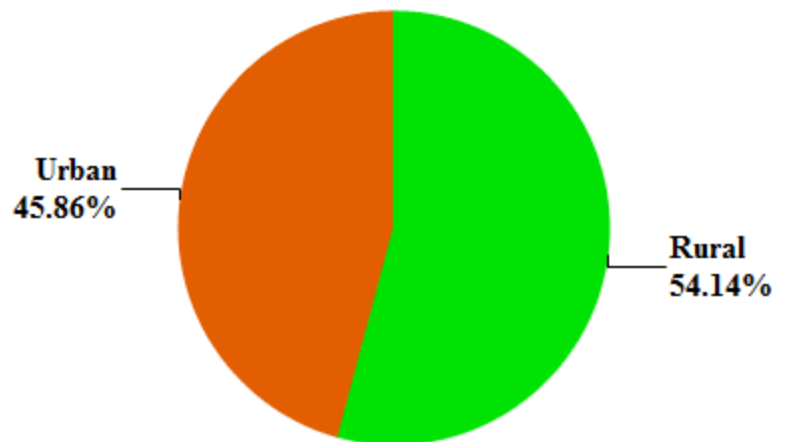


## UNBELTED CRASH STATISTICS

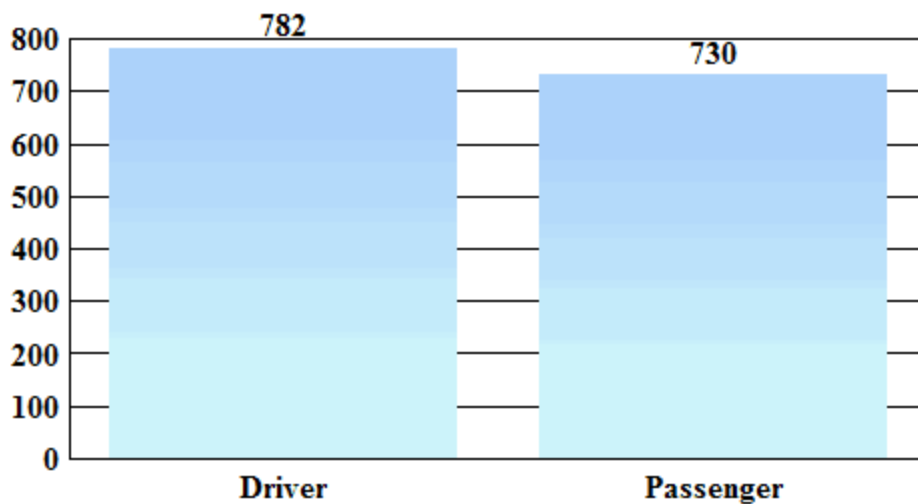
### 2015 Information

In 2015, there were 1062 traffic crashes with an unbelted driver or passenger of which: 83 were fatal crashes with 81 unbelted fatalities, 516 injury crashes with 569 people injured and 463 property damage only crashes resulting in a decrease of unbelted crashes from 2014.

Unbelted Crashes by Urban/Rural



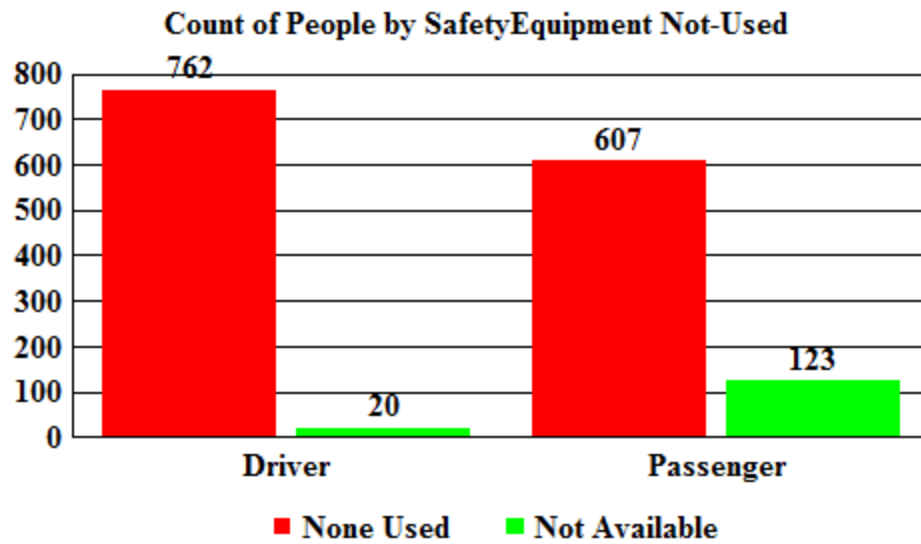
# People Unbelted



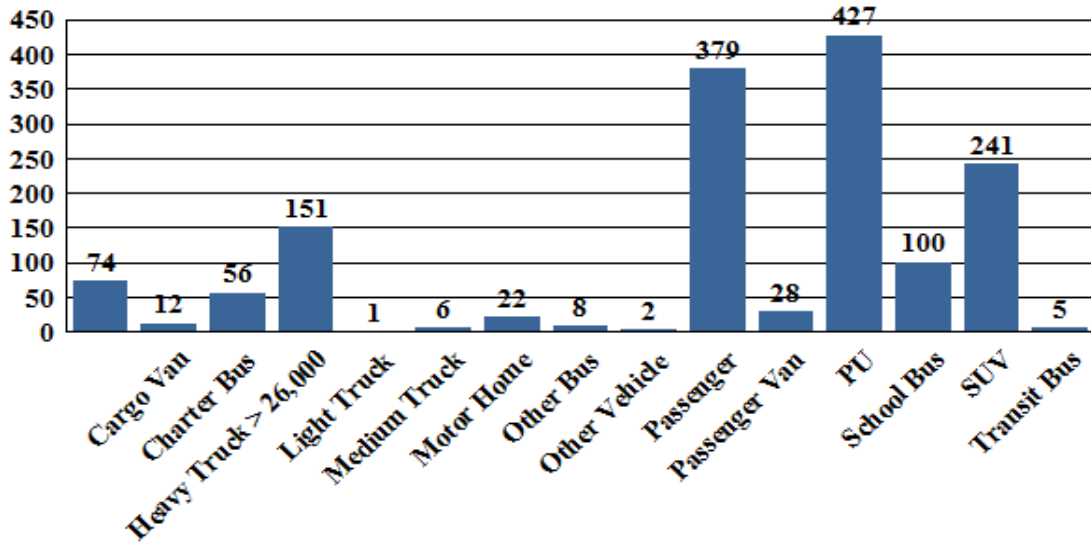
Of the 3021 people involved in the 1062 unbelted crashes 1512 (50%) were not using seat belts. In 2015 56% of all the fatalities did **NOT** use seat belts.

### Unbelted Person Type by Injury Status

	Driver	Passenger	Total
<b>Fatal Injury</b>	61	20	81
<b>Incapacitating Injury</b>	75	47	122
<b>Non-Incapacitating Injury</b>	147	108	255
<b>Possible Injury</b>	121	71	192
<b>No Injury</b>	361	476	837
<b>Unknown</b>	17	8	25



**#Unbelted People by Vehicle Type**

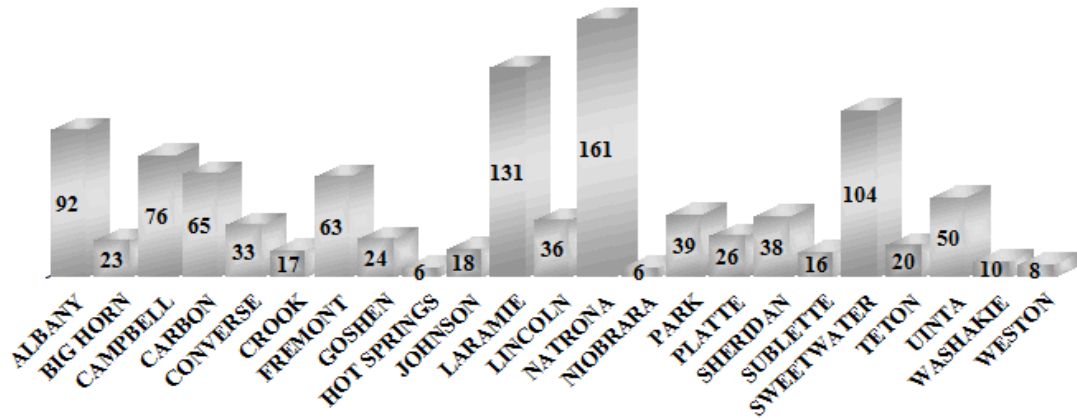


Blank vehicle type is from the animal crash form where this data is not collected.

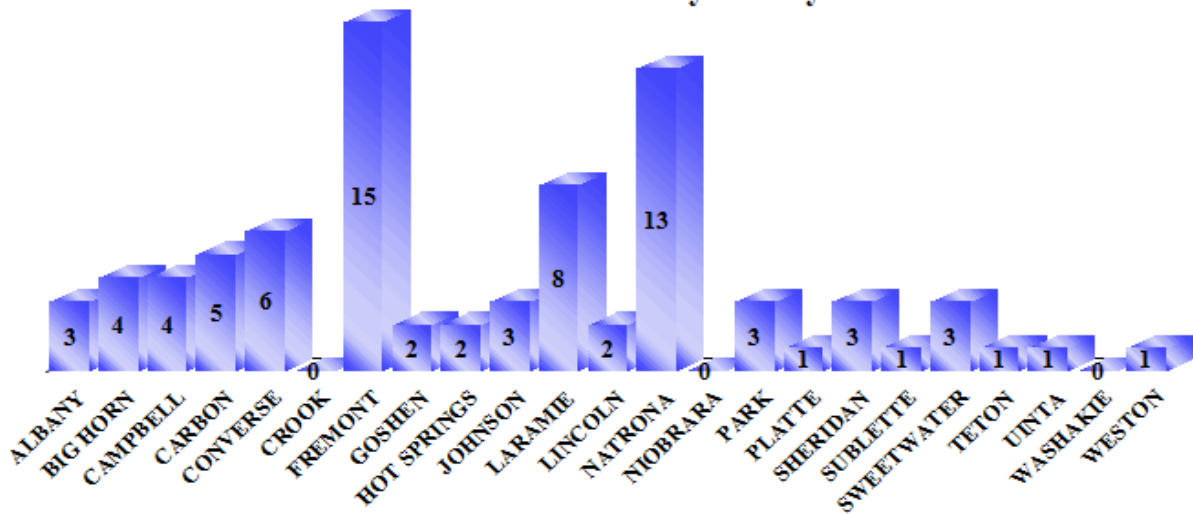
*Unbelted Person Type by Age Group*

	Driver	Passenger	Total
<b>0 - 13</b>	0	110	110
<b>14 - 16</b>	28	75	103
<b>17 - 20</b>	117	74	191
<b>21 - 24</b>	119	78	197
<b>25 - 29</b>	116	71	187
<b>30 - 39</b>	141	86	227
<b>40 - 49</b>	98	92	190
<b>50 - 59</b>	72	78	150
<b>60 - 69</b>	55	27	82
<b>70 - 79</b>	20	6	26
<b>80 +</b>	16	11	27
<b>Unknown</b>	0	22	22
<b>Total</b>	<b>782</b>	<b>730</b>	<b>1512</b>

**Unbelted Crash Count by County**

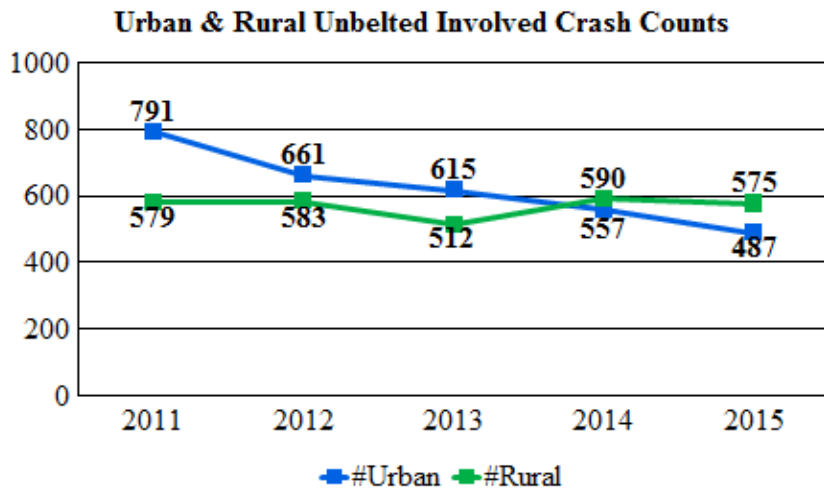
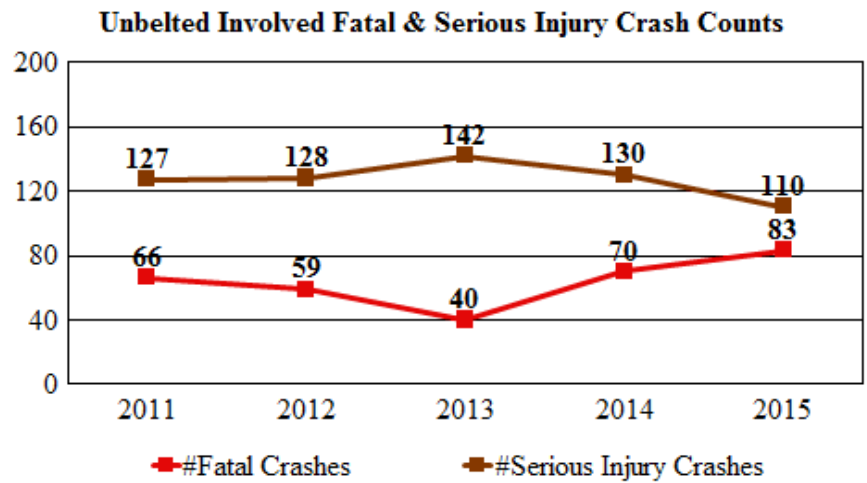
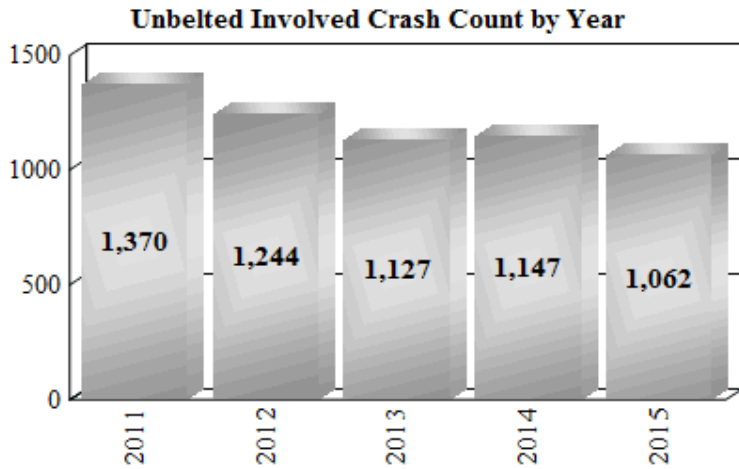


**Unbelted Fatalities by County**

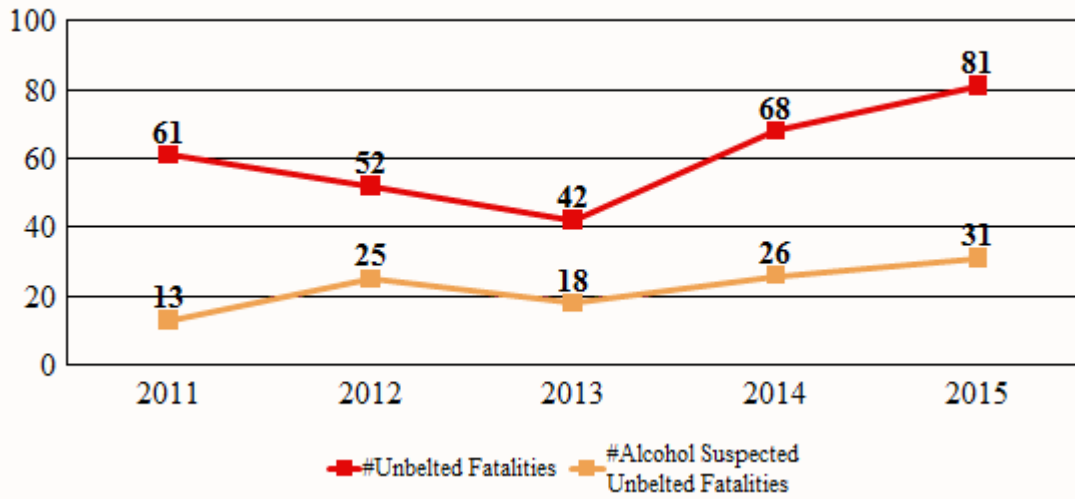




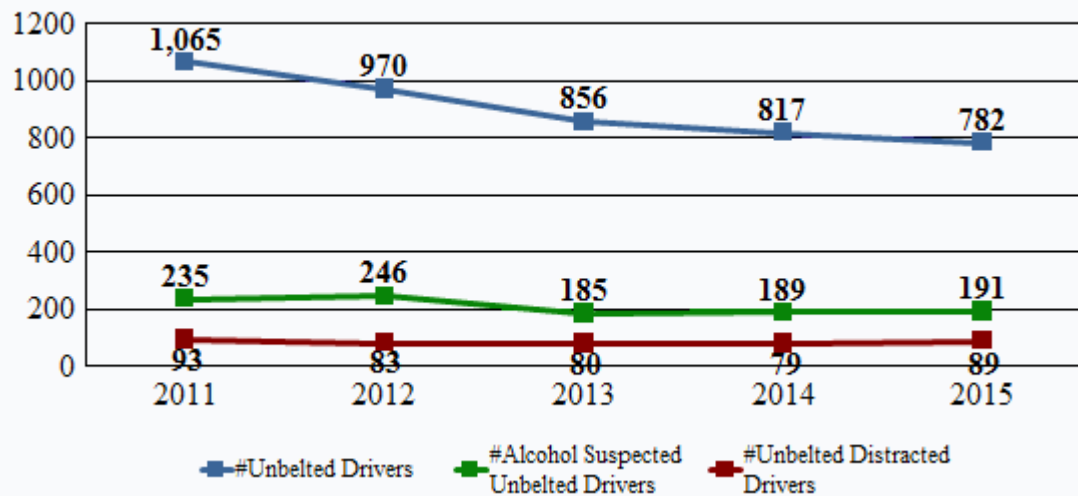
## 2011 - 2015 Unbelted Trend Information



