

**WYOMING'S HIGHWAY SAFETY  
BEHAVIORAL GRANTS PROGRAM  
HIGHWAY SAFETY PLAN  
FY 2018**

**August 15, 2017**

**Updated**

**MATTHEW H. MEAD  
GOVERNOR OF WYOMING**

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State Highway Safety Engineer  
Governor's Representative for Highway Safety**

**Kenneth Ledet, Manager  
Highway Safety Behavioral Grants Program**

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## *INTRODUCTION*



Matt Mead, Wyoming's 32nd Governor, took office in January 2011 and is serving his second term. He was born and raised in Jackson. After earning a law degree from the University of Wyoming, he served as a prosecutor, practiced in a private firm and served as U.S. Attorney. He maintains a farm and ranch business with his wife Carol in southeast Wyoming.

Governor Mead initiated a comprehensive state energy strategy released in 2013 and an innovative state water strategy released in 2015. He moved the entire state to a 100 gigabit broadband network. His rules initiative has resulted in fewer regulations and improved public access to rules. His focus on increasing state competitiveness, for example, through technology, innovation and expansion of business opportunities in numerous economic sectors, has brought national recognition.

Wyoming's accolades include: most business friendly tax climate, third best for new business startup activity, best state to start a business, first in Mountain Region workforce development, best state to make a living, second highest rate of confidence in state government, best state to retire and many more.

Serving in national and regional leadership roles, Governor Mead is Vice Chair of the Natural Resources Committee of the National Governors Association and Co-chair of the State and Federal Sage Grouse Task Force. He is the immediate past Chairman of the Western Governors' Association.

Matt and Carol have been married 25 years and have two teenage children.

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## *AGENCY OVERVIEW*



*Mountains of Wyoming*

The Wyoming Department of Transportation (WYDOT) 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. The transportation system serves all the citizens of Wyoming in addition to facilitating interstate commerce and travel.

Within the Wyoming Department of Transportation is the Highway Safety Program that houses the Highway Safety Data, Crash Data Management, Motorcycle Safety, and Behavioral Grants offices.

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

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

## *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: Liz Cheney (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

<b>Seat Belt</b>	
Safety Belt Law	Yes, secondary enforcement
Child Safety Seat Law	Yes
Booster Seat Law	Yes (Until 9 <sup>th</sup> birthday)
<b>GDL</b>	
Graduated licensing (GDL)	Yes
<b>Impaired Driving</b>	
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
24/7	Yes (Note: FY2017 Implemented Program)
Ignition Interlock	Yes
Administrative license revocation	Yes
<b>Texting</b>	
Texting While Driving	Yes
<b>Cell Phone</b>	
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)

# *FUNCTIONS*

**The department's primary functions include the following:**

## *Construction*

Planning, designing, and building transportation projects.

## *Maintenance*

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

## *Law Enforcement*

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

## *Administration/Regulatory*

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

## *Aeronautics*

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

## *SHARED VISION, MISSION & VALUES*

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

### **Vision**

Excellence in Transportation

### **Mission**

Provide a safe, high quality, and efficient transportation system

### **Values**

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

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

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

## *OVERALL GOALS & STRATEGIES*

### **The six overall goals:**

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

### **The six overall Strategies:**

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

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

## *SAFETY STATEMENT FROM DIRECTOR PANOS*

All,

It is important that every employee perform all functions of their jobs in a safe manner. This is especially critical when operating a department vehicle.

It is my expectation that all employees wear seat belts and not use cell phones when operating department vehicles. This is without exception. It is your further responsibility to ensure every person is belted before the vehicle moves.

New Operating Policy 36-3 states that an employee and all passengers are required to wear seat belts when operating a department vehicle. It is important to have such a policy to help employees clearly understand expectations.

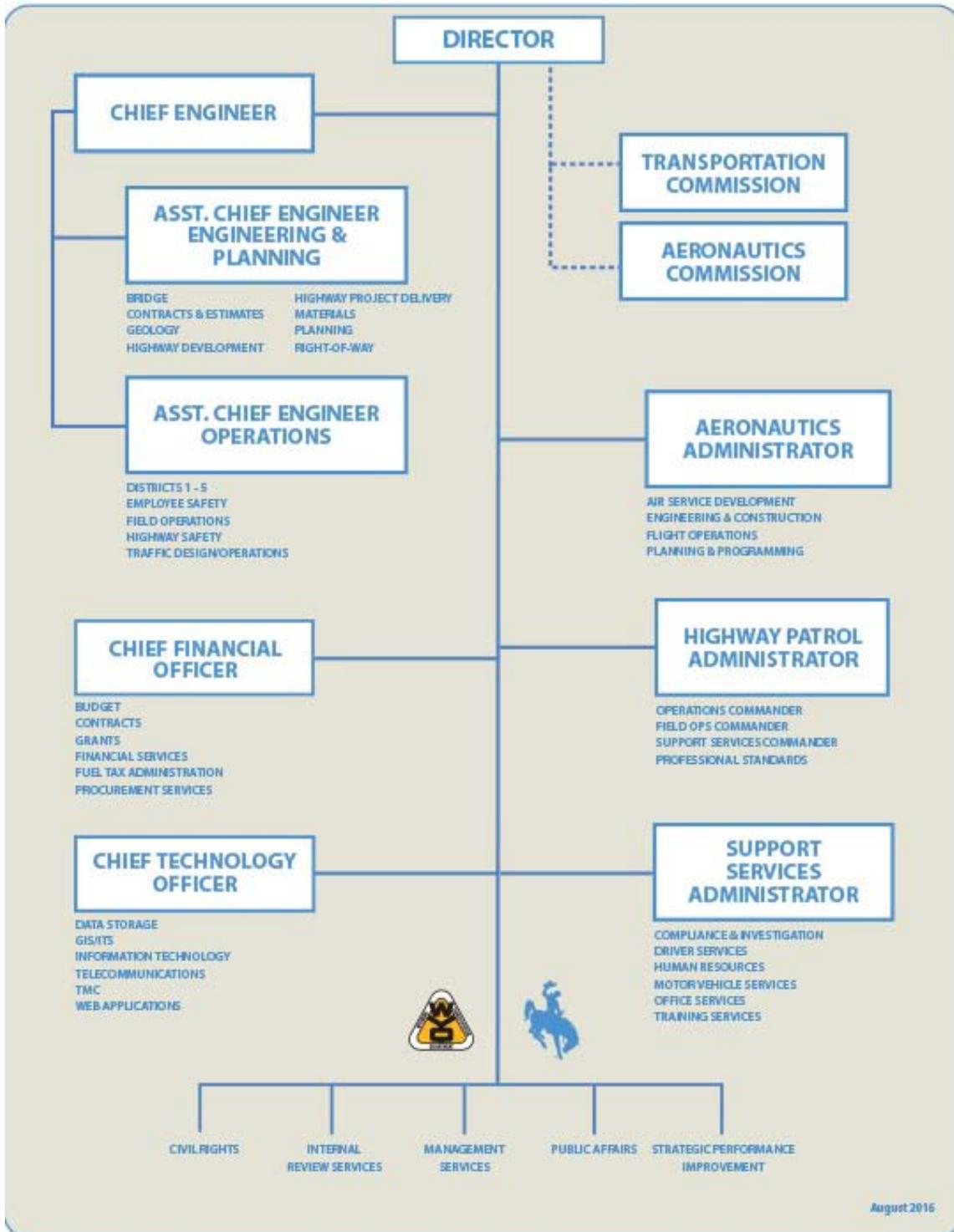
A policy alone won't ensure a safe working environment that is up to you. Employee actions and decisions ensure safe practices are followed. I strongly encourage you to place the safety of yourself and that of your colleagues in the fore front of everything you do for WYDOT.

Thank you for maintaining a work environment where safety is the first and last thing we think about. You are important to us and we appreciate all that you do for the State of Wyoming.

Sincerely,

Bill Panos  
Director

# WYOMING DEPARTMENT OF TRANSPORTATION ORGANIZATIONAL CHART



## The Safety Management System Committee (SMS) Welcomes you!

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

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

Welcome to the FHWA Wyoming Division

### Contact Info

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

#### Contact FHWA



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



**Wyoming Department of Transportation**  
**Highway Safety Behavioral Grants Office**

**Office Structure**

The Wyoming Highway Safety Behavioral Grants Office (HSO) is one of the Highway Safety Program sections within the Department of Transportation.

The HSO is dedicated to promoting safe use of all Wyoming roads with the goal to reduce the State's traffic crashes, fatalities and injuries through leadership, innovation, facilitation and program support. The Highway Safety Plan is the HSO's coordinated approach to impact Wyoming's performance measures and goals. New, traditional and non-traditional partners are sought to enhance Wyomingites understanding of the consequences due to lack of seat belt use, impaired driving, distracted driving, and speeding. The process of coordination, implementation, and evaluation is detailed in this Annual Report publication.

The HSO consists of four staff members that report to the Governor's Representative. Together, with the insight of skilled safety partners, all are focused on refinements in problem identification, project expectations, evaluation and the communications of each. Listed below are the members of the Highway Safety Behavioral Office:

**Governor's Representative:**

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

**Highway Safety Behavioral Grants Office Staff:**

Kenneth Ledet  
Highway Safety Behavioral Grants Program Manager

Karson James  
Senior Financial Analyst  
*Areas:* Program Financials, Grants Tracking System (GTS), Governor's Council on Impaired Driving, Wyoming Seat Belt Coalition, Engineering Services, etc...

Stephanie Lucero

Senior Grants Manager

**Areas:** Law Enforcement, Impaired Driving, Occupant Protection, Traffic Records, Media, Highway Safety Plan, Annual Report, etc...

Meghan Connor

Grants Manager

**Areas:** Safe Communities, Occupant Protection, Impaired Driving, Teen Drivers, Motorcycle Safety, Traffic Safety Resource Prosecutor, 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.

## 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 State data available. This data are used when soliciting and developing projects for the subsequent year's highway safety plan. The Problem Identification is included in this Report following the Performance Plan.

Wyoming's highway safety-related Problem Identification report provides 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 Grants 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. Impaired Driving
3. Speed
4. Distracted Driving
5. Traffic Records
6. Motorcycle

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. Impaired drivers
4. Vehicle type, including motorcycles
5. Young drivers

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, and vehicle/driver registrations, Fatality Analysis Reporting System (FARS). These collective reports help identify locations with the greatest highway safety needs statewide.

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), NHTSA (FARS), DLN Consulting, University of Wyoming Survey and Analysis Center, and Wyoming's Impaired Driving Training Program Manager.

Projects that are included in Wyoming's FY2018 Highway Safety Plan are based on the most recent data analysis problem identification process previously described where grant applications were solicited that addressed one of the 11 core performance measures, three activity measures, and one behavioral measure. State performance measures are derived using the new and standardized process developed by the HSO in 2016.

The HSO staff reviews grant applications and then determines the ability of the proposed activity to improve statewide performance numbers. A risk assessment is performed for each applicant using the WYDOT risk assessment form; past grant performance and report timeliness enters into the selection equation. Resources are aligned with the proposed project activity based on the significance of the problem, the availability of funding, and a three year average of prior grant expenditures with extra consideration given to projects that show a propensity for success and innovative ideas. Funding will also be contingent on approved curriculums developed on for traffic safety educational programs.

The FY2018 Highway Safety Plan 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, preliminary review, and accept grant applications by March 20 <sup>th</sup> .
<b>Mar/April /May</b>	Prepare Performance Plan, HSP Problem ID, Core Performance Measures.
<b>April/June</b>	Prepare draft 405 Application.
<b>May</b>	Final review of 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.
<b>June</b>	Organize and prepare a draft of the Highway Safety Plan and S405 Application for review; Finalize.
<b>July</b>	Submit HSP and S405 application to NHTSA by July 3 <sup>rd</sup> .
<b>July/Aug</b>	Observe WYDOT Policies and Procedures and draft appropriate project documents (Internal Scope of Work, Sub-Award Agreements).
<b>Aug/Sept</b>	Receive final Highway Safety Plan approval from NHTSA; Send Internal Scope of Work and Sub-Award Agreements approved in Highway Safety Plan to recipients for signature.
<b>Sept</b>	Send Internal Scope of Work and Sub-Award Agreements to WYDOT Staff for signature; Post signed documents to the HSO Project Site; End current fiscal year project's on September 30 <sup>th</sup> .
<b>Oct</b>	Implement new FY 2018 Projects on October 1 <sup>st</sup> ; Receive prior year project final expenditures and reports by October 15 <sup>th</sup> .
<b>Oct/Nov</b>	Evaluate previous year's program's success and fiscal outcomes; Prepare draft Annual Report.
<b>Dec</b>	Finalize Annual Report; Submit Annual Report to NHTSA by December 31 <sup>st</sup> .

## Performance Report

The Highway Safety Behavioral Grant Program (HSO) 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, SADD, Prevention Management Organization (PMO), WYDOT Public Affairs Office, as well as many others. Partnering with diverse groups and agencies has allowed the HSO to eliminate redundancy, distribute a consistent message statewide, grow partnerships, and more effectively target the at-risk Wyomingites through education, outreach, and enforcement.

In 2016, Wyoming had success in reducing fatalities to 112 (53 unrestrained fatalities and 31 alcohol related fatalities) compared to 2015 with 145 fatalities (83 unrestrained fatalities and 51 alcohol related fatalities) per the Wyoming Electronic Crash Records System (WECRS). Wyoming law enforcement made 399 DUI arrests, and issued 8,132 speed citations with 1,373 citations on grant funded overtime enforcement.

The HSO met its FY2016 targets in areas of fatalities, serious injuries, unbelted fatalities, impaired driving fatalities, and speed related fatalities 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

Wyoming did not meet its goal in the following areas: C7-Motorcycle Fatalities, C8-Unhelmeted Fatalities, C9-Young Drivers, C10-Pedestrians, C11-Bicyclists.

### *C7-Motorcycle Fatalities and C8-Unhelmeted Fatalities*

The WYDOT Highway Safety Motorcycle Safety Program (MSP) worked to lower the number of motorcycle fatalities through heightened public awareness campaigns of motorcycles on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment. The MSP partnered with the Public Affairs Office to develop and place media via television, radio, newspaper, magazine, and internet for the public to be more aware of motorcyclists on the streets and roadways. PAO continued to use the campaign, "We're not just vehicles. We're People. Share the road with motorcycles". Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) and the Wyoming Highway Patrol worked overtime grants to target impaired riders.

Wyoming will continue its public education, motorcycle training, outreach and enforcement in FY2018 to reach performance targets.

### *C9-Young Drivers*

Young drivers involved in fatal crashes are being addressed through projects such as Students Against Destructive Decisions (SADD), Click, WHP Safety Education, and outreach done by Safe Communities Region 1, 2 and 5. FY2017 welcomed the SADD Program which started several chapters in Wyoming. In FY2018, SADD plans to implement chapters in every Wyoming county. The WHP will solely fund the successful Alive at 25 Program and the Click Program will continue in its young driver efforts in Laramie County.

### *C10-Pedestrians and C11-Bicyclists*

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. On average, Wyoming has one bicycle fatality and 5 pedestrian fatalities per year.

WYDOT's Public Affairs Office conducted media campaigns with great success in advancing the Highway Safety messages across the state. Media outlets including TV, radio, newspaper, billboards, internet radio, DMS, social networks, and event banners were utilized in programs in schools and colleges, messaging at University sporting events, and rodeos of all levels across the state. Safe Communities and WYDOT Public Involvement Specialists also assisted with targeted messaging in their respective districts and at booths at various community events.

Components of the Wyoming Impaired Driving Program included projects by the Governor's Council on Impaired Driving (GCID), training by the Traffic Safety Resource Prosecutor, impaired driving high visibility overtime enforcement, Safe Communities local outreach, DRE/ARIDE/SFST training, preparing for the 24/7 Sobriety Program.

Peter Michaels, Wyoming's Attorney General, made the implementation of the 24/7 Sobriety Program a priority objective of his office with Sweetwater County as the first county to implement this Program in FY2017 with numerous counties following in FY2018.

Over the course of the FY2016 grant year, the Impaired Driving Program Manager delivered over 6,400 contact hours of training for law enforcement officers in the areas of DRE, ARIDE and SFST. In FY2018, the Impaired Driving Program and all aspects of impaired driving instruction and training will be administered by the Wyoming Highway Patrol.

Wyoming's comprehensive Occupant Protection Program included the Safe Communities 1, 2 and 5 local activities, Child Passenger Safety Instructor/Technician Training, statewide media messaging, occupant protection high visibility overtime enforcement, and the Wyoming Seat Belt Coalition (WYSBC).

The WYSBC was reorganized to become a "grass roots" committee charged with developing short and long term goals and implementation strategies to educate, outreach and enforce Wyoming seat belt laws at the local level. The WYSBC strategized and focused more of its resources on social media and public outreach. The WYSBC partnered with the Utah DOT about lessons learned on their successful passing of a primary seat belt law. The 2016 Wyoming Observed Seat Belt Usage was 80.5% which was an increase of 0.7% from the previous year. The 2016 Wyoming Driver Survey indicated that self-reported seat belt use has not changed over the last 5 years with Wyoming drivers reporting they *always or often buckle* 91%. Fifty-five percent of drivers reported that they strongly favor or somewhat favor high fines for failure to wear a seat belt.

The Traffic Records Program key areas of focus included the Traffic Records Project Manager (TRPM), Information Technology Specialist, EMS Electronic Reporting System, and the Highway Safety Analysis and Reporting Projects.

The TRPM assisted the Safety Management System (SMS) in getting the intersection inventory installed, procuring and deploying the Safety Portal and the Map-Based reporting, updating the QA of Crash Data, beginning the process to integrate both motor vehicle and driver data with crash data, and updating the Traffic Records Strategic Plan.

The EMS Electronic Reporting System project increased overall reporting for all EMS agencies with 85.9% compliance. Significant changes and improvements to the WATRS system included a complete renovation and upgraded software platform (WATRS Elite) and added ICD-10 coding components as required by NHTSA.

Funds for existing over-performing projects have been and will continue to be reviewed for appropriateness and will redirect funds to program areas not meeting goals set or that are experiencing little or no change. The HSO will continue outreach to organizations that can bring expertise, program and a funding stream that work towards self-sufficiency to Wyoming such as a continued partnership with SADD and Wyoming Prevention Management Organizations (where traffic safety related). These are projects strategies that will be continued into FY2018.

## **Strategic Enforcement Plan**

In 2016, 86.42% of counties where fatalities occurred had local law enforcement agencies involved in high visibility overtime enforcement activities. State and local law enforcement agencies participate in three mandatory NHTSA national campaigns as a requirement for receiving federal grant funds including the Holiday Campaign, May Mobilization Campaign and National August Crackdown Campaign. These overtime high visibility enforcement campaigns for Click It or Ticket and Drive Sober or Get Pulled Over will include saturation patrols by state, county and municipal law enforcement agencies. The State and local law enforcement have adopted a zero tolerance policy when agencies are working seat belt enforcement.

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) utilize a formula which demonstrates each counties, cities and towns proportional share of traffic crashes targeting impaired driving and unbelted traffic crashes, fatalities and serious injuries. Grant funded criteria for equipment include only agencies that are: 1) in the top 10 counties for crashes or fatal crashes; 2) agency has not received equipment within the last three grant cycles; 3) agency has participated in all mandatory HVE events, and 4) required to participate in high visibility overtime enforcement for the next two upcoming fiscal years. The Highway Safety Office and WASCOP are in the early stages of discussion to develop a more comprehensive funding formula.

The Law Enforcement Liaison (LEL) Program will continue to foster relationships with state and local law enforcement agencies and provide on-site technical assistance to include, but not limited to, assisting with generating local press involvement for mobilizations (seat belt and impaired driving), task force events and other traffic safety related directives given by the Governor's Representative for Highway Safety. The Cheyenne Police Department will assist these efforts by working with local law enforcement with deployment of the Mobile Command Vehicle for local task force and educational events.

In 2016, the DRE/SFST/DECP/ARIDE Program trained over 100 officers in SFST, 108 officers in ARIDE, 86 officers in SFST refresher training, and 17 officers were certified as Drug Recognition Experts. There were eight new DRE Instructors and three SFST Instructors were added to assist with statewide law enforcement impaired driving detection training. Wyoming Peace Officer and Standards Training Program (POST) has implemented software to track law enforcement training and certification which is available to all state and local law enforcement agencies.

Wyoming will monitor the effectiveness of enforcement activities listed in the HSP, make ongoing adjustments as warranted by data, and update the countermeasure strategies and project in the HSP, as applicable, in accordance with 1300.11(d)(5)(i).

The projects that make up TSEP are two high visibility enforcement overtime projects ran by Wyoming Association of Sheriffs and Chiefs of Police (WASCOP), the two high visibility enforcement overtime projects ran by the Wyoming Highway Patrol (WHP), two Law Enforcement Liaisons (LEL) projects, the use of the DUI Command vehicle and training through

the DRE, ARIDE, and SFST training project. The projects the WHP and WASCOP will be implementing will be focused on Occupant Protection or Impaired Driving.

Each of the projects will be monitored through reports submitted with the financial reimbursements requests.

The WASCOP Traffic Safety Committee (TSC) will be advised by the Wyoming Highway Safety Office about any noticeable changes in the data. Based upon the changes in data unused enforcement funds will be reallocated to agencies that are in need of additional funding based on the most recent data collected.

Through the use of LEL's larger high visibility enforcement events will be implemented in higher crash and fatality areas around the state. These events will involve multiple agencies in the data determined geographically areas.

The DUI Command Vehicle will be used primarily in Cheyenne, will be offered for around the State during special local events and for events ran by the LEL's.

The WHP will continue to serve as our statewide law enforcement agency and will continue to implement resources as necessary to meet local and state activities.

## Performance Plan

Wyoming's Highway Safety Behavioral Grants Office is dedicated to developing an annual Highway Safety Plan that allocates Federal Highway Safety Funds in a reasonable, responsible, cost effective manner. Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's abnormally low fatality counts in 2013 and 2016.

Wyoming's primary safety emphasis areas include occupant protection and impaired driving, with attention afforded to speeding 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) and Non-motorized fatalities and serious injuries (State).

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;
- Revision – Upon evaluation and review the SHSP guidance will be revised as necessary to meet the challenges presented by an ever changing transportation system in the State of Wyoming.

## **Impaired Driving**

In 2016, Wyoming had 100 fatal crashes with 112 fatalities, 28 of those crashes involved alcohol with 32 fatalities.

Based on the WYDOT's Problem Identification Report, the Highway Safety Office will continue to work towards reducing impaired driving crashes and fatalities, through countermeasures that focus on reducing impaired driving through awareness, prevention, and enforcement programs statewide. This will be accomplished through continuous efforts by both state and local programs, and continuous enforcement efforts by Wyoming Highway Patrol, county sheriff offices, and city police departments (For details on each project please see the project write-ups).

The efforts and activities that will address impaired driving include:

- Participation by law enforcement agencies in both NHTSA enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways;
- Public awareness through continued engagement with various media mediums available throughout the state;
- Train Drug Recognition Experts (DRE) and provide recertification trainings;
- Provide training for law enforcement officers in Standard Field Sobriety Testing (SFST);
- Continue the efforts of Wyoming's Governor Council on Impaired Driving;
- Coordinate the State's prosecution efforts of impaired drivers through the use of a Traffic Safety Resource Prosecutor (TSRP);
- Grow the presence of teen to teen highway safety education programs throughout the state;
- Identify counties that have higher crashes and fatality numbers and implement highway safety education and prevention programs through local partners.

## **Occupant Protection**

In 2016, Wyoming had 100 fatal crashes with 112 fatalities, 53 of those crashes had 53 unbelted fatalities.

