

2006 Wisconsin Integrated Highway Safety Performance Plan



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**State of Wisconsin FFY 2006
Highway Safety Plan
Table of Content**

I. Highway Safety Performance Plan

A. Executive Summary

1. Vision
2. Mission
3. State Highway Safety Goal
4. State Performance Measures

B. Highway Safety Planning Process

C. State-level Problem Identification

D. Program Goals and Performance Measures

II. Highway Safety Plan -- by Program Area --

| Problem ID, Goals, Measures, Activities and Budgets | Page |
|--|-------------|
| Planning & Administration | 12 |
| Occupant Protection | 14 |
| Alcohol Countermeasures | 18 |
| Youth Alcohol | 24 |
| Police Traffic Services | 27 |
| Traffic Records | 31 |
| Emergency Medical Services | 34 |
| Motorcycle Safety | 37 |
| Pedestrian, Bicycle Safety | 42 |
| Community Programs | 46 |
| Large Truck Safety | 48 |

Appendix: Paid Media Plan

Appendix: Highway Safety Program Cost Summary (HS217)

Appendix: Detailed Budget

Appendix: Certifications and Assurances

Appendix: Highway Safety Office Organization Chart

STATE of WISCONSIN
Federal Fiscal Year 2006
HIGHWAY SAFETY PERFORMANCE PLAN

A. EXECUTIVE SUMMARY

VISION

Zero fatalities. Wisconsin does not tacitly accept deaths and injuries; its citizens and state policy makers work toward achieving zero fatalities and incapacitating injuries on our roadways. We do not define casualties as a negative but largely accepted side effect of a transportation system that is essential to our society's continuing prosperity; instead our 'zero vision' can be thought of as "saving the maximum number of people using the resources available."

MISSION

Statewide Highway Safety Coordination: The Bureau of Transportation Safety coordinates a statewide behavioral highway safety program, making effective use of federal and state Highway Safety funds and other resources, and provides leadership, innovation and program support in partnership with traffic safety activists, professionals and organizations to save lives and reduce injuries on Wisconsin roads.

STATE GOAL

By 2008, Wisconsin mileage fatality rate will be 1.0 per 100 MVMT.

In order to achieve the goal of 1.0 deaths per 100 MVMT in 2008, Wisconsin must decrease its crash deaths to 670 from the 2000 baseline of 801 deaths, assuming a straight-line increase in mileage traveled. Of the driver causes of crashes, decreases in speeding and impaired driving, paired with increased safety belt use, offer the greatest opportunity to attain this goal.

PERFORMANCE MEASURES

| STATE PERFORMANCE MEASURES | | | | | |
|------------------------------|--------|--------|--------|--------|--------|
| | CY2000 | CY2004 | CY2006 | CY2008 | CY2010 |
| Deaths | 801 | 784 | 730 | 670 | 650 |
| Mileage Death Rate | 1.4 | 1.3 | 1.15 | 1.0 | 0.9 |
| Population Death Rate | 14.09 | 14.2 | 13.0 | 11.8 | 11.3 |
| Mileage KA Rate | 9.99 | 10.0 | 8.9 | 8.3 | 7.9 |
| Safety Belt Use Rate | 65.4 | 73% | 76% | 81% | 83% |
| Alcohol crash fatalities | 301 | 326 | 310 | 300 | 290 |
| Speed crash fatalities | 231 | 261 | 240 | 230 | 220 |
| 15-24 y/o killed in crashes | 203 | 216 | 200 | 193 | 179 |
| Motorcycle rider fatalities | 78 | 80 | 77 | 75 | 72 |
| Pedestrian fatalities | 50 | 56 | 54 | 50 | 47 |
| Bicycle crash fatalities | 10 | 14 | 12 | 10 | 8 |
| Large truck crash fatalities | 112 | 111 | 103 | 95 | 90 |

Note: Adding up the various program fatality goals in this table will provide a total greater than the total state fatality goal (670 by 2008). The overlapping effects of the individual programs that result in counting deaths more than once. The fatalities are organized by priority program areas (e.g., alcohol) as well as by vehicle type (eg. Motorcycles) and by target population (e.g., 15-24 y/o). Thus the death of an 18-year old impaired motorcyclist may appear in three categories.

B. HIGHWAY SAFETY PLANNING PROCESS

1. Define and Articulate Problems

January -- April -- Obtain and Analyze Information and Data: Prior calendar year crash data are available by April. The most recent 10 years of crash data are used to determine the magnitude of the problem posed by each crash type and to develop trend lines. In addition, conviction, medical, demographic, survey, program effectiveness and other relevant data are analyzed and used, as appropriate, to generate rates, disproportionate representation of subgroups, trends, etc., for each program area.

August-April -- Obtain Partner/Stakeholder Input: Each program expert obtains formal and informal recommendations, resources, and information from traditional and non-traditional partners and stakeholders, including public health, emergency medical services, enforcement and adjudication, not-for-profit organizations, businesses and community coalitions. This activity continues throughout the year.

2. Set Performance Goals and Objectives/Performance Measures

April -- Select Measures and Establish Degree of Change Over Time: Evaluate nature and magnitude of each type of state-level and program area problem and each target location or group, establish effectiveness of proposed program activities in addressing the problem, determine availability of resources to be applied to the problem and availability of data and information to be used to determine progress toward goals.

Continuing -- Coordinate with Other Plans: The annual highway safety plan is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the WisDOT 2004-09 Strategic Highway Safety Plan, the 2006-2010 Wisconsin Traffic Records Strategic Plan and the Wisconsin Public Health Plan for the Year 2010.