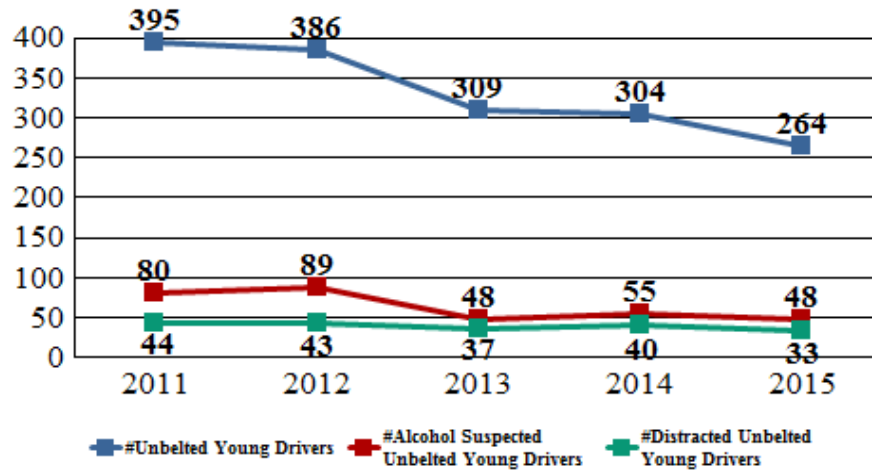
### Unbelted Fatalities



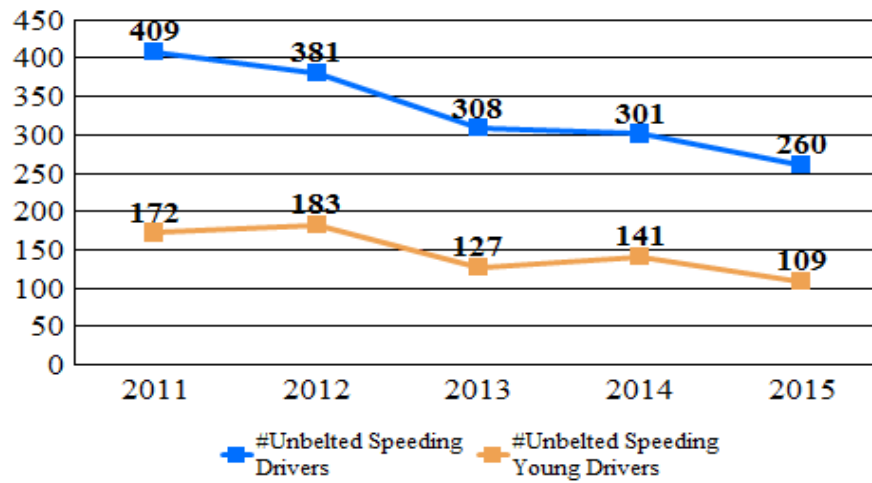
### Unbelted Drivers



### Unbelted Young Drivers Age 13 - 24



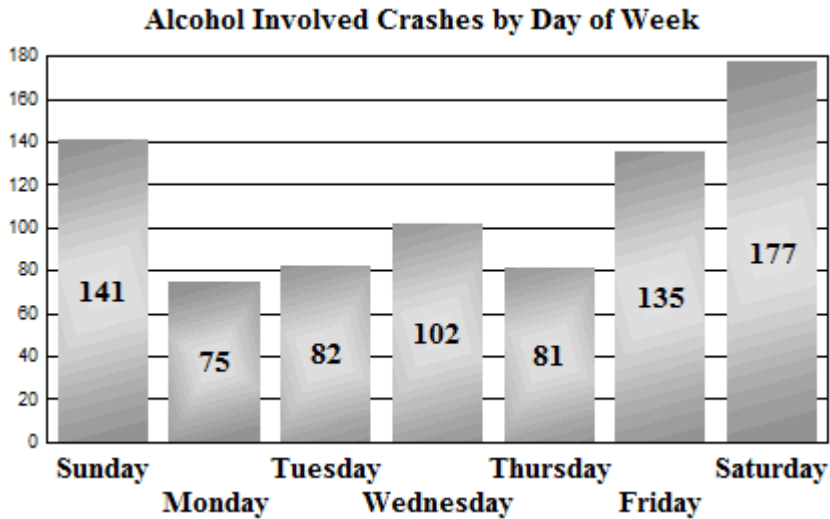
### Unbelted Drivers Involving Speeding



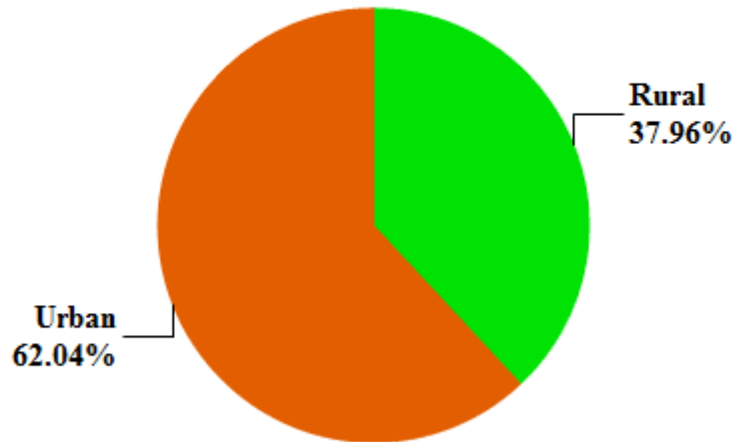
## ALCOHOL INVOLVED CRASH STATISTICS

### 2015 Information

In 2015, there were 793 alcohol involved traffic crashes of which: 48 were fatal crashes with 51 fatalities, 324 injury crashes with 447 people injured, and 421 property damage only crashes, resulting in an 11% decrease of alcohol involved crashes from 2014.



**Alcohol Involved Crashes by Urban/Rural**



January and March were the two highest months with 76 (10%) & 84 (11%) alcohol crashes respectively. The weekends (Friday, Saturday, and Sunday) make up 57% of all alcohol involved crashes. 41% of the alcohol crashes occurred between 9 pm to 3 am.

### Alcohol Involved Crashes

Time of Day	Total Crashes
Midnight - 3 am	175
3 am - 6 am	64
6 am - 9 am	24
9 am - Noon	30
Noon - 3 pm	67
3 pm - 6 pm	124
6 pm - 9 pm	158
9 pm - Midnight	151
<b>Total</b>	<b>793</b>



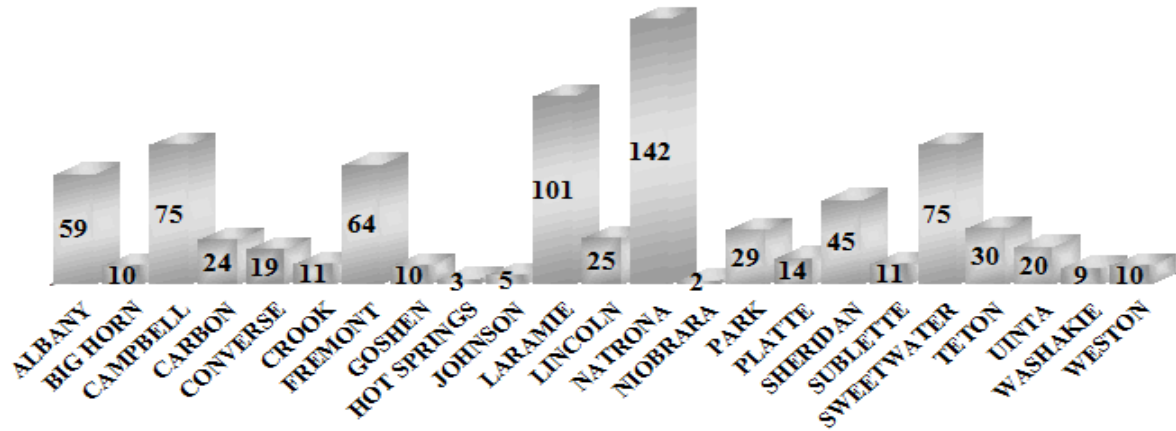
There were 1321 people involved in the 793 alcohol crashes of which: 786 Drivers were suspected of alcohol, 8 Pedestrians were suspected and, 5 Bicyclists were suspected.

Of the 1300 drivers & passengers 618 (48%) were not using seat belts.

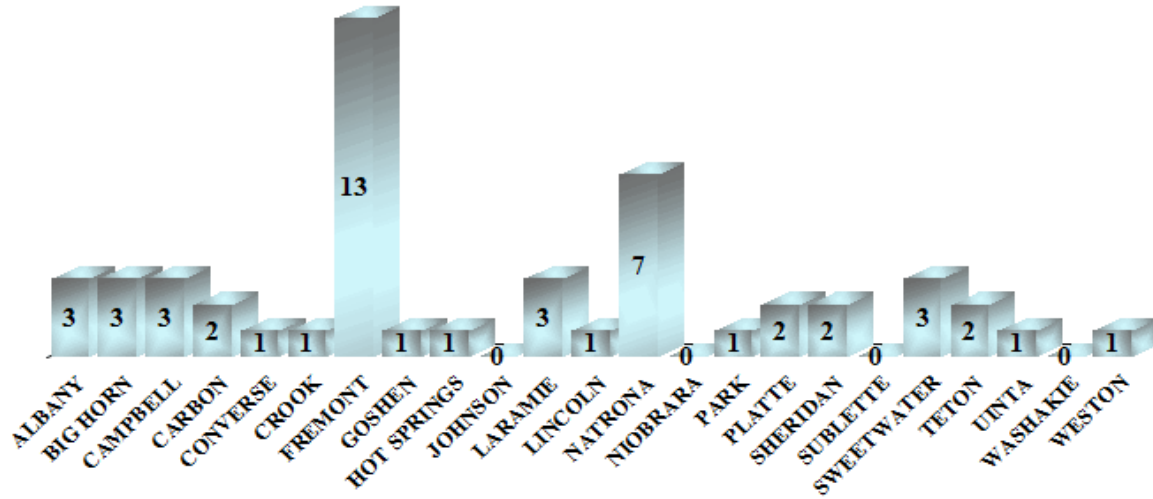
### Alcohol Suspected Involved Type by Age Group & Gender

	Driver				Bicyclists		Pedestrian			Total
	Female	Male	Unk	Total	Male	Total	Female	Male	Total	
<b>14 - 16</b>	3	7	0	10	0	0	0	0	0	10
<b>17 - 20</b>	12	40	0	52	0	0	0	0	0	52
<b>21 - 24</b>	24	102	0	126	1	1	0	0	0	127
<b>25 - 29</b>	29	107	0	136	0	0	0	0	0	136
<b>30 - 39</b>	52	138	0	190	2	2	0	1	1	193
<b>40 - 49</b>	26	88	0	114	1	1	2	1	3	118
<b>50 - 59</b>	17	84	0	101	0	0	0	3	3	104
<b>60 - 69</b>	9	31	0	40	1	1	0	0	0	41
<b>70 - 79</b>	0	8	0	8	0	0	0	0	0	8
<b>80+</b>	0	2	0	2	0	0	0	0	0	2
<b>Unk</b>	0	1	6	7	0	0	0	1	1	8
<b>Total</b>	172	608	6	786	5	5	2	6	8	799

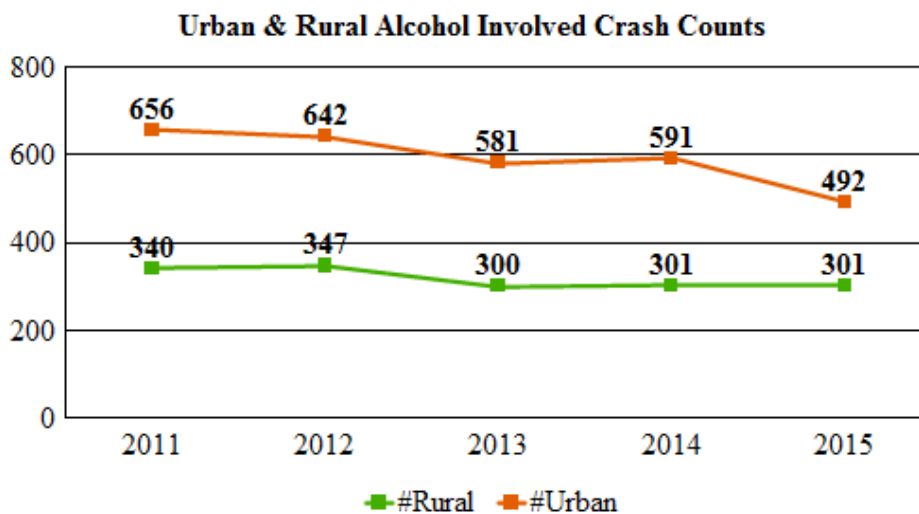
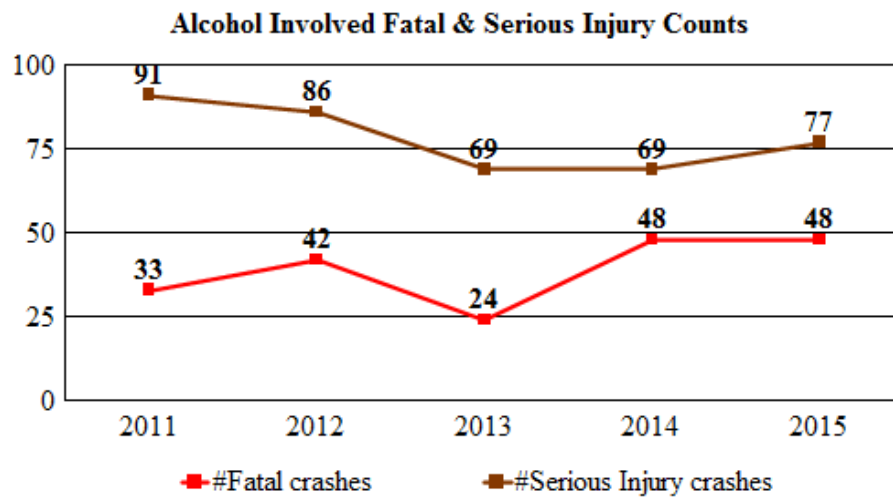
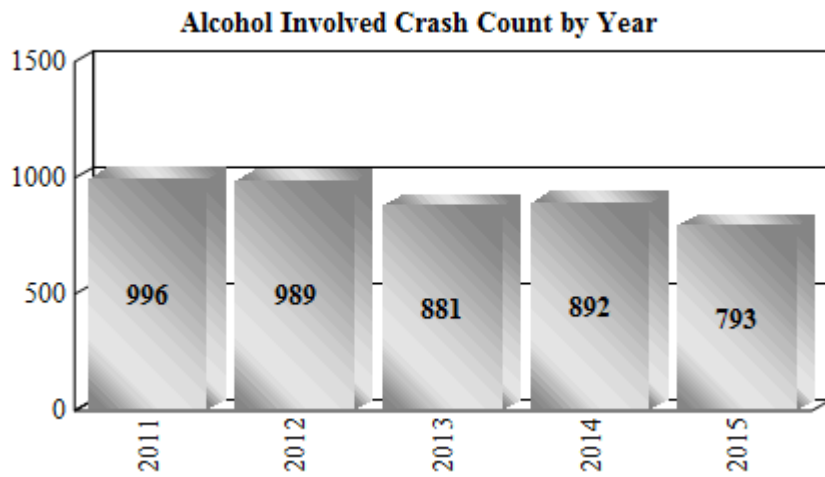
**Alcohol Involved Crash Count by County**



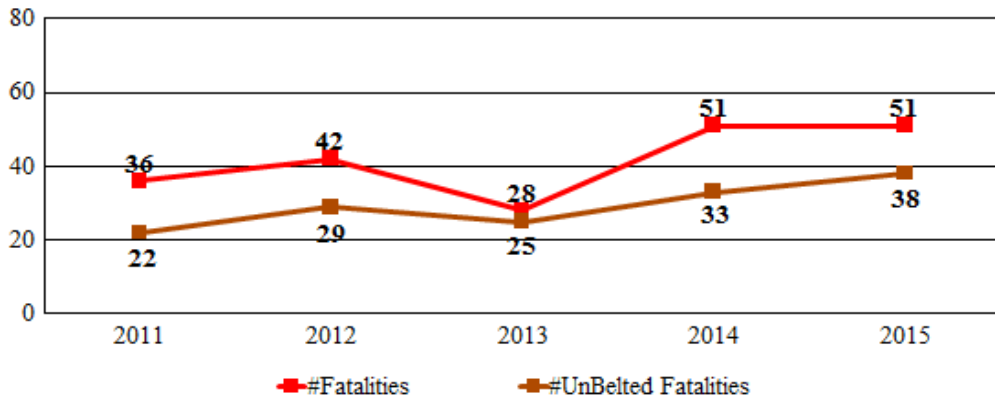
**Alcohol Involved Fatalities by County**



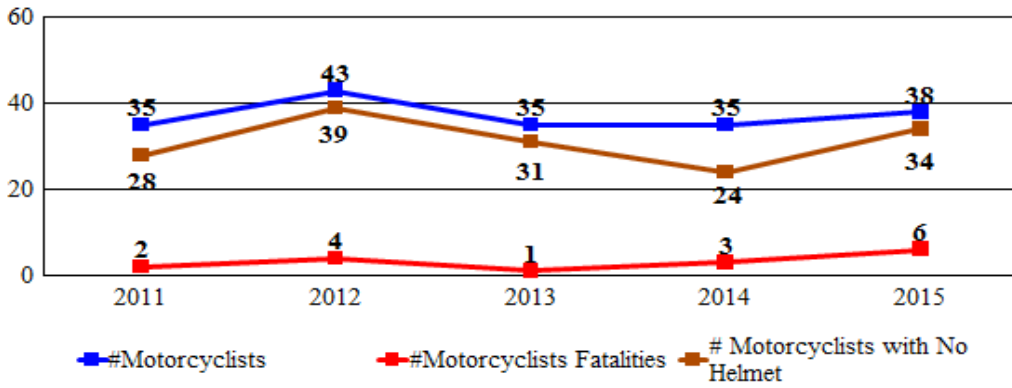
## 2011 - 2015 Alcohol Trend Information



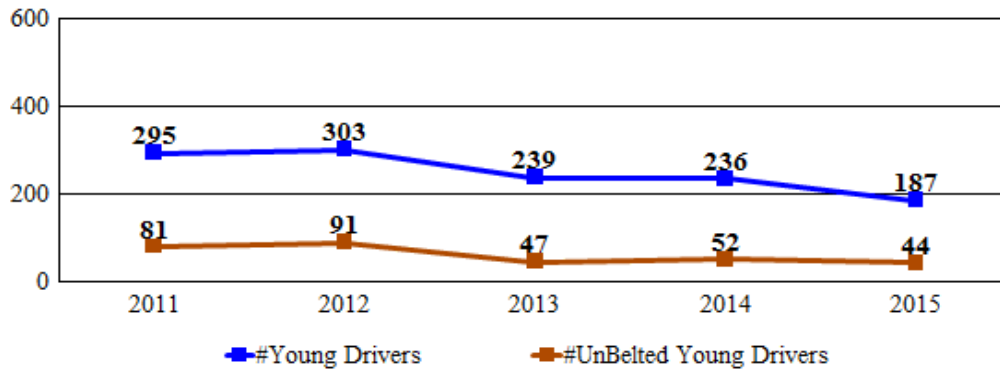
**Alcohol Involved Fatalities & UnBelted Fatalities**