Based on the WYDOT's Problem Identification Report, the Highway Safety Office will continue to work towards reducing unbelted crashes and fatalities, through countermeasures that focus on occupant protection use through awareness, education, and enforcement programs statewide. This will be accomplished through continuous efforts by both state and local programs, and continuous enforcement efforts by Wyoming Highway Patrol, county sheriff offices, and city police departments (For details on each project please see the project write-ups).

The efforts and activities that will address occupant protection include:

- Participation by law enforcement agencies in both NHTSA enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways;
- Public awareness through continued engagement with various media mediums available throughout the state;
- Grow the presence of teen to teen highway safety education programs throughout the state;
- Maintain the statewide Child Passenger Safety program;
- Conduct the required seatbelt observation survey;
- Enhance the presence and reach of the Wyoming Seatbelt Coalition;
- Identify counties that have higher crashes and fatality numbers and implement highway safety education and prevention programs through local partners.

## **Motorcycle Safety**

In 2016 in Wyoming, motorcycle crashes accounted for 1.7% of all motor vehicle crashes but 24% of the state's total fatalities.

Based on the WYDOT Problem Identification Report, the Highway Safety Office will continue to work toward lowering crashes, particularly fatal crashes, through countermeasures that focus on motorcyclist awareness for the traveling public during high motorcycle traffic months and enforcement programs statewide focused on impaired riding. This will be accomplished through continuous efforts by WYDOT's Public Affairs Office through media campaigns and continuous DUI enforcement efforts by Wyoming Highway Patrol, county sheriff offices, and local police departments. Impaired riding enforcement efforts will be included in impaired driving project write ups.

The efforts and activities that will address motorcyclist awareness and impaired riding include:

- Participation by law enforcement agencies in both NHTSA enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways;
- Public motorcyclist awareness through continued engagement with various media mediums available throughout the state during high motorcycle traffic months;
- Coordinate the State's prosecution efforts of impaired riders through the use of a Traffic Safety Resource Prosecutor (TSRP);
- Work directly with Wyoming's Motorcycle Safety Program Coordinator on awareness projects that go beyond standard motorcycle training courses;
- Identify counties that have higher crashes and fatality numbers and implement highway safety education and prevention programs through local safety partners.

## **Data Program**

Wyoming data program is comprised of various dynamic databases not all of which are linked and need quality assurance improvements. Wyoming is working towards merging these complex databases when possible with accurate and up-to-date data. Wyoming's crash accuracy with location errors in 2015 was at a 64% baseline. Integration of the Roadway system that can be linked with crash and other data is at 54.

Through the Wyoming Traffic Records Coordinating Committee (WYTRCC), traffic records improvement projects will be implemented to meet the goals established in the Traffic Records Strategic Plan (For details on each project please see the project write-ups).

The projects are:

- Enhance the Wyoming Electronic Crash Reporting System (WECRS) and Safety and Planning Operational Database (SPOD);
- Reduce crash location data errors in Wyoming Electronic Crash System (WECRS) by end users;
- Increase the linkage between Wyoming Electronic Crash Records System (WECRS), law enforcement, and EMS databases;
- Employ the service of a Traffic Records Project Manager that will assist with on-going and future activities to ensure the success of goals found in the Traffic Records Strategic Plan.

**FY2018 Core Performance, Activity, Behavioral and Outcome Measures**

<b>Core Performance Measures</b>		<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>State 2016*</b>	<b>Target 2018</b>
<b>C-1</b>	Traffic Fatalities (FARS)	123	87	150	145	112	130
<b>C-2</b>	Serious Injuries in Traffic Crashes (State)	455	467	476	460	386	470
<b>C-2a</b>	Serious Injuries/VMT (State)	4.95	4.99	5.05	4.85	4.15	5.44
<b>C-3</b>	Fatalities / VMT (FARS)	1.33	0.93	1.59	1.51	1.20	1.40
<b>C-3a</b>	Urban Fatalities / VMT (FARS)	0.77	0.52	0.99	0.81	0.73	0.90
<b>C-3b</b>	Rural Fatalities / VMT (FARS)	1.57	1.12	1.85	1.79	1.41	1.56
<b>C-4</b>	Unrestrained Passenger Vehicle Occupant	50	41	67	79	53	60
<b>C-5</b>	Alcohol-Impaired Driving Fatalities (FARS)	41	25	48	56	32	41.6
<b>C-6</b>	Speeding-Related Fatalities (FARS)	41	40	48	46	41	45
<b>C-7</b>	Motorcycle Fatalities (FARS)	12	9	16	24	24	15.4
<b>C-8</b>	Unhelmeted Motorcycle Fatalities (FARS)	10	5	10	17	16	11
<b>C-9</b>	Drivers Age 20 or Younger Involved in Fatal	12	14	14	13	15	14
<b>C-10</b>	Pedestrian Fatalities (FARS)	6	4	5	5	5	5
<b>C10a</b>	Pedestrian Serious Injuries (State)	14	12	18	13	24	14.4
<b>C-11</b>	Bicycle Fatalities (FARS)	0	0	5	0	1	1
<b>C11a</b>	Bicycle Serious Injuries (State)	8	5	10	7	6	8.4
<b>S-1</b>	Distracted Driving (State)	9	6	8	10	10	8.8
<b>S-2</b>	Non-Motorized Fatal & Serious Injuries	28	21	38	25	36	30
<b>S-T1</b>	Crash Timeliness (State)	68.9	69.3	72.4	72.9	75.4	80.0
<b>S-T2</b>	Crash Location Accuracy (State)				64	94.2	96.0
<b>S-T3</b>	Crash/Driver Integration (State)			0.0	92.1	93.0	95.0
<b>S-T4</b>	LRS Coverage (State)	12719	12838	16211	16592	16832	18000
<b>S-T5</b>	Roadway Integration (Linkable MIRE elements) (State)			44	45	54	60
<b>S-T6</b>	Roadway Integration (CARE/non-MIRE elements)				20	21	21
<b>S-T7</b>	Number of Additional Data Sets Available for Analysis (State)	6	10	10	12	12	12
<b>B-1</b>	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	77.0%	81.9%	79.2%	79.8%	80.5%	81.7%
<b>A-1</b>	Seat Belt Citations	701	1109	1202	961	1373	n/a
<b>A-2</b>	Impaired Driving Arrests	395	583	529	377	399	n/a
<b>A-3</b>	Speeding Citations	5727	6789	7040	8099	8132	n/a

<b>Core Performance Measures 5-Year Moving Averages</b>		2011	2012	2013	2014	2015	State 2016*	Target 2018
<b>C-1</b>	Traffic Fatalities (FARS)	146.6	141.2	126.8	130	128	128	130
<b>C-2</b>	Serious Injuries in Traffic Crashes (State)	705.8	582	525.4	492.6	470.4	469.2	470
<b>C-2a</b>	Serious Injuries/VMT (State)	7.5	6.2	5.61	5.28	5.03	5.03	5.44
<b>C-3</b>	Fatalities / VMT (FARS)	1.56	1.51	1.36	1.39	1.37	1.36	1.40
<b>C-3a</b>	Urban Fatalities / VMT (FARS)	0.95	0.90	0.84	0.89	0.89	0.90	0.90
<b>C-3b</b>	Rural Fatalities / VMT (FARS)	1.8	1.75	1.57	1.61	1.57	1.56	1.56
<b>C-4</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	72	69	60	58	60	60	60
<b>C-5</b>	Alcohol-Impaired Driving Fatalities (FARS)	51	49	41	41	42	41.6	41.6
<b>C-6</b>	Speeding-Related Fatalities (FARS)	57	54	49	47	47	45	45
<b>C-7</b>	Motorcycle Fatalities (FARS)	20	19	17	17	15	15.4	15.4
<b>C-8</b>	Unhelmeted Motorcycle Fatalities (FARS)	14	14	13	13	11	11	11
<b>C-9</b>	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	20	18	17	14	14	14	14
<b>C-10</b>	Pedestrian Fatalities (FARS)	4	5	4	5	5	5.2	5.0
<b>C10a</b>	Pedestrian Serious Injuries (State)	20.4	17.6	15.4	15.8	14.4	14.4	14.4
<b>C-11</b>	Bicycle Fatalities (FARS)	1	1	1	1	1	1	1
<b>C11a</b>	Bicycle Serious Injuries (State)	7.2	8.8	7.8	8.6	8.4	8.4	8.4
<b>S-1</b>	Distracted Driving (State)	12	10	9	7	9	8.8	8.8
<b>S-2</b>	Non-Motorized Fatal & Serious Injuries (State)	32.4	32	28	30.4	29.2	29.2	30

**Wyoming**  
**23 CFR 1300.11(c)**

C1 - To slow the projected increase in fatalities from the 5 year average (2011-2015) of 128.0 to 130.0 by December 31, 2018. The state is currently trending upward.

C2 - To slow the projected increase in serious traffic injuries (State Data) from the 5 year average (2011-2015) of 469.2 to 470.0 by December 31, 2018. The state is currently trending upward.

C3 - To slow the projected increase in Wyoming's Fatality Rate (100 MVMT) from the 5 year average (2011-2015) of 1.36 to 1.40 by December 31, 2018. The state is currently trending upward.

C3a - To maintain the Wyoming's Urban Fatality Rate (100 MVMT) of the 5 year average (2011-2015) of 0.90 to the predicted average of 0.90 by December 31, 2018.

C3b - To maintain the Wyoming's Rural Fatality Rate (100 MVMT) of the 5 year average (2011-2015) of 1.56 to the predicted average of 1.56 by December 31, 2018.

C4 – To maintain Wyoming's passenger vehicle fatalities, in all seating positions, from the 5 year average (2011-2015) of 60.0 to the predicted average of 60.0 by December 31, 2018.

C5 – To maintain Wyoming's alcohol impaired driving fatalities from the 5 year average (2011-2015) of 41.6 to the predicted average of 41.6 by December 31, 2018.

C6 – To maintain Wyoming's speed-related fatalities from the 5 year average (2011-2015) of 45.0 to the predicted average of 45.0 by December 31, 2018.

C7 – To maintain Wyoming's motorcyclist fatalities from the 5 year average (2011-2015) of 15.4 to the predicted average of 15.4 by December 31, 2018.

C8 – To maintain Wyoming's unhelmeted motorcyclist fatalities from the 5 year average (2011-2015) of 11.0 to the predicted average of 11.0 by December 31, 2018.

C9 – To maintain Wyoming's young drivers, age 20 or younger, involved in fatal crashes from the 5 year average (2011-2015) of 14.0 to the predicted average of 14.0 by December 31, 2018.

C10 – To reduce pedestrian fatalities from the 5 year average (2011-2015) of 5.2 to 5.0 by December 31, 2018.

C10a – To maintain Wyoming's pedestrian serious injuries (State Data) from the 5 year average (2011-2015) of 14.4 to the predicted average of 14.4 by December 31, 2018.

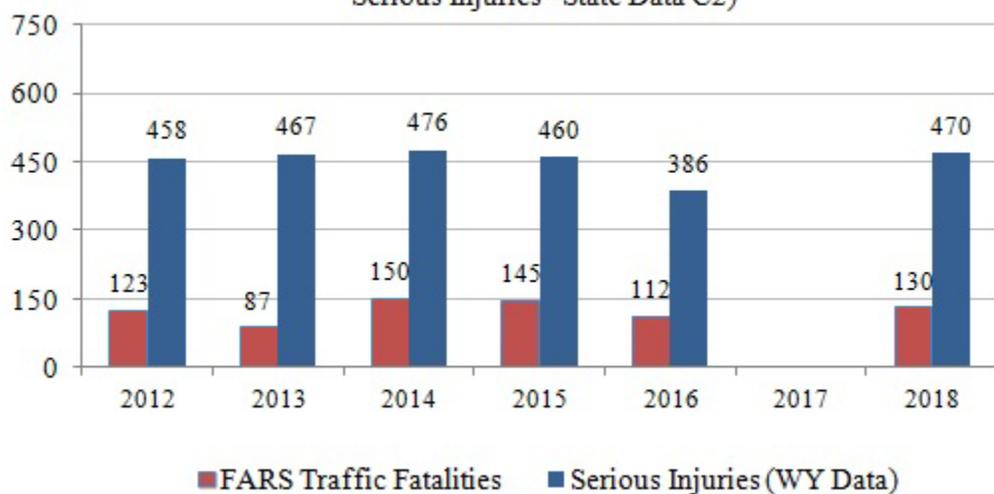
C11 – To reduce bicyclist fatalities from the 5 year average (2011-2015) of 1.2 to 1.0 by December 31, 2018.

C11a – To maintain Wyoming’s bicyclist serious injuries from the 5 year average (2011-2015) of 8.4 to the predicted average of 8.4 by December 31, 2018.

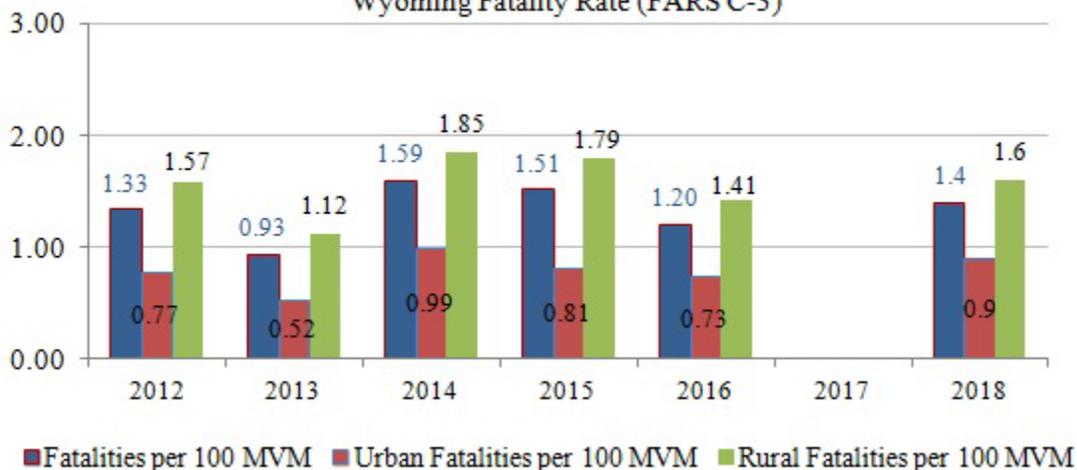
S1 – To maintain Wyoming’s Distracted Driving Fatalities (State Data) from the 5 year average (2011-2015) of 8.8 to the predicted average of 8.8 by December 31, 2018.

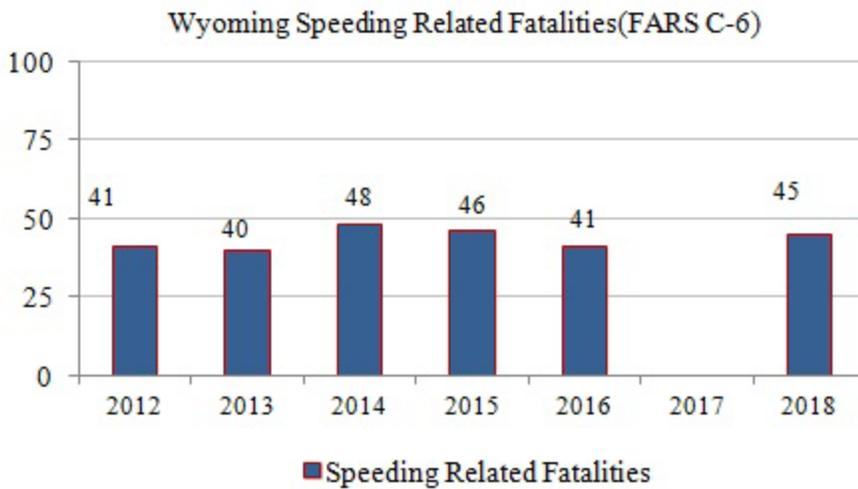
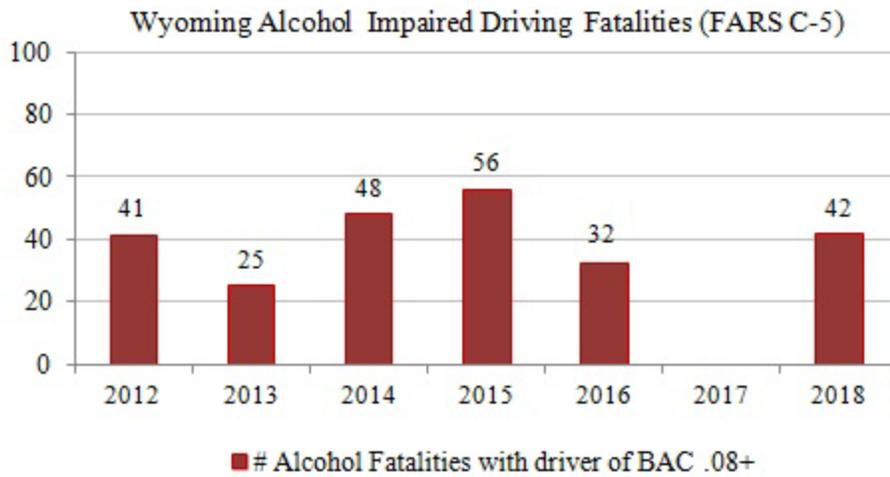
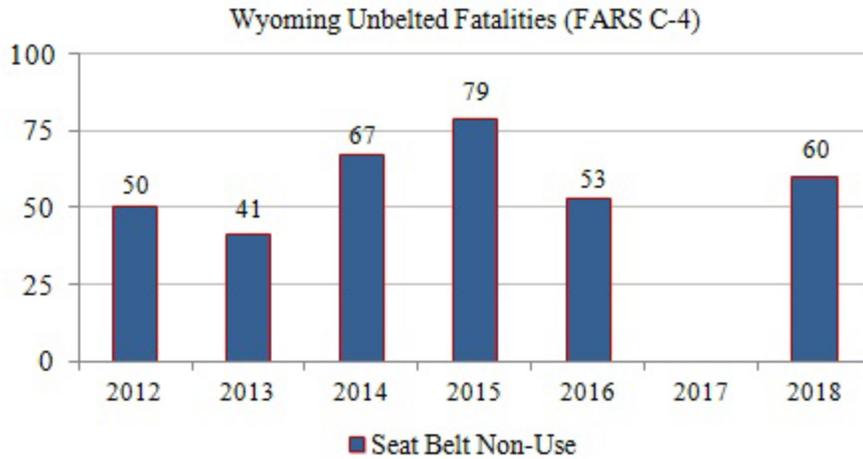
S1 – To slow the projected increase in Non-Motorized Fatal & Serious Injuries (State Data) from the 5 year average (2011-2015) of 29.2 to 30.0 by December 31, 2018. The state is currently trending upward.

Wyoming Fatalities & Serious Injuries (FARS C-1 & Serious Injuries=State Data C2)

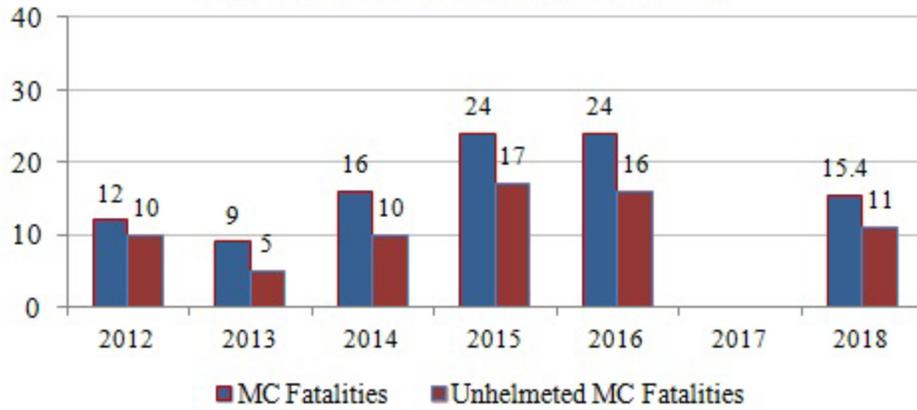


Wyoming Fatality Rate (FARS C-3)





Wyoming Fatal Motorcyclists (FARS C-7&8)

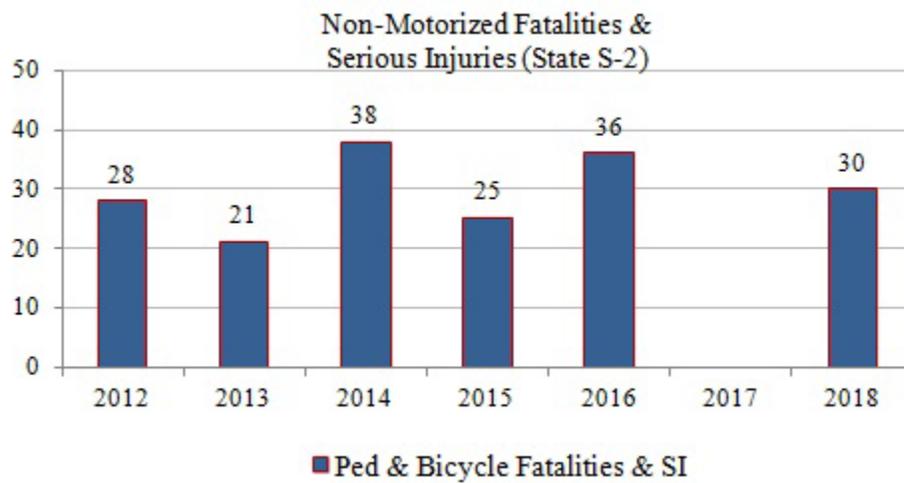
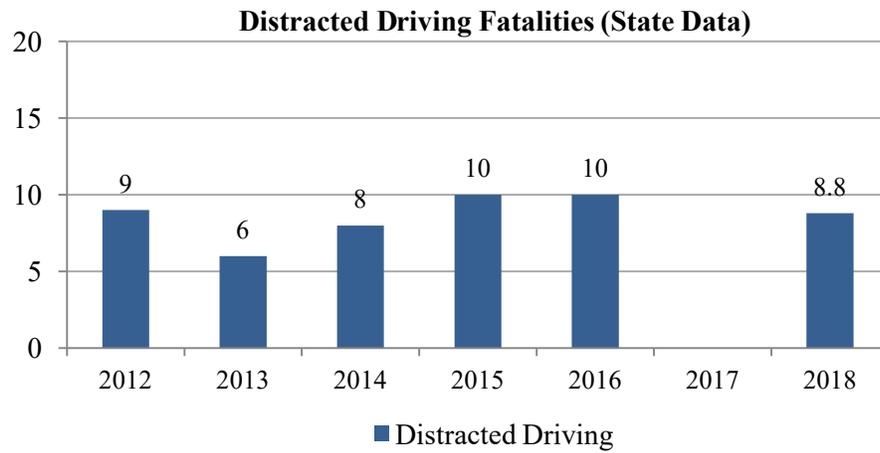
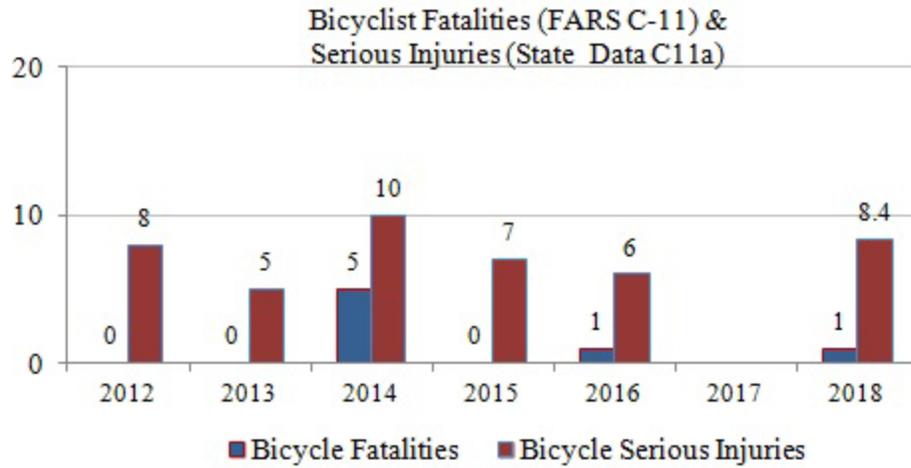


Young Drivers Involved in Fatal Crashes (FARS C-9)



Pedestrian Fatalities (FARS C-10) & Serious Injuries (State Data C10a)





### Traffic Records Performance Measures

		2012	2013	2014	2015	2016	Target 2018
<b>S-T1</b>	Crash Timeliness	68.9	69.3	72.4	72.9	75.4	80.0
<b>S-T2</b>	Crash Location Accuracy				64.0	94.2	96.0
<b>S-T3</b>	Crash/Driver Integration			0.0	92.1	93.0	95.0
<b>S-T4</b>	LRS Coverage	12719	12838	16211	16592	16832	18000
<b>S-T5</b>	Roadway Integration (Linkable MIRE elements)			44	45	54	60
<b>S-T6</b>	Roadway Integration (CARE/non-MIRE elements)				20	21	21
<b>S-T7</b>	Number of Additional Data Sets Available for Analysis	6	10	10	12	12	12

**S-T1** Crash timeliness (crash event to record in the shadow database)

Wyoming will improve the Timeliness of the Crash. While the overall average is very good, working to influence the “lagging” agencies.