The ten items of highest priority in the Department's 2004-08 Strategic Highway Safety Plan are listed in priority order below (HSPP-related goals bolded):

1. **Increase seat belt use/air bag effectiveness**
2. Improve design/operation of intersections
3. **Improve data/decision support systems**
4. **Reduce speed-related crashes**
5. **Reduce impaired driving**
6. Minimize consequences of leaving roadway
7. Design safer work zones
8. Reduce head-on and cross-median crashes
9. Keep vehicles on the roadway
10. **Increase driver awareness**

Continuing -- Coordinate with National Priorities and funding regulations: Priority is given to Dr. Runge's February 2005 Motor Vehicle and Highway Safety Priorities, as well as the safety priorities and goals of FHWA and FMCSA, as appropriate.

3. Identify, Prioritize and Select Programs and Projects

January-March -- Evaluate and Adjust Prior Year Projects: During the first quarter of each year, BOTS program experts review the prior year's data and study the effectiveness of prior year projects. They also perform literature reviews and review best practices from other states. Continuing activities that are determined to have been effective are funded at progressively decreasing federal share.

January-March -- Incorporate Assessment Recommendations: Recommendations from state program assessments such as the 2001 EMS Assessment, 2003 Impaired Driving Assessment, 2005 Traffic Records Assessment and 2003 Motorcycle Safety Assessment are integrated into the funded activities of each program.

Continuing -- Review Literature and Best Practices: BOTS program experts perform literature reviews and also examine best practices from other states to determine whether they suit Wisconsin's unique characteristics and should be included in the HSPP.

April-May -- Group Project Priority Setting: Each program expert brings information from the processes described above to a committee of the whole Bureau of Transportation Safety. The group examines data indicating the magnitude and severity of the problem in each program area, identifies areas of overlapping results for proposed activities, introduces partner organizations' priorities and opportunities for coordination. The group then determines which projects should be funded and the appropriate level of activity that will support the statewide goal and performance measures.

4. Articulate Objectives Relating to Goals, Set Objectives for Selected Activities

April-May -- Select Targets for Programs and Projects:

Process, impact and outcome objectives are developed for each program and project, depending upon the type of activity funded, and based upon historical success of that type of activity, the magnitude of the problem and the level of effort.

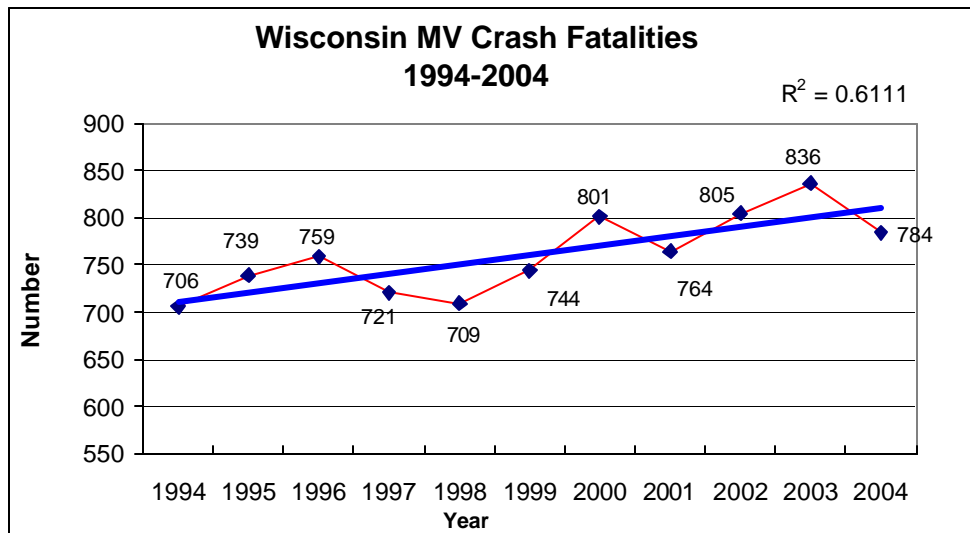
For each of these objectives and target areas, the analysts identify strategies for assessing the effectiveness of the selected projects and the availability of data at the right level of specificity collected at the right time and location.