**# Motorcyclists Involved in Alcohol Crashes**

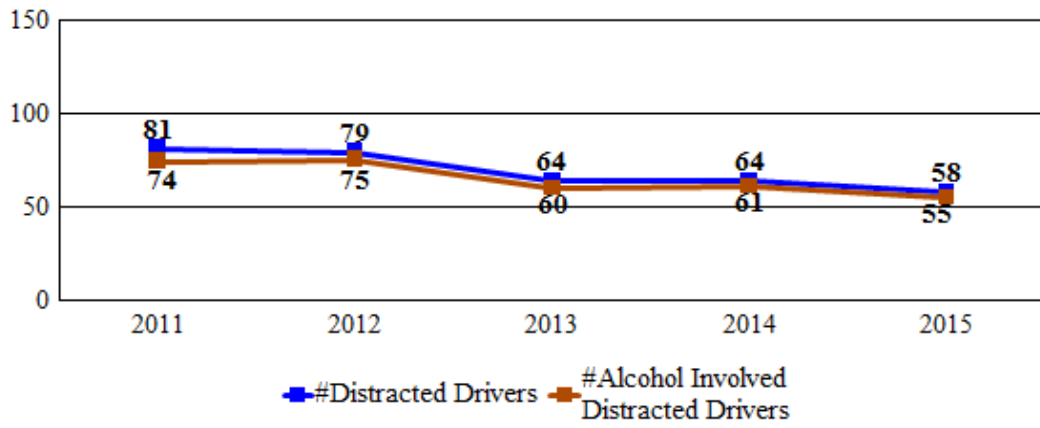


**# Alcohol Involved Young Drivers  
Age 13 - 24**

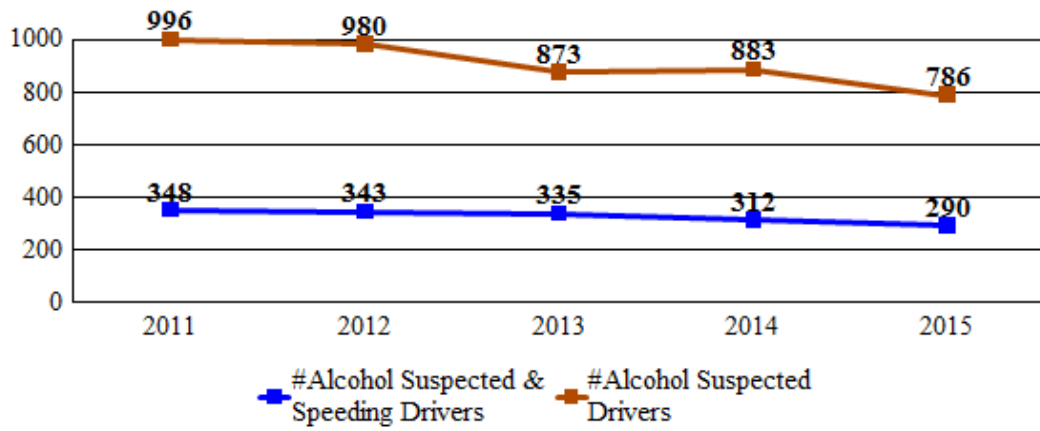




**# Distracted Drivers Involved in Alcohol Crashes**



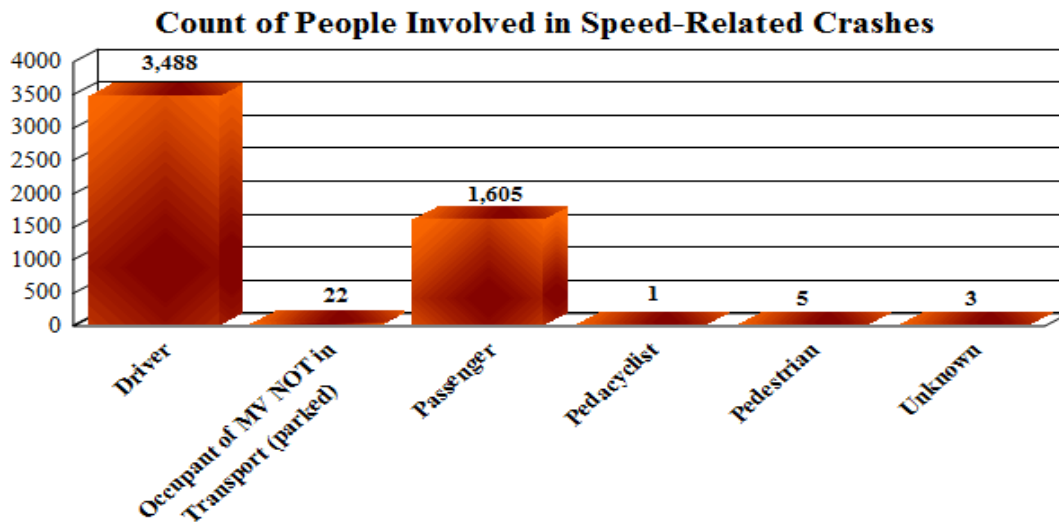
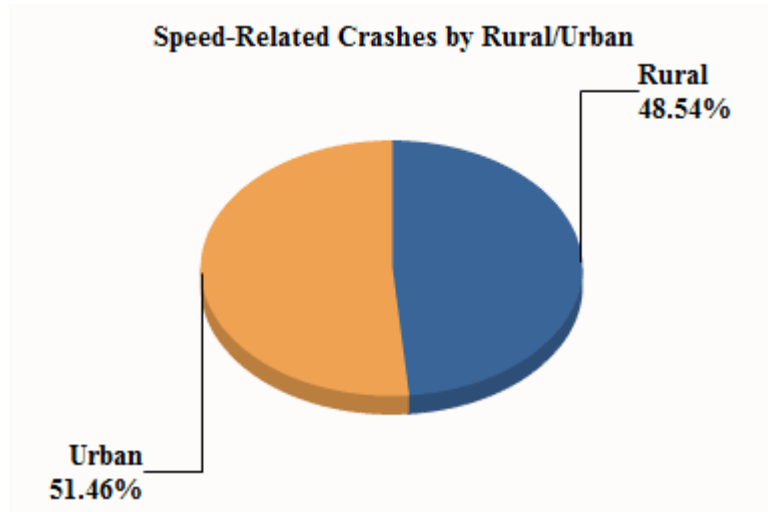
**# Speeding Drivers Involved in Alcohol Crashes**



## SPEED-RELATED CRASH STATISTICS

### 2015 Information

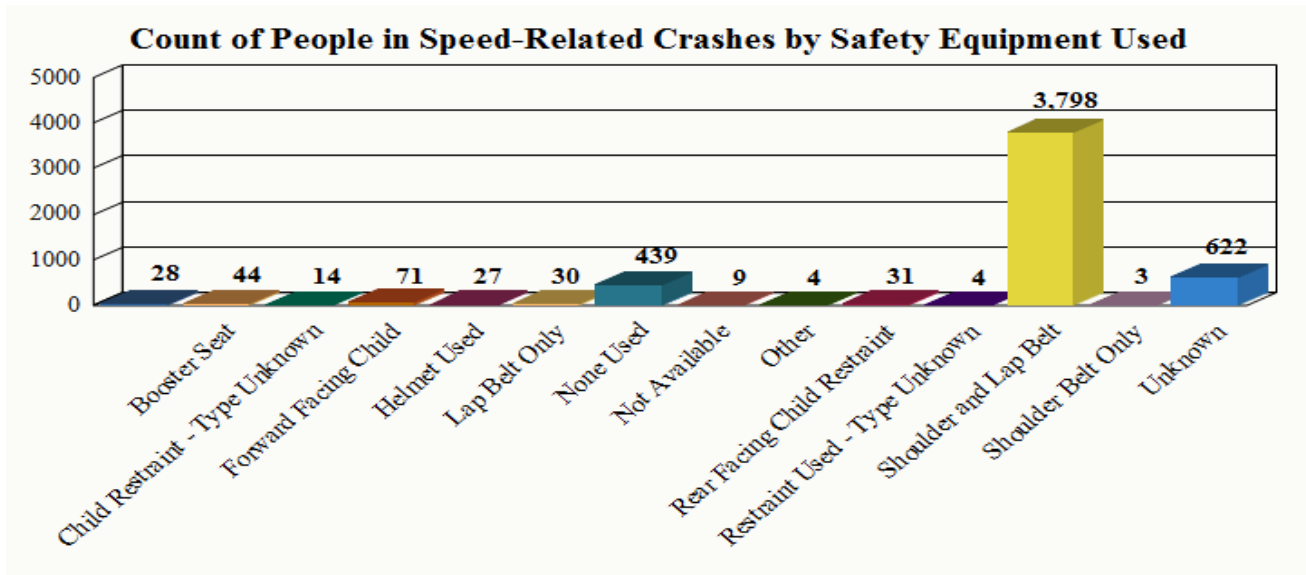
In 2015, there were 2,637 traffic crashes that were speed related of which: 50 were fatal crashes with 56 fatalities, 694 injury crashes with 946 people injured, and 1,893 property damage only crashes, resulting in a 23% decrease in speed related crashes from 2014.



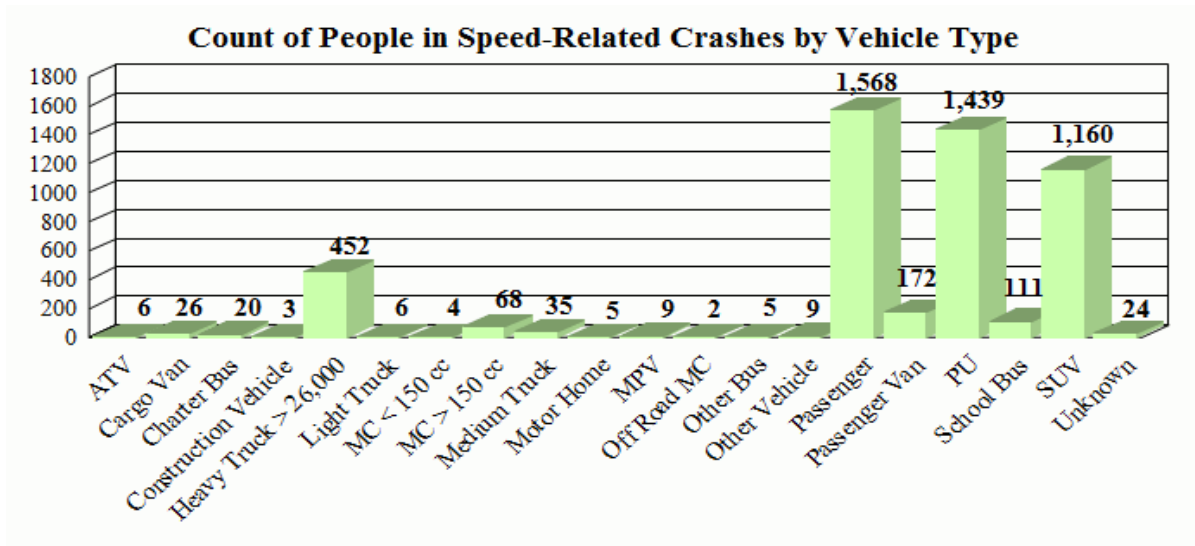
Of the 3,488 drivers involved in speed-related crashes 3,002 drivers (86%) were speeding.

### Count of People in Speed-Related Crashes by Injury Status

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
<b>Fatal Injury</b>	45	0	11	0	0	0	56
<b>Incapacitating Injury</b>	89	0	33	0	2	0	124
<b>No Injury</b>	2,655	17	1,277	0	0	2	3,951
<b>Non-Incapacitating Injury</b>	270	3	150	0	3	0	426
<b>Possible Injury</b>	280	1	114	1	0	0	396
<b>Unknown</b>	149	1	20	0	0	1	171
<b>Total</b>	3,488	22	1,605	1	5	3	5,124



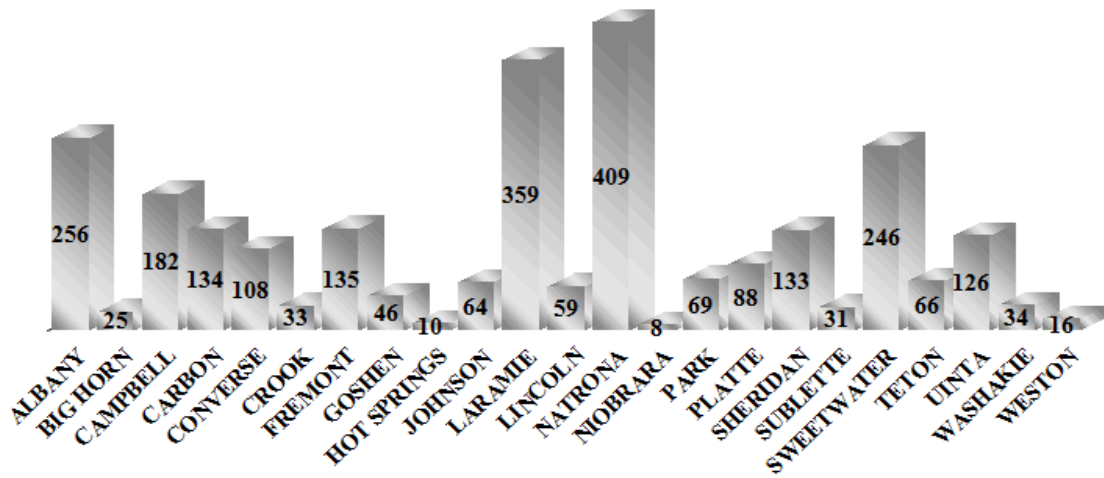
Blank Safety Equipment is Pedestrians, Pedacyclists & Occupants of a vehicle.



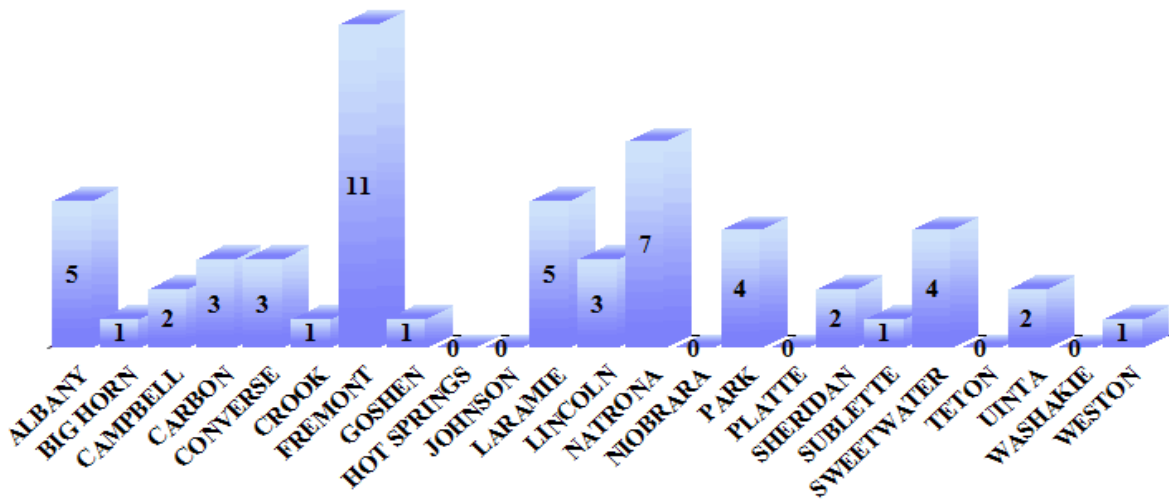
### Count of People in Speed-Related Crashes by Age Group

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
<b>0 - 13</b>	3	3	311	0	1	0	318
<b>14 - 16</b>	134	0	151	0	0	0	285
<b>17 - 20</b>	509	1	212	0	0	0	722
<b>21 - 24</b>	441	3	156	0	0	0	600
<b>25 - 29</b>	423	0	171	1	0	0	595
<b>30 - 39</b>	622	3	167	0	0	1	793
<b>40 - 49</b>	500	5	136	0	2	0	643
<b>50 - 59</b>	419	4	86	0	1	0	510
<b>60 - 69</b>	234	2	50	0	0	1	287
<b>70 - 79</b>	82	0	20	0	1	0	103
<b>80 +</b>	121	1	145	0	0	1	268
<b>Total</b>	3,488	22	1,605	1	5	3	5,124

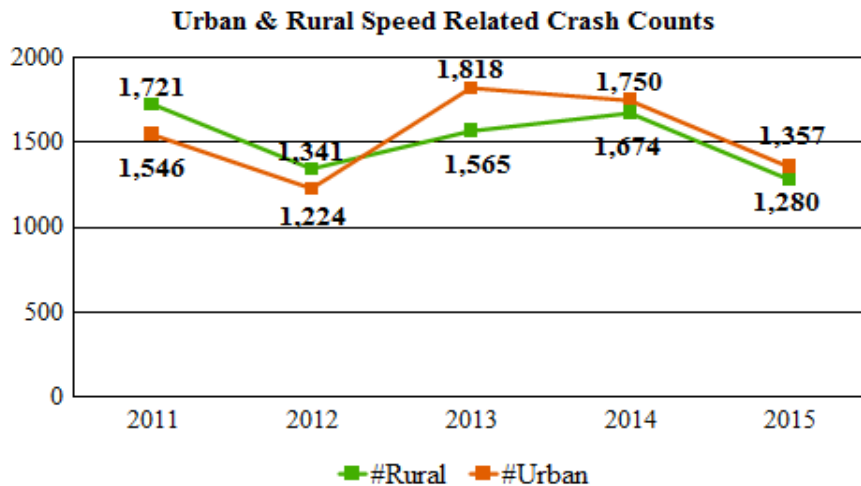
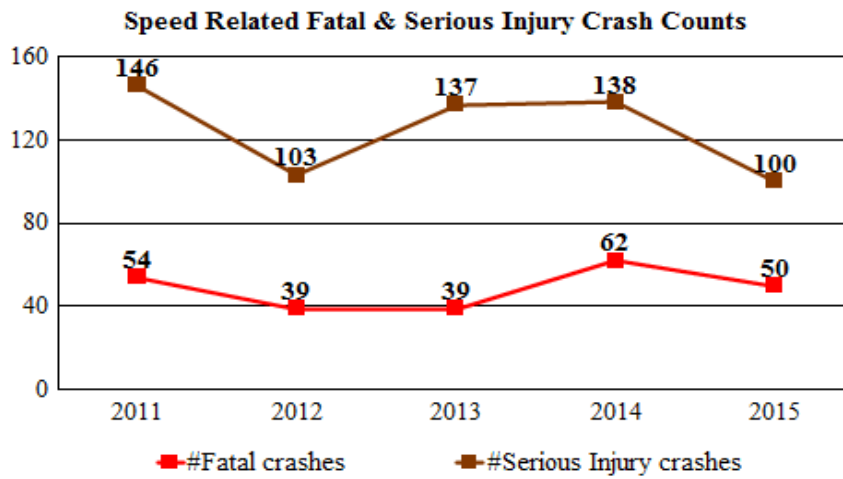
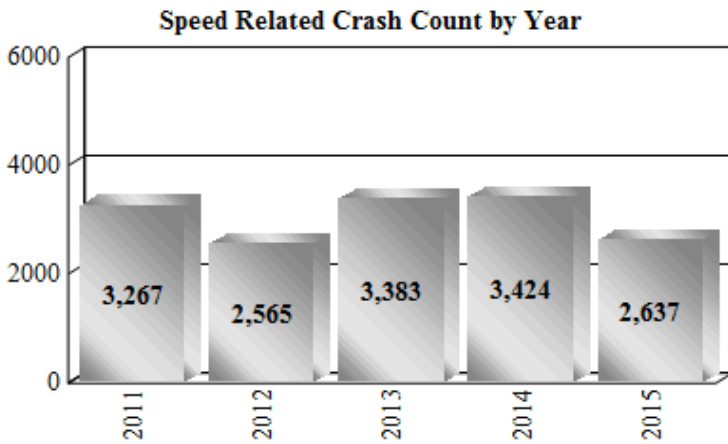
### Speed-Related Crashes by County