**S-T2** Crash Location Accuracy

Improving crash location data while ensuring consistency between the location data elements, the Highway Safety Office and law enforcement agencies.

**S-T3** Crash/Driver Integration

Improving the accuracy of the driver-related elements in crash data and provide a better link between the crash data and driver services.

**S-T4** LRS Coverage

Adding BLM, BIA and State Park Routes.

**S-T5** Roadway Integration (Linkable MIRE elements)

Supporting FHWA requirements, continue to refine the HSM predictive method, in support of Systemic Analyses. Efforts are underway to add several elements to the enterprise database.

**S-T6** Roadway Integration (CARE/non-MIRE elements)

Ensuring all appropriate data sets are available in the safety analysis tool and all non-Mire roadway elements should be in the Safety Portal.

### S-T7 Number of Additional Data Sets Available for Analysis

Ensuring all planned data sets are being incorporated in the Safety Portal such as bar locations, school locations.

### 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.

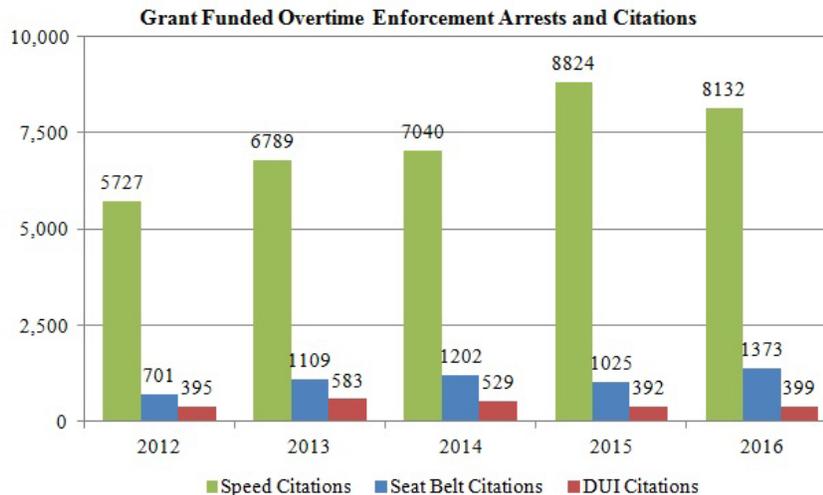
The number of seat belt and child restraint citations issued during FY2016 were 1,373 (1,208 seat belt and 165 child restraint).

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

The number of DUI arrests during the FY2016 grant-funded overtime enforcement activities was 399.

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

The number of speed citations issued during FY2016 was 8,132. Speeding can also be used as a trigger offense to educate and cite individuals not wearing their seat belts.

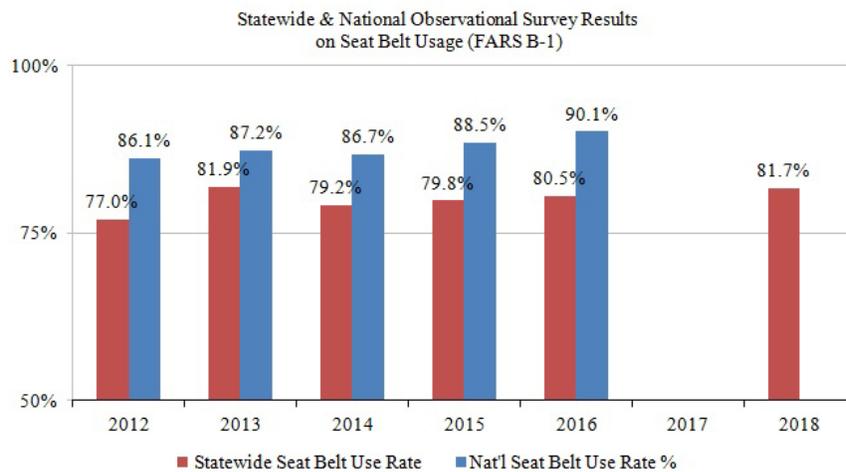


## Observational Seat Belt Survey

### B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (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. Collection Sites were modified in FY2017.

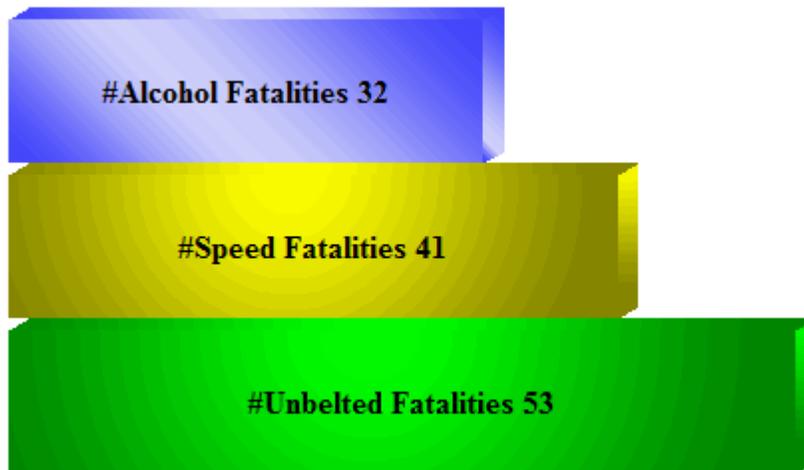
The overall estimate of seat belt use in 2016 for all vehicle occupants was 80.5% belted, with a standard error of 2.3%. The 2016 rate represents an increase of 0.7% over the rate of 79.8% in 2015. Wyoming's goal is to increase seat belt usage from the 2012-2016 average of 79.7% to 81.7% by December 31, 2018.



## 2016 OVERVIEW

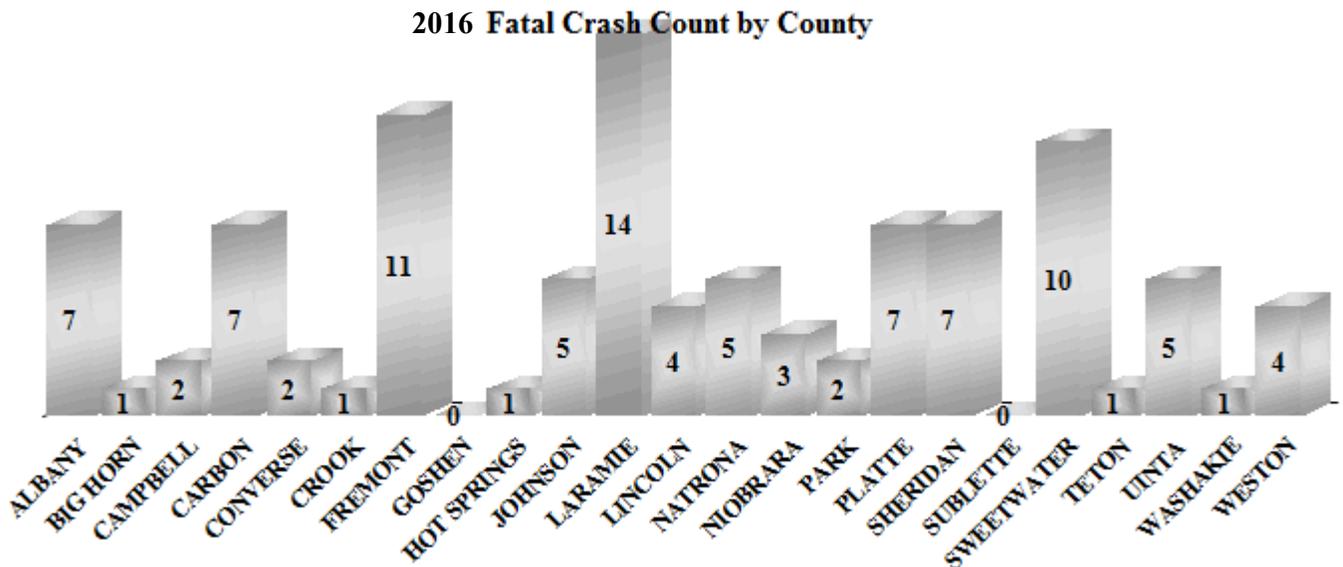
### Data Driven Traffic Safety Priorities

There were 100 fatal crashes with 112 fatalities. 28 of those crashes involved alcohol with 32 fatalities, 39 crashes involved speeding with 41 fatalities and 53 crashes had 53 unbelted fatalities.

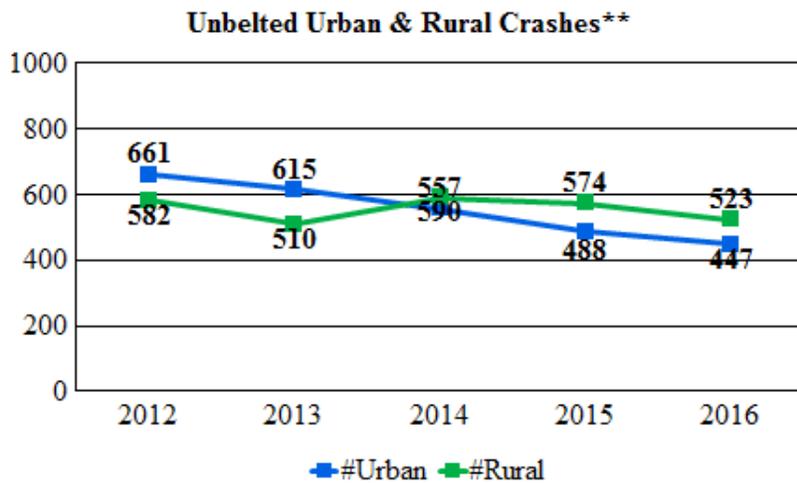
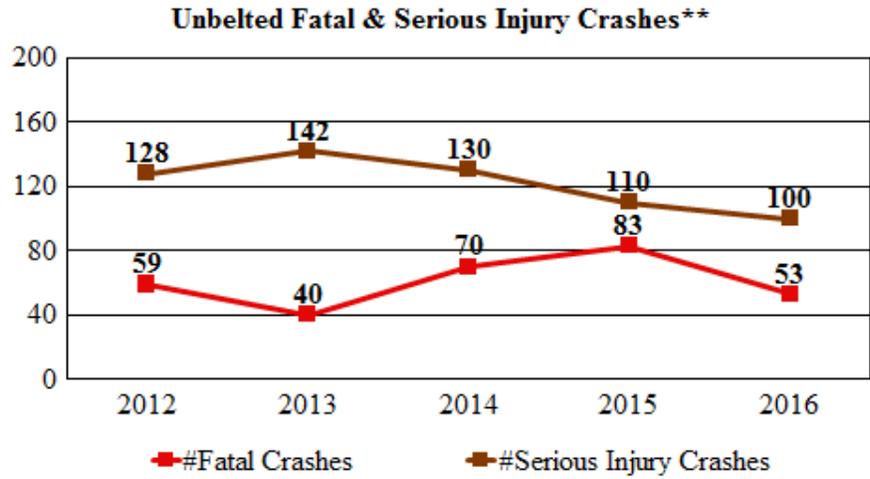
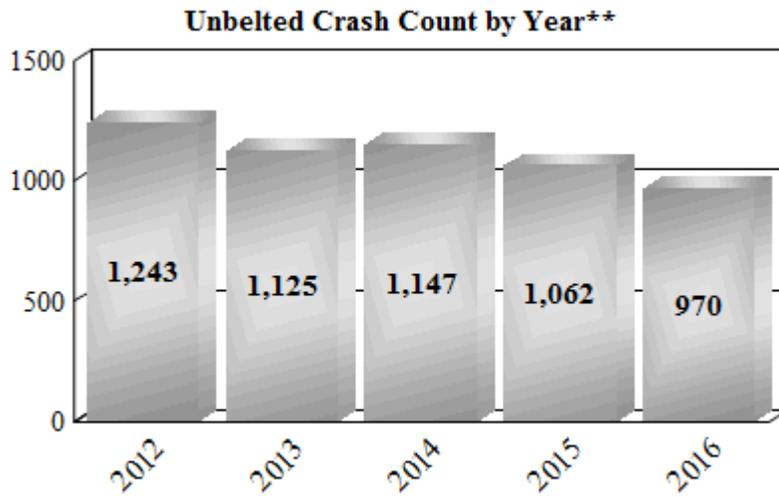


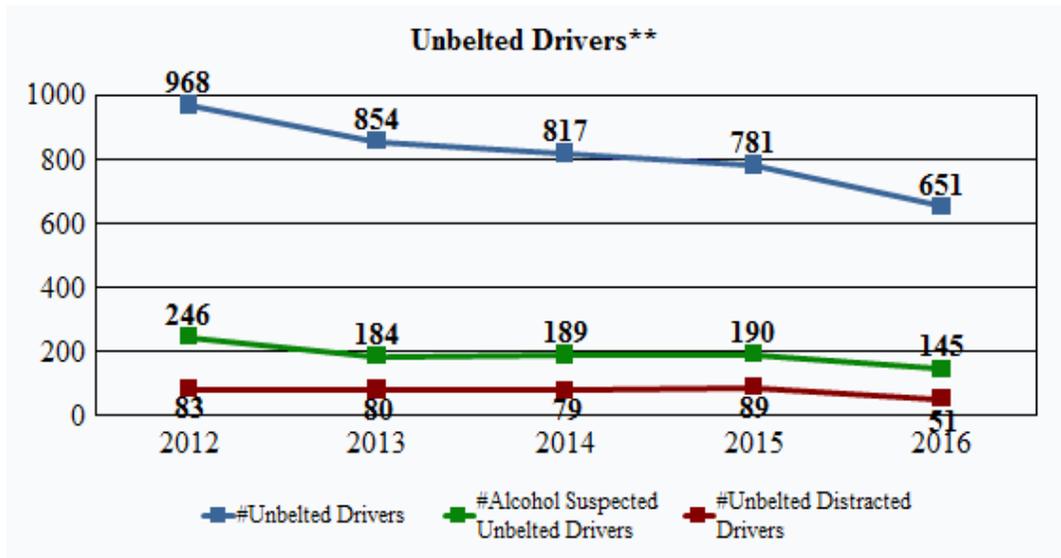
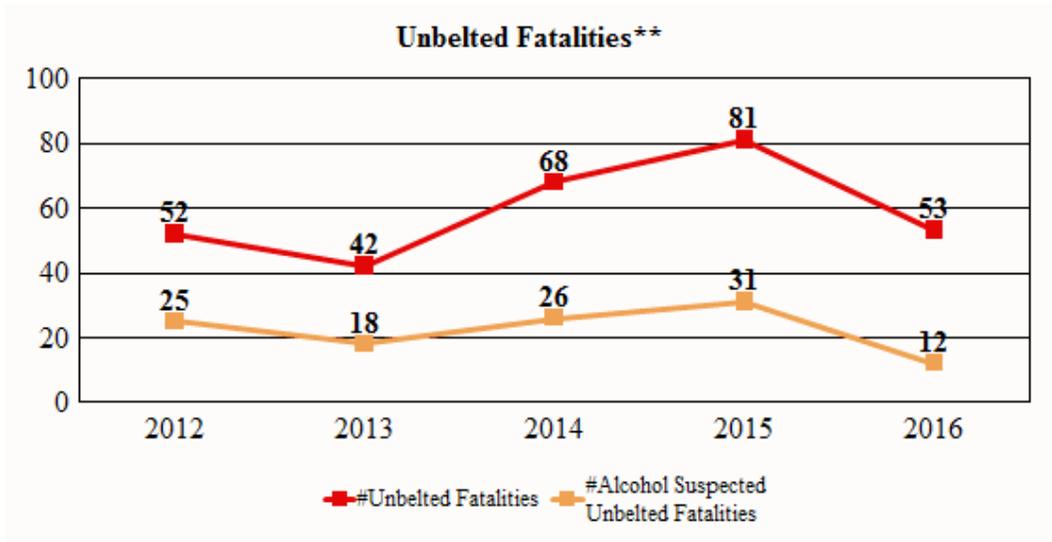
Of the 32 alcohol fatalities 19 of those also did not wear seat belts and 18 were both alcohol and speed related. Of the 53 unbelted fatalities 20 also included speed and 9 of the fatalities involved alcohol, speed, and no belts.

Fatal Crashes decreased from 129 in 2015 to 100 in 2016, a 22% decrease. Fatalities decreased from 145 in 2015 to 112 in 2016, a 23% decrease.

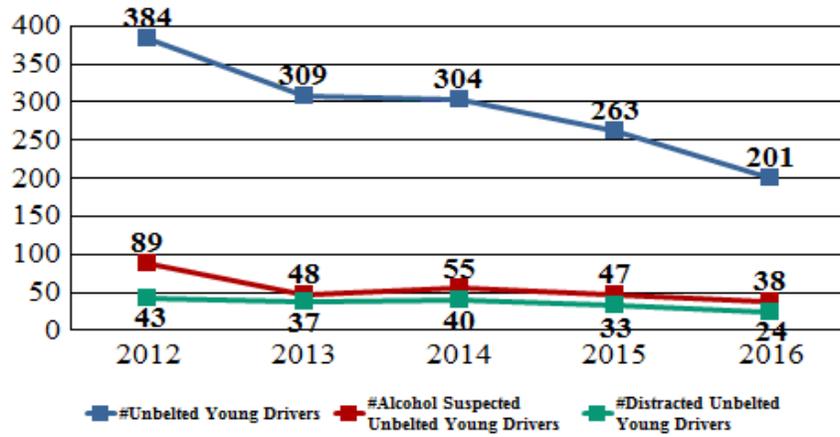


## 2012 - 2016 Unbelted Trend Information

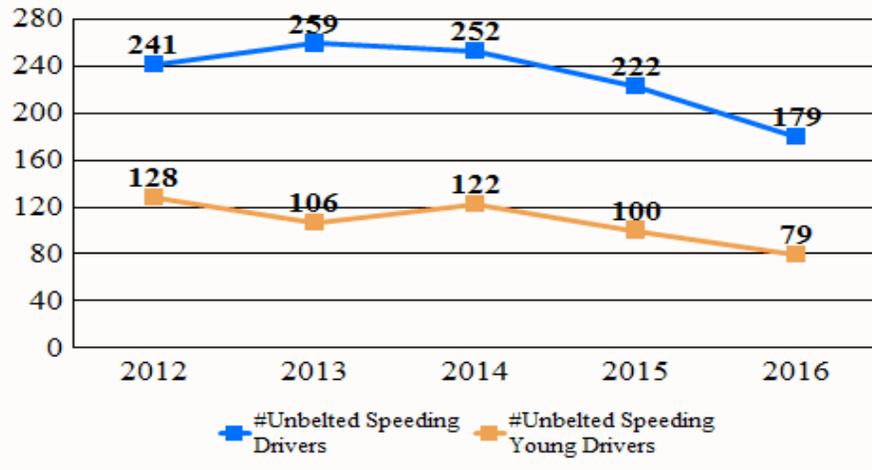




**Unbelted Young Drivers\*\*  
Age 13 - 24**



**Unbelted Drivers Involving Speeding\*\***



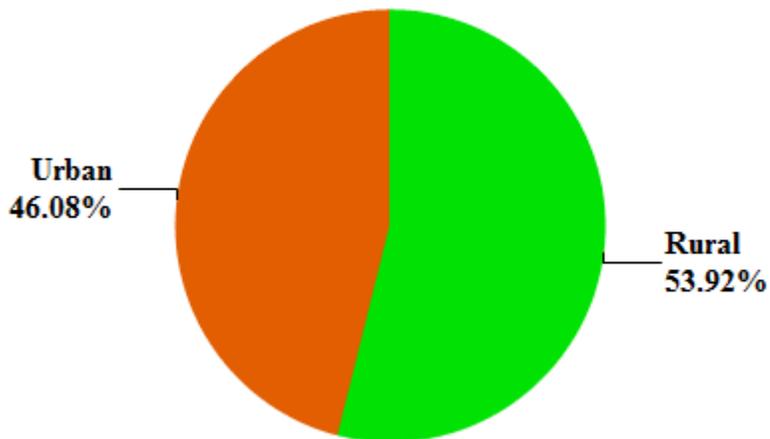
**\*\*The formula used to determine non seat belt use was revised in 2016 and is not comparable to prior years.**

## UNBELTED CRASH STATISTICS

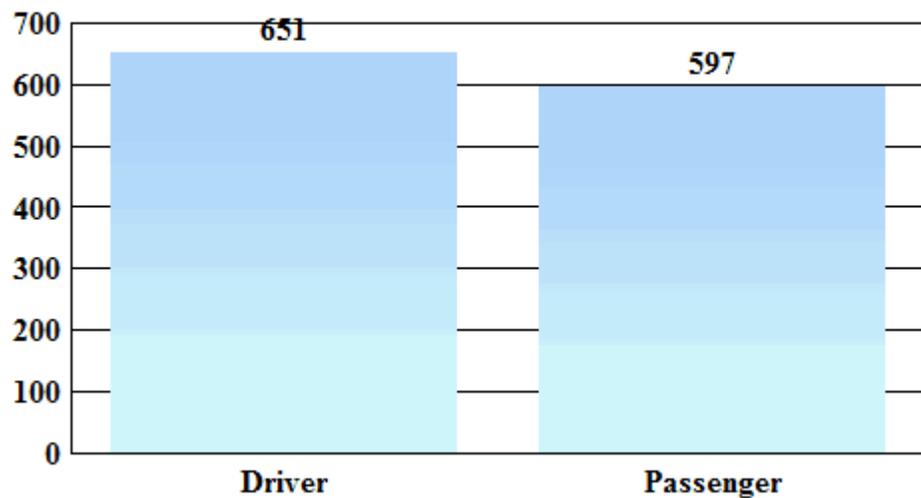
### 2016 Information

In 2016, there were 970 traffic crashes with an unbelted driver or passenger of which: 53 were fatal crashes with 53 unbelted fatalities, 417 injury crashes with 467 people injured and 500 property damage only crashes, resulting in a decrease of unbelted crashes from 2015.