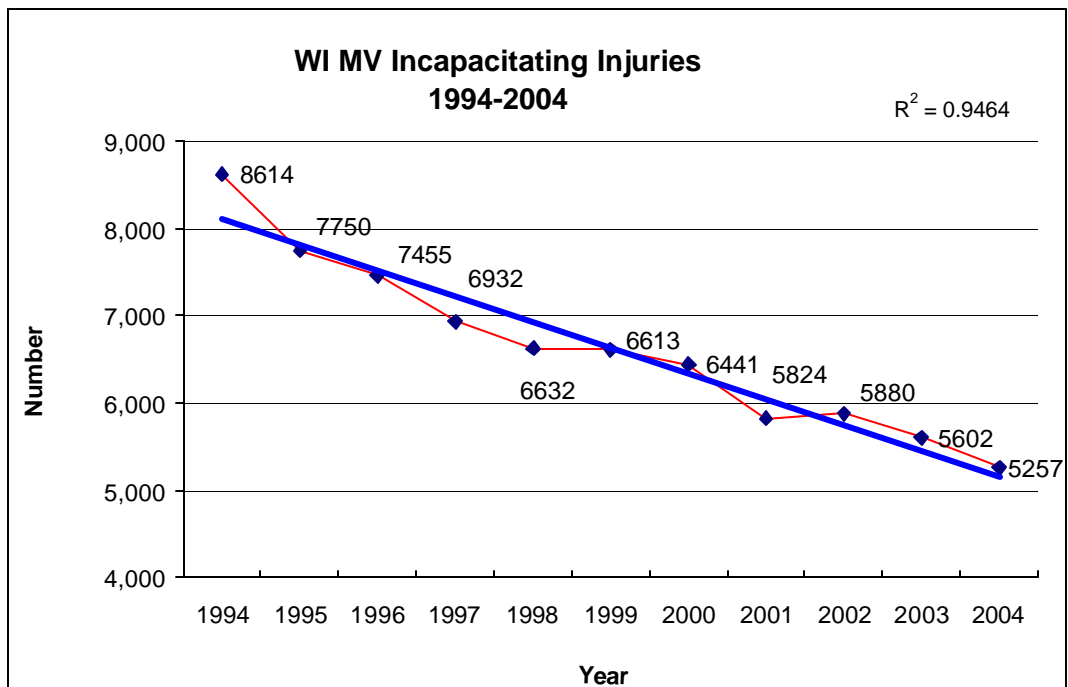
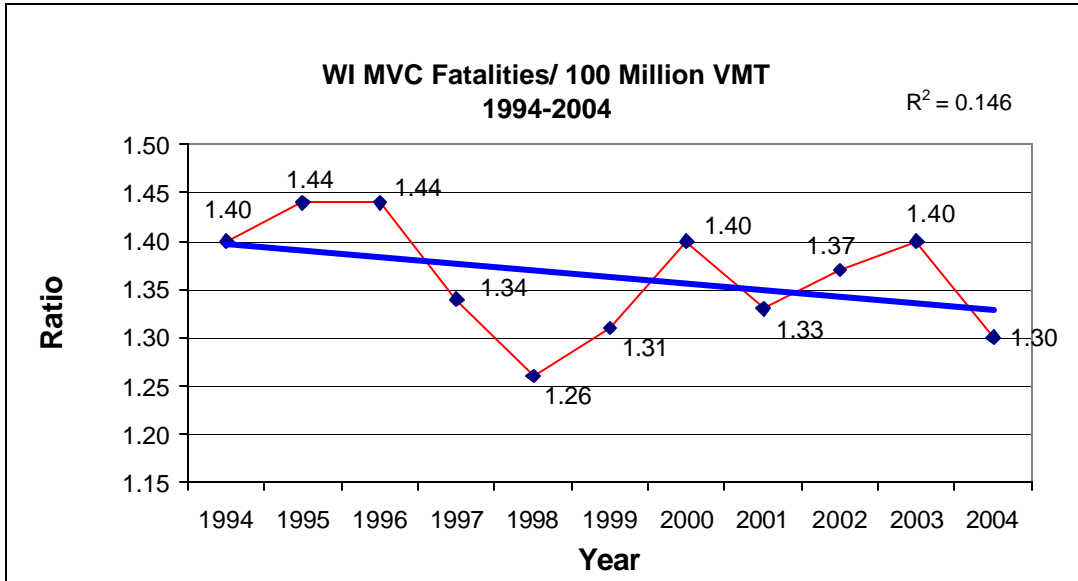
At the project level, high risk target populations, jurisdictions and behaviors are identified as in the following example: All alcohol and speed-related crash data from the three previous years for every jurisdiction in Wisconsin are analyzed, from those involving property damage, through all ranges of injuries, and those that resulted in death. These data are scientifically weighted, following established statistical protocol. From this work, the Bureau identifies those places in Wisconsin with the largest number of crashes due to excess alcohol use or speed. Upon factoring in each location's population density, a snapshot of the state's most likely places for similar crashes per capita is established.