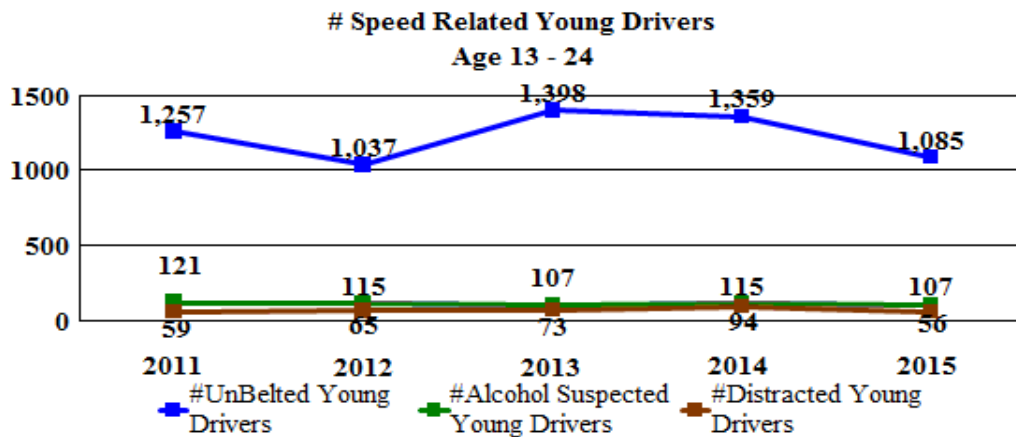
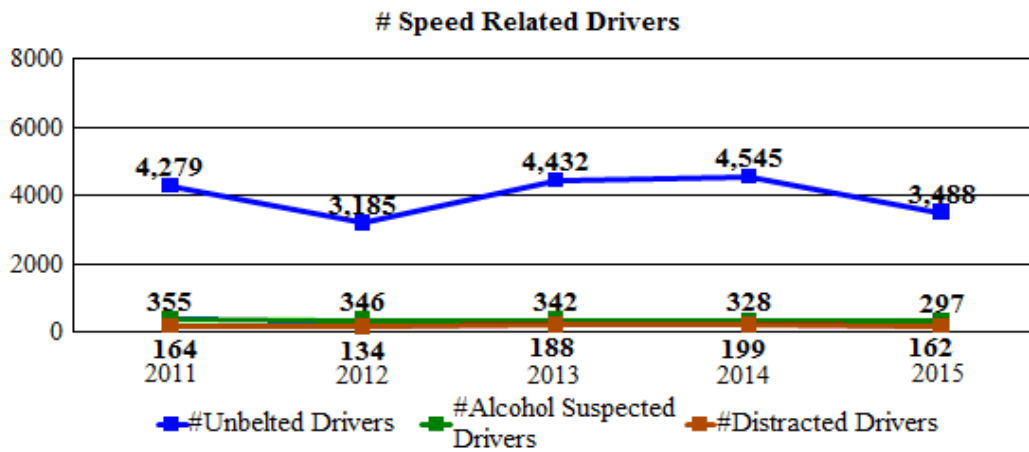
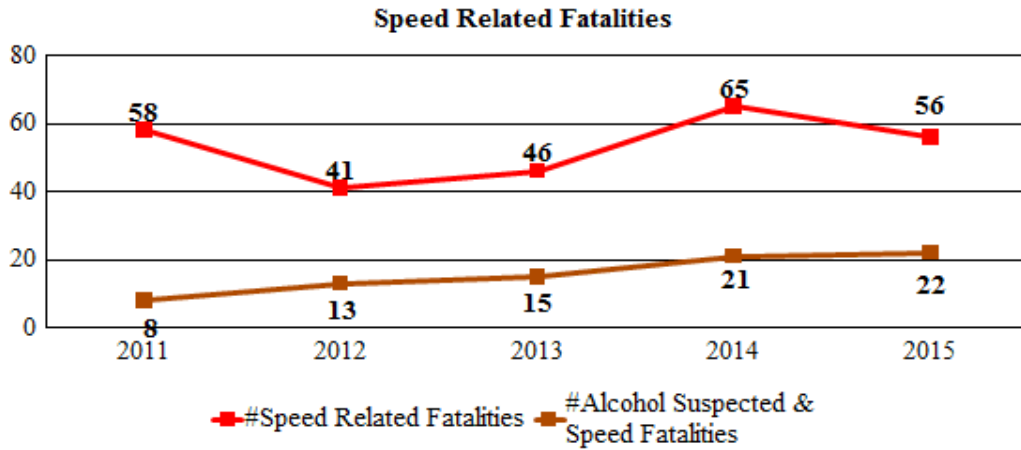


### Speed-Related Fatalities by County



## 2011 - 2015 Speed Related Trend Information





**Attachment B**  
**NHTSA Order 462-6C**  
**November 30, 1993**

**AGREEMENT - SECTION 120(b)(2) OF TITLE 23**  
**UNITED STATES CODE**

This agreement between the State of Wyoming, acting by and through its Governor's Representative for Highway Safety, and the National Highway Traffic Safety Administration of the U.S. Department of Transportation, shall take effect on October 1, 2016 and extend through September 30, 2017, the end of the first full fiscal year of the State.

Whereas the State of Wyoming has elected to match Federal highway safety funds in accordance with paragraph (b) (2) of Section 120 (b) of Title 23, United States Code, as amended, and NHTSA Order 462-6C;

Therefore, the State of Wyoming hereby agrees to apply the difference between the State's share as provided in paragraph (b) (2) and what its share would be if it had elected to pay the share provided in paragraph (b) (1) of Section 120(b) of Title 23, U.S.C., solely for highway safety purpose other than paying its share of highway safety projects.

The State agrees to furnish to the National Highway Traffic Safety Administration annual expenditure reports annotated to show that the savings in the State's Federal aid matching share during the period have been applied solely to highway safety in fulfillment of the terms of this agreement.

Executed this 15th day of June, 2016.

  
\_\_\_\_\_  
Governor's Representative for  
Highway Safety

  
\_\_\_\_\_  
NHTSA Regional Administrator



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

State: Wyoming

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2017-HSP-1

Report Date: 09/21/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-17-PA-01	Planning & Administration	\$ .00	\$34,745.08	\$ .00	\$111,365.42	\$111,365.42	\$ .00
<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$34,745.08</b>	<b>\$ .00</b>	<b>\$111,365.42</b>	<b>\$111,365.42</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2017-17-AL-01	Comprehensive Impaired Driving	\$ .00	\$2,058.53	\$ .00	\$19,587.47	\$19,587.47	\$ .00
	AL-2017-17-AL-02	DUI Monitoring & Probation	\$ .00	\$12,744.28	\$ .00	\$121,265.02	\$121,265.02	\$121,265.02
<b>Alcohol Total</b>			<b>\$ .00</b>	<b>\$14,802.81</b>	<b>\$ .00</b>	<b>\$140,852.49</b>	<b>\$140,852.49</b>	<b>\$121,265.02</b>
<b>Police Traffic Services</b>								
	PT-2017-17-PT-01	Law Enforcement Liaison - South	\$ .00	\$11,393.99	\$ .00	\$108,416.62	\$108,416.62	\$ .00
	PT-2017-17-PT-02	Law Enforcement Liaison - North	\$ .00	\$11,393.99	\$ .00	\$108,416.62	\$108,416.62	\$ .00
	PT-2017-17-PT-03	WASCOP LEC - Occupant Protection	\$ .00	\$8,518.47	\$ .00	\$81,055.38	\$81,055.38	\$81,055.38
	PT-2017-17-PT-04	WASCOP - Radars	\$ .00	\$3,183.47	\$ .00	\$30,291.48	\$30,291.48	\$30,291.48
	PT-2017-17-PT-05	WASCOP - Video Cameras	\$ .00	\$4,791.93	\$ .00	\$45,596.35	\$45,596.35	\$45,596.35
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$39,281.85</b>	<b>\$ .00</b>	<b>\$373,776.45</b>	<b>\$373,776.45</b>	<b>\$156,943.21</b>
<b>Roadway Safety</b>								
	RS-2017-17-RS-01	DUI Policy Advisor	\$ .00	\$12,351.21	\$ .00	\$117,524.79	\$117,524.79	\$ .00
	RS-2017-17-RS-02	WHP - Highway Safety Education	\$ .00	\$13,895.11	\$ .00	\$132,215.39	\$132,215.39	\$ .00
<b>Roadway Safety Total</b>			<b>\$ .00</b>	<b>\$26,246.32</b>	<b>\$ .00</b>	<b>\$249,740.18</b>	<b>\$249,740.18</b>	<b>\$ .00</b>
<b>Safe Communities</b>								
	SA-2017-17-SA-01	WDH Injury Prevention Program	\$ .00	\$3,877.24	\$ .00	\$36,892.85	\$36,892.85	\$ .00
	SA-2017-17-SA-02	Safe Communities Region 1 Occupant Protec	\$ .00	\$11,092.93	\$ .00	\$105,551.95	\$105,551.95	\$105,551.95
	SA-2017-17-SA-03	Safe Communities Region 2 Occupant Protec	\$ .00	\$10,089.85	\$ .00	\$96,007.43	\$96,007.43	\$96,007.43

**U.S. Department of Transportation National Highway Traffic Safety Administration  
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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	SA-2017-17-SA-04	Safe Communities Region 5 Occupant Protec	\$ .00	\$10,370.69	\$ .00	\$98,679.69	\$98,679.69	\$98,679.69
	SA-2017-17-SA-05	Attitude and Awareness Survey	\$ .00	\$4,117.07	\$ .00	\$39,174.93	\$39,174.93	\$ .00
	<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$39,547.78</b>	<b>\$ .00</b>	<b>\$376,306.85</b>	<b>\$376,306.85</b>	<b>\$300,239.07</b>
	<b>Paid Advertising</b>							
	PM-2017-17-PM-01	Highway Safety Statewide Media	\$ .00	\$62,754.43	\$ .00	\$597,123.88	\$597,123.88	\$149,280.97
	PM-2017-17-PM-02	Native American Media Outreach	\$ .00	\$8,234.14	\$ .00	\$78,349.86	\$78,349.86	\$78,349.86
	<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$70,988.57</b>	<b>\$ .00</b>	<b>\$675,473.74</b>	<b>\$675,473.74</b>	<b>\$227,630.83</b>
	<b>Traffic Records</b>							
	TS-2017-17-TS-01	POST Computer Software Upgrade	\$ .00	\$3,911.22	\$ .00	\$37,216.18	\$37,216.18	\$ .00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$3,911.22</b>	<b>\$ .00</b>	<b>\$37,216.18</b>	<b>\$37,216.18</b>	<b>\$ .00</b>
	<b>Teen Safety Program</b>							
	TSP-2017-17-TS-01	Students Against Destructive Decisions	\$ .00	\$13,889.39	\$ .00	\$132,161.02	\$132,161.02	\$132,161.02
	<b>Teen Safety Program Total</b>		<b>\$ .00</b>	<b>\$13,889.39</b>	<b>\$ .00</b>	<b>\$132,161.02</b>	<b>\$132,161.02</b>	<b>\$132,161.02</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$243,413.02</b>	<b>\$ .00</b>	<b>\$2,096,892.33</b>	<b>\$2,096,892.33</b>	<b>\$938,239.15</b>
	<b>405 OP SAFETEA-LU</b>							
	<b>405 Occupant Protection</b>							
	K2-2017-17-K2-01	CPS Instructor Training	\$ .00	\$100,004.52	\$ .00	\$33,334.84	\$33,334.84	\$ .00
	K2-2017-17-K2-02	Comprehensive Occupant Protection	\$ .00	\$16,234.50	\$ .00	\$5,411.50	\$5,411.50	\$ .00
	K2-2017-17-K2-03	CLICK	\$ .00	\$52,068.42	\$ .00	\$17,356.14	\$17,356.14	\$ .00
	<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$168,307.44</b>	<b>\$ .00</b>	<b>\$56,102.48</b>	<b>\$56,102.48</b>	<b>\$ .00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$168,307.44</b>	<b>\$ .00</b>	<b>\$56,102.48</b>	<b>\$56,102.48</b>	<b>\$ .00</b>
	<b>MAP 21 405b OP Low</b>							
	<b>405b Low HVE</b>							
	M2HVE-2017-17-HV-01	WASCOP - Occupant Protection Overtime	\$ .00	\$71,659.08	\$ .00	\$286,636.33	\$286,636.33	\$ .00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	M2HVE-2017-17-HV-02	WHP - Occupant Protection Overtime	\$ .00	\$27,057.50	\$ .00	\$108,230.00	\$108,230.00	\$ .00
	<b>405b Low HVE Total</b>		<b>\$ .00</b>	<b>\$98,716.58</b>	<b>\$ .00</b>	<b>\$394,866.33</b>	<b>\$394,866.33</b>	<b>\$ .00</b>
	<b>405b Low Public Education</b>							
	M2PE-2017-17-PE-01	Observed Seat Belt Survey	\$ .00	\$27,057.50	\$ .00	\$108,230.00	\$108,230.00	\$ .00
	M2PE-2017-17-PE-02	WY Seatbelt Coalition Facilitator	\$ .00	\$23,810.60	\$ .00	\$95,242.40	\$95,242.40	\$ .00
	<b>405b Low Public Education Total</b>		<b>\$ .00</b>	<b>\$50,868.10</b>	<b>\$ .00</b>	<b>\$203,472.40</b>	<b>\$203,472.40</b>	<b>\$ .00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>\$ .00</b>	<b>\$149,584.68</b>	<b>\$ .00</b>	<b>\$598,338.73</b>	<b>\$598,338.73</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program</b>							
	<b>405c Data Program</b>							
	M3DA-2017-17-DA-01	Electronic Reporting System	\$ .00	\$9,671.58	\$ .00	\$38,686.34	\$38,686.34	\$ .00
	M3DA-2017-17-DA-02	HS Data Integration Analysis and Reporti	\$ .00	\$36,798.20	\$ .00	\$147,192.80	\$147,192.80	\$ .00
	M3DA-2017-17-DA-03	Traffic Records IT Specialist	\$ .00	\$25,975.20	\$ .00	\$103,900.80	\$103,900.80	\$ .00
	M3DA-2017-17-DA-04	TR Geolocation GIS Service	\$ .00	\$25,975.20	\$ .00	\$103,900.80	\$103,900.80	\$ .00
	M3DA-2017-17-DA-05	Geolocating (GCID)	\$ .00	\$4,329.20	\$ .00	\$17,316.80	\$17,316.80	\$ .00
	M3DA-2017-17-DA-06	FARS	\$ .00	\$1,298.76	\$ .00	\$5,195.04	\$5,195.04	\$ .00
	M3DA-2017-17-DA-08	Traffic Records Project Manager	\$ .00	\$32,469.00	\$ .00	\$129,876.00	\$129,876.00	\$ .00
	<b>405c Data Program Total</b>		<b>\$ .00</b>	<b>\$136,517.14</b>	<b>\$ .00</b>	<b>\$546,068.58</b>	<b>\$546,068.58</b>	<b>\$ .00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$ .00</b>	<b>\$136,517.14</b>	<b>\$ .00</b>	<b>\$546,068.58</b>	<b>\$546,068.58</b>	<b>\$ .00</b>
	<b>MAP 21 405d Impaired Driving Mid</b>							
	<b>405d Mid HVE</b>							
	M5HVE-2017-17-HV-01	Mobile Impaired Driving Command Vehicle	\$ .00	\$21,646.00	\$ .00	\$86,584.00	\$86,584.00	\$ .00
	M5HVE-2017-17-HV-02	DUI Overtime & Impaired Riding OT	\$ .00	\$101,517.03	\$ .00	\$406,068.14	\$406,068.14	\$ .00
	M5HVE-2017-17-HV-03	WHP - Impaired Driving Overtime	\$ .00	\$43,292.00	\$ .00	\$173,168.00	\$173,168.00	\$ .00
	<b>405d Mid HVE Total</b>		<b>\$ .00</b>	<b>\$166,455.03</b>	<b>\$ .00</b>	<b>\$665,820.14</b>	<b>\$665,820.14</b>	<b>\$ .00</b>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>405d Mid ID Coordinator</b>								
	M5IDC-2017-17-ID-01	Safe Communities Region 5 Impaired Drivin	\$ .00	\$14,581.18	\$ .00	\$58,324.71	\$58,324.71	\$ .00
	M5IDC-2017-17-ID-02	Safe Communities Region 1 Impaired Drivin	\$ .00	\$25,710.04	\$ .00	\$102,840.15	\$102,840.15	\$ .00
	M5IDC-2017-17-ID-03	Safe Communities Region 2 Impaired Drivin	\$ .00	\$13,369.00	\$ .00	\$53,476.01	\$53,476.01	\$ .00
	<b>405d Mid ID Coordinator Total</b>		<b>\$ .00</b>	<b>\$53,660.22</b>	<b>\$ .00</b>	<b>\$214,640.87</b>	<b>\$214,640.87</b>	<b>\$ .00</b>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2017-17-PM-01	GCID Impaired Driving Media	\$ .00	\$108,230.00	\$ .00	\$432,920.00	\$432,920.00	\$ .00
	<b>405d Mid Paid/Earned Media Total</b>		<b>\$ .00</b>	<b>\$108,230.00</b>	<b>\$ .00</b>	<b>\$432,920.00</b>	<b>\$432,920.00</b>	<b>\$ .00</b>
<b>405d Mid Training</b>								
	M5TR-2017-17-TR-01	DRE/ARIDE/SFST Training	\$ .00	\$46,538.90	\$ .00	\$186,155.60	\$186,155.60	\$ .00
	<b>405d Mid Training Total</b>		<b>\$ .00</b>	<b>\$46,538.90</b>	<b>\$ .00</b>	<b>\$186,155.60</b>	<b>\$186,155.60</b>	<b>\$ .00</b>
<b>405d Mid Information System</b>								
	M5IS-2017-17-IS-01	Traffic Safety Resource Prosecutor	\$ .00	\$35,749.88	\$ .00	\$142,999.54	\$142,999.54	\$ .00
	M5IS-2017-17-IS-02	GCID Facilitator	\$ .00	\$40,770.24	\$ .00	\$163,080.96	\$163,080.96	\$ .00
	<b>405d Mid Information System Total</b>		<b>\$ .00</b>	<b>\$76,520.12</b>	<b>\$ .00</b>	<b>\$306,080.50</b>	<b>\$306,080.50</b>	<b>\$ .00</b>
<b>405d Mid Other Based on Problem ID</b>								
	M5OT-2017-17-OT-01	WASCOPE LEC - Impaired Driving	\$ .00	\$17,914.77	\$ .00	\$71,659.08	\$71,659.08	\$ .00
	M5OT-2017-17-OT-02	Alcohol Factors	\$ .00	\$13,137.50	\$ .00	\$52,549.99	\$52,549.99	\$ .00
	<b>405d Mid Other Based on Problem ID Total</b>		<b>\$ .00</b>	<b>\$31,052.27</b>	<b>\$ .00</b>	<b>\$124,209.07</b>	<b>\$124,209.07</b>	<b>\$ .00</b>
	<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$ .00</b>	<b>\$482,456.54</b>	<b>\$ .00</b>	<b>\$1,929,826.18</b>	<b>\$1,929,826.18</b>	<b>\$ .00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Awareness</b>								
	M9MA-2017-17-MA-01	Motorcycle Awareness	\$ .00	\$8,606.60	\$ .00	\$34,426.40	\$34,426.40	\$ .00
	<b>405f Motorcyclist Awareness Total</b>		<b>\$ .00</b>	<b>\$8,606.60</b>	<b>\$ .00</b>	<b>\$34,426.40</b>	<b>\$34,426.40</b>	<b>\$ .00</b>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>MAP 21 405f Motorcycle Programs</b>								
	<b>Total</b>		\$ .00	\$8,606.60	\$ .00	\$34,426.40	\$34,426.40	\$ .00
	<b>NHTSA Total</b>		\$ .00	\$1,188,885.42	\$ .00	\$5,261,654.70	\$5,261,654.70	\$938,239.15
	<b>Total</b>		\$ .00	\$1,188,885.42	\$ .00	\$5,261,654.70	\$5,261,654.70	\$938,239.15

## FFY 2017 - Match Summay Report

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### Safetea-Lu Match Categories

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Section	State	Federal
405	75%	25%

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### MAP-21 and FAST Act Match Catagories

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Section	State	Federal
402 - P&A	23.78%	76.22%
402	9.51%	94.49%
405 Incentive Grants	20.00%	80.00%
154AL	0.00%	100.00%

<b>Project Name:</b>	Planning & Administration		
<b>Project Number:</b>	PA-2017-17-PA-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C1
<b>Match:</b>	\$34,745.08	<b>Maintenance of Effort:</b>	N/A
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

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

The Planning and Administration program area provides funding for employee travel and training, in vitational travel, vehicle, vehicle operation expenses, Highway Safety Office equipment and other elements contributing to the overall management of the HSO's Highway Safety Plan.