**Unbelted Crashes by Urban/Rural**



**# People Unbelted**

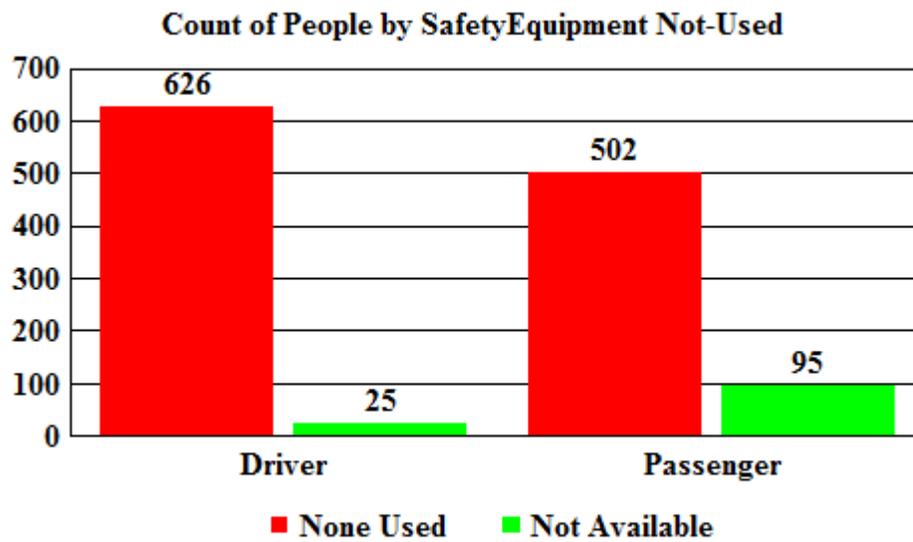


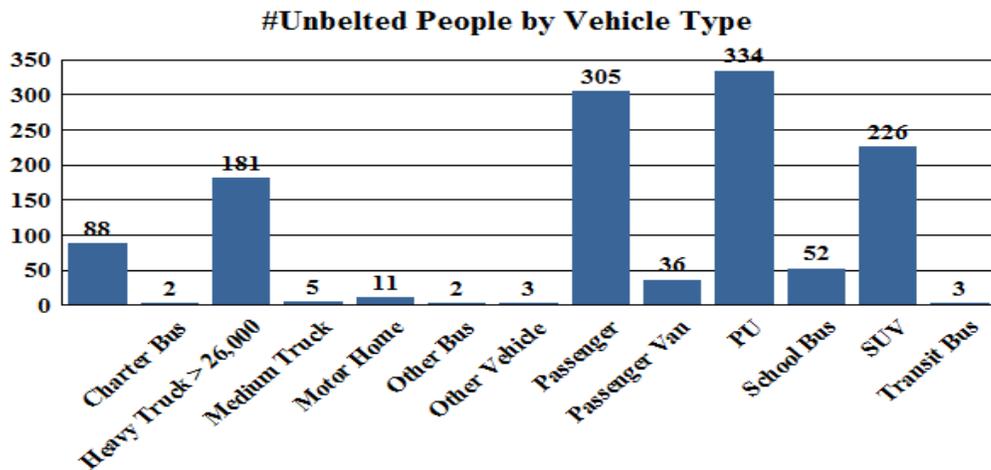
Of the 2564 people involved in the 970 unbelted crashes 1248 (49%) were not using seat belts. In 2016 68% of all fatalities did **NOT** use seat belts.

\*\*The formula used to determine non seat belt use was revised in 2016 and is not comparable to prior years.

### Unbelted Person Type by Injury Status

	Driver	Passenger	Total
<b>Fatal Injury</b>	32	21	53
<b>Possible Injury</b>	73	63	136
<b>Unknown</b>	18	6	24
<b>Others</b>	528	507	1,035



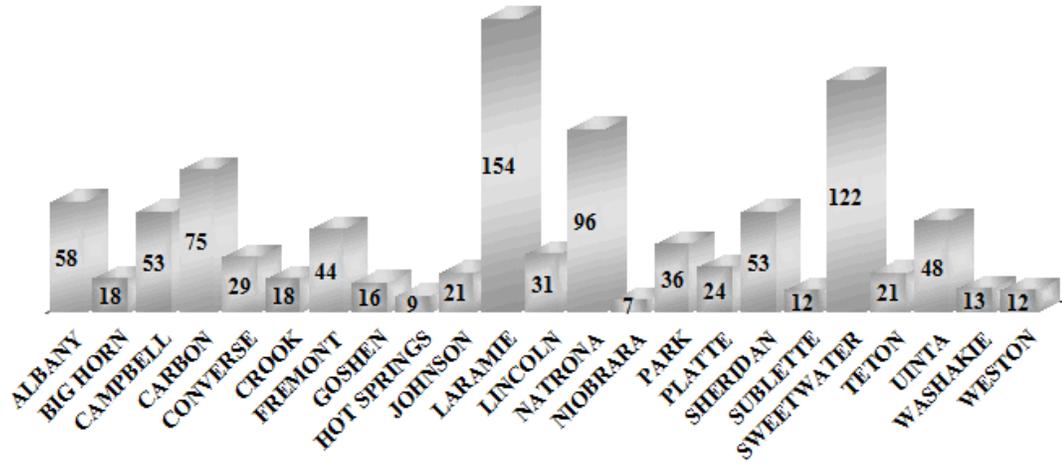


Blank vehicle type is from the animal crash form (PR-903) where vehicle type is not collected.

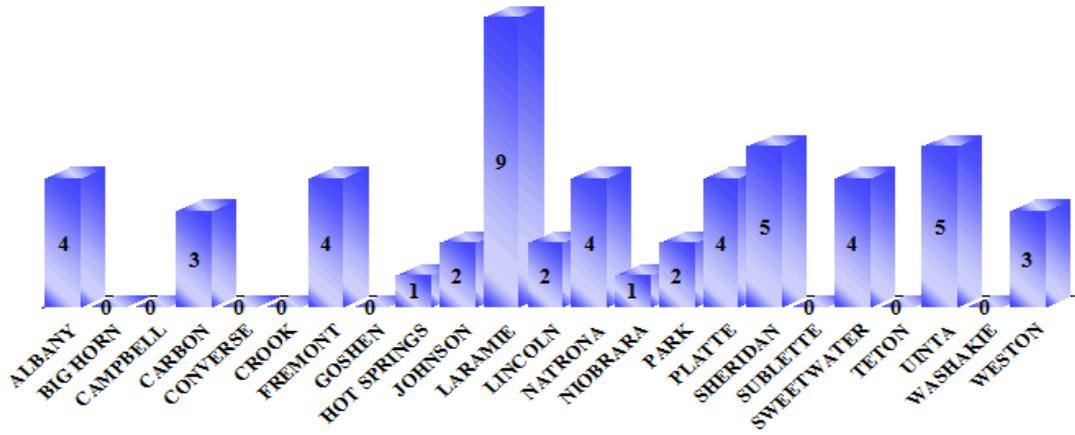
**Unbelted Person Type by Age Group**

	Driver	Passenger	Total
<b>0 - 13</b>	1	67	68
<b>14 - 16</b>	18	55	73
<b>17 - 20</b>	97	97	194
<b>21 - 24</b>	86	55	141
<b>25 - 29</b>	82	58	140
<b>30 - 39</b>	130	90	220
<b>40 - 49</b>	76	76	152
<b>50 - 59</b>	69	53	122
<b>60 - 69</b>	57	27	84
<b>70 - 79</b>	22	5	27
<b>80 +</b>	13	2	15
<b>Unknown</b>	0	12	12
<b>Total</b>	<b>651</b>	<b>597</b>	<b>1248</b>

**Unbelted Crash Count by County**



**Unbelted Fatalities by County**

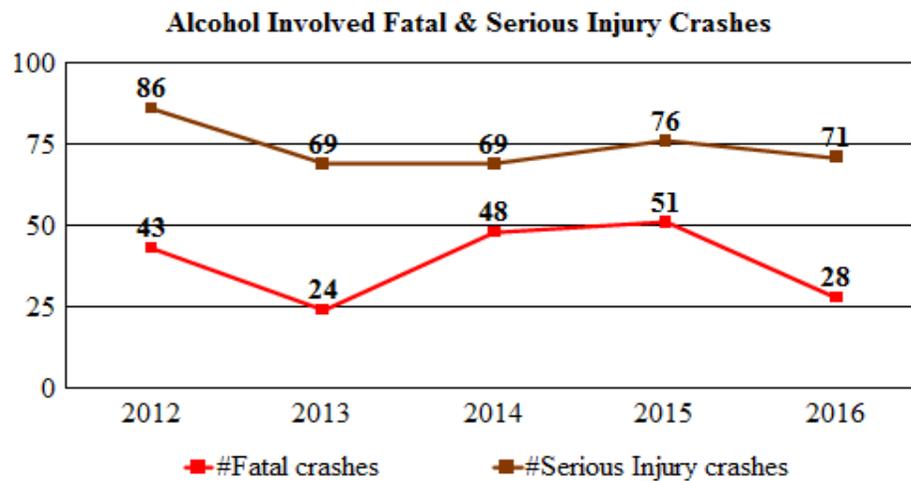
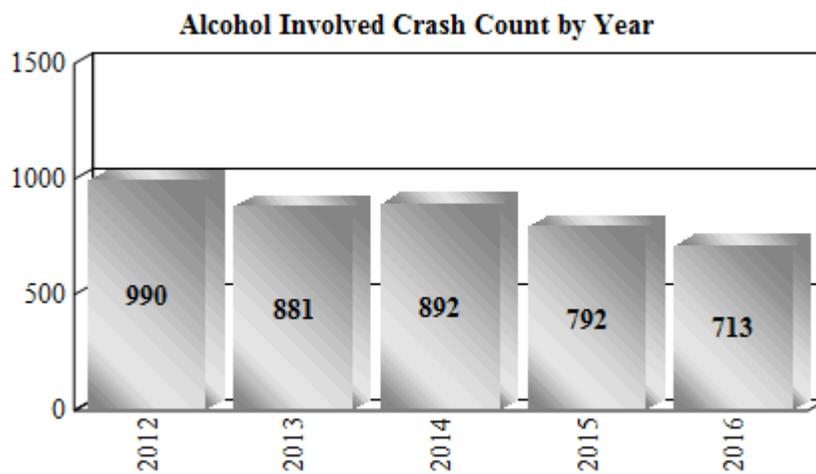


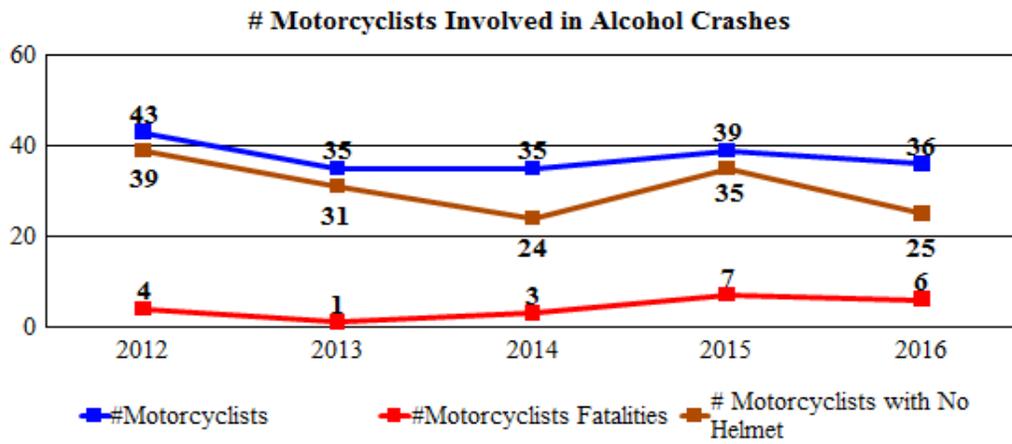
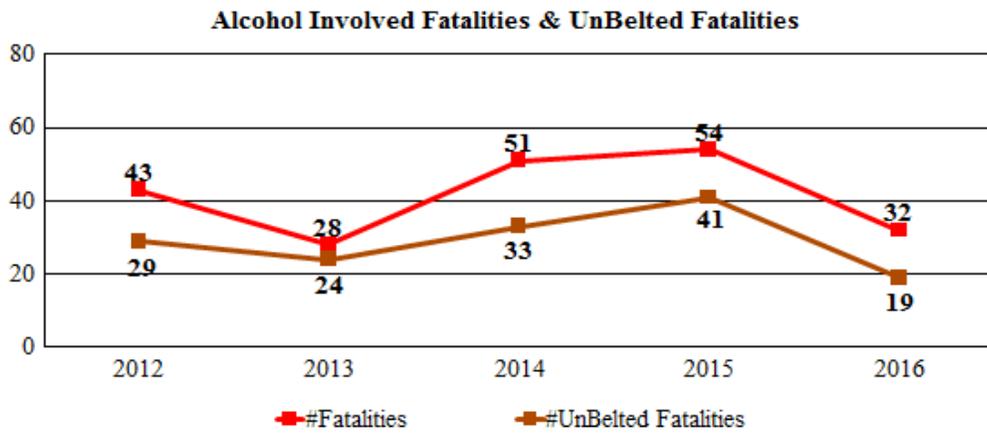
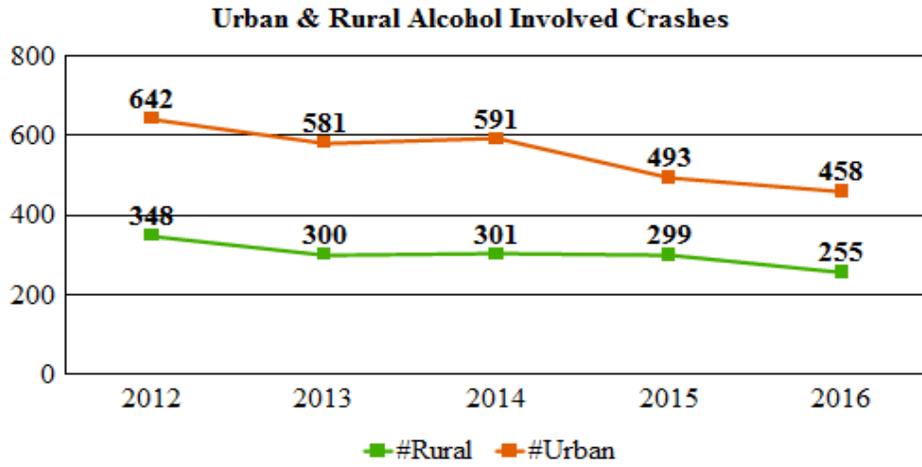
## 2012 - 2016 Alcohol Trend Information

Alcohol Suspected (Officer's opinion or determination) is a positive response to either:

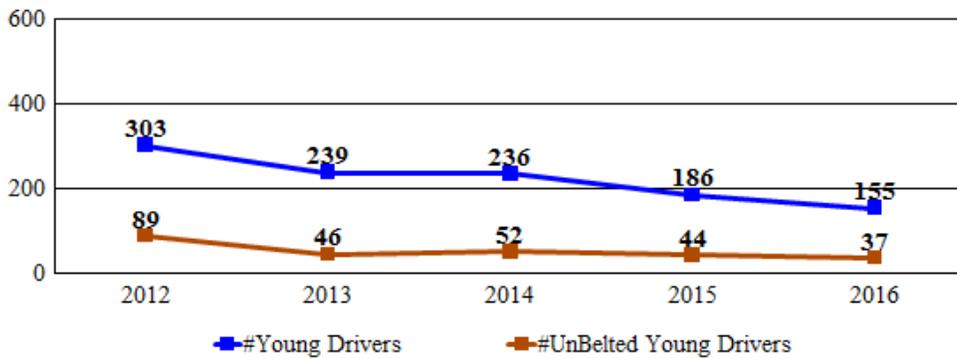
- 1) A citation issued for DUI or drinking (i.e. open container) and/or
- 2) Driver's condition is suspected alcohol use and/or
- 3) Suspect alcohol is marked yes by the officer on the crash form

Alcohol Involved is based on the above criteria plus any lab results received from either the Wyoming State Lab, an outside lab or the coroner's office.

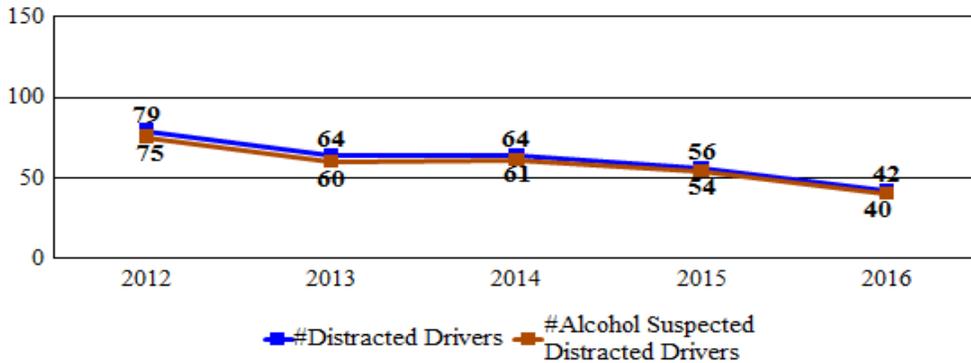




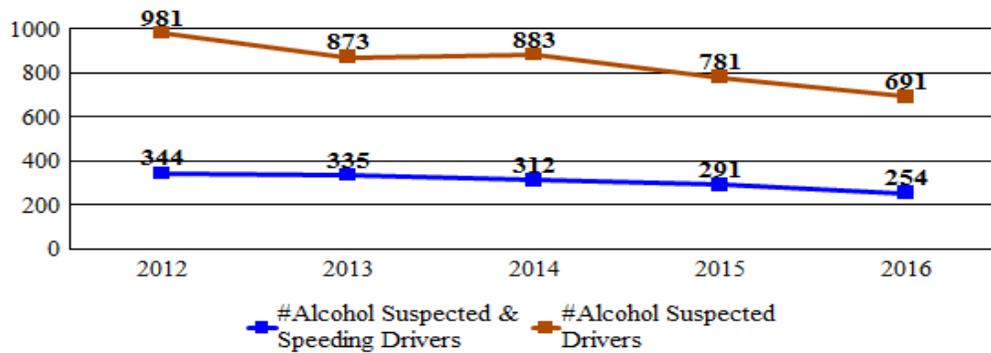
**# Alcohol Involved Young Drivers**  
Age 13 - 24



**# Distracted Drivers Involved in Alcohol Crashes**



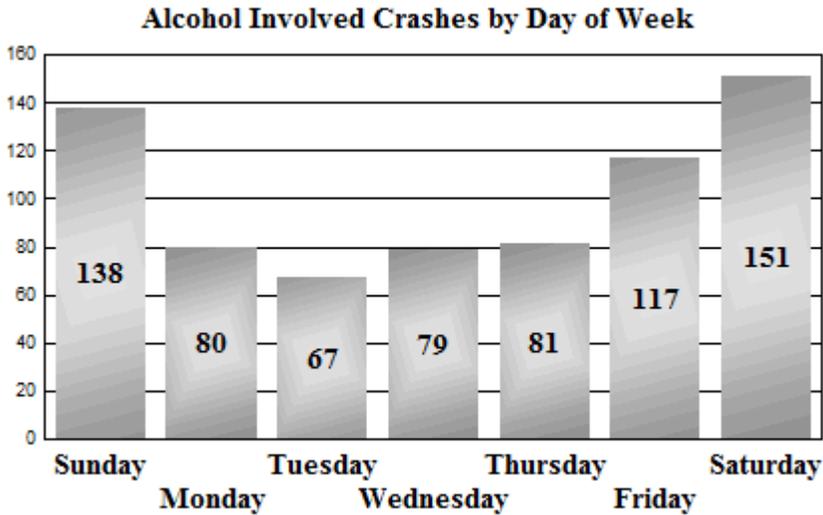
**# Speeding Drivers Involved in Alcohol Crashes**



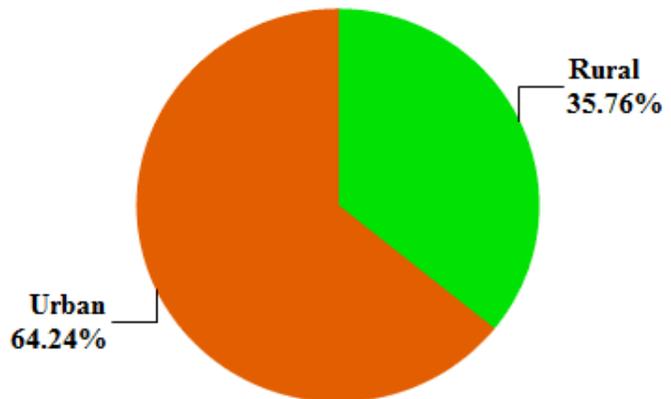
## ALCOHOL INVOLVED CRASH STATISTICS

### 2016 Information

In 2016, there were 713 alcohol involved traffic crashes of which: 28 were fatal crashes with 32 fatalities, 302 injury crashes with 385 people injured, and 383 property damage only crashes, resulting in an 10% decrease of alcohol involved crashes from 2015.



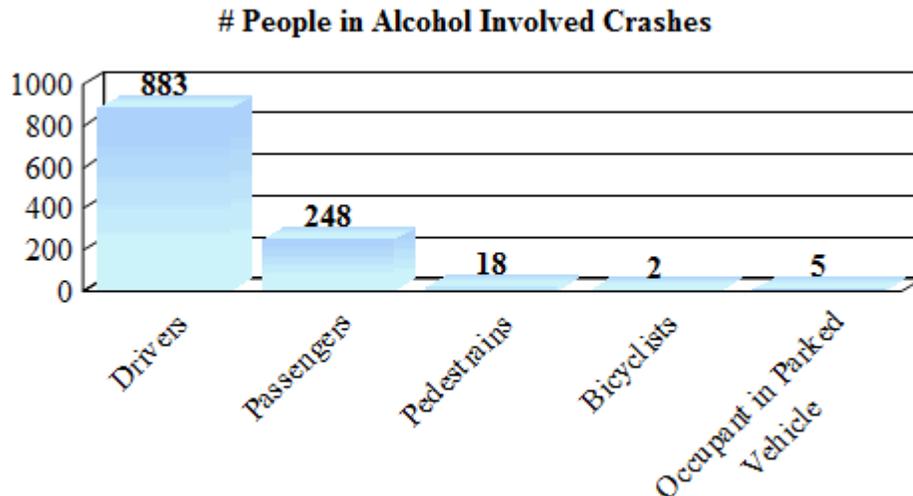
**Alcohol Involved Crashes by Urban/Rural**



July and December were the two highest months with 79 (11%) & 74 (10%) 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	158
3 am - 6 am	50
6 am - 9 am	35
9 am - Noon	22
Noon - 3 pm	39
3 pm - 6 pm	117
6 pm - 9 pm	156
9 pm - Midnight	136
<b>Total</b>	<b>713</b>



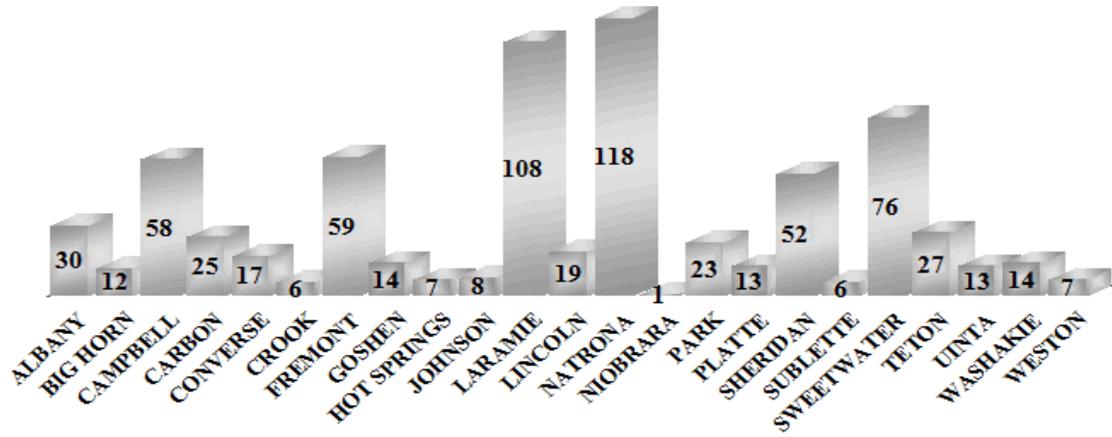
There were 1156 people involved in the 713 alcohol crashes of which: 691 Drivers were suspected of alcohol, 14 Pedestrians were suspected and 1 Bicyclist was suspected.