C. PROBLEM IDENTIFICATION -- STATE SUMMARY MEASURES

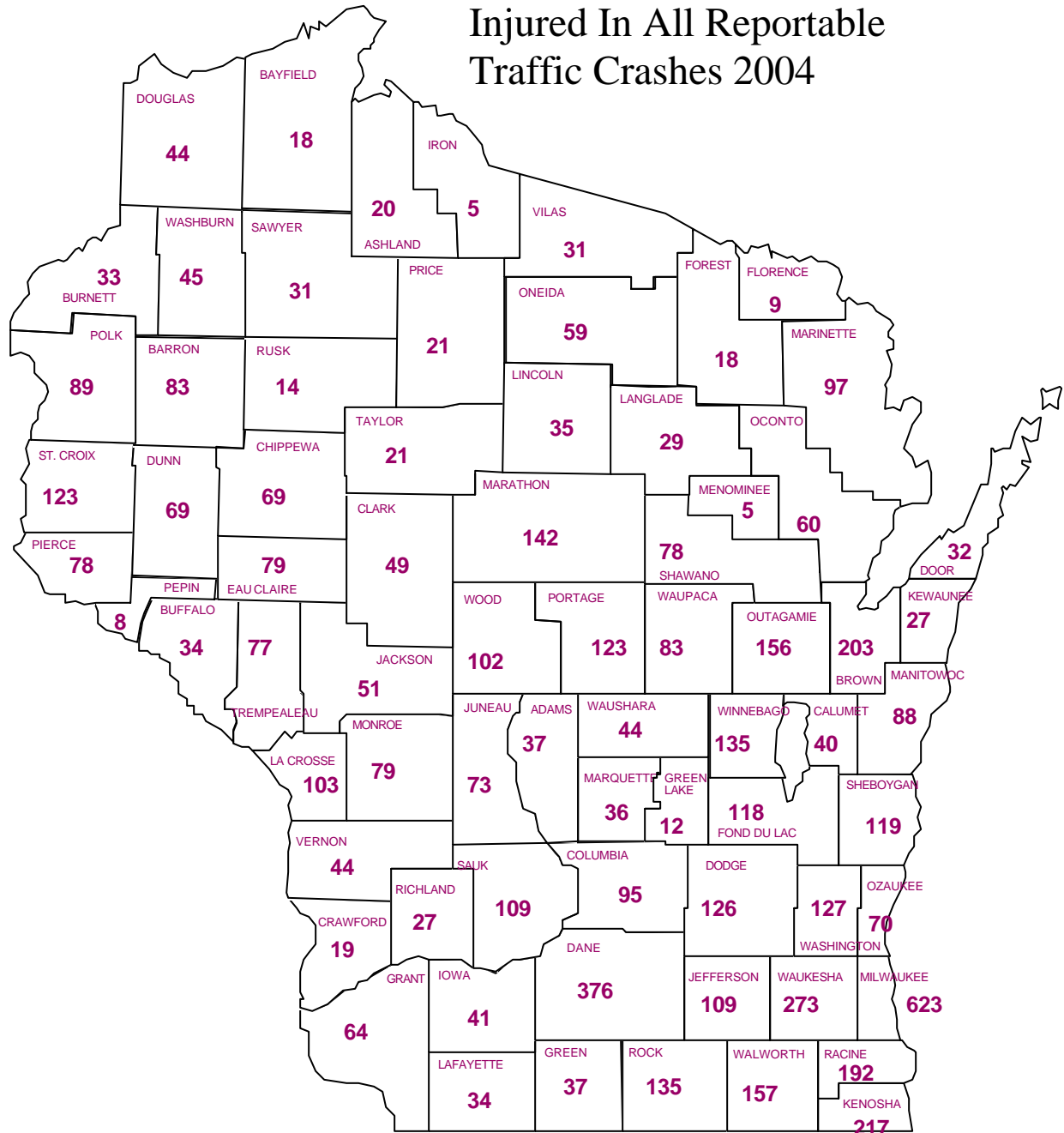
The Problem ID Process is integral to the Planning Process described in Section B above. Information used in Problem ID includes WisDOT state crash, conviction, vehicle, roadway, traffic and survey data, BOTS program effectiveness studies, demographic and other census data, emergency department, hospital discharge and death data from the state Department of Health, national surveys and other relevant data. These data are used, as appropriate, in trend, factor, disproportion and other analyses of each program area. Results of problem identification are described in the Program Plans below.

At the state level, the number of deaths trends generally upward from 1994 to 2004, although the mileage death rate trends slightly downward. However, incapacitating injuries have decreased precipitously over the same period.





Persons Killed and Seriously Injured In All Reportable Traffic Crashes 2004



Source: 2004 WisDOT DMV Crash Database

**Total Crashes by Severity
with Licensed Drivers and Registered Vehicles
Fifteen Year Summary**

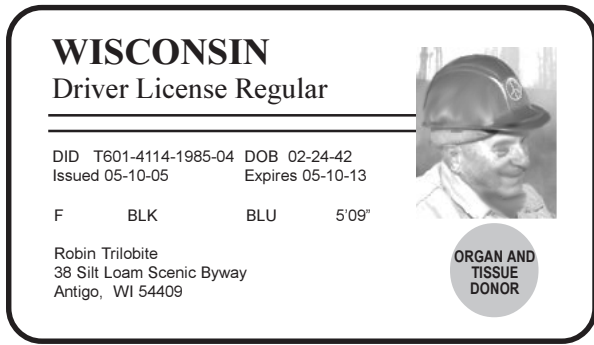
| Year | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | Persons Killed | Persons Injured | Licensed Drivers | Registered Vehicles |
|------|---------------|----------------|-------------------------|---------------|----------------|-----------------|------------------|---------------------|
| 1990 | 672 | 42,395 | 99,889 | 142,956 | 763 | 62,529 | 3,394,203 | 3,907,343 |
| 1991 | 675 | 40,916 | 97,142 | 138,733 | 795 | 60,055 | 3,473,236 | 3,982,901 |
| 1992 | 579 | 40,792 | 96,451 | 137,822 | 645 | 60,142 | 3,481,421 | 4,018,786 |
| 1993 | 616 | 41,216 | 100,453 | 142,285 | 703 | 60,902 | 3,502,347 | 4,129,519 |
| 1994 | 616 | 43,775 | 103,934 | 148,325 | 706 | 66,403 | 3,554,003 | 4,172,462 |
| 1995 | 656 | 43,845 | 104,363 | 148,864 | 739 | 66,232 | 3,601,619 | 4,268,618 |
| 1996 | 656 | 43,773 | 92,269 | 136,698 | 759 | 66,048 | 3,723,685 | 4,241,260 |
| 1997 | 631 | 41,962 | 87,361 | 129,954 | 721 | 63,166 | 3,672,469 | 4,503,904 |
| 1998 | 628 | 41,594 | 83,609 | 125,831 | 709 | 62,236 | 3,709,957 | 4,449,217 |
| 1999 | 674 | 41,345 | 88,931 | 130,950 | 744 | 61,577 | 3,733,077 | 4,713,643 |
| 2000 | 718 | 43,145 | 95,647 | 139,510 | 801 | 63,890 | 3,667,497 | 4,798,056 |
| 2001 | 684 | 39,358 | 85,361 | 125,403 | 764 | 58,279 | 3,835,549 | 4,946,305 |
| 2002 | 723 | 39,634 | 88,715 | 129,072 | 805 | 57,776 | 3,839,930 | 5,038,541 |
| 2003 | 748 | 39,413 | 91,030 | 131,191 | 836 | 56,882 | 3,933,924 | 5,160,673 |
| 2004 | 714 | 38,451 | 89,143 | 128,308 | 784 | 55,258 | 3,993,348 | 5,278,402 |