The project activities include:

- Traveling to traffic safety conferences;
- Traveling to traffic safety trainings;
- Membership fees and other related expenses;
- Purchasing office supplies;
- Traveling within the state for traffic related events and to fulfill grant responsibilities.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 55,100.00
	Contractual	\$ 0.00
	Equipment	\$ 60,000.00
	Other Direct Costs	\$ 19,900.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	<b>\$135,000.00</b>
	WYDOT CAP (8.23%)	<u>\$ 11,110.50</u>
	<b>Total</b>	<b>\$146,110.50</b>

<b>Project Name:</b>	Comprehensive Alcohol		
<b>Project Number:</b>	AL-2017-17-AL-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$2,058.53	<b>Maintenance of Effort:</b>	\$2,058.53
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Alcohol was involved in 59% of all custodial arrests. Driving under the influence arrests accounted for 26% of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The average reported BAC for 536 persons who were arrested for DUI after being involved in a traffic crash was 0.17. The age group, in 5-year increments, with the highest percentage of DUI arrests was age 21 – 25 (17%), followed by age 26-30 (15%) and 31-35 (12%). (Source: 2015 Alcohol and Crime in Wyoming).

The Highway Safety Program will partner with the many traffic safety advocates to reduce death and injury due to impaired driving or motorcycle riding.

This project will augment planned activities such as the following local, state, and national events:

- National Teen Driver Safety Week;
- Halloween Campaign;
- Holiday Campaign (Thanksgiving, Christmas, New Years);
- Super Bowl Media Campaign;
- St. Patrick’s Day Media Campaign;
- State Fair and Rodeo Seasons;
- 4th of July Campaign;
- National Crackdown Campaign;
- Traffic safety summits.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$20,000.00
	Indirect Costs		<u>\$ 0.00</u>
	<b>Sub Total</b>		\$20,000.00
	WYDOT CAP (8.23%)		<u>\$ 1,646.00</u>
	<b>Total</b>		\$21,646.00



<b>Project Name:</b>	IPR DUI Monitoring and Probation		
<b>Project Number:</b>	AL-2017-17-AL-02		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$12,744.28	<b>Maintenance of Effort:</b>	\$12,744.28
<b>Local Benefit:</b>	\$121,265.02	<b>Capital Equipment:</b>	N/A

**Project:**

In 2015, Fremont County accounted for 13 of the 51 Wyoming alcohol related traffic fatalities. Seventy percent of all arrests made were alcohol related with an average BAC of .16. Seventeen percent of Fremont County arrests were DUIs. From 2010 to 2015, IPR's DUI Supervised Probation Program has a successful completion rate of at least 80%. Of the 80% that successfully complete the program, there is a recidivism rate of less than one percent.

The Wind River Indian Reservation within Fremont County is an at-risk population served by IPR. Important points of reference are jurisdictional issues, joint probation supervision obstacles and lack of recognition relevant to warrants and other court related documents. According to the 2010 census, Fremont County is at a poverty level of 13%, which is nearly 2x the Wyoming state average of 7%.

The project activities include:

- Maintaining DUI Supervised Probation for the 175+ clients defined as "hardcore drunk drivers" (typically a BAC of .15 or greater);
- Maintaining an 80% or greater successful completion rate;
- Maintaining a less than 1% intra-agency DUI recidivism rate;
- Continuing to offer the SCRAMx bracelets generated by DUI traffic offenses as ordered by the courts (pre and post sentencing);
- Evaluating and gauge effectiveness of Remote Alcohol Breath GPS units;
- Improving compliance rate of 92% during the base FY2014 by 1% during FY2016;
- Reducing fatalities in Fremont County.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** IPR DUI Monitoring and Probation- Continued  
**Project Number:** AL-2017-17-AL-02  
**Project Sub Recipient:** Injury Prevention Resources

			Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$100,920.00	\$20,000.00
	Travel/Training	\$ 10,000.00	\$ 3,250.00
	Contractual	\$ 0.00	\$ 0.00
	Equipment	\$ 1,500.00	\$ 3,250.00
	Other Direct Costs	\$ 10,399.00	\$10,000.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$123,819.00	\$36,500.00
	WYDOT CAP (8.23%)	<u>\$ 10,190.30</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$134,009.30	\$36,500.00

<b>Project Name:</b>	Law Enforcement Liaison (South)		
<b>Project Number:</b>	PT-2017-17-PT-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5
<b>Match:</b>	\$11,393.99	<b>Maintenance of Effort</b>	\$2,848.50 OP \$8,545.49 AL
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

A fulltime Law Enforcement Liaison provides grant coordination and technical assistance to all law enforcement agencies in the State of Wyoming in the areas of DUI Enforcement, Occupant Protection Enforcement and other traffic safety related challenges. To be successful law enforcement, site visits are needed to educate, coordinate, move Highway Safety Office traffic initiatives forward throughout each fiscal year cycle. These site visits also provide valuable reciprocal interaction and education between the Highway Safety Office and the individual law enforcement agencies.

The project activities include:

- Interfacing with local, state and national traffic safety initiatives as directed;
- Networking with city and county law enforcement agencies to increase focus on occupant protection and impaired driving traffic offenses based on available data;
- Conducting on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Submitting a monthly administrative overview and summary report of all grant activity to the Highway Safety Office (documentation will include all meetings with the who, what, when, where and why questions being answered);
- Assisting with coordination and/or facilitation of state regional meetings for all law enforcement;
- Providing media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attending meetings on behalf of the Highway Safety Office as requested by the Highway Safety Program Manager;
- Traveling to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Law Enforcement Liaison (South) – Continued  
**Project Number:** PT-2017-17-PT-01  
**Project Sub Recipient:** Highway Safety Office

<b>Budget Summary:</b>	Personnel Services	\$ 95,700.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$110,700.00
	WYDOT CAP (8.23%)	<u>\$ 9,110.61</u>
	<b>Total</b>	\$119,810.61

<b>Project Number:</b>	PT-2017-17-PT-02		
<b>Project Name:</b>	Law Enforcement Liaison (North)		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5
<b>Match:</b>	\$11,393.99	<b>Maintenance of Effort</b>	\$2,848.50 OP \$8,545.49 AL
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

A Law Enforcement Liaison provides grant coordination and technical assistance to law enforcement agencies in the State of Wyoming in the areas of DUI Enforcement and Occupant Protection Enforcement. To best assist law enforcement, site visits are needed to educate, coordinate, move Highway Safety Office traffic initiatives forward throughout each fiscal year cycle. These site visits also provide valuable reciprocal interaction and education between the Highway Safety Office and the individual law enforcement agencies.

The project activities include:

- Interfacing with local, state and national traffic safety initiatives as directed;
- Networking with city and county law enforcement agencies to increase focus on occupant protection and impaired driving traffic offenses based on available data;
- Conducting on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Submitting a monthly administrative overview and summary report of all grant activity to the Highway Safety Office (documentation will include all meetings with the who, what, when, where and why questions being answered);
- Assisting with coordination and/or facilitation of state regional meetings for all law enforcement;
- Providing media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attending meetings on behalf of the Highway Safety Office as requested by the Highway Safety Program Manager;
- Traveling to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Law Enforcement Liaison (North) – Continued  
**Project Number:** PT-2017-17-PT-02  
**Project Sub Recipient:** Highway Safety Office

<b>Budget Summary:</b>	Personnel Services	\$ 95,700.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$110,700.00
	WYDOT CAP (8.23%)	<u>\$ 9,110.61</u>
	<b>Total</b>	\$119,810.61

<b>Project Name:</b>	Law Enforcement Coordination – Occupant Protection		
<b>Project Number:</b>	PT-2017-17-PT-03		
<b>Project Sub Recipient:</b>	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$8,518.49	<b>Maintenance of Effort:</b>	\$8,518.49
<b>Local Benefit:</b>	\$81,055.51	<b>Capital Equipment:</b>	N/A

**Project:**

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants. There are approximately 60 individual grant applications each year. The efficient administration of these grants and the effective coordination of all local grant funded enforcement activities is a critical component of the state’s Highway Safety Plan. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

This project will coordinate the Enhanced Occupant Protection Enforcement Initiative. This consolidated approach will result in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

The project activities include:

- Processing and administering all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2017;
- Assessing and improving existing law enforcement grants management system;
- Maintaining with the HSO the online/consolidated grant reporting system currently in use;
- Providing all grant announcements, information and follow-up to law enforcement agencies;
- Monitoring and recording event activity reports submitted by grantee agencies;
- Providing the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers; of contribution to state activity measures;
- Reviewing vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensuring that all necessary and required grant documentation is reported and recorded;
- Providing campaign media/events assistance to local law enforcement agencies;
- Coordinating all state activities with national initiatives;
- Assisting coordination of all local and state traffic safety initiatives;
- Traveling as required to facilitate/participate in Traffic Safety Committee meetings, including travel associated with in-state and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project;
- Submitting monthly administrative overview and summary report of all grant activity to HSO;
- Scheduling and coordinating/facilitating regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;

**Project Name:** Law Enforcement Coordination–Occupant Protection – Continued  
**Project Number:** PT-2017-17-PT-03  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Providing technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office;
- Maintaining a communication/project management system for all participants;
- Scheduling meetings of designated representatives of the HSO, WASCOP and Johnson and Associates to review the status of the grant administration process and to discuss relative issues or concerns.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$65,500.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 4,500.00
	Indirect Costs 10.35%	\$ 7,762.50
	<b>Sub Total</b>	<u>\$82,762.50</u>
	WYDOT CAP (8.23%)	<u>\$ 6,811.35</u>
	<b>Total</b>	<u>\$89,573.85</u>



**Project Name:** WASCOP Radars  
**Project Number:** PT-2017-17-PT-04  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 402      **Performance Target:** C4  
**Match:** \$3,183.47      **Maintenance of Effort:** N/A  
**Local Benefit:** \$30,291.48      **Capital Equipment:** N/A

**Project:**

There are many causal factors involved in traffic related crashes. Speed and a lack of seat belt usage in crashes are top traffic safety priorities in every county. In 2015, there were 2,637 traffic crashes that were speed related of which: 50 were fatal crashes with 56 fatalities; 694 injury crashes with 946 people injured; and 1,893 property damage only crashes.

Radar units will be purchased to use as a trigger mechanism to enforce Wyoming's seat belt law. There were 1,062 unbelted driver or passenger crashes in 2015 of which 81 were fatalities.

WASCOP requests funds for radar units that are a proven tool for law enforcement agencies to reduce crash injuries and fatalities. Only agencies with active law enforcement overtime grants are eligible for equipment.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment (Radars)	\$28,028.50	
	Other Direct Costs	\$	0.00
	Indirect Costs 10.35%	<u>\$</u>	<u>2,900.95</u>
	<b>Sub Total</b>	\$30,929.45	
	WYDOT CAP (8.23%)	<u>\$</u>	<u>2,545.49</u>
	<b>Total</b>	\$33,474.94	

**Project Name:** WASCOP Video Cameras  
**Project Number:** PT-2017-17-PT-05  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Funding Source:** 402      **Performance Target:** C5  
**Match:** \$4,791.93      **Maintenance of Effort:** N/A  
**Local Benefit:** \$45,596.35      **Capital Equipment:** Video Cameras

**Project:**

Alcohol continues to be a significant factor in one third of the fatal and serious injury crashes in Wyoming. In 2015, 51 fatalities occurred in 48 alcohol related crashes; 447 people were injured in 324 alcohol related injury related crashes.

Detecting and arresting impaired drivers is instrumental in achieving this core performance measure. Video cameras assist law enforcement by providing a visual recap of the arrest for court testimony.

Camera placement will be based on high DUI fatality locations, high alcohol involved crash locations, high DUI arrest areas. Only agencies with active law enforcement overtime grants are eligible for equipment.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment (Video Cameras)	\$42,190.00
	Other Direct Costs	\$ 0.00
	Indirect Costs 10.35%	<u>\$ 4,366.67</u>
	<b>Sub Total</b>	\$46,556.67
	WYDOT CAP (8.23%)	<u>\$ 3,831.61</u>
	<b>Total</b>	\$50,388.28

<b>Project Name:</b>	Governor's DUI Policy Coordinator		
<b>Project Number:</b>	RS-2017-17-RS-01		
<b>Project Sub Recipient:</b>	Office of Governor Matthew H. Mead		
<b>Funding Source:</b>	402/Fast Act 24/7	<b>Performance Target:</b>	C5
<b>Match:</b>	\$12,351.21	<b>Maintenance of Effort</b>	\$3,087.80 OP \$9,263.41 AL
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Wyoming communities, councils, task forces, agencies and programs are working to address alcohol issues and reduce impaired driving. These independent initiatives cross many state agencies; Transportation, Health, Family Services, Corrections, Education, Revenue and others, messages and timing are confusing and results in an overall reduction in the effectiveness of the initiatives. To obtain a maximum and sustained reduction in impaired driving the position of DUI Policy Coordinator is necessary.

This position results in the coordination of state efforts with local initiatives which ensures the efforts compliment and reinforce each other. This position is within the Governor's Office, has the authority to effectively deliver the Governor's policy directives on impaired driving and continues to work closely on impaired driving countermeasures to leverage each agency's budget more effectively.

The 24/7 Sobriety Program is a court-based management program originally designed for repeat Driving Under the Influence (DUI) offenders. The 24/7 Sobriety Project sets the standard of no use of alcohol and no use of illegal drugs as a condition of continuing to drive and remaining in the community, rather than being incarcerated. This standard is enforced by intensive monitoring by law enforcement agencies with alcohol and drug testing mandated for each participant. This combination of a strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe, consequences has been extremely successful.

The best defense against an impaired driver is a seat belt. This countermeasure is another tool for the DUI Policy Coordinator, serving as the Governor's Liaison, to utilize when working with traffic safety professionals to partner with and provide expertise.

The project activities include:

- Representing Governor's vision for impaired driving through work on the Governor's Council on Impaired Driving;
- Serving as Liaison among the Governor Office, Governor's Council on Impaired Driving, Seat Belt Coalition, and the Highway Safety Office;
- Reporting the activities of the Council to the Governor;
- Engaging in a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;

**Project Name:** Governor’s DUI Policy Coordinator - Continued  
**Project Number:** RS-2017-17-RS-01  
**Project Sub Recipient:** Office of Governor Mathew H. Mead

- Identifying and employing prevention strategies and behavioral interventions related to impaired driving;
- Recommending content and timing of public awareness and education efforts related to impaired driving;
- Funding and assisting with the implementation of the 24/7 Sobriety Program.
- Speaking at a variety of venues concerning impaired driving to enhance public awareness and create behavior change;
- Traveling statewide in support of Governor’s Council on Impaired Driving and 24/7 Sobriety Program;
- Attending national traffic safety and impaired driving conferences/trainings to strengthen knowledge base and utilizing networking opportunities with other traffic safety professionals.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 96,750.00
	Travel/Training	\$ 22,050.00
	Contractual	\$ 0.00
	Equipment	\$ 1,200.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
		<b>Sub Total</b>
	WYDOT CAP (8.23%)	<u>\$ 9,876.00</u>
	<b>Total</b>	\$129,876.00

<b>Project Name:</b>	WHP Highway Safety Education		
<b>Project Number:</b>	RS-2017-17-RS-02		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5, C9
<b>Match:</b>	\$13,895.11	<b>Maintenance of Effort:</b>	\$6,947.56 OP
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Wyoming roadways experience a large number of deaths and serious injuries that could be prevented through education on the topics of occupant restraints, distracted driving, speed and impaired driving. In 2015, approximately 66 % of fatalities were unrestrained; 82% were Wyoming residents. Seventy-three percent of the deaths to those under 21 years of age were unrestrained. Distracted driving continues to be a problem for drivers and is a leading cause of crashes. Alcohol or drugs were involved in 43% of all fatalities.

The project activities include:

Alive @25 Education

- Promoting and expand participation in the Alive at 25 Program through media, social networks and other venues that speak to young drivers;
- Teaching Alive @ 25 classes, teaching at least 50 classes;
- Providing instructor training to sworn Law Enforcement Officers;
- Providing for travel expenses while instructing Alive @ 25, if applicable;
- Securing course materials and evaluate the program through the Colorado State Patrol Family Foundation;
- Providing instructors with the necessary equipment and materials to teach the course;
- Tracking the course participant fees (program income) according to WYDOT policies and procedures;
- Sending certified instructors to a traffic safety conference that will enhance their knowledge and skills relative to the Alive at 25 Program and share this information with other instructors upon return.

Impaired Driving Education

- Promoting impaired driving messaging at high schools, colleges, community events, and other venues statewide in an effort to change behaviors and reduce impaired driving fatalities and injuries;
- Educating the public on impaired driving;
- Sending sworn officers instructors to impaired driving-related traffic safety conference, and share this information with other instructors upon return.

**Project Name:** WHP Highway Safety Education - Continued  
**Project Number:** RS-2017-17-RS-02  
**Project Sub Recipient:** Wyoming Highway Patrol

Occupant Protection Education

- Providing in-service training on adult occupant protection to instructors/presenters;
- Educating the public on occupant protection education;
- Provide registration, re-certification and expenses for Child Passenger Safety trainings;
- Conducting or participate in at least 3 Child Passenger Safety Events statewide to educate parents, caregivers and children on the importance of proper child restraint use;
- Purchase car seats up to 5% of the total Internal Scope of Work. A car seat distribution plan must be uploaded to the Highway Safety Office Project Site and approved by the Highway Safety Behavioral Program Manager prior to purchase;
- Promoting occupant protection messaging, consistent with HSO messaging for this program area;
- Sending sworn officers to occupant protection-related traffic safety conference, and share this information with other instructors upon return.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 90,000.00
	Out-of-State Travel/Training	\$ 4,000.00
	Out-of-State Travel/Training	\$ 6,000.00
	Contractual	\$ 30,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 5,000.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$135,000.00
	WYDOT CAP (8.23%)	<u>\$ 11,110.50</u>
	<b>Total</b>	\$146,110.50

<b>Project Name:</b>	Injury Prevention Resources Position		
<b>Project Number:</b>	SA-2017-17-SA-01		
<b>Project Sub Recipient:</b>	Department of Health – Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C1
<b>Match:</b>	\$3,877.24	<b>Maintenance of Effort:</b>	N/A
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Injuries are responsible for lost lives, decreasing quality of life, lost productivity, and undue burden to the community. In Wyoming, the leading cause of unintentional injury death is motor vehicle related crashes. Between 2004 and 2013, the age-adjusted Wyoming unintentional motor vehicle crash (MVC) death rate was consistently above the US rate. In 2013, the Wyoming MVC age-adjusted death rate was 14.5 per 100,000 persons as compared to the US age-adjusted rate of 10.4 per 100,000 persons. Between 2009 and 2012, Wyoming's second leading cause of unintentional injury hospitalizations are MVC. Wyoming residents between the ages of 15 and 24 have the highest rates of unintentional motor vehicle-related injury deaths and hospitalizations with male residents accounting for 71% of unintentional motor vehicle-related deaths and 38% of hospitalizations.

In collaboration with the Wyoming Department of Transportation (WYDOT), Safe Communities, the Wyoming Highway Safety Program (WHSP), and the Wyoming Students Against Destructive Decisions (SADD), the Wyoming Injury Prevention Program (WIPP) will assist with the development and facilitation of a statewide highway safety summit, expand Safe Communities, and assist with establishing 10 SADD chapters. In addition, the WIPP will continue to support projects, programs, and activities conducted by stakeholders and organizations; disseminate motor vehicle-related data and resources; provide technical support and the public health perspective to stakeholders and organizations; and foster new partners and stakeholders to assist with the reduction of motor vehicle-related fatalities and injuries.

The project activities include:

- Identifying community for highway safety summit;
- Planning, developing and executing traffic safety summit;
- Conducting after-action meeting to review summit planning process, to identify opportunities and challenges, and to make recommendations for future summit implementation;
- Identifying and conducting interest meetings in potential communities and partners for Safe Communities;
- Helping establish one additional Safe Community serving either Region 4 or 5;
- Providing resources and technical assistance to SADD;
- Developing motor vehicle crash-focused facts sheets, infographics, or education materials;
- Networking and/or communicating with potential partners or stakeholders;
- Providing technical assistance and resources to stakeholders or organizations.