Of the 1131 drivers & passengers 212 (19%) were not using seat belts. (\*The formula used to determine non seat belt use was revised in 2016 and is not comparable to prior years.)

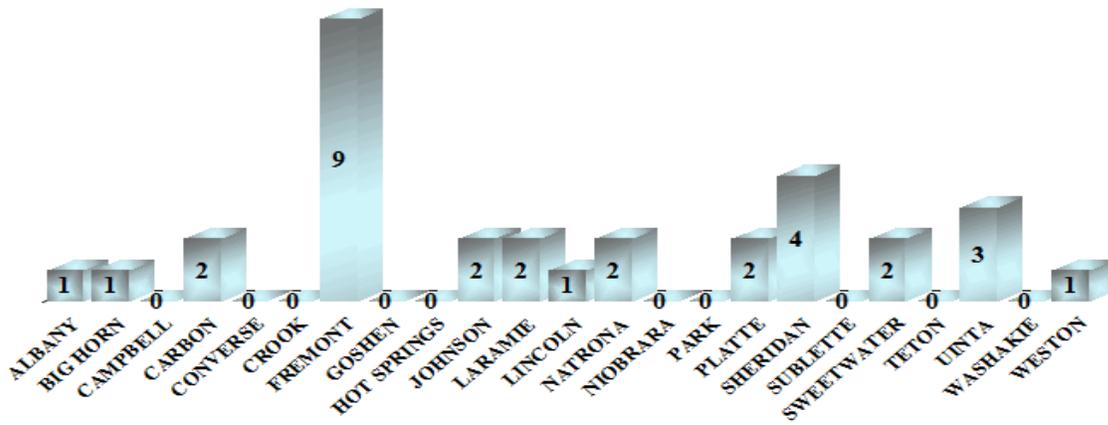
### Alcohol Suspected Involved Type by Age Group & Gender

	Driver				Bicyclists		Pedestrian			Total
	Female	Male	UK	Total	Male	Total	Female	Male	Total	
<b>14 - 16</b>	1	1	0	2	0	0	0	0	0	2
<b>17 - 20</b>	12	31	0	43	0	0	0	0	0	43
<b>21 - 24</b>	28	82	0	110	0	0	0	1	1	111
<b>25 - 29</b>	34	83	0	117	0	0	0	1	1	118
<b>30 - 39</b>	49	116	0	165	0	0	2	1	3	168
<b>40 - 49</b>	36	79	0	115	1	1	0	3	3	119
<b>50 - 59</b>	13	77	0	90	0	0	2	3	5	95
<b>60 - 69</b>	4	25	0	29	0	0	0	1	1	30
<b>70 - 79</b>	0	3	0	3	0	0	0	0	0	3
<b>80+</b>	0	2	0	2	0	0	0	0	0	2
<b>UK</b>	0	0	15	15	0	0	0	0	0	15
<b>Total</b>	177	499	15	691	1	1	4	10	14	706

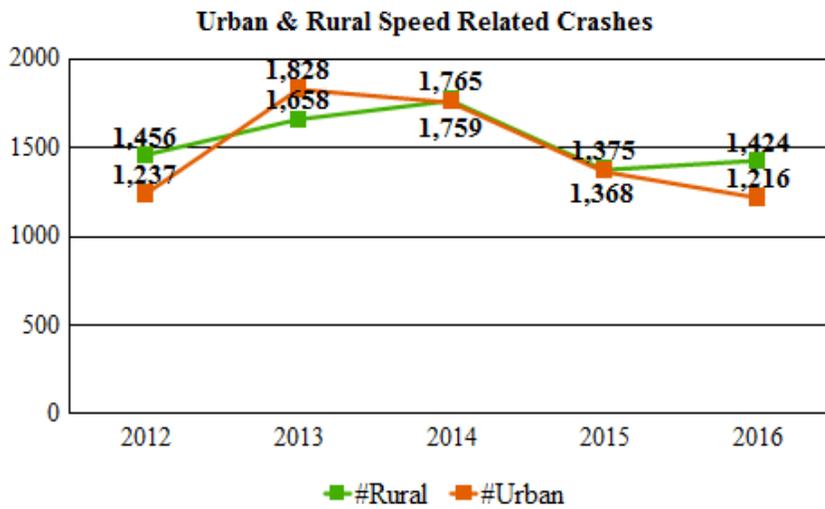
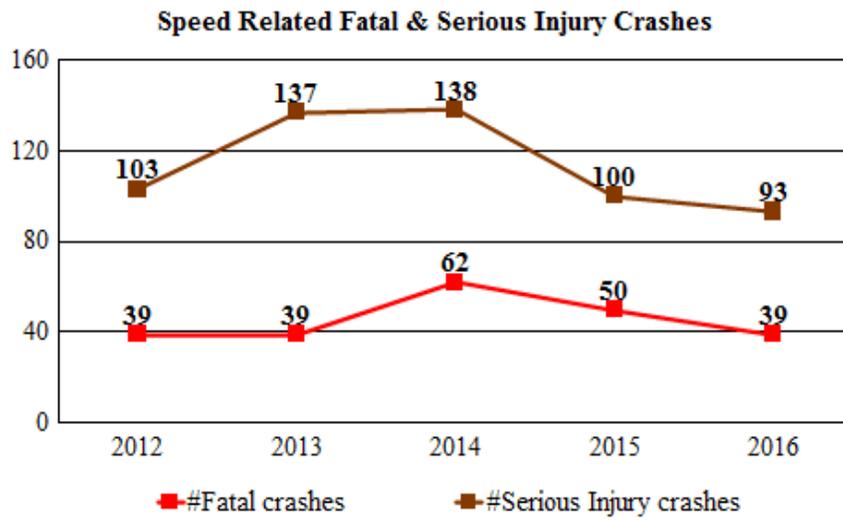
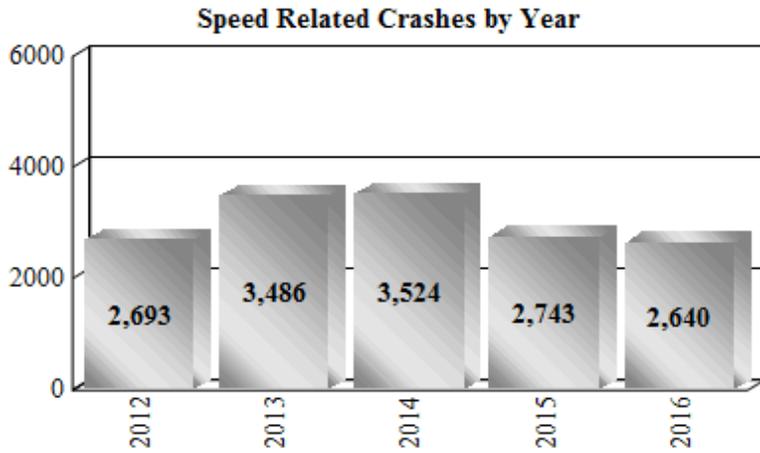
**Alcohol Involved Crash Count by County**

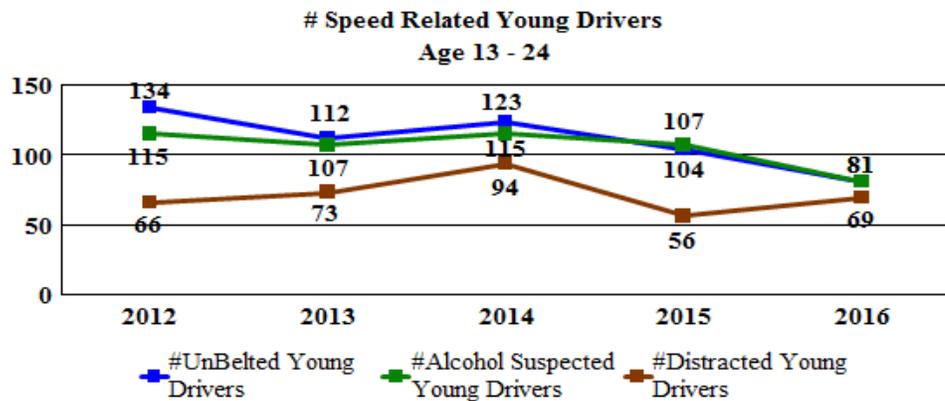
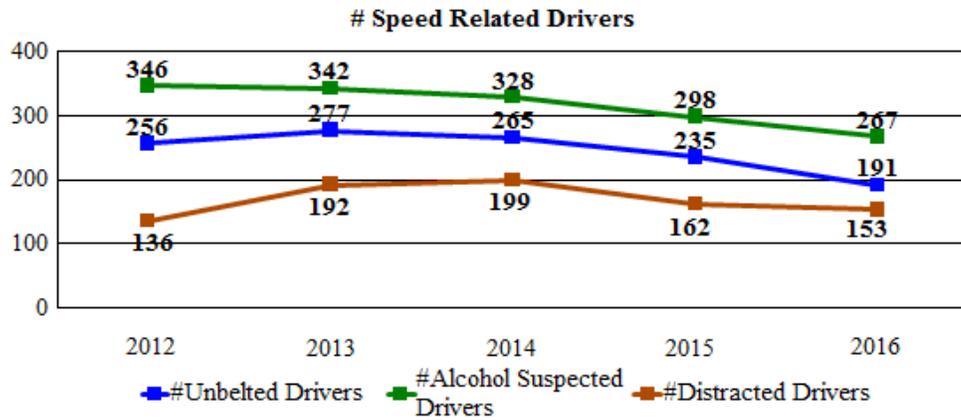
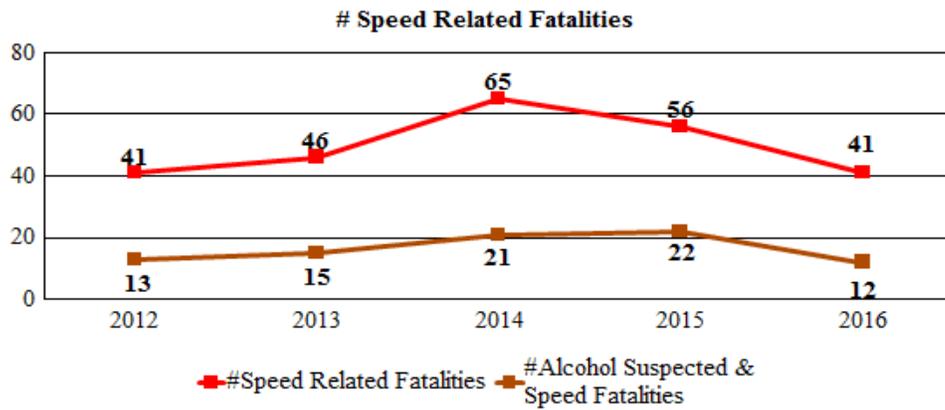


**Alcohol Involved Fatalities by County**



## 2012 - 2016 Speed Related Trend Information

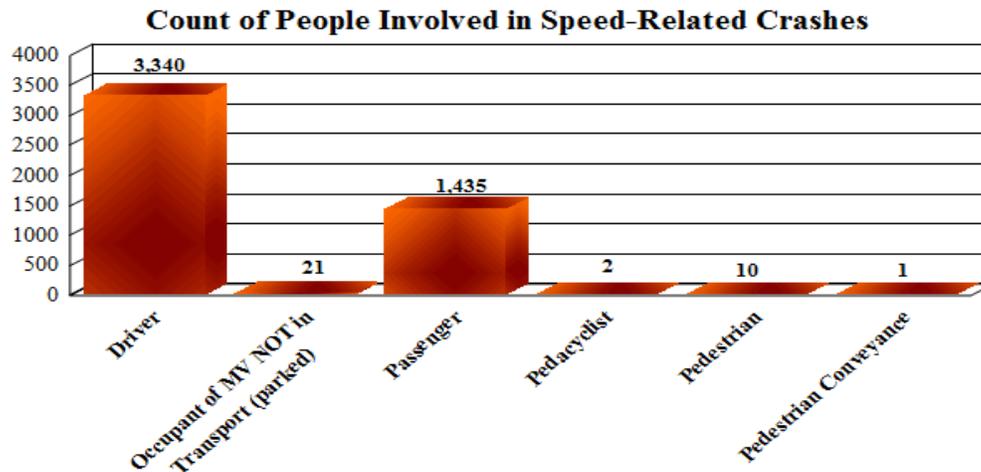
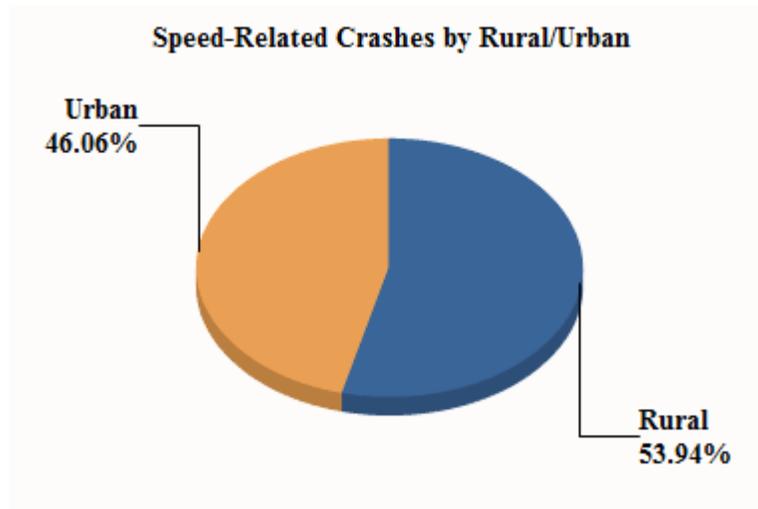




## SPEED-RELATED CRASH STATISTICS

### 2016 Information

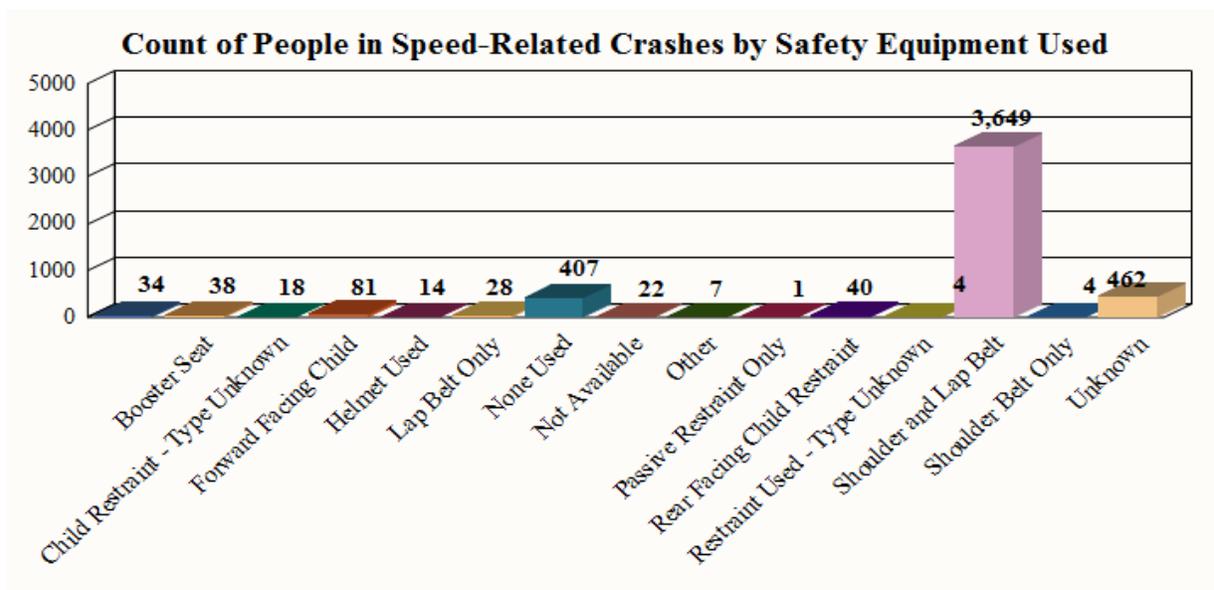
In 2016, there were 2,640 traffic crashes that were speed related of which: 39 were fatal crashes with 41 fatalities, 611 injury crashes with 822 people injured, and 1,990 property damage only crashes, resulting in a 4% decrease in speed related crashes from 2015.



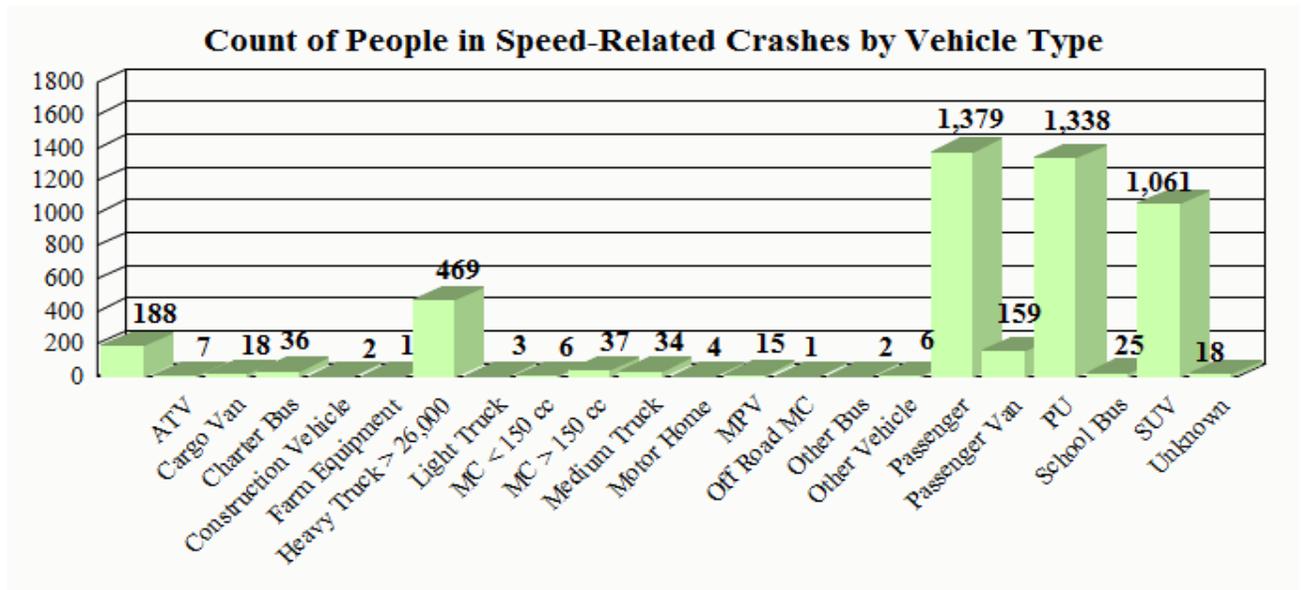
Of the 3,340 drivers involved in speed-related crashes 2,754 drivers (82%) were speeding.

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

	Driver	Occupant of MV NOT in	Passenger	Pedacvclist	Pedestrian	Pedestrian Conveance	Total
<b>Fatal Injury</b>	29	0	11	0	1	0	41
<b>No Apparent Injury</b>	2,638	19	1,143	0	0	0	3,800
<b>Possible Injury</b>	196	1	89	1	1	0	288
<b>Suspected Minor Injury</b>	265	0	136	0	5	1	407
<b>Suspected Serious Injury</b>	81	0	42	1	3	0	127
<b>Unknown</b>	131	1	14	0	0	0	146
<b>Total</b>	3,340	21	1,435	2	10	1	4,809



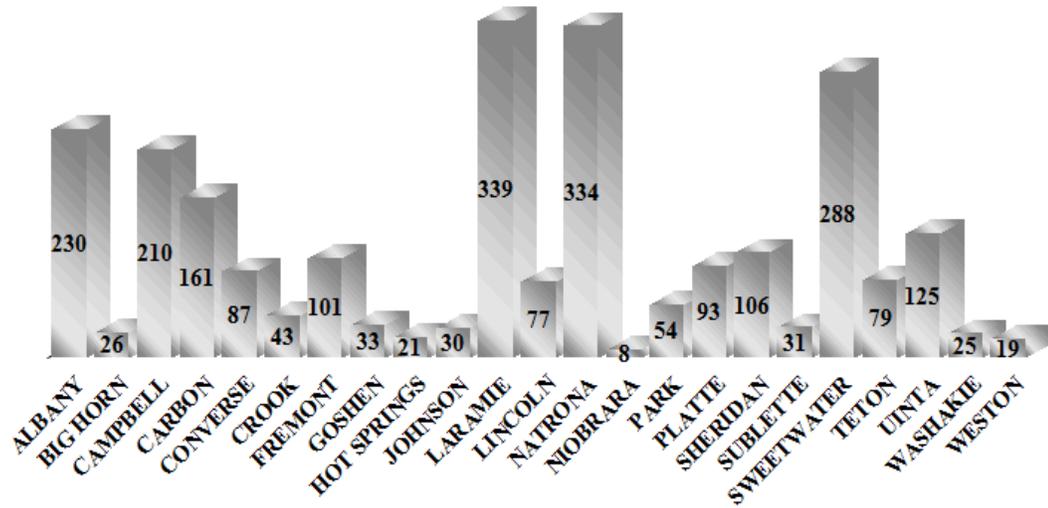
Blank Safety Equipment is Pedestrians, Pedacyclists & Occupants of a vehicle.