Recent Changes in Crash Reporting Threshold

- December 20, 1979** - Property damage threshold increased from \$200 to \$400 combined damage. \$200 threshold for government-owned property.
- July 31, 1981** - Property damage threshold \$500 to "any one person's property." \$200 threshold for government-owned property.
- April 19, 1988** - Property damage threshold \$500 to "any one person's property." Government-owned property changed to \$500 for government-owned vehicles, and \$200 for all other government-owned property.
- January 1, 1996** - Property damage threshold changed to \$1,000 to "any one person's property." Government-owned property changed to \$1,000 for government-owned vehicles, and remained at \$200 for all other government-owned property.

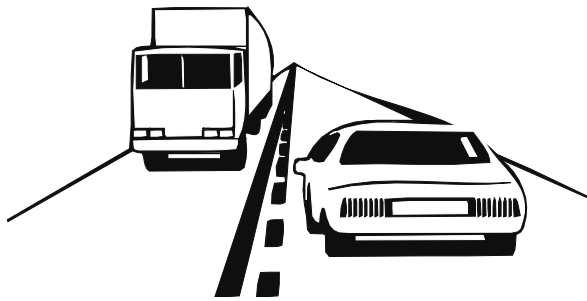
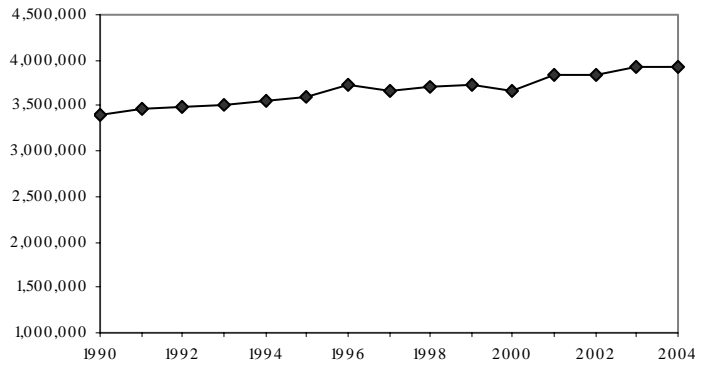
The "reporting threshold" is the minimum set of criteria that must be met before a crash is considered to be reportable. The above represent changes to the reporting threshold over recent years. See the Glossary at the end of the book for a full definition of a "reportable crash".

The State of Traffic Crashes in Wisconsin



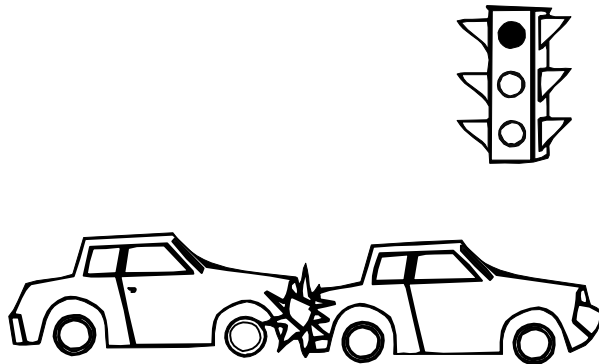
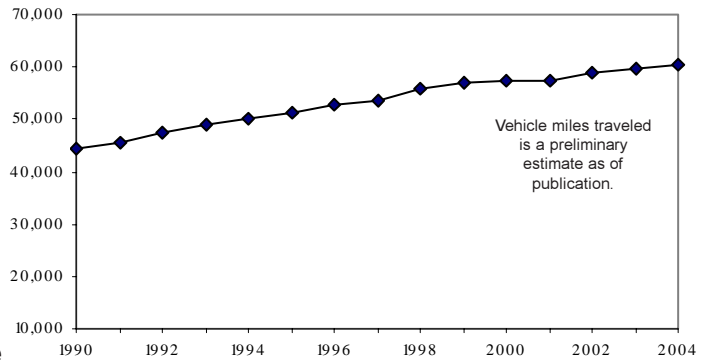
In 2004, there were 3,993,348 licensed drivers registered in Wisconsin.

Licensed Drivers



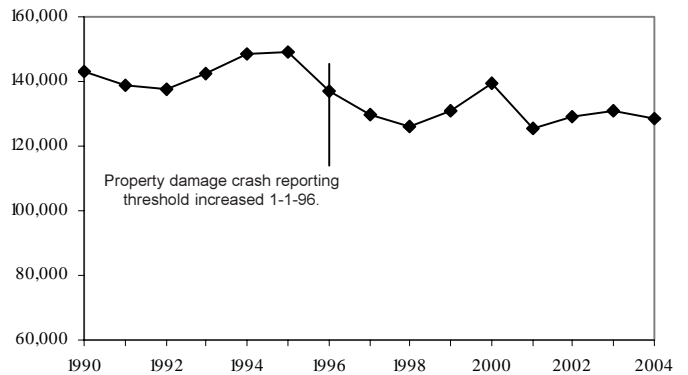
In 2004, approximately 60.5 billion vehicle miles were traveled in Wisconsin.