**Project Name:** Injury Prevention Resources Position – Continued  
**Project Number:** SA-2017-17-SA-01  
**Project Sub Recipient:** Department of Health – Injury Prevention Resources

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>		Other Safety Partner
Personnel Services	\$20,000.00	\$53,474.00
Travel/Training	\$ 5,984.00	\$ 1,000.00
Contractual	\$ 0.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 5,020.00	\$ 1,000.00
Indirect Costs (21.5%)	<u>\$ 6,665.86</u>	<u>\$ 0.00</u>
<b>Sub Total</b>	\$37,669.86	\$55,474.00
WYDOT CAP (8.23%)	<u>\$ 3,100.23</u>	<u>\$ 0.00</u>
<b>Total</b>	\$40,770.09	\$58,195.00



<b>Project Name:</b>	Safe Communities Region 1– Occupant Protection		
<b>Project Number:</b>	SA-2017-17-SA-02		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention Foundation		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$11,092.93	<b>Maintenance of Effort:</b>	\$11,092.93
<b>Local Benefit:</b>	\$105,551.95	<b>Capital Equipment:</b>	N/A

**Project:**

Safe Communities Region #1 consists of Albany, Carbon, Goshen and Laramie Counties. In 2015, statewide seat belt usage rate was 79.8% : Albany 85.0%, Carbon 91.3%, and Laramie 80.8% (Goshen County did not have observed seat belt usage counts). There were 3,954 crashes in these counties with 30 fatalities and 1,189 injuries.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The project activities include:

- Conducting a comprehensive May Mobilization media event in Region 1 counties;
- Using pre-existing materials from the State Highway Safety Office, the Public Affairs Office or National Highway Traffic Safety Administration for combined statewide effort with other Safe Communities for radio spots, billboards, TV interviews, social media and print advertising;
- Conducting region wide comprehensive seat belt, child passenger safety, Teen Driver Safety Week (TDSW) campaigns with local PMOs and other traffic safety partners;
- Having presence at community events to educate attendees about the importance and proper usage of seat belts;
- Implementing a UW Awareness and Media Campaign for the football and basketball seasons;
- No out-of-state travel. In-state travel only;
- Attending quarterly regional meetings;
- Outreach to WYDOT Regions 3 and 4 with the Safe Communities Program;
- Partnering with Region #5 Safe Communities to mimic Life RU Ready and Battle of the Belts programs.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Safe Communities Region 1 - Occupant Protection- Continued  
**Project Number:** SA-2017-17-SA-02  
**Project Sub Recipient:** CRMC Injury Prevention Foundation

<b>Budget Summary:</b>	402	Other Safety Partner
Personnel Services	\$ 52,975.00	\$35,150.00
Travel/Training	\$ 4,500.00	\$ 0.00
Contractual	\$ 50,000.00	\$ 400.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 300.00	\$22,645.00
Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
<b>Sub Total</b>	\$107,775.00	\$58,195.00
WYDOT CAP (8.23%)	<u>\$ 8,869.88</u>	<u>\$ 0.00</u>
<b>Total</b>	\$116,644.88	\$58,195.00

<b>Project Name:</b>	Region 2 Safe Communities – Occupant Protection		
<b>Project Number:</b>	SA-2017-17-SA-03		
<b>Project Sub Recipient:</b>	Wyoming Medical Center		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$10,089.85	<b>Maintenance of Effort:</b>	\$10,089.85
<b>Local Benefit:</b>	\$96,007.43	<b>Capital Equipment:</b>	N/A

**Project:**

Safe Communities Region #2 consists of Converse, Natrona, Niobrara and Platte Counties. In 2015, statewide seat belt usage rate was 79.8%: Natrona 74.0% and Platte 79.1%. There were 3,261 crashes in these counties with 35 fatalities and 757 injuries.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The project activities include:

- Conducting a May Mobilization kickoff event in Region 2;
- Conducting media campaigns to include print, social, radio, TV ads;
- Conducting region-wide distracted driving, seat belt, child passenger safety, Teen Driver Safety Week (TDSW) media campaigns;
- Partnering with local Prevention Management Organizations (PMO) and other traffic safety partners to provide education;
- Conducting TDSW program at one (1) high school in Region 2;
- Having presence at community events to educate attendees about the importance and proper usage of seat belts;
- Participating in Students Against Destructive Decisions (SADD) and Prevent Alcohol and Risk-Related Trauma in Youth (PARTY) events in Natrona and Converse counties by providing seat belt and distracted driving education to participants;
- Holding car seat inspection stations in Region 2;
- Providing Little Convincer presentations to kindergartens in Casper, WY.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Region 2 Safe Communities – Occupant Protection -Continued  
**Project Number:** SA-2017-17-SA-03  
**Project Sub Recipient:** Wyoming Medical Center

		Local Match	
<b>Budget Summary:</b>	Personnel Services	\$ 57,199.46	\$ 0.00
	Travel/Training	\$ 5,600.00	\$ 0.00
	Contractual	\$ 24,550.00	\$ 0.00
	Equipment	\$ 0.00	\$10,000.00
	Other Direct Costs	\$ 10,680.00	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 98,029.46	\$10,000.00
	WYDOT CAP (8.23%)	<u>\$ 8,067.82</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$ 106,097.28	\$10,000.00

<b>Project Name:</b>	Region 5 Safe Communities – Occupant Protection		
<b>Project Number:</b>	SA-2017-17-SA-04		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$10,370.69	<b>Maintenance of Effort:</b>	\$10,370.69
<b>Local Benefit:</b>	\$98,679.69	<b>Capital Equipment:</b>	N/A

**Project:**

Safe Communities Region #5 consists of Big Horn, Fremont, Hot Springs, Park and Washakie Counties. In 2015, the statewide seat belt usage rate was 79.8% : Big Horn 74.0% , Fremont 83.6%, and Park 72.8%. There were 1,853 crashes in these counties with 34 fatalities and 544 injuries. All 2015 fatalities in Fremont County were unbelted.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The purpose of this grant is to reduce death and injury on highways in Safe Communities Region #5.

The project activities include:

- Conducting a May Mobilization kickoff event in Region 5;
- Conducting region wide distracted driving, seat belt, child passenger safety, Teen Driver Safety Week (TDSW) media campaigns;
- Partnering with local traffic safety advocates to provide education through but not limited to:
  - Seat Belt Survivor award
  - Life RU Ready
  - Gift of a Mothers Love
  - Safety Rodeos
  - Prime for Life Education
  - Operation Safe Kids
  - Wind River Summer Safety Event
- Attending appropriate in state safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending regional meetings to coordinate events;
- Outreach to WYDOT Regions 3 and 4 with the Safe Communities Program.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Region 5 Safe Communities – Occupant Protection - Continued  
**Project Number:** SA-2017-17-SA-04  
**Project Sub Recipient:** Injury Prevention Resources

	402	Other Safety Partner
<b>Budget Summary:</b> Personnel Services	\$ 57,768.00	\$20,000.00
Travel/Training	\$ 12,000.00	\$ 3,250.00
Contractual	\$ 18,000.00	\$ 3,250.00
Equipment	\$ 750.00	\$ 0.00
Other Direct Costs	\$ 12,240.00	\$10,000.00
Indirect Costs	\$ 0.00	\$ 0.00
	<b>Sub Total</b>	\$100,758.00 \$36,500.00
WYDOT CAP (8.23%)	\$ 8,292.38	\$ 0.00
	<b>Total</b>	\$109,050.38 \$36,500.00

<b>Project Name:</b>	Attitude and Awareness Survey		
<b>Project Number:</b>	SA-2017-17-SA-05		
<b>Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5, C6
<b>Local Benefit:</b>	N/A	<b>Maintenance of Effort:</b>	N/A
<b>Match:</b>	\$4,117.07	<b>Capital Equipment:</b>	N/A

Traffic safety surveys obtain information on the public’s knowledge, opinions, and self reported driving behavior. The population of interest is all Wyoming drivers.

A basic set of survey questions regarding seat belt use, impaired driving, distracted driving and speeding will be used in regular telephone or similar surveys to track driver attitudes, campaign awareness, communication activities and self-reported driving behavior. The survey will select a representative sample of all drivers throughout the State.

In collaboration with the Strategic Highway Safety Plan, the Highway Safety Office will oversee the work associated with conducting the survey. The data will be provided to sub-recipients to better target outreach and to establish/evaluate projects for Highway Safety projects.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual		\$40,000.00
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	<u>0.00</u>
	<b>Sub Total</b>		\$40,000.00
	WYDOT CAP (8.23%)		<u>\$ 3,292.00</u>
	<b>Total</b>		\$43,292.00

<b>Project Number:</b>	PM-2017-17-PM-01		
<b>Project Name:</b>	Paid Media		
<b>Project Sub Recipient:</b>	WYDOT Public Affairs Office (PAO)		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5, S1
<b>Match:</b>	\$62,754.43	<b>Maintenance of Effort:</b>	\$31,377.22 OP \$31,377.21 AL
<b>Local Benefit:</b>	\$149,280.97	<b>Capital Equipment:</b>	N/A

**Project:**

In 2015, 145 persons were killed and at least 3,824 were injured on Wyoming roadways. Alcohol was involved in 35% of the fatalities and 83 fatalities were unbelted.

The PAO will make the public aware of traffic issues through multi-media communication and outreach. At a minimum, alcohol, distracted driving and seat belt usage are the top traffic safety priorities to be addressed. The PAO will work collaboratively with traffic safety partners such as the Highway Safety Office, WYDOT District Public Involvement Specialists, Wyoming Seat belt Coalition, Governor’s Council on Impaired Driving, Drive Safe Wyoming, and Safe Communities.

The project activities include:

- Using data to design messaging that will modify the behaviors of targeted demographics;
- Developing, producing and distributing media messaging to address priority traffic safety programs statewide;
- Providing Alcohol and Drug Education information for young drivers through Highway Safety presentations with SADD, Click, and Safe Communities;
- Providing highway safety education training opportunities throughout the state;
- Traveling to Traffic Safety Conferences to remain current on media trends and communication strategies;
- Modifying attitudes and behaviors as measured by annual survey;
- Traveling throughout the State on media location shoots as required.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Budget Summary:**

Personnel Services	\$ 0.00
Travel/Training	\$ 3,200.00
Contractual	\$586,500.00
Equipment	\$ 0.00
Other Direct Costs	\$ 20,000.00
Indirect Costs	<u>\$ 0.00</u>
<b>Sub Total</b>	<b>\$609,700.00</b>
WYDOT CAP (8.23%)	<u>\$ 50,178.31</u>
<b>Total</b>	<b>\$659,878.31</b>



<b>Project Name:</b>	Wind River Reservation Occupant Protection/Alcohol Outreach		
<b>Project Number:</b>	PM-2017-17-PM-02		
<b>Project Sub Recipient:</b>	Wyoming Department of Transportation – District 5		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5
<b>Match:</b>	\$8,234.14	<b>Maintenance of Effort:</b>	\$4,117.07 OP \$4,117.07 AL
<b>Local Benefit:</b>	\$78,349.86	<b>Capital Equipment:</b>	N/A

**Project:**

Wyoming Department of Transportation District 5 is located in the central and northwest part of Wyoming and includes residents of Fremont County and the Wind River Indian Reservation. In 2015, 17 people died on Fremont County roadways, of which, all were unbelted. Motor vehicle crashes were the second-leading cause of accidental deaths for this population. The number one contributing factor was impairment. Based on a three-year average (2013-15) in Fremont County, there were 223 alcohol involved crashes.

The project activities include:

- Retaining a design/creative services consultant for campaign messaging;
- Conducting impaired driving highway safety campaigns;
- Conducting occupant protection media campaigns;
- Traveling to traffic safety conferences and meetings to remain current on traffic safety issues.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting Objectives and the overall Performance Measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 4,000.00
	Contractual	\$76,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$80,000.00
	WYDOT CAP (8.23%)	<u>\$ 6,584.00</u>
	<b>Total</b>	\$86,584.00

<b>Project Name:</b>	Computer Software		
<b>Project Number:</b>	TS-2017-17-TS-01		
<b>Project Sub Recipient:</b>	Attorney General		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	S-T5
<b>Match:</b>	\$3,911.22	<b>Maintenance of Effort:</b>	\$3,911.22
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Law enforcement officers must be Peace Officer Standards and Training (POST) certified before having the ability to take enforcement action of Wyoming traffic laws. POST tracks the vast, detailed training records for thousands of officers statewide to ensure compliance with legislative mandates for peace officer certification. POST currently maintains approximately 9,500 records of past and present peace officers. There are 39,000 fields entered manually every year into the 4,000 active files.

The current method of tracking records is through a stand-alone Access Database which lends itself to errors, integration challenges and timing issues certifying peace officers. Rosters come on a daily basis of continuing education credits from various organizations and trainings statewide. Additionally, all DRE/SFST/ARIDE certified peace officers are tracked by the Impaired Driving Program Manager in an Excel file.

The project activities include:

- Providing an up-to-date and accurate database that will allow for integration of data with the Wyoming Law Enforcement Academy (WLEA) and Wyoming law enforcement agencies to allow access for the peace officer and their agency to track certification status;
- Adding a Document Manager module to the system. Upgrades to the system will be rolled out every 6 to 8 weeks to ensure proper management;
- Establishing a database module that tracks DRE, SFST, and ARIDE training and continue to integrate the historical software to merge;
- Allowing peace officers read-only access and agency administrators rights to update the records to maintain up-to-date certification of all law enforcement officers. System administrators will enter training records, course accreditations requests, change in status forms (hiring/firing), etc.;
- Providing training curriculum records, instructor certification reports and expert testimony regarding peace officer training competencies to increase evidentiary support towards the successful prosecutions of traffic offenses and felonies.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Computer Software- Continued  
**Project Number:** TS-2017-17-TS-01  
**Project Sub Recipient:** Attorney General

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$38,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$38,000.00
	WYDOT CAP (8.23%)	<u>\$ 3127.40</u>
	<b>Total</b>	\$41,127.40

<b>Project Name:</b>	Students Against Destructive Decisions (SADD)		
<b>Project Number:</b>	TSP-2017-17-TS-01		
<b>Project Sub Recipient:</b>	SADD National		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C9
<b>Match:</b>	\$13,889.39	<b>Maintenance of Effort:</b>	N/A
<b>Local Benefit:</b>	\$132,161.02	<b>Capital Equipment:</b>	N/A

**Project:**

Teen drivers have crash rates three times those of drivers 20 and older per mile driven. Inability to judge risks leads to speeding and other bad habits like distracted driving and low seat belt use. Moreover, inexperience means teen drivers often don't recognize or know how to respond to hazards appropriately. Since 2005, almost 200 teen drivers have been killed in car crashes in Wyoming. The majority of these teen fatalities were not wearing seat belts.

SADD will focus on the counties with the top ten fatality rates to have the highest impact of teen drivers. According to NHTSA's "Traffic Safety Facts Wyoming 2010-2014" those counties are: Niobara, Platte, Big Horn, Carbon, Converse, Johnson, Hot Springs, Sublette, Campbell and Fremont. SADD will evaluate programs and success based upon numerous factors to ensure that SADD programs are effective in saving lives and reducing injuries.

A comprehensive approach is needed that uses a peer-to-peer model of education, engages parents, and engages communities. SADD will implement a data driven approach to address teen safety.

The project activities include:

- Retaining the services of a State Coordinator, who will serve as the on the ground project manager for all grant related activities;
- Starting SADD chapters across the state by building and strengthening relationships with school districts, law enforcement and Safe Community partners;
- Implementing the Rock the Belt program as part of National Teen Driver Safety Week;
- Supporting “Drive Sober or Get Pulled Over” Crackdown by implementing the “Is it Worth the Risk” program;
- Selecting at least one community to implement round two of the pilot of “U R the Key”
- Implementing the Impact Teen Drivers program, “What Do You Consider Lethal?” to support Distracted Driving Awareness Month;
- Implementing the underage drinking and impaired driving program “Buzzcheck”;
- Hosting a training for Law Enforcement and other partners on “Best Practices in Evidence-Based Programming in Teen Traffic Safety”;
- Supporting May Mobilization by conducting the “Rock the Belt” program;
- Distributing regular communication to chapters and partners highlighting the efforts of SADD.

**Project Name:** Students Against Destructive Decisions (SADD) – Continued  
**Project Number:** TSP-2017-17-TS-01  
**Project Sub Recipient:** Highway Safety Office

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 84,676.80
	Travel/Training	\$ 16,500.00
	Contractual	\$ 0.00
	Equipment	\$ 2,250.00
	Other Direct Costs	\$ 19,250.00
	Indirect Costs	<u>\$ 12,267.68</u>
	<b>Sub Total</b>	\$134,944.48
	WYDOT CAP (8.23%)	<u>\$ 11,105.93</u>
	<b>Total</b>	\$146,050.41

<b>Project Name:</b>	Child Passenger Safety Instructors		
<b>Project Number:</b>	K2-2017-17-K2-01		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention/Foundation		
<b>Funding Source:</b>	405 SAFETEA-LU	<b>Performance Target:</b>	C4
<b>Match:</b>	\$100,004.52	<b>Maintenance of Effort:</b>	\$100,004.52
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

In 2014, there were 79 fatally injured occupants that were unbelted, of which, 10 were under the age of 20. The misuse rate for child restraints in Wyoming is at 89.8%.

Research has shown that correctly using an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes.

The project activities include:

- Planning and implementing Standardized Child Passenger Safety Technician Training Classes on a statewide basis;
- Training and completing the instructor candidacy of an employee from Injury Prevention Resources in Fremont County to work with the Child Passenger Safety Program serving the high-risk Native American population;
- Planning and hosting regional Renewal or Refresher Training for technicians;
- Supporting technician efforts by providing supplies and educational materials;
- Planning and hosting an annual Instructor meeting to further the knowledge of the Instructors and collaborate on the progress of the program, possibly linked with a Special Needs training in Wyoming;
- Providing administrative, technical and material support to CPS Technicians, Instructor Candidates and Instructors on conducting awareness classes and facilitating community-based child safety clinics;
- Collaborating with safety partners to streamline efforts educating the public on proper child passenger safety and seat belt usage for the parent/caregiver;
- Traveling to in-state Traffic Safety Conferences and one meetings maintain current on traffic safety issues;
- Providing a quarterly newsletter titled Buckle Up Express which provides CPS and Seat belt information.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Number:** K2-2017-17-K2-01- Continued  
**Project Name:** Child Passenger Safety Instructors  
**Project Sub Recipient:** CRMC Injury Prevention/Foundation

		Other Safety Partner	
<b>Budget Summary:</b>	Personnel Services	\$ 65,000.00	\$ 99,875.00
	Travel/Training	\$ 5,000.00	\$ 3,000.00
	Contractual	\$ 0.00	\$ 800.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 53,200.00	\$ 41,145.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
		<b>Sub Total</b>	\$123,200.00
	WYDOT CAP (8.23%)	<u>\$ 10,139.36</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$133,339.36	\$144,820.00

<b>Project Name:</b>	Comprehensive Occupant Protection		
<b>Project Number:</b>	K2-2017-17-K2-02		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405 SAFETEA-LU	<b>Performance Target:</b>	C4
<b>Match:</b>	\$16,234.50	<b>Maintenance of Effort:</b>	\$16,234.50
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Every year Wyoming has a large number of highway related deaths and serious injuries that could be prevented or reduced through the proper use of occupant restraints. In 2015, there were 83 unbelted fatalities on Wyoming Highways per Wyoming’s Electronic Crash Record System (WECRS). Almost 46% of the unrestrained deaths were 25-39 years of age. Ninety percent of fatalities were either the driver or the front row right occupant. The Highway Safety Office will partner with the many traffic safety advocates to reduce death and injury to unrestrained fatalities.