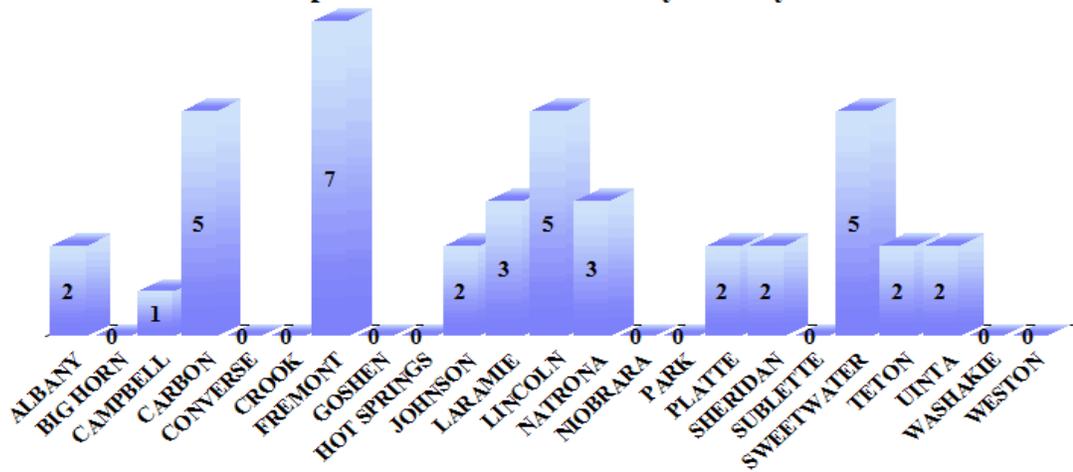
### Count of People in Speed-Related Crashes by Age Group

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Pedestrian Conveyance	Total
<b>0 - 13</b>	2	3	313	1	1	0	320
<b>14 - 16</b>	146	1	140	0	0	0	287
<b>17 - 20</b>	465	4	222	1	1	0	693
<b>21 - 24</b>	378	1	144	0	0	0	523
<b>25 - 29</b>	458	1	112	0	0	0	571
<b>30 - 39</b>	629	3	163	0	2	1	798
<b>40 - 49</b>	445	4	127	0	3	0	579
<b>50 - 59</b>	434	2	88	0	2	0	526
<b>60 - 69</b>	218	1	47	0	1	0	267
<b>70 - 79</b>	76	1	19	0	0	0	96
<b>80 +</b>	89	0	60	0	0	0	149
<b>Total</b>	3,340	21	1,435	2	10	1	4,809

**Speed-Related Crashes by County**



**Speed-Related Fatalities by County**



**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, 2017 and extend through September 30, 2018, the end of the first full fiscal year of the State.

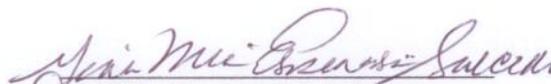
Whereas the State of Wyoming has elected to match Federal highway safety funds in accordance with paragraph (b) (2) of Section 120 (b) of Title 23, United States Code, as amended, and NHTSA Order 462-6C;

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, 2017.

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

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

<b>Project Name:</b>	Planning & Administration		
<b>Project Number:</b>	PA-2018-MP-PA-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402 P&A	<b>Performance Target:</b>	C1
<b>Match:</b>	\$20,720.70	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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, invitational 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:

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

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$55,000.00	
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs	\$23,500.00	
	Indirect Cost	\$	0.00
	<b>Sub Total</b>	\$78,500.00	
	WYDOT ICAP (11%)	\$	<u>8,635.00</u>
	<b>Total</b>	\$87,135.00	

<b>Project Name:</b>	IPR DUI Monitoring and Probation		
<b>Project Number:</b>	AL-2018-FA-AL-01		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$11,611.71	<b>Maintenance of Effort:</b>	\$11,611.71
<b>Local Benefit:</b>	\$110,488.29	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2015, Fremont County accounted for 13 of the 51 Wyoming alcohol related traffic fatalities. 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 75%. Of the 75% that successfully complete the program, there is a recidivism rate of less than one percent.

DUI Supervised Probation (DSP) manages persons convicted of DUI charges dubbed as “hard-core drunk drivers” and impaired drivers. These clients are accountable for consumption of alcohol, drug use, and legal vehicle operation while on probation with IPR. Accountability is accomplished by implementing twice daily BAC testing, transdermal alcohol content monitoring, observance of ignition interlock, regular meetings, appropriate referrals for services, and following court orders.

The project activities include:

- Build and implement a DUI offender education program for Fremont County;
- Monitor alcohol consumption for all DUI offenders (pre and post sentencing) and to any agency with clientele who have a history relevant to impaired driving as ordered by the courts;
- Supervise probation for individuals who have a first time DUI and subsequent DUIs;
- Partner with judges, treatment providers, defense attorneys, and prosecuting attorneys to provide outreach education on programs;
- Survey clients responses on effectiveness of the alcohol monitoring program.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** IPR DUI Monitoring and Probation- Continued  
**Project Number:** AL-2018-FA-AL-01  
**Project Sub Recipient:** Injury Prevention Resources

			Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$ 77,140.00	\$20,000.00
	Travel/Training	\$ 9,360.00	\$ 3,250.00
	Contractual	\$ 0.00	\$ 0.00
	Equipment	\$ 1,500.00	\$ 3,250.00
	Other Direct Costs	\$ 22,000.00	\$10,000.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$110,000.00	\$36,500.00
	WYDOT ICAP (11%)	<u>\$ 12,100.00</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$122,100.00	\$36,500.00

<b>Project Name:</b>	ID Comprehensive Highway Safety		
<b>Project Number:</b>	AL-2018-FA-AL-02		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5
<b>Match:</b>	\$3,166.83	<b>Maintenance of Effort:</b>	\$3,166.83
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2016, there were 31 alcohol related fatalities. Driving under the influence arrests accounted for 26.7% of all arrests with an average reported blood alcohol content (BAC) statewide of 0.1591. The average reported BAC for 562 persons who were arrested for DUI after being involved in a traffic crash was .20.

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 highway safety activities such as the following local, state, and national events:

- Holiday Campaign and National August Crackdown;
- State Fair and Rodeo Seasons;
- Traffic safety summits.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$30,000.00
	Indirect Cost		<u>\$ 0.00</u>
	<b>Sub Total</b>		\$30,000.00
	WYDOT ICAP (11%)		<u>\$ 3,300.00</u>
	<b>Total</b>		\$33,300.00

<b>Project Name:</b>	Sublette County DUI Reduction Campaign		
<b>Project Number:</b>	AL-2018-FA-AL-03		
<b>Project Sub Recipient:</b>	Prevention Management Organization of Cheyenne		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$1,615.08	<b>Maintenance of Effort:</b>	\$1,615.08
<b>Local Benefit:</b>	\$15,367.92	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

The most current needs assessment data in Sublette County indicates that 17.3% of adults in the county reported binge drinking compared to the state average of 16%. Alcohol is involved in an average of 88% of all Sublette County DUI arrests, with 2015 data showing 83.3%. In 2015, out of 102 offenses involving arrests in Sublette County, 48 of those arrests were DUI's where the average blood alcohol content (BAC) was .1522. When looking at DUIs as a percentage of all arrests, Sublette sits at 47.1%, while the state percentage is 26.3%.

The Sublette County DUI Reduction Campaign will heighten knowledge about enforcement and consequences of impaired driving. There will be a targeted social marketing effort to build awareness on the dangers and consequences of driving while impaired. This project will utilize proven messages about 1) the financial impact of a DUI; 2) increased enforcement; and 3) the embarrassment caused by a DUI.

The project activities include:

- Work with local law enforcement to increase visibility of DUI traffic stops and arrests via social media;
- Utilize a sub-contractor to develop a mini-series of approved media and graphics on each of the sub-topics being targeted. Mini-series content to include infographics, videos, static images, and animations;
- Utilize paid social media marketing to engage sub-groups based on age, gender, and location;
- Implement an educational series that uses a “hyper local” approach to the content working on the ground level to identify trends, events, and opportunities to make a social impact;
- Purchase and display 15 impaired driving banners;
- Adjust strategy and content based on resident feedback and overall engagement.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Sublette County DUI Reduction Campaign - continued  
**Project Number:** AL-2018-FA-AL-03  
**Project Sub Recipient:** Prevention Management Organization of Cheyenne

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$14,800.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 500.00
	Indirect Cost	<u>\$ 0.00</u>
		<b>Sub Total</b> \$15,300.00
	WYDOT ICAP (11%)	<u>\$ 1,683.00</u>
		<b>Total</b> \$16,983.00

<b>Project Name:</b>	Alcohol Factors		
<b>Project Number:</b>	AL-2018-FA-AL-04		
<b>Sub Recipient:</b>	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$5,954.79	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$56,661.33	<b>Indirect Cost:</b>	\$5,290.92
<b>Capital Equipment:</b>	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 2016 data clearly illustrates the serious public safety concerns that currently exist in Wyoming; a high percentage of alcohol-involved arrests (57.0%), an inordinate number of arrests for public intoxication (2,677) and DUI (3,729), and the high levels of BAC recorded for these individuals (average BAC: 0.2317 for public intoxication and 0.1591 for DUI).

This project activities include:

- Analyze the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2017;
- Analyze the data, produce, print and disseminate an Executive Summary and two year end reports of the alcohol-related arrest data;
- Involve 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.

**Evaluation Measures:**

- Provide monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$40,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 6,120.00
	Indirect Cost (10.35%)	<u>\$ 5,290.92</u>
	<b>Sub Total</b>	\$56,410.92
	WYDOT ICAP (11%)	<u>\$ 6,205.20</u>
	<b>Total</b>	\$62,616.12

<b>Project Number:</b>	AL-2018-FA-AL-05		
<b>Project Name:</b>	Region 2 Safe Communities – Impaired Driving		
<b>Project Sub Recipient:</b>	Wyoming Medical Center		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$10,202.35	<b>Maintenance of Effort:</b>	\$10,202.35
<b>Local Benefit:</b>	\$97,077.86	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Safe Communities, Region 2 is made up of the following counties: Converse, Natrona, Niobrara and Platte. Natrona County is home to Wyoming's second most populous city and had more crashes, at 2,360, than any other county in 2015. In 2016 there were 115 alcohol related crashes in Natrona County with 57 injuries due to crashes; 16 alcohol related crashes in Converse County; 12 alcohol related crashes in Platte County and 1 alcohol related crash in Niobrara County.

Safe Community efforts at the city and county level introduce highway safety educational 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 work towards helping reduce death and injury in each jurisdiction.

The project activities include:

- Conduct a Drive Sober or Get Pulled over kickoff event;
- Conduct event based media campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Conduct community educational events about the dangers of impaired driving;
- Partner with traffic safety advocates such as: Governor’s Council on Impaired Driving (GCID), Alcohol Court Subcommittee, Natrona County Alcohol Taskforce, Natrona County Prevention Coalition; and Prevention Management Organization on impaired driving projects/initiatives;
- Attend traffic safety meetings;
- Utilize social media to interact with people attending local events.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Region 2 Safe Communities – Impaired Driving - Continued  
**Project Number:** AL-2018-FA-AL-05  
**Project Sub Recipient:** Wyoming Medical Center

			Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$ 50,707.84	\$ 0.00
	Travel/Training	\$ 4,753.00	\$ 0.00
	Contractual	\$ 38,188.00	\$ 0.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 3,000.00	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 96,648.84	\$ 4,500.00
	WYDOT ICAP (11%)	<u>\$ 10,631.37</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$107,280.21	\$ 4,500.00

<b>Project Name:</b>	Observation Seatbelt Survey		
<b>Project Number:</b>	OP-2018-FA-OP-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$13,195.13	<b>Maintenance of Effort:</b>	\$13,195.13
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Wyoming's 2016 observed seat belt use rate was 80.5%. This is up 0.7% from 79.8% in 2015. 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:

- Retain the services of a consultant to conduct the annual survey\*;
- Update iPad technology and training materials from previous year;
- Conduct observer training and field monitoring training;
- Perform statewide seat belt observation survey and calculate current usage rates;
- Provide 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 to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	\$	0.00
	<b>Sub Total</b>		\$125,000.00
	WYDOT ICAP (11%)		\$ 13,750.00
	<b>Total</b>		\$138,750.00

<b>Project Number:</b>	PM-2018-FA-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>	\$68,614.65	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$163,221.34	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2016, 112 persons were killed and at least 3,314 were injured on Wyoming roadways. Alcohol was involved in 31 fatalities and 53 fatalities were unbelted.

The PAO will make the public aware of traffic safety issues through multi-media communication and outreach. 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:

- Use data to design messaging that will modify the behaviors of targeted demographics;
- Develop, produce, and distribute media messaging to address priority traffic safety programs statewide;
- Travel to traffic safety conferences to remain current on media trends and communication strategies.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Budget Summary:**

Personnel Services	\$	0.00
Travel/Training	\$	3,200.00
Contractual		\$626,800.00
Equipment	\$	0.00
Other Direct Costs	\$	20,000.00
Indirect Cost	\$	0.00
	<b>Sub Total</b>	\$650,000.00
WYDOT ICAP (11%)		\$ 71,500.00
	<b>Total</b>	\$721,500.00

**Project Name:** Wind River Reservation Occupant Protection/  
Impaired Driving Outreach  
**Project Number:** PM-2018-FA-PM-02  
**Project Sub Recipient:** Wyoming Department of Transportation – District 5  
**Funding Source:** 402                      **Performance Target:** C4, C5  
**Match:** \$7,389.27                      **Maintenance of Effort:** \$0.00  
**Local Benefit:** \$70,310.73                      **Indirect Cost:** \$0.00  
**Capital Equipment:** 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 which houses the Shoshone and Arapahoe Tribes. In 2016, 14 people died on Fremont County roadways, of which, 75% were unbelted and 64% involved alcohol and/or drugs. The rate in Fremont County for fatalities is about four times the national average for the population. Statewide, 30 percent of the fatalities were alcohol-involved crashes.

The project activities include:

- Retain a design/creative services consultant for campaign messaging;
- Conduct impaired driving highway safety campaigns;
- Conduct occupant protection media campaigns;
- In-state travel to traffic safety conferences and meetings to remain current on traffic safety issues.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 2,000.00
	Contractual	\$68,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$70,000.00
	WYDOT ICAP (11%)	<u>\$ 7,700.00</u>
	<b>Total</b>	\$77,700.00

**Project Name:** WASCOP Video Cameras  
**Project Number:** PT-2018-FA-PT-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Funding Source:** 402                      **Performance Target:** C5  
**Match:** \$4,384.55                      **Maintenance of Effort:** \$0.00  
**Local Benefit:** \$41,720.12                      **Indirect Cost:** \$3,895.74  
**Capital Equipment:** N/A

**Project:**

Alcohol continues to be a significant factor in one third of the fatal and serious injury crashes in Wyoming. In 2016, 112 fatalities occurred and 27.7% were alcohol related; 2,326 people were injured in 1,716 alcohol related injury 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. Equipment purchases for local law enforcement agencies are part of the Strategic Traffic Enforcement Program assisting with DUI High Visibility Overtime Enforcement Project.

Video cameras will be considered for local law enforcement agencies that have not received equipment in the previous 3 grant cycles, the agency must be a city or county within the 2016 Top Counties for Total Crashes or 2016 Top 10 Counties for Fatal Crashes to qualify for equipment and the agency must have participated and completed all National Campaigns for FY15 and FY16.

The project activities include:

- Purchase video cameras for qualifying agencies.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment (Video Cameras)		\$37,640.00
	Other Direct Costs	\$	0.00
	Indirect Cost (10.35%)		<u>\$ 3,895.74</u>
	<b>Sub Total</b>		\$41,535.74
	WYDOT ICAP (11%)		<u>\$ 4,568.93</u>
	<b>Total</b>		\$46,104.67

<b>Project Name:</b>	WASCOP Radars		
<b>Project Number:</b>	PT-2018-FA-PT-02		
<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>	\$459.66	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$4,373.74	<b>Indirect Cost:</b>	\$408.41
<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 2637 traffic crashes that were speed related of which; 50 were fatal crashes with 56 fatalities; 694 injury crashes with 946 people injured; and 1893 property damage only crashes.

Radar units will be purchased to use as a trigger mechanism to enforce Wyoming’s seat belt law. There were 970 unbelted driver or passenger crashes in 2016 in which 53 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. Equipment purchases for local law enforcement agencies are part of the Strategic Traffic Enforcement Program assisting with Occupant Protection High Visibility Overtime Enforcement Project.

Radars will be considered for local law enforcement agencies that have not received equipment in the previous 3 grant cycles, the agency must be a city or county within the 2016 Top Counties for Total Crashes or 2016 Top 10 Counties for Fatal Crashes to qualify for equipment and the agency must have participated and completed all National Campaigns for FY15 and FY16.

The project activities include:

- Purchase radars for qualifying agencies.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment (Radars)	\$3,946.00
	Other Direct Costs	\$ 0.00
	Indirect Cost (10.35%)	\$ 408.41
	<b>Sub Total</b>	\$4,354.41
	WYDOT ICAP (11%)	\$ 478.99
	<b>Total</b>	\$4,833.40

<b>Project Name:</b>	Law Enforcement Liaison (South)		
<b>Project Number:</b>	PT-2018-FA-PT-03		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5
<b>Match:</b>	\$10,028.30	<b>Maintenance of Effort</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

The Law Enforcement Liaison provides 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 priorities. To best assist law enforcement, on-site visits educate, coordinate, and 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:

- Interface with local, state, and national traffic safety initiatives as directed;
- Work with local law enforcement agencies to increase focus on occupant protection and impaired driving traffic offenses;
- Conduct on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Submit a monthly administrative overview and summary report of all grant activity to the Highway Safety Office;
- Submit a quarterly plan of upcoming activities to the Highway Safety Office;
- Provide media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attend meetings on behalf of the Highway Safety Office as requested by the Governor's Representative for Highway Safety;
- Travel to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Law Enforcement Liaison (South) – Continued  
**Project Number:** PT-2018-FA-PT-03  
**Project Sub Recipient:** Highway Safety Office

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 80,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 95,000.00
	WYDOT ICAP (11%)	<u>\$ 10,450.00</u>
	<b>Total</b>	\$105,450.00

<b>Project Number:</b>	PT-2018-FA-PT-04		
<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>	\$10,028.30	<b>Maintenance of Effort</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

The Law Enforcement Liaison provides 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 priorities. To best assist law enforcement, on-site visits educate, coordinate, and 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:

- Interface with local, state, and national traffic safety initiatives as directed;
- Work with local law enforcement agencies to increase focus on occupant protection and impaired driving traffic offenses;
- Conduct on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Submit a monthly administrative overview and summary report of all grant activity to the Highway Safety Office;
- Submit a quarterly plan of upcoming activities to the Highway Safety Office;
- Provide media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attend meetings on behalf of the Highway Safety Office as requested by the Governor's Representative for Highway Safety;
- Travel to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Law Enforcement Liaison (North) – Continued  
**Project Number:** PT-2018-FA-PT-04  
**Project Sub Recipient:** Highway Safety Office

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 80,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	\$ 95,000.00
	WYDOT ICAP (11%)	\$ 10,450.00
	<b>Total</b>	\$105,450.00

<b>Project Name:</b>	Governor’s DUI Policy Coordinator		
<b>Project Number:</b>	RS-2018-FA-RS-01		
<b>Project Sub Recipient:</b>	Office of Governor Matthew H. Mead		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$12,667.32	<b>Maintenance of Effort</b>	\$12,667.32
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Driving under the influence arrests accounted for 3,729 (26.7%) of all city/county arrests in 2016 with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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. Emerging trends in the type of substance involved in crime indicates that alcohol and/or other drugs were involved in 77% of custodial arrests.

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 multiple 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 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 twice daily alcohol 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.

**Project Name:** Governor’s DUI Policy Coordinator - Continued  
**Project Number:** RS-2018-FA-RS-01  
**Project Sub Recipient:** Office of Governor Mathew H. Mead

The project activities include:

- Represent Governor's vision for impaired driving through work on the Governor’s Council on Impaired Driving;
- Serve as a liaison among the Governor Office, Governor’s Council on Impaired Driving, Seat Belt Coalition, and the Highway Safety Office;
- Report the activities of the Councils to the Governor;
- Engage in a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- Identify and employ prevention strategies and behavioral interventions related to impaired driving;
- Recommend content and timing of public awareness and educational efforts related to impaired driving;
- Fund and assist with the implementation of the 24/7 Sobriety Program;
- Speak at a variety of venues concerning impaired driving to enhance public awareness and create behavior change;
- Travel statewide in support of Governor’s Council on Impaired Driving and 24/7 Sobriety Program;
- Attend 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 monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$120,000.00
	WYDOT ICAP (11%)	<u>\$ 13,200.00</u>
	<b>Total</b>	<u>\$133,200.00</u>

<b>Project Name:</b>	Governor’s Council on Impaired Driving Facilitator		
<b>Project Number:</b>	RS-2018-FA-RS-02		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C5
<b>Match:</b>	\$14,778.54	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2016, Driving Under the Influence (DUI) led to 31% of Wyoming traffic fatalities. The average BAC for persons arrested for a DUI after being involved in a traffic crashes was 0.1975. DUI arrests accounted for 3,729 (26.7%) of all city/county arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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.

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 can be developed through ongoing work by a dedicated team. Wyoming’s citizens will benefit from a proactive approach to preventing deaths, injuries and the costs associated with impaired driving.

The project activities include:

- Facilitate the work of the Governor's Council on Impaired Driving;
- Provide a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- Identify, coordinate and implement priority issues and prevention strategies related to impaired driving;
- Report the activities of the Council to the Governor;
- Maintain the Council’s public website: <http://www.wygcid.org>;
- Travel as required as facilitator of the Governor’s Council on Impaired Driving.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$104,400.00
	Travel/Training	\$ 18,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 17,600.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	\$140,000.00
	WYDOT ICAP (11%)	\$ 15,400.00
	<b>Total</b>	\$155,400.00

<b>Project Name:</b>	WHP Highway Safety Education		
<b>Project Number:</b>	RS-2018-FA-RS-03		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4, C5, C9
<b>Match:</b>	\$15,834.15	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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 2016, approximately 68% of fatalities were unrestrained and alcohol was involved in 27.7% of all fatalities. Distracted driving continues to be a problem for drivers and is a leading cause of crashes. From 2010 to 2015, there were 5,739 distracted driving crashes in Wyoming resulting in 435 fatalities. From 2010 to 2015, Wyoming drivers 50 and older were involved in 37.2% of all fatal crashes.

The WHP will educate teens, adults, older drivers (50+) utilizing a variety of programs and displays to promote proper restraint usage, distracted driving, impaired driving.

The project activities include:

- Provide to the HSO Project Site an approved WHP Traffic Safety Education Curriculum;
- Provide registration, re-certification, and instructor expenses for Child Passenger Safety trainings for WHP personnel to include civilians;
- Conduct or participate in a minimum of 100 safety events utilizing WHP Traffic Safety Education Curriculum;
- Conduct 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;
- Train a minimum of 5 troopers to teach the AARP Safety Driver curriculum to create an instructor base;
- Provide overtime hours for troopers to work safety events beyond normal patrol duties;
- Attend safety/educational conferences with a minimum of 5 sworn personnel. Attendees will be at the discretion of Safety and Training and approval of the Patrol Administrator;
- Provide traffic safety education in a minimum of 3 High School Assemblies;
- Purchase a static crash car trailer for traffic safety education;
- Purchase advertising/media to promote Safety Driver programs, seat belt use, child restraint use, not texting and driving, distracted driving and impaired driving consistent with HSO messaging for the program area;
- Purchase displays and supplies for traffic safety presentations;
- Provide media releases through the Patrol Public Affairs Sergeant.