Vehicle Miles Traveled

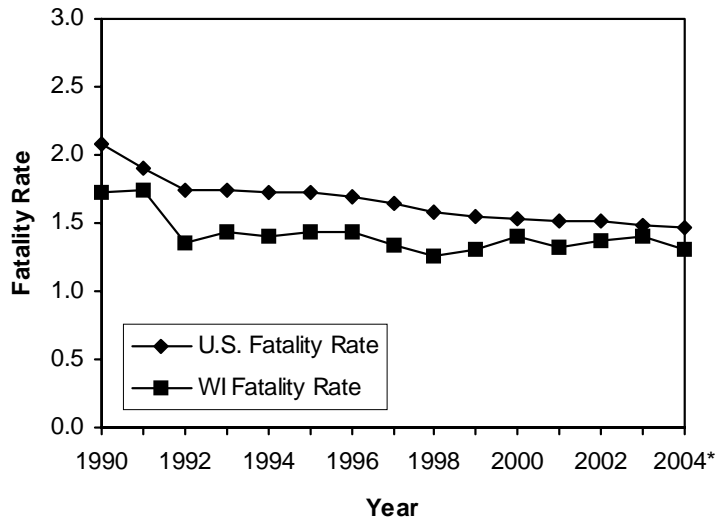


In 2004, there were 128,308 traffic crashes in Wisconsin.

Total Crashes

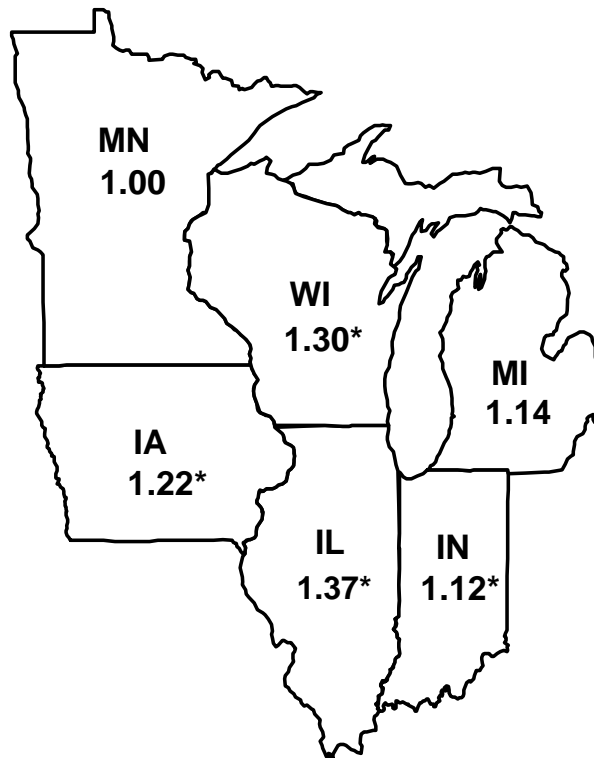


Wisconsin and U.S. Motor Vehicle Fatality Rates Fifteen Year Summary



The 2004 fatality rates are preliminary at time of publication.

Fatality Rates of Surrounding States



Fatality rate = deaths per 100 million miles of vehicle travel.

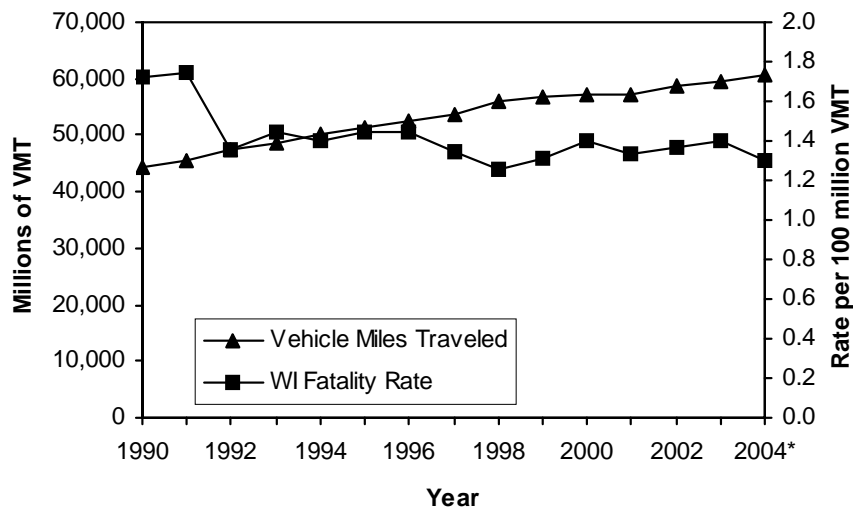
*National, Wisconsin, and Iowa fatality rates published here are preliminary estimates for 2004. Fatality rates published here for Illinois are final rates for 2003. The fatality rate noted for Indiana is preliminary for 2003. Michigan and Minnesota's figures are final for 2004.