This project will augment planned activities such as the following local, state, and national events:

- National Teen Driver Safety Week;
- Holiday Campaign (Thanksgiving, Christmas, New Years);
- May Mobilization;
- State Fair and Rodeo Seasons;
- National Child Passenger Safety Week;
- Traffic safety summits.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$20,000.00
	Indirect Costs	\$	0.00
	<b>Sub Total</b>		\$20,000.00
	WYDOT CAP (8.23%)	\$	1,646.00
	<b>Total</b>		\$21,646.00



<b>Project Name:</b>	CLICK		
<b>Project Number:</b>	K2-2017-17-K2-01		
<b>Project Sub Recipient:</b>	Highway Safety Program		
<b>Funding Source:</b>	405 SAFETEA-LU	<b>Performance Target:</b>	C9
<b>Match:</b>	\$52,068.42	<b>Maintenance of Effort:</b>	\$52,068.42
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

For the 2015-2016 school year, the Wyoming Department of Education (WDE) reports that in Wyoming schools, there are 6,903 students enrolled in 10<sup>th</sup> grade, 6,435 students enrolled in 11<sup>th</sup> grade, and 6,281 students enrolled in 12<sup>th</sup> grade; totaling 19,619 potential new and/or inexperienced drivers on Wyoming roads. Between 2009 and 2012, Wyoming's second leading cause of unintentional injury hospitalizations are MVC. Wyoming residents between the ages of 15 and 24 have the highest rates of unintentional motor vehicle-related injury deaths and hospitalizations.

The Click Program will continue to work within the Laramie County School District in grades 7-12 to influence students on the importance of wearing a seat belt.

The project activities include:

- Increasing seat belt usage amongst teen drivers;
- Funding a facilitator to recruit, educate, mentor and influence students on the importance of seat belts;
- Facilitating students conducting classroom presentations on seat belt usage;
- Conducting a non-observational survey to measure seat belt usage amongst students and faculty;
- Providing surveys to teachers, immediate supervisor and students to gauge effectiveness of presentations;
- Traveling only within Laramie County School District #1;
- Partnering with traffic safety partners for media events relating directly to occupant protection.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** CLICK - Continued  
**Project Number:** K2-2017-17-K2-01  
**Project Sub Recipient:** Highway Safety Program

<b>Budget Summary:</b>	Personnel Services	\$57,275.39
	Travel/Training	\$ 3,400.00
	Contractual	\$ 720.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 2,750.00
	Indirect Costs	<u>\$ 0.00</u>
		<b>Sub Total</b> \$64,145.39
	WYDOT CAP (8.23%)	<u>\$ 5,279.17</u>
	Total	\$69,424.56

**Project Name:** Occupant Protection Overtime Enforcement  
**Project Number:** M2HVE-2017-17-HV-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 405b      **Performance Target:** C4  
**Match:** \$71,659.08      **Maintenance of Effort:** \$71,659.08  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

WASCOP will coordinate with local law enforcement agencies to provide overtime occupant protection enforcement of Wyoming's Seat Belt Law.

The project activities include:

- Providing grant funded opportunities to all local law enforcement agencies within the State on a data driven basis;
- Ensuring the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Ensuring that seat belt citations are issued in conjunction with probable cause citations.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$300,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs 10.35%	<u>\$ 31,050.00</u>
	<b>Sub Total</b>	<b>\$331,050.00</b>
	WYDOT CAP (8.23%)	<u>\$ 27,245.42</u>
<b>Total</b>	<b>\$358,295.42</b>	

<b>Project Number:</b>	M2HVE-2017-17-HV-02		
<b>Project Name:</b>	Occupant Protection Overtime		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$27,057.50	<b>Maintenance of Effort:</b>	\$27,057.50
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

There are many causal factors involved in traffic related crashes. Speed and a lack of seat belt usage in crashes are top traffic safety priorities in every county. In 2015, there were 81 unbelted fatalities and 56 speed related fatalities.

WHP will conduct overtime occupant protection enforcement using speed as a trigger offense for Wyoming's Seat Belt Law.

The project activities include:

- Ensuring funding distribution is based on data;
- Ensuring the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Ensuring that seat belt citations are issued in conjunction with probable cause citations.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$125,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$125,000.00
	WYDOT CAP (8.23%)	<u>\$ 10,287.50</u>
	<b>Total</b>	<b>\$135,287.50</b>

**Project Name:** Observation Seatbelt Survey  
**Project Number:** M2PE-2017-17-PE-01  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405b      **Performance Target:** C4  
**Match:** \$27,057.50      **Maintenance of Effort:** \$27,057.50  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

Wyoming's 2015 observed seat belt use rate was 79.8%. This is up 0.6% from 79.2% in 2014. The Highway Safety Office will continue efforts to increase seat belt usage and decrease unrestrained fatalities as evidenced by the results of this survey.

The project activities include:

- Retaining the professional services of a consultant to conduct the annual survey\*;
- Updating Collection Sites in FFY2017;
- Updating iPad technology and training materials from previous year;
- Conducting Observer training and field monitoring training;
- Performing statewide seat belt observation survey and calculate current usage rates;
- Providing a final report using the NHTSA approved methodology for the State of Wyoming.

\*The consultant will conduct the observer training, surveys, train and supervise project staff, data processing, quality control and analysis and final survey report.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 37,000.00
	Contractual	\$ 88,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$125,000.00
	WYDOT CAP (8.23%)	<u>\$ 10,287.50</u>
	<b>Total</b>	\$135,287.50

<b>Project Name:</b>	Wyoming Task Force on Occupant Protection Facilitator		
<b>Project Number:</b>	M2PE-2017-17-PE-02		
<b>Project Sub Recipient:</b>	WYDOT-Highway Safety Office		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$23,810.60	<b>Maintenance of Effort:</b>	\$23,810.60
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Wyoming residents have a history of low seatbelt usage that is well below the national average. The state also has the highest fatality rate in the nation for all passenger vehicles. In 2015, there were 83 unbelted fatalities on Wyoming Highways per Wyoming’s Electronic Crash Record System ( WE CRS). Almost 46% of the unrestrained deaths were 25 -39 years of age. Ninety percent of fatalities were either the driver or the front row right occupant. The Wyoming Task Force was reformed at the behest of the Governor in response to high unrestrained fatalities. The Strategic Plan of the Task is “*To increase seatbelt usage in Wyoming to prevent fatalities and decrease the number and severity of injuries in traffic crashes*”.

This project will include but is not limited to the following activities:

- Hiring a coordinator who is responsible for the functions of the Wyoming Task Force on Occupant Protection that will result in the drafting of a state-wide Strategic Plan in collaboration with the Occupant Protection Assessment;
- Facilitating presentations and discussions at meetings;
- Attending traffic safety related trainings and conferences.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 10,000.00
	Contractual	\$100,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	<b>Sub Total</b>	<b>\$110,000.00</b>
	WYDOT CAP (8.23%)	<u>\$ 9,053.00</u>
	<b>Total</b>	<b>\$119,053.00</b>

<b>Project Name:</b>	Electronic Reporting System		
<b>Project Number:</b>	M3DA-2017-17-DA-01		
<b>Project Sub Recipient:</b>	Department of Health – Emergency Medical Services		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	S-T2
<b>Match:</b>	\$9,671.58	<b>Maintenance of Effort:</b>	\$9,671.58
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

EMS is transitioning statewide providers from manual paper-reporting format to a single electronic patient care report (known as WATRS - Wyoming Ambulance and Trip Reporting System). WATRS single entry system will improve data quality and timeliness for EMS and trauma care reporting. EMS and trauma data are described as important components of the ideal traffic records system in NHTSA's 2011 Model Performance Measures for State Traffic Records Systems, NHTSA's Traffic Records Program Assessment Advisory and NHTSA's 2014 Wyoming Traffic Records Assessment final report.

In 2014, a total of 108 agencies/hospitals are operating in Wyoming. Of these, 27 of 29 hospitals, 60 of 63 ambulance services, four of five fire non-transporting, and four of 11 air services are using WATRS. Timeliness of records went from an average 110 days to an average of 6 days through WATRS in 2015. More than 88% (95 of 108) of Wyoming providers are using the system.

This system contributes to the completeness of the state's EMS traffic records system by achieving 100% usage of WATRS statewide.

The project activities include:

- Providing software hosting, maintenance, support and upgrades to the existing WATRS system at 50% for year 2 of a 3 year phase out schedule;
- Providing continued support at 35% demonstrated proportional share for training and travel by the EMS staff in the use of the system;
- Providing continued training to EMS staff/providers by the vendor in the use of the system;
- Standardizing Trauma Registry data through development of a data dictionary in compliance with the National Trauma Data Bank;
- Becoming 100% NEMSIS compliant specific to electronic reporting;
- Continuing to work towards integrating crash records with the injury matrix in WATRS.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Electronic Reporting System – Continued  
**Project Number:** M3DA-2017-17-DA-01  
**Project Sub Recipient:** Department of Health – Emergency Medical Services

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 7,980.00
	Contractual	\$34,985.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	EMS Indirect Costs (21.5%)	<u>\$ 1,715.70</u>
	<b>Sub Total</b>	\$44,680.70
	WYDOT CAP (8.23%)	<u>\$ 3,677.22</u>
	<b>Total</b>	\$48,357.92



**Project Name:** Highway Safety Data Integration, Analysis and Reporting  
**Project Number:** M3DA-2017-17-DA-02  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405c      **Performance Target:** S-T5  
**Match:** \$36,798.20      **Maintenance of Effort:** \$36,798.20  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

The Wyoming Electronic Crash Reporting System ( WECRS) and Safety and Planning Operational Database (SPOD) are two of the main databases relied upon to identify, develop, and evaluate traffic safety countermeasures in Wyoming. Enhancements are necessary to meet the data driven demands of end users.

The project activities include:

- Building upon the existing CARE/WebCARE platform, adding multiple services such as map-based reporting that can be accessed by safety analysts as well as by other end users;
- Providing the capability to display information derived from multiple data sets and to streamline the execution of the Extract, Transfer and Load (ETL);
- Providing data driven decision making tools for traffic safety professionals to address highway safety problems;
- Training basic and advanced analysts/users ( inside/outside W YDOT) in query capabilities;
- Retaining services of a consultant.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$170,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$170,000.00
WYDOT CAP (8.23%)	<u>\$ 13,991.00</u>	
<b>Total</b>	<b>\$183,991.00</b>	

**Project Name:** Traffic Records IT Specialist  
**Project Number:** M3DA-2017-17-DA-03  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405c      **Performance Target:** S-T6  
**Match:** \$25,975.20      **Maintenance of Effort:** \$25,975.20  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

The Wyoming Electronic Crash Records System ( WECRS) is one of the most important databases for identifying traffic safety problems. It provides a historical perspective and up-to-date data that allows for targeted problem analysis and countermeasure design. Due to the complex nature of this database, the 300 data elements captured, and the linkages with law enforcement and EMS, there is a constant and critical need for quality assurance and technical expertise regarding the integration of data.

The project activities include:

- Providing an accurate database of traffic records information for evaluation and targeting high risk demographics for appropriate countermeasure strategies;
- Retaining the services of an IT professional to serve as the Traffic Records IT Specialist;
- Maintaining and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality;
- Integrating and link databases within the State of Wyoming for data analysis;
- Updating, enhancing and maintaining processes and tools developed for Highway Safety Management;
- Traveling in and out of state to assist partners with database issues, and travel to traffic safety conferences as requested.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$115,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$120,000.00
	WYDOT CAP (8.23%)	<u>\$ 9,876.00</u>
	<b>Total</b>	\$129,876.00

<b>Project Name:</b>	Traffic Records Geolocation GIS Service		
<b>Project Number:</b>	M3DA-2017-17-DA-04		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	S-T3
<b>Match:</b>	\$25,975.20	<b>Maintenance of Effort:</b>	\$25,975.20
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Crash location data errors have been identified in Wyoming Electronic Crash System (WECRS) by law enforcement and end users. Within WECRS, the Linear Referencing System (LRS) and GIS quality and accuracy measures do not meet WYDOT's standards.

The project activities include:

- Providing quality data for which traffic safety professionals can identify appropriate countermeasures for a targeted demographic;
- Three offices within WYDOT and the consultant will collaboratively develop a web based, mapped based location system for use by end users;
- Retaining services of a consultant.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$115,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	<b>Sub Total</b>	<b>\$120,000.00</b>
	WYDOT CAP (8.23%)	\$ 9,876.00
	<b>Total</b>	<b>\$129,876.00</b>

<b>Project Name:</b>	Geolocating (GCID)		
<b>Project Number:</b>	M3DA-2017-17-DA-05		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	S-T5
<b>Match:</b>	\$4,329.20	<b>Maintenance of Effort:</b>	\$4,329.20
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Alcohol was involved in 59.2% of all custodial arrests. Driving under the influence arrests accounted for 26.3% of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The average reported BAC for 536 persons who were arrested for DUI after being involved in a traffic crash was 0.17. (Source: 2015 Alcohol and Crime in Wyoming).

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

The project activities include:

- Creating an integrated data set regarding alcohol use and crashes that can be used to drive decisions to improve traffic safety, in areas such as enforcement, policy and legislation;
- Obtaining crash, citation and arrest information involving alcohol data sets for a pilot county;
- Obtaining locations of liquor licensees;
- Demonstrating various ways to integrate the data sets to determine which methodology provides the best results;
- Identifying recommended improvements to the different data sets and methods of combining the data for analysis.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual		\$20,000.00
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	0.00
	<b>Sub Total</b>		\$20,000.00
	WYDOT CAP (8.23%)		\$ 1,646.00
	<b>Total</b>		\$21,646.00

<b>Project Name:</b>	FARS		
<b>Project Number:</b>	M3DA-2017-17-DA-06		
<b>Project Sub Recipient:</b>	Highway Safety Program		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	C1
<b>Match:</b>	\$1,298.76	<b>Maintenance of Effort:</b>	\$1,298.76
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

The Wyoming Department of Transportation is charged with the task of collecting and entering data into FARS. A dditional funding is needed to c over the labor cost above the \$27,000 t hat NHTSA pr ovides t o t he S tate t hrough c ooperative a greement D TNH22-12-H-00145. This project purpose is to cover the costs above the \$27,000 for collecting and entering data into the FARS database through September June 30, 2017.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$6,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	<b>Sub Total</b>	<u>\$6,000.00</u>
	WYDOT CAP (8.23%)	<u>\$ 493.80</u>
	Total	\$6,493.80

**Project Name:** Traffic Records Project Manager  
**Project Number:** M3DA-2017-17-DA-08  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405c      **Performance Target:** S-T1-6  
**Match:** \$32,469.00      **Maintenance of Effort:** \$32,469.00  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

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

This project will fund a Project Coordinator that will assist with on-going and future activities to ensure the success of the projects in the WYTRCC Strategic Plan.

The project activities include:

- Retaining services of a project coordinator;
- Developing and documenting long-term processes that ensure uniformity and compatibility of traffic records data sources;
- Providing expertise in correlating existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan);
- Assisting in project associated work flow integration;
- Traveling to Traffic Safety Conferences as requested.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$145,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$150,000.00
	WYDOT CAP (8.23%)	<u>\$ 12,345.00</u>
	<b>Total</b>	\$162,345.00

<b>Project Name:</b>	DUI Mobile Command Post		
<b>Project Number:</b>	M5HVE-2017-17-HV-01		
<b>Project Sub Recipient:</b>	Cheyenne Police Department		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$21,646.00	<b>Maintenance of Effort:</b>	\$21,646.00
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

In order to significantly reduce the percentage of alcohol-involved crashes in Wyoming, ongoing strategies and a data driven approach are needed to target this recurring and dangerous problem of DUI in Cheyenne and Laramie County.

Statistics provided by Alcohol and Crime in Wyoming 2015 indicate that:

- Alcohol was involved in 59.2% of all Statewide custodial arrests and 26.3% were DUI's;
- Alcohol was involved in 59.1% of all custodial arrests in Cheyenne and Laramie County;
- The average DUI blood alcohol content (BAC) reported in all DUI arrests was 0.16, which is nearly double the legal limit;
- Alcohol involvement was reported in the 170,221 reported arrests during the last eight years indicates that alcohol is the drug that has the greatest influence on fatal crashes and crime in Wyoming.

Laramie County is one of the most populous counties in the State, accounting for 30.0% of the population and 20.3% of all DUI arrests in the State.

The project activities include:

- Participating in seven (7) D.U.I. Task Force Events, that include all national campaigns, scheduled for FY2017 in Cheyenne and Laramie County;
- Participating in at least three (3) data driven D.U.I. Task Force Events outside of Laramie County;
- Participating in at least two (2) community oriented educational events regarding the dangers of D.U.I.;
- Participating in media events centering on the use of the D.U.I. Mobile Command Post statewide, as requested;
- Overtime expenses required for operation of the D.U.I. Mobile Command Post;
- Providing overtime salary for a dispatcher and phlebotomist assigned to law enforcement efforts associated with the DUI Mobile Command Post;
- Travel expenses associated with the DUI Mobile Command Post events;
- Partnering with law enforcement agencies outside of Laramie County to bring the DUI Mobile Command Post to other Wyoming communities for both DUI task force and educational events.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Number:** M5HVE-2017-17-HV-01 - Continued  
**Project Name:** DUI Mobile Command Post  
**Project Sub Recipient:** Cheyenne Police Department

<b>Budget Summary:</b>	Personnel Services	\$ 55,000.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 28,500.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 1,500.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$100,000.00
	WYDOT CAP (8.23%)	<u>\$ 8,230.00</u>
	<b>Total</b>	\$108,230.00



**Project Name:** DUI Overtime Enforcement  
**Project Number:** M5HVE-2017-17-HV-02  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 405d      **Performance Target:** C5  
**Match:** \$101,517.03      **Maintenance of Effort:** \$101,517.03  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

Driving under the influence arrests accounted for 3,757 (26.3%) of all city/county arrests in 2015 with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The age group with the highest percentage of DUI arrests was 21 – 25 (17%). Impaired riding resulted in 6 of the 23 fatal motorcycle crashes and 28 of the 275 injury motorcycle crashes on Wyoming roadways.

The project activities include:

- Ensuring the grant funds will be event based and will include the National Crackdown – Alcohol and Holiday Season campaign as mandatory events;
- Ensuring funding distribution is based on data;
- Ensuring impaired riding is a targeted event;
- Ensuring sustained enforcement of Wyoming’s DUI laws;
- Assisting in the decrease of impaired driving fatalities.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$425,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs 10.35%	<u>\$ 43,987.50</u>
	<b>Sub Total</b>	<b>\$468,987.50</b>
	WYDOT CAP (8.23%)	<u>\$ 38,597.67</u>
	<b>Total</b>	<b>\$507,585.17</b>

<b>Project Name:</b>	DUI Overtime Enforcement		
<b>Project Number:</b>	M5HVE-2017-17-HV-03		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$43,292.00	<b>Maintenance of Effort:</b>	\$43,292.00
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Driving under the influence arrests accounted for 3,757 ( 26.3%) of all arrests with an average reported blood alcohol content ( BAC) statewide of 0.16 . Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The age group with the highest percentage of DUI arrests was 21 – 25 (17%). Driving under the influence is still a problem in Wyoming.

Impaired riding is a challenge in Wyoming during the short riding season filled with a number of motorcycle rallies (Ham 'n Jam, Sturgis, etc). There is an influx of motorcycles seen throughout Wyoming in spring, summer and fall. In 2015, there were 351 motorcycle crashes in which 324 were injured motorcyclists. Additionally, impaired riding resulted in 6 of the 23 fatal motorcycle crashes and 28 of the 275 injury motorcycle crashes on Wyoming roadways.