**Project Name:** WHP Highway Safety Education - Continued  
**Project Number:** RS-2018-FA-RS-03  
**Project Sub Recipient:** Wyoming Highway Patrol

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 85,000.00
	Travel/Training	\$ 25,000.00
	Contractual	\$ 30,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 10,000.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	\$150,000.00
	WYDOT ICAP (11%)	\$ 16,500.00
	<b>Total</b>	\$166,500.00

<b>Project Name:</b>	Safe Communities Region 1– Occupant Protection		
<b>Project Number:</b>	SA-2018-MP-SA-01		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention Foundation		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$8,149.31	<b>Maintenance of Effort:</b>	\$8,149.31
<b>Local Benefit:</b>	\$77,542.69	<b>Indirect Cost:</b>	\$0.00
<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 educational programs with the intent of modifying behaviors toward occupant protection, 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 work towards helping reduce death and injury in each jurisdiction

The project activities include:

- Conduct a comprehensive May Mobilization kickoff event in Region 1 counties;
- Conduct event based media campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Conduct region wide comprehensive seat belt, child passenger safety, Teen Driver Safety Week (TDSW) educational events with local PMOs or other traffic safety partners;
- Have presence at community events to educate attendees about the importance and proper usage of seat belts;
- Implement a UW Traffic Safety Awareness and Educational Campaign for the football and basketball seasons;
- Conduct relevant pre and post attitude surveys at outreach events;
- Work closely with the LEL program;
- Use not more than 5% of grant funding to purchase car seats for distribution to low income families;
- Partner with regional traffic safety partners.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Safe Communities Region 1 - Occupant Protection- Continued  
**Project Number:** SA-2018-MP-SA-01  
**Project Sub Recipient:** CRMC Injury Prevention Foundation

		Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$23,400.00 \$35,150.00
	Travel/Training	\$ 4,500.00 \$ 0.00
	Contractual	\$26,700.00 \$ 400.00
	Equipment	\$ 0.00 \$ 0.00
	Other Direct Costs	\$22,300.00 \$22,645.00
	Indirect Cost	<u>\$ 0.00</u> <u>\$ 0.00</u>
	<b>Sub Total</b>	\$76,900.00 \$58,195.00
	WYDOT ICAP (11%)	<u>\$ 8,459.00</u> <u>\$ 0.00</u>
	<b>Total</b>	\$85,359.00 \$58,195.00

<b>Project Name:</b>	Region 2 Safe Communities – Occupant Protection		
<b>Project Number:</b>	SA-2018-MP-SA-02		
<b>Project Sub Recipient:</b>	Wyoming Medical Center		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$10,236.36	<b>Maintenance of Effort:</b>	\$10,236.36
<b>Local Benefit:</b>	\$97,401.45	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Safe Communities Region #2 consists of Converse, Natrona, Niobrara and Platte Counties. Of the 2,360 crashes in 2015 in Natrona county, the driver seat belt was not in use 16% and the passenger seat belt was not used 11%; of the 448 crashes in Converse County, the driver seat belt was not in use 19% and the passenger seat belt was not in use 13%; Of the 389 crashes in Platte County, the driver seat belt was not in use 18% and the passenger seatbelt was not in use 36%; of the 64 crashes in Niobrara County the driver seat belt was not in use 47% and the passenger seat belt was not in use 11%.

Safe Community efforts at the city and county level introduce highway safety educational programs with the intent of modifying behaviors toward occupant protection, 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 work towards helping reduce death and injury in each jurisdiction.

The project activities include:

- Conduct a May Mobilization kickoff event in Region 2;
- Conduct event based media campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Conduct region-wide distracted driving, seat belt, child passenger safety, Teen Driver Safety Week education campaigns;
- Use not more than 5% of grant funding to purchase car seats for distribution to low income families;
- Partner with local Prevention Management Organizations (PMO) and other traffic safety partners to provide education at community events;
- Have presence at community events to educate attendees about the importance and proper usage of seat belts;
- Create education for physician partners addressing elderly driver risks.

**Project Name:** Region 2 Safe Communities – Occupant Protection -Continued  
**Project Number:** SA-2018-MP-SA-02  
**Project Sub Recipient:** Wyoming Medical Center

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

		Other Safety Partner	
<b>Budget Summary:</b>	Personnel Services	\$ 50,708.00	\$ 0.00
	Travel/Training	\$ 5,000.00	\$ 0.00
	Contractual	\$ 36,048.00	\$ 0.00
	Equipment	\$ 0.00	\$10,000.00
	Other Direct Costs	\$ 5,215.00	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 96,971.00	\$10,000.00
	WYDOT ICAP (11%)	<u>\$ 10,666.81</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$107,637.81	\$10,000.00

<b>Project Name:</b>	Region 5 Safe Communities – Occupant Protection		
<b>Project Number:</b>	SA-2018-MP-SA-03		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C4
<b>Match:</b>	\$9,500.49	<b>Maintenance of Effort:</b>	\$9,500.49
<b>Local Benefit:</b>	\$90,339.51	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

IPR’s Traffic Safety Program works in Big Horn, Fremont, Hot Springs, Park, Sweetwater and Washakie Counties. In 2015, the statewide seat belt usage rate was 79.8%: Big Horn 74.0%, Fremont 83.6%, Sweetwater 59%, and Park 72.8%. There were 3,056 crashes in these counties with 40 fatalities and 954 injuries. All 2015 fatalities in Fremont County were unbelted.

Safe Community efforts at the city and county level introduce highway safety educational programs with the intent of modifying behaviors toward occupant protection, 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 work towards helping reduce death and injury in each jurisdiction.

The project activities include:

- Conduct a May Mobilization kickoff event in the region;
- Conduct occupant protection and distracted driving education throughout the 6 counties with emphasis on Fremont and Sweetwater counties with a focus on the national campaigns;
- Have presence at community events to educate attendees about the importance and proper usage of seat belts;
- Conduct event based media campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Attend appropriate in-state safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Use not more than 5% of total grant funding to purchase car seats for distribution to low income families.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Region 5 Safe Communities – Occupant Protection - Continued  
**Project Number:** SA-2018-MP-SA-03  
**Project Sub Recipient:** Injury Prevention Resources

		Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$ 20,000.00
	Travel/Training	\$ 3,250.00
	Contractual	\$ 3,250.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 10,000.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	<b>\$ 36,500.00</b>
	WYDOT ICAP (11%)	\$ 0.00
	<b>Total</b>	<b>\$ 36,500.00</b>

<b>Project Name:</b>	Injury Prevention Resources Coordination		
<b>Project Number:</b>	SA-2018-FA-SA-04		
<b>Project Sub Recipient:</b>	Department of Health – Injury Prevention Resources		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C1
<b>Match:</b>	\$3,976.47	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$6,665.86
<b>Capital Equipment:</b>	N/A		

**Project:**

Unintentional injuries are responsible for lost lives, decreased quality of life, lost productivity, and undue burden to the community. By 2030, almost one half of all drivers on the US roads will be over the age of 65. This number is projected to increase to 77% in the next 30 years. Nationally, adults aged 65 and older have the highest crash rate per mile as compared to any other age group. In Wyoming, the leading cause of unintentional injury death is motor vehicle-related crashes and is the second leading cause of death for those aged 65 years and over. The unintentional motor vehicle crash fatality rate for older adults (over 65) in Wyoming is 23 deaths per 100,000 as compared to the US rate of 17 deaths per 100,000 US citizens. The top five counties for older adult motor vehicle fatality rates, which are above the state rate, are Sublette, Washakie, Campbell, Big Horn, and Natrona.

In collaboration with the Wyoming Highway Patrol Safety Education Coordinator (WHPSEC), the Wyoming Injury Prevention Program (WIPP) will provide older adult driver safety education to law enforcement officers and promote Wyoming AARP's evidence-based Smart Driver program. In addition, the WHPSEC and the WIPP will use the NHTSA's Driving Transitions Education to: create educational materials to distribute to public health nursing, senior centers, EMS providers, and highway safety partners; create presentations and materials for law enforcement to deliver in older adult driver safety classes; create materials for adult children to discuss driving with their parents; and create materials for health care providers regarding older adult driver safety.

The project activities include:

- Develop presentation and materials for law enforcement trainings;
- Provide evaluations to training participants;
- Compile and then reporting evaluation results;
- Create health care provider posters and brochures;
- Distribute health care provider posters and brochures within Sublette, Washakie, Campbell, Big Horn, and Natrona counties;
- Create older adult driver safety materials (posters, fact sheets, and conversation guide);
- Distribute older adult driver safety materials within Sublette, Washakie, Campbell, Big Horn, and Natrona counties;

**Project Name:** Injury Prevention Resources Coordination – Continued  
**Project Number:** SA-2018-FA-SA-04  
**Project Sub Recipient:** Department of Health – Injury Prevention Resources

- Write media releases to promote Wyoming AARP Driver Safety Program for distribution in Sublette, Washakie, Campbell, Big Horn, and Natrona counties;
- Provide resources and technical assistance to highway safety partners;
- Disseminate traffic safety related articles, news, and resources to injury prevention partners via the WIPP newsletter;
- Attend in-state traffic safety trainings and meetings.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost (21.5%)	<u>\$ 6,665.86</u>	<u>\$ 0.00</u>
<b>Sub Total</b>	\$37,669.86	\$55,474.00
WYDOT ICAP (11%)	\$ 4,143.68	\$ 0.00
<b>Total</b>	<u>\$41,813.54</u>	<u>\$58,195.00</u>

<b>Project Name:</b>	Attitude and Awareness Survey		
<b>Project Number:</b>	SA-2018-FA-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>	\$0.00
<b>Match:</b>	\$5,278.05	<b>Indirect Costs:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

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.

The data will be provided to sub-recipients to better target outreach and to establish/evaluate projects for Highway Safety projects.

**This Project Activities include:**

- Retain the services of a consultant to conduct the Attitude and Awareness Survey;
- Ensure updates to survey are implemented as provided by the Highway Safety Behavioral Program;
- Provide a final report based on conducted survey.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$50,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$50,000.00
	WYDOT ICAP (11%)	<u>\$ 5,500.00</u>
	<b>Total</b>	\$55,500.00

<b>Project Name:</b>	Students Against Destructive Decisions (SADD)		
<b>Project Number:</b>	TSP-2018-FA-TS-01		
<b>Project Sub Recipient:</b>	SADD National		
<b>Funding Source:</b>	402	<b>Performance Target:</b>	C9
<b>Match:</b>	\$15,062.59	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$143,324.26	<b>Indirect Cost:</b>	\$12,971.90
<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 measure risks leads to speeding and other bad habits like distracted and impaired driving, low seat belt use, and other reckless driving behavior. Inexperience means teen drivers don't recognize or respond to hazards appropriately.

In 2015, Wyoming 14-20 year old drivers were involved in 12 fatal crashes and 616 injury crashes resulting in 14 fatalities. Twenty-one percent (21%) of all unbelted persons in traffic crashes were between the ages of 14-20.

To combat this public health crisis, a comprehensive approach will be utilized with a combination of peer-to-peer empowerment, engagement of parents, and mobilization of communities. SADD will implement a comprehensive, data-driven response to address teen traffic safety. SADD programming will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. In an effort to provide the most impact, SADD will focus on all 23 counties in the state.

The project activities include:

- Retain the services of a state coordinator, who will serve as the on the ground project manager for all grant related activities;
- Increase the number of SADD chapters across the state by building and strengthening relationships with school districts, law enforcement, and Safe Community partners;
- Implement the Rock the Belt program as part of National Teen Driver Safety Week;
- Support "Drive Sober or Get Pulled Over" mobilization by implementing the "Is it Worth the Risk" program;
- Select at least 12 communities from across the state to implement round two of the pilot of "U R the Key" - a NHTSA funded program designed to bring together law enforcement, parents, teens, schools and other partners to look at local policies and procedures to address teen traffic crashes;
- Implement the Impact Teen Drivers program, "What Do You Consider Lethal?" to implement the underage drinking and impaired driving program "Buzzcheck";
- Host trainings for law enforcement and other partners on "Best Practices in Evidence-Based Programming in Teen Traffic Safety,";
- Support Distracted Driving Awareness Month;

**Project Name:** Students Against Destructive Decisions (SADD) – Continued  
**Project Number:** TSP-2018-FA-TS-01  
**Project Sub Recipient:** SADD National

- Support the NHTSA Mobilization "Click it or Ticket" by concluding the Rock the Belt program;
- Distribute regular communication (monthly newsletters, social media posts, etc.) to chapters and partners highlight the efforts of SADD and our partners;
- SADD will monitor programs and measure success based upon outcome factors to ensure that programs are effective in saving lives and reducing injuries.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 78,908.96
	Travel/Training	\$ 27,150.00
	Contractual	\$ 0.00
	Equipment	\$ 1,785.00
	Other Direct Costs	\$ 21,875.00
	Indirect Cost (10%)	<u>\$ 12,971.90</u>
	<b>Sub Total</b>	\$142,690.86
	WYDOT ICAP (11%)	<u>\$ 15,695.99</u>
	<b>Total</b>	\$158,386.85

**Project Name:** Occupant Protection Overtime Enforcement  
**Project Number:** M2HVE-2018-FA-M2-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 405b      **Performance Target:** C4  
**Match:** \$63,694.02      **Maintenance of Effort:** \$63,694.02  
**Local Benefit:** \$0.00      **Indirect Cost:** \$26,910.00  
**Capital Equipment:** N/A

**Project:**

There are many causal factors involved in traffic related crashes. Lack of seat belt usage in crashes are a top traffic safety priority in every county. In 2016, the Wyoming Electronic Crash Reporting System (WECRS) reports there were and 179 unbelted seriously injured drivers involved in traffic crashes. WECRS also reports 53 unbelted fatalities in 2016 as compared to 81 in 2015.

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

The project activities include:

- Provide grant funded high visibility occupant protection overtime enforcement opportunities to local law enforcement agencies within the State on a data driven basis;
- Ensure the grant funds will be occupant protection focused, event based and will include the May Mobilization Campaign as a mandatory event.

**Evaluation Measures:**

- Provide a bi-monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$260,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost (10.35%)	<u>\$ 26,910.00</u>
	<b>Sub Total</b>	\$286,910.00
	WYDOT ICAP (11%)	<u>\$ 31,560.10</u>
	<b>Total</b>	\$318,470.10

<b>Project Name:</b>	Occupant Protection Overtime		
<b>Project Number:</b>	M2HVE-2018-FA-M2-02		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$27,750.00	<b>Maintenance of Effort:</b>	\$27,750.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

There are many causal factors involved in traffic related crashes. Lack of seat belt usage in crashes are a top traffic safety priority in every county. In 2016, the Wyoming Electronic Crash Reporting System (WECRS) reports there were and 179 unbelted drivers involved in traffic crashes. WECRS also reports 53 unbelted fatalities in 2016 as compared to 81 in 2015.

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

The project activities include:

- Ensure funding distribution is based on data;
- Ensure the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Partner with other law enforcement agencies with occupant protection enforcement, as requested.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	\$ 0.00
	<b>Sub Total</b>	\$125,000.00
	WYDOT ICAP (11%)	\$ 13,750.00
	<b>Total</b>	\$138,750.00

<b>Project Name:</b>	Click		
<b>Project Number:</b>	M2PE-2018-MP-M2-04		
<b>Project Sub Recipient:</b>	Laramie County School District #1		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C9
<b>Match:</b>	\$13,649.06	<b>Maintenance of Effort:</b>	\$54,596.23
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$2,182.24
<b>Capital Equipment:</b>	N/A		

The 2016-2017 observed seat belt surveys at three local High Schools resulted with student drivers being belted 82% at Central, 72% at East and 66% at South. Between 2012-2016, there were 355 teens (14-18 yrs old) involved in either a fatal or injury crash, of which, 20.8% were not buckled. Unbelted Laramie County teens averaged 1 death per year and 15 injuries per year.

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

The project activities include:

- Fund a facilitator to recruit, educate, and organize a teen to teen program to influence students on the importance of seat belts;
- Administer student led events geared towards increasing seat belt usage amongst teen drivers;
- Facilitate students conducting classroom presentations on seat belt usage;
- Conduct two student led observational surveys to measure seat belt usage amongst students and faculty at target schools in October and May of the current fiscal year;
- Survey teachers and students to gage effectiveness of teen to teen presentations;
- Travel exclusively within Laramie County School District #1;
- Provide an advance schedule of presentations to the Highway Safety Office Project Site;
- Partner with traffic safety professionals for events related to occupant protection.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$54,630.00	
	Travel/Training	\$ 1,200.00	
	Contractual	\$ 720.00	
	Equipment	\$ 0.00	
	Other Direct Costs	\$ 2,750.00	
	Indirect Cost (3.68%)	\$ 2,182.24	
			<b>Sub Total</b>
	WYDOT ICAP (11%)	\$ 6,763.05	
	Total	\$68,245.29	

<b>Project Name:</b>	Comprehensive Occupant Protection		
<b>Project Number:</b>	M2PE-2018-FA-M2-06		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$6,660.00	<b>Maintenance of Effort:</b>	\$6,660.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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. According to the Wyoming Electronic Crash Records System (WECRS) in 2016, there were 970 traffic crashes with an unbelted driver or passenger of which there were 53 unbelted fatalities. Of the 2,585 people involved in the 970 unbelted crashes, 48% were not using seat belts.

The Highway Safety Program will partner with the many traffic safety advocates to reduce death and injury due to unrestrained fatalities. This project will augment planned highway safety activities such as the following local, state, and national events:

- National Teen Driver Safety Week;
- May Mobilization
- State Fair and Rodeo Seasons;
- Traffic safety summits.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$30,000.00
	Indirect Cost	\$	<u>0.00</u>
	<b>Sub Total</b>		\$30,000.00
	WYDOT ICAP (11%)		<u>\$ 3,300.00</u>
	<b>Total</b>		\$33,300.00

<b>Project Name:</b>	Child Passenger Safety Instructor Training and Education		
<b>Project Number:</b>	M2TR-2018-FA-M2-05		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention Foundation		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$18,870.00	<b>Maintenance of Effort:</b>	\$18,870.00
<b>Local Benefit:</b>	N/A	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Motor vehicle related injuries in the United States account for almost 42% of all unintentional childhood related deaths, ages 0-14. In 2015, 22 fatally injured occupants were "none used" for safety equipment. Fourteen of those were under the age of 20. In 2016, the misuse rate for child restraints in Wyoming was 91.94%.

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 (CDC/Motor Vehicle Safety)

The project activities include:

- Plan and implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis;
- Plan and host an annual instructor meeting to further the knowledge of the Instructors and collaborate on the progress of the program;
- Plan and host regional Renewal or Refresher Training for technicians;
- Support technician efforts by providing supplies and educational materials;
- Provide administrative, fiscal, technical and material support to CPS Technicians, Instructor Candidates and Instructors on conducting awareness classes and facilitating community-based child safety clinics;
- Collaborate and assist safety partners to streamline efforts educating the public on proper child passenger safety and seat belt usage for the parent/caregiver;
- Travel to in-state traffic safety conferences and meetings to stay current on traffic safety issues;
- Provide a quarterly newsletter titled Buckle Up Express which provides CPS and seat belt information.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Child Passenger Safety Instructor Training and Education - Continued  
**Project Number:** M2TR-2018-FA-M2-05  
**Project Sub Recipient:** CRMC Injury Prevention/Foundation

		Other Safety Partner	
<b>Budget Summary:</b>	Personnel Services	\$ 40,000.00	\$ 75,650.00
	Travel/Training	\$ 5,000.00	\$ 0.00
	Contractual	\$ 0.00	\$ 7,845.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 40,000.00	\$ 3,300.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$ 85,000.00	\$ 86,795.00
	WYDOT ICAP (11%)	<u>\$ 9,350.00</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$ 94,350.00	\$ 86,795.00

<b>Project Name:</b>	Law Enforcement Coordination – Occupant Protection		
<b>Project Number:</b>	M2X-2018-MP-M2-03		
<b>Project Sub Recipient:</b>	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$14,698.62	<b>Maintenance of Effort:</b>	\$14,698.62
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$6,210.00
<b>Capital Equipment:</b>	N/A		

**Project:**

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants to assist local law enforcement in meeting the goal of reducing unbelted fatalities. 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 support the coordination of the Enhanced Occupant Protection Overtime 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:

- Process and administer all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2018;
- Assess and improve existing law enforcement grants management system;
- Maintain with the HSO the online/consolidated grant reporting system currently in use;
- Provide all grant announcements, information and follow-up to law enforcement agencies;
- Monitor and record event activity reports submitted by grantee agencies;
- Provide the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers;
- Review vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensure that all necessary and required grant documentation is reported and recorded;
- Provide campaign media/events assistance to local law enforcement agencies;
- Assist the coordinator of all state activities with national initiatives ensuring the May Mobilization is a mandatory event;
- Travel as required to facilitate/participate in Traffic Safety Committee meetings, including travel associated with instate and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project;

**Project Name:** Law Enforcement Coordination–Occupant Protection – Continued  
**Project Number:** M2X-2018-MP-M2-03  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Submit monthly administrative overview and summary report of all grant activity to HSO;
- Schedule, coordinate and facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;
- Provide technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office;
- Schedule 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;
- Provide technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,500.00
	Contractual	\$49,410.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 5,090.00
	Indirect Cost (10.35%)	<u>\$ 6,210.00</u>
	<b>Sub Total</b>	\$66,210.00
	WYDOT ICAP (11%)	<u>\$ 7,283.10</u>
	<b>Total</b>	\$73,493.10

<b>Project Name:</b>	Wyoming Seat Belt Coalition Facilitator		
<b>Project Number:</b>	M2X-2018-MP-M2-07		
<b>Project Sub Recipient:</b>	WYDOT-Highway Safety Office		
<b>Funding Source:</b>	405b	<b>Performance Target:</b>	C4
<b>Match:</b>	\$24,420.00	<b>Maintenance of Effort:</b>	\$24,420.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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. 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. The Wyoming Electronic Crash Records System (WECRS) reported in 2016, there were 970 traffic crashes with an unbelted driver or passenger of which there were 53 (68%) unbelted fatalities. Of the 2585 people involved in the 970 unbelted crashes, 1248 (48%) were not using seat belts.

The Wyoming Seat Belt Coalition 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:

- Retain the services of a coordinator who is responsible for the functions of the Wyoming Task Force on Occupant Protection;
- Coordinator will be responsible for the drafting of a state-wide Strategic Plan in collaboration with the Occupant Protection Assessment;
- Facilitate presentations and discussions at meetings;
- Provide a forum for research, discussion, and planning to reduce the incidence of unbelted injuries and fatalities in Wyoming;
- Identify priority issues and prevention strategies related to occupant protection; Coordinate and implement;
- Travel as required as facilitator of the Wyoming Task Force on Occupant Protection.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Wyoming Seat Belt Coalition Facilitator - Continued  
**Project Number:** M2X-2018-MP-M2-07  
**Project Sub Recipient:** WYDOT-Highway Safety Office

<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 Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$110,000.00
	WYDOT ICAP (11%)	<u>\$ 12,100.00</u>
	<b>Total</b>	\$122,100.00

**Project Name:** Highway Safety Data Integration, Analysis and Reporting  
**Project Number:** M3DA-2018-FA-M3-01  
**Project Sub Recipient:** Highway Safety Office  
**Funding Source:** 405c      **Performance Target:** S-T6  
**Match:** \$33,300.00      **Maintenance of Effort:** \$33,300.00  
**Local Benefit:** \$0.00      **Indirect Cost:** \$0.00  
**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:

- Retain services of a consultant;
- Build 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;
- Provide the capability to display information derived from multiple data sets and to streamline the execution of the Extract, Transfer and Load (ETL);
- Provide data driven decision making tools for traffic safety professionals to address highway safety problems;
- Train basic and advanced analysts/users (inside/outside WYDOT) in query capabilities.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$150,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$150,000.00
	WYDOT ICAP (11%)	<u>\$ 16,500.00</u>
<b>Total</b>	<b>\$166,500.00</b>	

<b>Project Name:</b>	Traffic Records Geolocation GIS Service		
<b>Project Number:</b>	M3DA-2018-FA-M3-02		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	S-T4
<b>Match:</b>	\$26,640.00	<b>Maintenance of Effort:</b>	\$26,640.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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:

- Retain services of a consultant;
- Provide 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.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	\$	0.00
	<b>Sub Total</b>		\$120,000.00
	WYDOT ICAP (11%)	\$	13,200.00
	<b>Total</b>		\$133,200.00

<b>Project Name:</b>	Traffic Records IT Specialist		
<b>Project Number:</b>	M3DA-2018-FA-M3-03		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	S-T2
<b>Match:</b>	\$26,640.00	<b>Maintenance of Effort:</b>	\$26,640.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	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:

- Retain the services of an IT professional to serve as the Traffic Records IT Specialist;
- Provide an accurate database of traffic records information for evaluation and targeting high risk demographics for appropriate countermeasure strategies;
- Maintain and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality;
- Integrate and link databases within the State of Wyoming for data analysis;
- Update, enhance and maintain processes and tools developed for Highway Safety Management;
- Travel in and out of state to assist partners with database issues, and travel to traffic safety conferences/trainings as requested.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	\$	0.00
	<b>Sub Total</b>		\$120,000.00
	WYDOT ICAP (11%)	\$	13,200.00
	<b>Total</b>		\$133,200.00

<b>Project Name:</b>	Traffic Records Project Manager		
<b>Project Number:</b>	M3DA-2018-FA-M3-04		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405c	<b>Performance Target:</b>	ST1-ST7
<b>Match:</b>	\$33,300.00	<b>Maintenance of Effort:</b>	\$33,300.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	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 assist the highway safety data and traffic records systems up-to-date.