SOURCE: 2004 Wisconsin Traffic Crash Facts

Mileage Fatality Rates Fifteen Year Summary

| Year | U.S. Fatality Rate | Wisconsin Fatality Rate | Change in WI Fatality Rate | Estimated Motor Vehicle Miles of Travel | Change in VMT | Fatal Crash Rate | Change in Fatal Crash Rate |
|-------|--------------------|-------------------------|----------------------------|---|---------------|------------------|----------------------------|
| 1990 | 2.1 | 1.72 | -9.1% | 44,276 Million | 2.8% | 1.52 | -8.4% |
| 1991 | 1.9 | 1.75 | 1.7% | 45,456 Million | 2.7% | 1.48 | -2.5% |
| 1992 | 1.8 | 1.36 | -22.3% | 47,495 Million | 4.5% | 1.22 | -17.6% |
| 1993 | 1.7 | 1.44 | 5.9% | 48,805 Million | 2.8% | 1.26 | 3.3% |
| 1994 | 1.7 | 1.40 | -2.8% | 50,273 Million | 3.0% | 1.23 | -2.4% |
| 1995 | 1.7 | 1.44 | 2.9% | 51,395 Million | 2.2% | 1.28 | 4.1% |
| 1996 | 1.7 | 1.44 | 0.0% | 52,639 Million | 2.4% | 1.25 | -2.3% |
| 1997 | 1.6 | 1.34 | -6.9% | 53,729 Million | 2.1% | 1.17 | -6.4% |
| 1998 | 1.6 | 1.26 | -6.0% | 56,048 Million | 4.3% | 1.12 | -4.3% |
| 1999 | 1.5 | 1.31 | 4.0% | 56,960 Million | 1.6% | 1.18 | 5.4% |
| 2000 | 1.5 | 1.40 | 6.9% | 57,266 Million | 0.5% | 1.25 | 6.3% |
| 2001 | 1.5 | 1.33 | -5.0% | 57,266 Million | 0.0% | 1.19 | -4.7% |
| 2002 | 1.5 | 1.37 | 3.0% | 58,745 Million | 2.6% | 1.23 | 3.0% |
| 2003 | 1.5 | 1.40 | 2.2% | 59,617 Million | 1.5% | 1.25 | 1.9% |
| 2004* | 1.5 | 1.30 | -7.1% | 60,500 Million | 1.5% | 1.18 | -5.9% |

Fatality Rate and Vehicle Miles Traveled Fifteen Year Summary



Fatality rate = deaths per 100 million vehicle miles traveled.

*National and state fatality rates and vehicle miles traveled published here are preliminary.

SOURCE: 2004 Wisconsin Traffic Crash Facts

Fatal Crashes by Type of Crash and Manner of Collision

| Type of Crash | Manner of Collision | | | | | | | TOTAL |
|-----------------------------|--|------------|-----------|-----------|---------------------|-----------------|----------|------------|
| | No collision with motor vehicle in transport | Angle | Head on | Rear end | Side swipe opposite | Side swipe same | Unknown | |
| Motor vehicle in transport | 11 | 154 | 72 | 32 | 19 | 11 | 2 | 301 |
| Fixed object | 229 | 1 | 2 | 0 | 0 | 1 | 0 | 233 |
| Overturn | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Pedestrian | 39 | 4 | 3 | 1 | 0 | 1 | 1 | 49 |
| Deer | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Bicycle | 5 | 3 | 1 | 1 | 0 | 0 | 1 | 11 |
| Other noncollision | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Parked motor vehicle | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| Other object - not fixed | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Train | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other animal | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Motor vehicle other roadway | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Immersion | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 398 | 165 | 80 | 35 | 19 | 13 | 4 | 714 |

Persons Killed by Unit Type and Role

| Unit Type | Bicyclist | Driver | Motorcyclist | Moped User | Vehicle Passenger | Pedestrian | TOTAL |
|-----------------|-----------|------------|--------------|------------|-------------------|------------|------------|
| Automobile | 0 | 368 | 0 | 0 | 133 | 0 | 501 |
| Truck | 0 | 97 | 0 | 0 | 29 | 0 | 126 |
| Motorcycle | 0 | 0 | 80 | 1 | 0 | 0 | 81 |
| Equipment / Bus | 0 | 4 | 0 | 0 | 2 | 0 | 6 |
| Bicycle | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| Pedestrian | 0 | 0 | 0 | 0 | 0 | 56 | 56 |
| TOTAL | 14 | 469 | 80 | 1 | 164 | 56 | 784 |

Motorcyclist includes motorcycle drivers and passengers.

Unit type refers to the unit of the person killed. See the glossary for definitions of the unit types.

D. PROGRAM GOALS and PERFORMANCE MEASURES

Planning & Administration Performance Goal

Federal highway safety and related funds will be distributed into activities most likely to decrease the burden of crashes, deaths and injuries on Wisconsin roadways, and the effectiveness of funded and unfunded activities in meeting national, state and priority program goals will be evaluated and the results will be incorporated into future planning.

P&A Performance Measures

- Produce timely, accurate and complete plans and reports by December 2006.
- Administer planned activities by end of FFY2006.
- Incorporate budget liquidation plan into HSP planning process and spend down set-aside funds in a timely manner.

Occupant Protection Performance Goals

- (1) Encourage consistent safety belt use and correct child passenger safety equipment use for all occupants of motor vehicles on Wisconsin roadways.
- (2) Increase statewide average safety belt use to 76% by 2006, 81% by 2008 and 83% by 2010.

OP Performance Measures

- Observed statewide average belt use and child safety seat use will increase to 76% in 2006.
- Percent of killed or A-injured vehicle occupants who were not belted will decrease to 34% in 2006.
- Number of persons ejected or partially ejected from passenger vehicles will decrease to 980 in 2006.
- Number of students certified in the correct installation of child safety seats will increase by 75 in 2006.

Alcohol Program Performance Goal

Decrease the number of deaths resulting from alcohol and drug related motor vehicle crashes to 300 deaths by 2008.

AL Performance Measures

- Alcohol and drug-related motor vehicle crashes will decrease to 8,750 in 2006 and 8,600 in 2008.
- Resulting deaths and incapacitating injuries will decrease to 1,357 in 2006 and 1,257 in 2008.
- The proportion of all fatal crashes that are alcohol or drug related will decrease to 35% of all crashes in 2006 and 30% in 2008.