The project activities include:

- Reducing DUI related fatalities statewide by providing overtime enforcement;
- Ensuring overtime enforcement is based on data;
- Ensuring the overtime enforcement will include the National Crackdown, Holiday Season (mandatory events) and other impaired driving events;
- Increasing enforcement of impaired riding during peak riding months, particularly around areas of high tourism traffic;
- Displaying variable messages in and around the State to notify the motoring public of any delays due to large traffic volume or crashes;
- Partnering with other agencies, both in state and interstate jurisdictions, with impaired riding enforcement associated with area rallies.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$200,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	<b>Sub Total</b>	\$200,000.00
	WYDOT CAP (8.23%)	\$ 16,460.00
	<b>Total</b>	\$216,460.00

<b>Project Number:</b>	M5IDC-2017-17-ID-01		
<b>Project Name:</b>	Region 5 Safe Communities - Alcohol		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$14,581.18	<b>Maintenance of Effort:</b>	\$14,581.18
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Safe Communities, Region 5 is made up of the following counties: Big Horn, Fremont, Hot Springs, Park and Washakie. Fremont county is home to the Wind River Indian Reservation. In Fremont County, alcohol was a factor in 11 fatal crashes resulting in 15 injuries and 15 fatalities. Big Horn County had 3 alcohol related crashes resulting in 3 fatalities with Hot Springs and Park counties each having 1 alcohol related fatality.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The project activities include:

- Conducting a comprehensive Drive Sober or Get Pulled Over kickoff event in Region 5;
- Conducting region wide Halloween, Holiday, Superbowl, St. Patrick’s Day, 4<sup>th</sup> of July media campaigns partnering with WYDOT PAO for media deliverables;
- Having presence at community events to educate attendees about impaired driving;
- Conducting impaired driving education at community events to include county fairs and rodeos, Wind River Summer Safety Event, etc.;
- Conducting comprehensive impaired driving campaigns to include:
  - CWC/NWC Awareness Weeks (College)
  - Life R U Ready
  - Teen Driver Danger Education
  - Prime for Life
- Attending appropriate in state safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending regional meetings to coordinate events;
- Reducing impaired driving fatalities in all Region 5 counties.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Region 5 Safe Communities - Alcohol - Continued  
**Project Number:** M5IDC-2017-17-ID-01  
**Project Sub Recipient:** Injury Prevention Resources

		Other Safety Partners
<b>Budget Summary:</b>	Personnel Services	\$38,512.00    \$20,000.00
	Travel/Training	\$ 8,000.00    \$ 3,250.00
	Contractual	\$12,000.00    \$ 3,250.00
	Equipment	\$ 750.00    \$ 0.00
	Other Direct Costs	\$ 8,100.00    \$10,000.00
	Indirect Costs	<u>\$ 0.00</u> <u>\$ 0.00</u>
	<b>Sub Total</b>	\$67,362.00    \$36,500.00
	WYDOT CAP (8.23%)	<u>\$ 5,543.89</u> <u>\$ 0.00</u>
	<b>Total</b>	\$72,905.89    \$36,500.00

<b>Project Name:</b>	Safe Communities Region 1 – Alcohol		
<b>Project Number:</b>	M5IDC-2017-17-ID-02		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention Foundation		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$25,710.04	<b>Maintenance of Effort:</b>	\$25,710.04
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Region 1 Safe Communities include Albany, Carbon, Goshen and Laramie Counties. In 2015 in Laramie County, there were a total of 446 total DUI arrests with an average BAC level of 0.18; of those 446 DUI arrests, 66 resulted in traffic crashes and 3 fatalities. Albany County accounted for 304 DUI arrests and 88.2% of traffic crashes involved alcohol and 11.8% of traffic crashes involved drugs. In Carbon County there were 195 DUI arrests and the average BAC level was .15. In Goshen County, there were 55 DUI arrests and 75% of the traffic crashes involved alcohol and the average BAC level of those traffic crashes was .13.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The project activities include:

- Conducting a Drive Sober or Get Pulled Over kickoff event in Region 1;
- Using pre-existing materials from the State Highway Safety Office, the Public Affairs Office or National Highway Traffic Safety Administration for combined statewide effort with other Safe Communities for radio spots, billboards, TV interviews, social media and print advertising;
- Conducting region wide Halloween, Holiday, Super Bowl, St. Patrick’s Day, 4<sup>th</sup> of July media campaigns;
- Providing impaired driving education at community events such as UWA awareness Campaign for the football and basketball season;
- Providing outreach to District 3 and 4 with the Safe Communities Program;
- No out-of-state travel. In-state travel only;
- Attending quarterly regional meetings;
- Partnering with traffic safety professionals to include local PMOs to provide community wide education.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Number:** M5IDC-2017-17-ID-02- Continued  
**Project Name:** Safe Communities Region 1 – Alcohol  
**Project Sub Recipient:** CRMC Injury Prevention Foundation

**Budget Summary:**

		Other Safety Partner
Personnel Services	\$ 52,975.00	\$11,200.00
Travel/Training	\$ 5,000.00	\$ 0.00
Contractual	\$ 45,000.00	\$ 400.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 15,800.00	\$ 7,500.00
Indirect Costs	\$ 0.00	\$ 0.00
	<b>Sub Total</b>	\$19,100.00
WYDOT CAP (8.23%)	\$ 9,775.18	\$ 0.00
	<b>Total</b>	\$19,100.00

<b>Project Number:</b>	M5IDC-2017-17-ID-03		
<b>Project Name:</b>	Region 2 Safe Communities - Alcohol		
<b>Project Sub Recipient:</b>	Wyoming Medical Center		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$13,369.00	<b>Maintenance of Effort:</b>	\$13,369.00
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

Safe Communities, Region 2 is made up of the following counties: Converse, Natrona, Niobrara and Platte. Each county is very different. Natrona County is home to Wyoming's second most populous city and had more crashes, at 2,360, than any other county in 2015. By contrast, Niobrara County is the least populated county in the state and had 64 crashes in 2015. In Converse County, one fatality was related to alcohol use. In Natrona County, alcohol was a factor in 6 fatal crashes resulting in 4 injuries and 7 fatalities. Platte County had 2 alcohol related crashes with two fatalities.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The project activities include:

- Conducting a Drive Sober or Get Pulled over kickoff event;
- Conducting region wide Halloween, Holiday, Superbowl, St. Patrick's Day, 4<sup>th</sup> of July media campaigns partnering with WYDOT PAO for media deliverables;
- Conducting community educational events about the dangers of impaired driving;
- Partnering with traffic safety advocates such as: Governor's Council on Impaired Driving (GCID), Prevent Alcohol and Risk-Related Trauma in Youth (PARTY), Natrona County Alcohol Taskforce, Natrona County Prevention Coalition; and Prevention Management Organization on impaired driving projects/initiatives;
- Providing outreach and support to counties developing a Safe Communities Program.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Region 2 Safe Communities – Alcohol - Continued  
**Project Number:** M5IDC-2017-17-ID-03  
**Project Sub Recipient:** Wyoming Medical Center

			Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$ 38,132.00	\$ 0.00
	Travel/Training	\$ 2,680.00	\$ 0.00
	Contractual	\$ 20,950.00	\$ 0.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 0.00	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 61,762.00	\$ 4,500.00
	WYDOT CAP (8.23%)	<u>\$ 5,083.01</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$ 66,845.01	\$ 4,500.00



<b>Project Name:</b>	GCID Paid Media		
<b>Project Number:</b>	M5PEM-2017-17-PM-01		
<b>Project Sub Recipient:</b>	WYDOT Public Affairs Office (PAO)		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$108,230.00	<b>Maintenance of Effort:</b>	\$108,230.00
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

In 2015, 75% of the 15,996 persons arrested were alcohol and/or drug related. The profile of the average person taken to jail in Wyoming continues to be relatively consistent with previous years: The typical offender is male with an average age of 35. The Governor's Council on Impaired Driving (GCID), through Public Affairs Office, is working to make the public aware of highway safety issues related to impaired driving.

Specifically, the PAO will assist the Council in educating and informing the public about the dangers of impaired driving. PAO will make recommendations, provide creative services (concepts, messaging, themes, slogans, design, video, photo, etc.), arrange for media buys, and contract with vendors and consultants.

The PAO will make the public aware of traffic issues through multi-media communication and outreach. The highway safety efforts are undertaken on a statewide basis with the cooperation of various partners, including the Governor's Council on Impaired Driving.

The GCID is ultimately responsible for how and when to spend grant funds for media.

The project activities include:

- Using data to design messaging that will modify the behaviors of targeted demographics;
- Developing, producing and distributing media messaging to address priority traffic safety programs statewide;
- Providing alcohol and drug education information to young drivers;
- Traveling to traffic safety conferences to remain current on media trends and communication strategies;
- Reducing impaired driving deaths and injuries on Wyoming roads;
- Modifying attitudes and behaviors as measured by annual survey;
- Traveling throughout the State on media location shoots as required.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** GCID Paid Media - Continued  
**Project Number:** M5PEM-2017-17-PM-01  
**Project Sub Recipient:** WYDOT Public Affairs Office (PAO)

**Budget Summary:**

Personnel Services	\$	0.00
Travel/Training	\$	0.00
Contractual		\$500,000.00
Equipment	\$	0.00
Other Direct Costs	\$	0.00
Indirect Costs	\$	<u>0.00</u>
	<b>Sub Total</b>	\$500,000.00
WYDOT CAP (8.23%)		<u>\$ 41 150.00</u>
	<b>Total</b>	\$541,150.00

**Project Name:** Impaired Driving Program Manager  
**Project Number:** M5TR-2017-17-TR-01  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405d      **Performance Target:** C5  
**Match:** \$46,538.90      **Maintenance of Effort:** \$46,538.90  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

The data from 2011-2015 demonstrates that 33.5% of fatal traffic crashes involved an impaired driver and 34.2% of the fatalities involved alcohol and/or drugs. In 2015, 37.2% of the fatalities involved alcohol and/or drugs. In 2013, over 3,700 DUI arrests were made by all Wyoming law enforcement officers. Although there has been no state-wide data collected on the prevalence of drug-impaired drivers, other informal measures support the notion that these drivers are on the rise.

This is an enforcement support project that involves training law enforcement officers in impaired driving detection methods with the intent of reducing alcohol and drugged driving fatalities.

The project activities include:

- Supporting a DECP Program Manager for the State of Wyoming;
- Retaining a SFST/ARIDE State Coordinator to coordinate SFST and ARIDE training activities, develop and maintain an official SFST training database;
- Providing Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Standardized Field Sobriety Test (SFST) trainings;
- Conducting a statewide Impaired Driving Conference to be held in Spring 2017;
- Attending traffic safety conferences and meetings.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>		Other Safety Partner
Personnel Services	\$127,700.00	\$250,000.00
Travel/Training	\$ 25,000.00	\$ 0.00
Contractual	\$ 47,300.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 15,000.00	\$ 0.00
Indirect Costs	\$ 0.00	\$ 0.00
<b>Sub Total</b>	<b>\$215,000.00</b>	<b>\$250,000.00</b>
WYDOT CAP (8.23%)	\$ 17,694.50	\$ 0.00
<b>Total</b>	<b>\$232,694.50</b>	<b>\$250,000.00</b>

<b>Project Name:</b>	Traffic Safety Resource Prosecutor (TSRP)		
<b>Project Number:</b>	M5IS-2017-17-IS-01		
<b>Project Sub Recipient:</b>	City of Laramie		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$35,749.80	<b>Maintenance of Effort:</b>	\$35,749.88
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

The TSRP position is designed to address the needs of prosecutors who contend with traffic safety problems in Wyoming. The TSRP program was created to provide local law enforcement and prosecutors with a veteran prosecutor, specializing in impaired driving, who supports their efforts through training, education, legal research, and technical assistance. The goals of the TSRP program are to develop strategies and tactics aimed at reducing impaired driving, and to improve the quality of the investigations and prosecutions around the state. The focus of this position is on solving the many problems associated with violation of Wyoming traffic laws. This position is especially important as it relates to DUI enforcement and prosecution. Drugs compound this problem today, as Wyoming shares a border with a recreational/medical marijuana state.

There is a considerable need for DWUI education for prosecutors and law enforcement, which the TSRP program is prepared to accomplish.

The project activities include:

- Increasing successful investigations/prosecutions of driving while under the influence cases;
- Training prosecutors and law enforcement personnel in the areas of SFST, ARIDE, and DREs through presentations/webinars/trainings as appropriate;
- Maintaining and manage the TSRP section on the WYDOT website by adding important links and resources as appropriate;
- Serving as a liaison between prosecutors, courts, the DMV, law enforcement agencies, and other traffic safety professionals on traffic safety issues;
- Attending one NAPC/TSRP meeting and one IACP Training on Impaired Driving to remain current on traffic safety issues and network with other state TSRP's;
- Being a resource for the Governor's Council on Impaired Driving, and the WASCOP Traffic Safety Committee;
- Participating in and assist with the development of the Wyoming Impaired Driving Conference;
- Increasing impaired driving prosecutions.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

**Project Name:** Traffic Safety Resource Prosecutor (TSRP) - Continued  
**Project Number:** M5IS-2017-17-IS-01  
**Project Sub Recipient:** City of Laramie

		City of Laramie
<b>Budget Summary:</b>	Personnel Services	\$ 148,563.00
	Travel/Training	\$ 10,000.00
	Contractual	\$ 1,344.00
	Non-Major Equipment	\$ 0.00
	Other Direct Costs	\$ 5,250.00
	Indirect Costs	\$ 0.00
	<b>Sub Total</b>	<u>\$ 165,157.00</u>
	WYDOT CAP (8.23%)	\$ 13,592.42
	<b>Total</b>	<u>\$ 178,749.42</u>
		<u>\$ 52,555.00</u>
		<u>\$ 0.00</u>
		<u>\$ 0.00</u>
		<u>\$ 0.00</u>
		<u>\$ 14,200.00</u>
		<u>\$ 0.00</u>
		<u>\$ 66,755.00</u>
		<u>\$ 0.00</u>
		<u>\$ 216,957.00</u>

**Project Name:** Governor’s Council on Impaired Driving Facilitator  
**Project Number:** M5IS-2017-17-IS-02  
**Project Sub Recipient:** Johnson and Associates  
**Funding Source:** 405d      **Performance Target:** C5  
**Match:** \$40,770.24      **Maintenance of Effort:** \$40,770.24  
**Local Benefit:** N/A      **Capital Equipment:** N/A

**Project:**

The primary role of government is to protect the health, safety and welfare of its citizens. Impaired driving is a major cause of preventable deaths and injuries in traffic crashes. More effective policies and programs to deal with impaired driving issues in order to reduce impaired driving can be developed through ongoing work by a dedicated team. Wyoming’s citizens and governmental leaders support will benefit from a proactive approach to preventing deaths, injuries and the costs associated with impaired driving.

The project activities include:

- Facilitating the work of the Governor's Council on Impaired Driving;
- Providing a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- Identifying priority issues and prevention strategies related to impaired driving; Coordinate and implement;
- Reporting the activities of the Council to the Governor;
- Maintaining the Council’s public website: <http://www.wygcid.org>;
- Traveling as required as facilitator or member of the Governor’s Council on Impaired Driving.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personnel Services	\$104,400.00
	Travel/Training	\$ 18,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 65,950.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$188,350.00
	WYDOT CAP (8.23%)	<u>\$ 15,501.21</u>
	<b>Total</b>	\$203,851.21

<b>Project Name:</b>	Law Enforcement Coordination – Alcohol		
<b>Project Number:</b>	M5OT-2017-17-OT-01		
<b>Project Sub Recipient:</b>	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$17,914.77	<b>Maintenance of Effort:</b>	\$17,914.77
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants. There are approximately 60 individual grant applications each year. The efficient administration of these grants and the effective coordination of all local grant funded enforcement activities is a critical component of the state’s Highway Safety Plan. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

This project will coordinate the Enhanced Impaired Driving Enforcement Initiative. This consolidated approach will result in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

The project activities include:

- Processing and administering all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2017;
- Assessing and improving existing law enforcement grants management system;
- Maintaining with the HSO the online/consolidated grant reporting system currently in use;
- Providing all grant announcements, information and follow-up to law enforcement agencies;
- Monitoring and record event activity reports submitted by grantee agencies;
- Providing the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers;
- Reviewing vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensuring that all necessary and required grant documentation is reported and recorded;
- Providing campaign media/events assistance to local law enforcement agencies;
- Coordinating all state activities with national initiatives;
- Assisting coordination of all local and state traffic safety initiatives;
- Traveling as required to facilitate/participate in Traffic Safety Committee meetings, including travel associated with in-state and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project;
- Submitting monthly administrative overview and summary report of all grant activity to HSO;
- Scheduling and coordinate/facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;

**Project Name:** Law Enforcement Coordination – Alcohol- Continued  
**Project Number:** M5OT-2017-17-M5-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Providing technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office;
- Maintaining a communication/project management system for all participants;
- Scheduling meetings of designated representatives of the HSO, WASCOP and Johnson and Associates to review the status of the grant administration process and to discuss relative issues or concerns.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personal Services	\$65,500.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 4,500.00
	Indirect Costs 10.35%	<u>\$ 7,762.50</u>
	<b>Sub Total</b>	\$82,762.50
	WYDOT CAP (8.23%)	<u>\$ 6,811.35</u>
	<b>Total</b>	\$89,573.85



**Project Name:** Alcohol Factors  
**Project Number:** M5OT-2017-17-OT-02  
**Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 405d      **Performance Target:** C5  
**Match:** \$13,137.50      **Maintenance of Effort:** \$13,137.50  
**Local Benefit:** \$0.00      **Capital Equipment:** N/A

**Project:**

The level of alcohol abuse in Wyoming, as well as the inordinate number of persons who drive impaired, pose significant risks to public safety in the state. The Wyoming Association of Sheriffs and Chiefs of Police has been collecting alcohol-related data from every person booked into detention facilities in all 23 counties and the Fremont County Detox Center, since 2006 in order to collect and evaluate alcohol/drug-related data in custodial arrests in Wyoming.

The following data (collected during 2015) clearly illustrate the serious public safety concerns that currently exist in Wyoming: High percentage of alcohol-involved arrests (59.2%); Number of arrests for public intoxication (2,965) and DUI (3,757); and the high levels of BAC recorded for these individuals (average BAC: 0.24 for public intoxication and 0.16 for DUI).

This project activities include:

- Analyzing the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2016;
- Analyzing the data, produce, print and disseminate an Executive Summary and two year end reports of the alcohol-related arrest data;
- Involving community leaders across Wyoming in addressing issues and finding solutions to the increasing number of alcohol-involved arrests, public intoxication and driving under influence incidents that are occurring;
- Partnering with the Governor’s Council on Impaired Driving to conduct Policymakers Forums and group presentations.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting Objectives and the overall Performance Measures by October 15, 2017.

<b>Budget Summary:</b>	Personal Services	\$40,000.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$10,000.00
	Indirect Costs 10.35%	<u>\$ 5,692.50</u>
	<b>Sub Total</b>	<b>\$60,692.50</b>
	WYDOT CAP (8.23%)	<u>\$ 4,994.99</u>
	<b>Total</b>	<b>\$65,687.49</b>

<b>Project Name:</b>	Motorcycle Awareness		
<b>Project Number:</b>	M9MA-2017-17-MA-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405f	<b>Performance Target:</b>	C1
<b>Match:</b>	\$8,606.60	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	N/A	<b>Capital Equipment:</b>	N/A

**Project:**

The Wyoming Highway Safety Program administers Federal funding for the Motorcycle Safety Program. The program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities increased from 16 in 2014 to 24 in 2015. This project will attempt to continue to lower the number of fatalities through heightened public awareness of motorcycle on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment.

The program will continue to put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally.

This project will include:

- Working directly with the Motorcycle Safety Program Coordinator for safety projects beyond training classes;
- Conducting a media campaign to include billboards, television, radio and internet;
- Reducing motorcycle fatalities through education.

**Evaluation Measures:** Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

<b>Budget Summary:</b>	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual		\$39,760.70
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	0.00
	<b>Sub Total</b>		\$39,760.70
	WYDOT CAP (8.23%)		<u>\$ 3,272.31</u>
	<b>Total</b>		\$43,033.01

**PROJECTS FUNDED**

**BY**

**OTHER TRAFFIC SAFETY PARTNERS**



## Wyoming Department of Transportation (WYDOT) Bicycle /Pedestrian Program

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

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

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

### Laramie County DUI Victim Impact Panel

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

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



### MADD Wyoming

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