This project will fund a Traffic Records Project Manager 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:

- Retain services of a project coordinator;
- Develop and document long-term processes that ensure uniformity and compatibility of traffic records data sources;
- Provide expertise in correlating existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan);
- Assist in project associated work flow integration;
- Travel to Traffic Safety Conferences as requested.

**Evaluation Measures:**

- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<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 Cost	\$	0.00
	<b>Sub Total</b>		\$150,000.00
	WYDOT ICAP (11%)	\$	16,500.00
	<b>Total</b>		\$166,500.00

<b>Project Name:</b>	Safe Communities Region 1 – Impaired Driving		
<b>Project Number:</b>	154AL-2018-TF-AL-01		
<b>Project Sub Recipient:</b>	CRMC Injury Prevention Foundation		
<b>Funding Source:</b>	154AL	<b>Performance Target:</b>	C5
<b>Match:</b>	\$0.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	N/A	<b>Indirect Cost:</b>	\$0.00
<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 educational 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 work towards helping reduce death and injury in each jurisdiction.

The project activities include:

- Conduct a Drive Sober or Get Pulled Over kickoff event in Region 1;
- Conduct event based media campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Have presence at community events to educate attendees about the importance of not driving impaired;
- Conduct relevant pre and post attitude surveys at outreach events;
- Attend quarterly regional meetings;
- Partner with traffic safety professionals to include local PMOs to provide community wide education.

**Project Name:** Safe Communities Region 1 – Impaired Driving - Continued  
**Project Number:** 154AL-2018-TF-AL-01  
**Project Sub Recipient:** CRMC Injury Prevention Foundation

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

		Other Safety Partner
<b>Budget Summary:</b>	Personnel Services	\$ 23,400.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 17,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 10,000.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	<u>\$ 55,400.00</u>
	WYDOT ICAP (11%)	\$ 6,094.00
	<b>Total</b>	<u>\$ 61,494.00</u>

<b>Project Name:</b>	Region 5 Safe Communities – Impaired Driving		
<b>Project Number:</b>	154AL-2018-18-AL-02		
<b>Project Sub Recipient:</b>	Injury Prevention Resources		
<b>Funding Source:</b>	154	<b>Performance Target:</b>	C5
<b>Match:</b>	\$0.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$88,800.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Injury Prevention Resources is focused primarily on Fremont County which in 2015 had 11 alcohol involved fatal crashes resulting in 13 fatalities and 15 injured and 25 alcohol involved injury crashes resulting in 33 injured and Sweetwater County which in 2015 had 3 alcohol involved fatal crashes resulting in 3 fatalities and 2 injured and 36 injury crashes with 39 injured. Their secondary focus in alcohol related crashes are: Big Horn County which had 3 fatal crashes and 3 fatalities in 2015, Hot Springs County which had 1 fatal crash and 1 fatality in 2015 and Park County which had 1 fatal crash and 1 fatality in 2015.

Safe Community efforts at the city and county level introduce highway safety educational 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 work towards helping reduce death and injury in each jurisdiction.

The project activities include:

- Conduct a comprehensive Drive Sober or Get Pulled Over kickoff event;
- Conduct impaired driving education throughout the 6 counties with emphasis on Fremont and Sweetwater counties focusing on the national campaigns;
- Conduct event based impaired driving educational campaigns partnering with other traffic safety partners when applicable for media deliverables;
- Have presence at community events to educate attendees about impaired driving;
- Attend appropriate in state safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Partner with other traffic safety safety focused organizations including SADD, PMO, schools, and other community organizations;
- Attend regional meetings to coordinate events.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Region 5 Safe Communities – Impaired Driving- Continued  
**Project Number:** 154AL-2018-18-AL-02  
**Project Sub Recipient:** Injury Prevention Resources

		Other Safety Partners	
<b>Budget Summary:</b>	Personnel Services	\$60,610.00	\$20,000.00
	Travel/Training	\$ 4,000.00	\$ 3,250.00
	Contractual	\$ 4,390.00	\$ 3,250.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$11,000.00	\$10,000.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$80,000.00	\$36,500.00
	WYDOT ICAP (11%)	<u>\$ 8,800.00</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$88,800.00	\$36,500.00

<b>Project Name:</b>	Law Enforcement Coordination – Impaired Driving		
<b>Project Number:</b>	154AL-2018-TF-AL-03		
<b>Project Sub Recipient:</b>	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
<b>Funding Source:</b>	154	<b>Performance Target:</b>	C5
<b>Match:</b>	\$0.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$73,493.10	<b>Indirect Cost:</b>	\$6,210.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Driving under the influence arrests accounted for 3,729 (26.7%) of all city/county arrests in 2016 with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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.

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants. There are approximately 75 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.

This project will support the coordination the selective strategic 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:

- Process and administer all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2018;
- Assess and improve existing law enforcement grants management system;
- Maintain, assess and improve a communication/project management system for all participants;
- Provide all grant announcements, information and follow-up to law enforcement agencies;
- Monitor and record event activity reports submitted by grantee agencies;
- Provide the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers;
- Review vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensure that all necessary and required grant documentation is reported and recorded;
- Provide campaign media/events assistance to local law enforcement agencies;
- Assist coordination of all local and state traffic safety initiatives;
- Coordinate all state activities with national initiatives ensuring the August Crackdown and Holiday campaigns are mandatory events;

**Project Name:** Law Enforcement Coordination – Impaired Driving - Continued  
**Project Number:** 154AL-2018-TF-AL-03  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Travel 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;
- Submit monthly administrative overview and summary report of all grant activity to HSO;
- Schedule and coordinate/facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;
- Schedule meetings of designated representatives of the Highway Safety Behavioral Grants Program, 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 monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,500.00
	Contractual	\$65,800.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 5,090.00
	Indirect Cost (10.35%)	<u>\$ 6,210.00</u>
	<b>Sub Total</b>	\$66,210.00
	WYDOT ICAP (11%)	<u>\$ 7,283.10</u>
	<b>Total</b>	\$73,493.10

**Project Name:** DUI Overtime Enforcement  
**Project Number:** 154AL-2018-TF-AL-04  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)  
**Funding Source:** 154                      **Performance Target:** C5  
**Match:** \$0.00                      **Maintenance of Effort:** \$0.00  
**Local Benefit:** \$477,705.15    **Indirect Cost:** \$40,365.00  
**Capital Equipment:** N/A

**Project:**

Driving under the influence (DUI) arrests accounted for 3,729 (26.7%) of all city/county arrests in 2016 with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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 followed by age 26-30 and 31-35. Impaired riding was a factor in 9 of the 24 fatal motorcycle crashes.

Provide local law enforcement agencies with high visibility overtime funding to target impaired driving/riding in all participating communities.

The project activities include:

- Provide grant funded high visibility impaired driving enforcement overtime opportunities to local law enforcement agencies within the State on a data driven basis;
- Ensure the grant funds will be event based and will include the National Crackdowns – Alcohol and Holiday Season campaigns as mandatory events;
- Ensure sustained enforcement of Wyoming’s DUI laws.

**Evaluation Measures:**

- Provide a bi-monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$390,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost (10.35%)	<u>\$ 40,365.00</u>
	<b>Sub Total</b>	\$430,365.00
	WYDOT ICAP (11%)	<u>\$ 47,340.15</u>
	<b>Total</b>	<u>\$477,705.15</u>

<b>Project Name:</b>	DUI Mobile Command Vehicle		
<b>Project Number:</b>	154AL-2018-TF-AL-05		
<b>Project Sub Recipient:</b>	Cheyenne Police Department		
<b>Funding Source:</b>	154	<b>Performance Target:</b>	C5
<b>Match:</b>	\$0.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$83,250.00	<b>Indirect Cost:</b>	\$0.00
<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. 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. Statistics provided by Alcohol and Crime in Wyoming 2015 indicate that alcohol was involved in 59.1% of all custodial arrests in Laramie County and 26.3% were DUI's.

The project activities include:

- Participate in seven (7) D.U.I. Task Force Events, that include all national campaigns, scheduled for FY2018 in Cheyenne and Laramie County;
- Participate in at least three (3) data driven D.U.I. Task Force Events with local law enforcement agencies outside of Laramie County. The DUI Mobile Command Vehicle will participate in educational and DUI task force events;
- Participate in pre and post media events for each event conducted centered on the use of the DUI Mobile Command Vehicle. This includes paid and earned media;
- Provide a copy of any media released to the Highway Safety Office Project Site;
- Provide contractual or overtime funding for personnel trained on the operation of the DUI Command Vehicle;
- Provide overtime salary for a dispatcher and phlebotomist assigned to law enforcement efforts associated with the DUI Mobile Command Vehicle;
- Provide in-state travel expenses associated with the DUI Mobile Command Vehicle events based on agency policy.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** DUI Mobile Command Vehicle - Continued  
**Project Number:** 154AL-2018-TF-AL-05  
**Project Sub Recipient:** Cheyenne Police Department

<b>Budget Summary:</b>	Personnel Services	\$34,000.00
	Travel/Training	\$10,000.00
	Contractual	\$ 6,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$50,000.00
	WYDOT ICAP (11%)	<u>\$ 5,500.00</u>
	<b>Total</b>	\$55,500.00

<b>Project Name:</b>	DUI Overtime Enforcement		
<b>Project Number:</b>	154AL-2018-TF-AL-06		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	154	<b>Performance Target:</b>	C5
<b>Match:</b>	\$0.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2016, driving under the influence arrests accounted for 3,729 (26.7%) of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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 2016, there were eight impaired riding fatalities due to alcohol and/or drugs.

The project activities include:

- Ensure DUI overtime enforcement is based on data;
- Ensure the overtime enforcement will include the National Crackdown, Holiday Season (mandatory events) and other impaired driving events;
- Increase enforcement of impaired riding during peak riding months, particularly around areas of high tourism traffic;
- Partner with other law enforcement agencies on impaired driving/riding enforcement, as requested.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$160,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	\$160,000.00
	WYDOT ICAP (11%)	\$ 17,600.00
	<b>Total</b>	\$177,600.00

<b>Project Name:</b>	24/7 Program		
<b>Project Number:</b>	F24SP-2018-FA-24-01		
<b>Project Sub Recipient:</b>	Wyoming Attorney General		
<b>Funding Source:</b>	405d 24/7	<b>Performance Target:</b>	C5
<b>Match:</b>	\$8,103.00	<b>Maintenance of Effort:</b>	\$8,103.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

DUI arrests accounted for 3,729 (26.7%) of all city/county arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Fifty 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 BAC for persons arrested for a DUI after being involved in a traffic crashes was 0.1975.

The effective supervision of persons convicted of Driving Under the Influence (DUI) in Wyoming is a priority concern for Wyoming’s Attorney General. The Attorney General, with assistance from the Governor’s Council on Impaired Driving, will implement a court-based management program designed for repeat DUI offenders. The 24/7 Program sets the standard of no use of alcohol as a condition of continuing to driving and remaining in the community, rather than being incarcerated.

The standard is enforced by intensive monitoring by law enforcement agencies with alcohol testing mandated for each participant. This combination of strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe, consequences has been extremely successful.

The project activities include:

- Provide training to counties implementing the 24/7 Program;
- Purchase computers, peripheral equipment and supplies;
- Travel expenses as required to facilitate the startup of the 24/7 Program.

**Evaluation Measures:**

- Provide a quarterly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 6,500.00
	Equipment	\$ 0.00
	Other Direct Costs	\$25,000.00
	Indirect Cost	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$36,500.00
	WYDOT ICAP (11%)	<u>\$ 4,015.00</u>
	<b>Total</b>	\$40,515.00

<b>Project Name:</b>	Chemical Toxicological Analysis		
<b>Project Number:</b>	M5OT-2018-FA-M5-04		
<b>Project Sub Recipient:</b>	Wyoming Attorney General – Division of Criminal Investigation		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$121,998.32	<b>Maintenance of Effort:</b>	\$121,998.32
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	2 - Liquid Chromatograph-Tandem Mass Spectrometers		
	2 - Nitrogen Generators		
	1 - Headspace Gas Chromatograph		

The State of Wyoming has determined that the current chemical toxicological analysis/business model is not addressing the needs of law enforcement agencies, prosecutors' and the public. Current chemical toxicological alcohol and urine presumptive analysis is only available for a limited number of suspected substances and then is only detected at levels significantly above the national average. Confirmatory analysis is only available for marijuana and alcohol.

The Wyoming Division of Criminal Investigation Crime Laboratory (WSCL) is the only accredited crime laboratory in Wyoming. The WSCL propose establishing a chemical toxicological unit to establish detection limit thresholds for a multitude of substances which will be consistent with the national standards. WSCL will conduct confirmatory analysis and provide the necessary expert testimony for law enforcement and prosecutors throughout the State of Wyoming. Working in conjunction with other States toxicological labs, WSCL will utilize new laboratory equipment and established methods to more effectively and efficiently provide improved analysis and expert testimony which will assist in more effective prosecution and thus reduce impaired drivers on Wyoming's highways. This service will result in improved analysis, timely results and competent cost effective testimony, which will increase the effectiveness of prosecutors and courts in these cases.

The project activities include:

- Purchase two Liquid Chromatograph–Tandem Mass Spectrometers for presumptive and confirmatory analysis of samples;
- Purchase of two nitrogen generators for the operation of the Liquid Chromatograph–Tandem Mass Spectrometers;
- Purchase of a Headspace Gas Chromatograph to be utilized in the analysis of ethanol content of blood;
- Provide overtime pay for processing submitted samples and legal testimony;
- Provide in-state travel expenses for testimony in legal proceedings, case-specific to toxicological examinations;
- Provide out-of-state travel expenses for training related to operation of the Liquid Chromatograph–Tandem Mass Spectrometers and Headspace Gas Chromatograph.

**Project Name:** Chemical Toxicological Analysis - continued  
**Project Number:** M5OT-2018-FA-M5-04  
**Project Sub Recipient:** Wyoming Attorney General – Division of Criminal Investigation

**Evaluation Measures:**

- Provide a quarterly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personnel Services	\$ 7,200.00
	Travel/Training	\$ 9,860.00
	Contractual	\$ 0.00
	Equipment	\$532,482.00
	Other Direct Costs	\$ 0.00
	Indirect Cost	\$ 0.00
	<b>Sub Total</b>	\$549,542.00
	WYDOT ICAP (11%)	<u>\$ 60,449.62</u>
	<b>Total</b>	<u>\$609,991.62</u>

<b>Project Name:</b>	GCID Paid Media		
<b>Project Number:</b>	M5PEM-2018-MP-M5-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$77,700.00	<b>Maintenance of Effort:</b>	\$77,700.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

In 2016, Wyoming experienced 31 alcohol related fatalities. Of the 15,881 persons arrested, 77% 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 36.

The Governor's Council on Impaired Driving (GCID) is working to educate the public on highway safety issues related to impaired driving through multi-media communication and outreach.

The project activities include:

- Use data to design messaging that will modify the behaviors of targeted demographics;
- Develop, produce, and distribute media messaging to address priority traffic safety programs statewide;
- Provide alcohol and drug education information to young drivers.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Budget Summary:**

Personnel Services	\$	0.00
Travel/Training	\$	0.00
Contractual		\$350,000.00
Equipment	\$	0.00
Other Direct Costs	\$	0.00
Indirect Cost	\$	<u>0.00</u>
	<b>Sub Total</b>	\$350,000.00
WYDOT ICAP (11%)		<u>\$ 38,500.00</u>
	<b>Total</b>	\$388,500.00

<b>Project Name:</b>	Traffic Safety Resource Prosecutor (TSRP)		
<b>Project Number:</b>	M5TR-2018-FA-M5-02		
<b>Project Sub Recipient:</b>	City of Laramie		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$29,970.00	<b>Maintenance of Effort:</b>	\$29,970.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Wyoming is consistently above the national average in impaired driving incidents, and impaired driving crashes. The 2011-2015 data has a steady trend of fatal crashes involving impaired drivers at 33.5%. Alcohol and drug-involved fatal crashes continue to be a major factor in Wyoming’s fatalities. In addition, 11.6% of injury crashes in 2015 involved alcohol and/or drugs. In 2016, over 3,700 Driving Under the Influence (DUI) arrests were made in Wyoming. While no statewide data exists, anecdotal information supports the notion that the prevalence of drug-impaired drivers are on the rise. The reported 2016 DUI outcomes shows 9.03% of DUIs were deferred, 10.55% of DUIs were dismissed, and 2.15% DUIs were amended, many as a result of prosecutors lacking the knowledge and tools to prosecute DUI cases. In order to combat these issues we need to provide prosecutors and law enforcement officers with the confidence in proper enforcement, legal processes, and procedures.

The TSRP position is designed to address the needs of stakeholders who contend with traffic safety problems in Wyoming. The TSRP program provides local law enforcement and prosecutors with a veteran prosecutor, specializing in traffic safety issues with an emphasis in impaired driving, to support their efforts through training, education, legal research, and technical assistance. The TSRP program will develop strategies and tactics aimed at reducing impaired driving, and to improve the quality of the investigations and prosecutions around the state.

The project activities include:

- Continue the ongoing design, management, and presentation of traffic safety training programs, with an emphasis on the prosecution of DWUIs;
- Train prosecutors and law enforcement personnel in the areas of SFST, ARIDE, and DREs through presentations/webinars/trainings as appropriate;
- Conduct presentations/webinars/trainings as appropriate to be accessible to Wyoming prosecutors, law enforcement, and other agencies;
- Serve as a resource for prosecutors, law enforcement, and other traffic safety stakeholders on impaired driving traffic safety issues;
- Assist in the preparation of memoranda, amicus briefs, and model briefs when requested including the continued work on the brief bank accessible by prosecutors;
- Serve as a consultant/liaison between prosecutors, courts, the DMV, law enforcement agencies, and other traffic safety professionals on impaired driving traffic safety issues;
- Attend and participate in meetings on an in-state basis only;

**Project Name:** Traffic Safety Resource Prosecutor (TSRP) - Continued  
**Project Number:** M5TR-2018-FA-M5-02  
**Project Sub Recipient:** City of Laramie

- Maintain and update the DWUI Prosecution Manual for use by all Wyoming prosecutor's when prosecuting offenders;
- Network with other state TSRPs to share resources and techniques to enable the best prosecution of DWUI cases.

**Evaluation Measures:**

- Provide a monthly report to the Highway Safety Office updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

			City of Laramie
<b>Budget Summary:</b>	Personnel Services	\$128,760.00	\$ 52,555.00
	Travel/Training	\$ 5,000.00	\$ 0.00
	Contractual	\$ 0.00	\$ 0.00
	Non-Major Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 1,240.00	\$ 14,200.00
	Indirect Cost	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	<b>Sub Total</b>	\$135,000.00	\$ 66,755.00
	WYDOT ICAP (11%)	<u>\$ 14,850.00</u>	<u>\$ 0.00</u>
	<b>Total</b>	\$149,850.00	\$216,957.00

<b>Project Name:</b>	Impaired Driving Training Program		
<b>Project Number:</b>	M5TR-2018-FA-M5-03		
<b>Project Sub Recipient:</b>	Wyoming Highway Patrol		
<b>Funding Source:</b>	405d	<b>Performance Target:</b>	C5
<b>Match:</b>	\$48,840.00	<b>Maintenance of Effort:</b>	\$48,840.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<b>Capital Equipment:</b>	N/A		

**Project:**

Wyoming's alcohol and drug involved crashes have been steady despite enforcement and prevention efforts.

Wyoming law enforcement made 3729 DWUI arrests, accounting for 26.7% of all arrests statewide, of which, 16.55% were drug involved. Fifty 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 five year average for alcohol involved driving fatalities is 32.8%.

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:

- Retain the services of a Impaired Driving Program Manager;
- Provide necessary resources to carry out the administrative, contractual, training and overall program functions;
- Provide Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Standardized Field Sobriety Test (SFST) trainings statewide;
- Attend traffic safety conferences and meetings.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

**Project Name:** Impaired Driving Training Program - Continued  
**Project Number:** M5TR-2018-FA-M5-03  
**Project Sub Recipient:** Wyoming Highway Patrol

**Budget Summary:**

Personnel Services		\$ 95,000.00
Travel/Training		\$ 61,500.00
Contractual		\$ 51,500.00
Equipment		\$ 2,000.00
Other Direct Costs		\$ 10,000.00
Indirect Cost		\$ <u>0.00</u>
	<b>Sub Total</b>	\$220,000.00
WYDOT ICAP (11%)		\$ <u>24,200.00</u>
	<b>Total</b>	\$244,200.00

<b>Project Name:</b>	Motorcycle Awareness		
<b>Project Number:</b>	M9MA-2018-FA-M9-01		
<b>Project Sub Recipient:</b>	Highway Safety Office		
<b>Funding Source:</b>	405f	<b>Performance Target:</b>	C7, C8
<b>Match:</b>	\$7,548.00	<b>Maintenance of Effort:</b>	\$0.00
<b>Local Benefit:</b>	\$0.00	<b>Indirect Cost:</b>	\$0.00
<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 and remained at 24 in 2016. This project will attempt to continue to lower the number of fatalities through heightened public awareness of motorcycles on the roadway with an emphasis on the campaign during the four weeks around the Sturgis Motorcycle Rally.

This project will include:

- Work directly with the Motorcycle Safety Program Coordinator for awareness projects beyond training classes;
- Develop, produce and conduct a media campaign to include billboards, television, radio, and internet to heighten public awareness of motorcycles.

**Evaluation Measures:**

- Provide a report to the based on the Highway Safety Office voucher updating project activities and progress in meeting the grant objectives;
- Provide a final report to the Highway Safety Office by October 15, 2018 summarizing project outcomes towards meeting grant objectives and the overall performance measures.

<b>Budget Summary:</b>	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual		\$34,000.00
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Cost	\$	0.00
	<b>Sub Total</b>		\$34,000.00
	WYDOT ICAP (11%)		<u>\$ 3,740.00</u>
	<b>Total</b>		\$37,740.00

**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.

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Wyoming

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  - a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

#### **Instructions for Primary Certification (States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

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

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

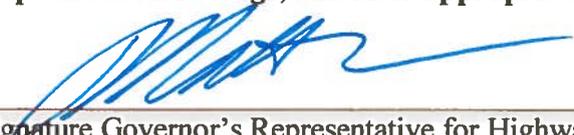
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

  
Signature Governor's Representative for Highway Safety

6-28-17  
Date

**Matthew D. Carlson, P.E.**

Printed name of Governor's Representative for Highway Safety