Youth Alcohol Performance Goal

Decrease the number of 15 to 24 year old drivers and passengers killed in motor vehicle crashes to 193 by 2008.

YA Performance Measures

- 15 to 24 year old drivers and passengers killed or seriously injured in all will decrease to 1,409 in 2006 and 1,239 in 2008.
- 20 to 24 year old drinking drivers in crashes will decrease to 1,748 in 2006 and 1,223 in 2008.
- The availability of alcohol to underage drinkers will decrease as a result of 300 compliance checks in 2006 and 400 in 2008.

Police Traffic Services Performance Goal

Decrease the number of people killed in speed or driver aggression-related crashes to 230 by end of CY2008 by encouraging stepped-up, targeted traffic enforcement programs and by supporting training and technology resources for traffic law enforcement.

PT Performance Measures:

- Speed-related crashes will decrease to 18,971 by end of CY2006, 18,022 by end of CY2008 and 17,121 by end of CY2010.
- The number killed or incapacitated in these crashes will decrease to 1,605 by end of CY 2006, 1,546 by end of CY2008, and to 1,489 by end of CY2009.
- Perception of risk of being ticketed for a speed violation will increase to the extent that speed drops from the second most common driver contributing cause of crashes to 10% of driver contributing cause of crashes.

Traffic Records Performance Goal

Implement a statewide integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

TR Performance Measures

- The Traffic Records Coordinating Committee's Strategic Plan will be used to ensure that proper steps are being taken to implement a statewide integrated data collection network available for highway safety stakeholders.
- Surveys will be completed and program baselines will be established or updated.

Emergency Medical Response Performance Goal

Improve traffic crash survivability and injury outcome by improving the availability, timeliness and quality of EMS response, especially in high-risk rural areas of the state.

EM Performance Measures

- Injury to death ratios in targeted rural portions of the state will improve and state average injury to death ratio will improve to 85 to 1 by 2008.
- Response times for rural EMS to arrive at the scene of a motor vehicle crash will improve.

- Safety belt use rate in rural media markets and use rate in personal injury and fatal crashes will increase to 78% by 2008.
- Number of EMT's recruited and retained in rural areas will increase as a result of funded materials.

Motorcycle Safety Performance Goal

Decrease motorcycle rider fatalities to 75 in 2008.

MC Performance Measures

- Motorcycle crashes will decrease to 2,340 in 2006 and 2,180 in 2008.
- Motorcycle riders killed or injured will decrease to 730 in 2006 and 680 in 2008.
- Motorcycle crashes in which the rider had been drinking will decrease to 270 in 2006 and 230 in 2008.
- Alcohol-related motorcycle rider fatalities will decrease to 28 in 2006 and 24 in 2008.
- The percent of improperly licensed riders involved in crashes will decrease from 24% in 2003 to 21% in 2006 and 17% in 2008.

Pedestrian/ Bicycle Safety Performance Goals

- (1) Decrease pedestrian fatalities to 50 by 2008.
- (2) Decrease bicyclist fatalities to 10 by 2008

PS Performance Measures

- Pedestrian-motor vehicle crashes will decrease to 1230 (10%) by 2006 and 1160 (15%) by 2008.
- Combined fatalities (K) and serious (A) injuries will decrease to 300 by 2006; 275 K-A injuries by 2008; and to 250 K-A injuries by 2010.
- Pedestrian injuries will decrease to 1200 (10%) by 2006 and 1,135 (15%) by 2008.
- Bicycle-motor vehicle crashes will decrease to 1040 (10%) by 2006
- Combined bicyclist fatalities (K) and serious (A) injuries will decrease to 140 by 2006, 75 K-A injuries by 2008 and to 50 K-A injuries by 2010.
- Bicyclist injuries will decrease to 1,000 (10%) by 2006

Community Program Performance Goal:

Increase local participation in state-administered and locally developed highway safety activities.

CP Performance Measures

- BOTS staff will attend 90% of the County/City Traffic Safety Commission meetings scheduled in the 72 counties and City of Milwaukee
- BOTS staff will monitor 100% of law enforcement and other contracts entered into with local units of government.

Large Truck Performance Goal

Decrease large truck-related deaths to 95 by 2008.

Large Truck Performance Measures

- Large truck-related crashes will decrease from the 5-year (1999-2003) average of 8,688 to 7,600 by 2006 and 7,400 by 2008, by performing activities that influence driver behavior.
- Combined fatalities (k) and serious (A) injuries will decrease to 470 by 2006; 450 K-A injuries by 2008; and to 430 K-A injuries by 2010.
- 35,000 MCSAP inspections with at least 40% (14,000) of inspections done on rural roads, bypass routes, high crash areas and other mobile locations as experience or data directs; at least 90% (18,900) of fixed facility inspections shall be comprehensive inspections
- An educational component will be part of every inspection and audit.
- Targeted traffic enforcement that targets violations of the truck driver and drivers of vehicles driving near them will be stepped up.
- Improved data capture and transmission:
Phase 1 to begin implementing wireless technologies to transfer motor carrier inspection data directly from the field to State and Federal databases.

Planning and Administration



State of Wisconsin 2006

STATE of WISCONSIN
Federal Fiscal Year 2006
HIGHWAY SAFETY PLAN

PLANNING & ADMINISTRATION PROGRAM PLAN

Problem Statement, Program Justification

Planning annual, longer term and strategic highway safety activities, coordinating those activities on a statewide basis, and administering the funded and unfunded activities requires leadership, analysis and management at a high level.

Performance Goal Federal highway safety and related funds will be distributed into activities most likely to decrease the burden of crashes, deaths and injuries on Wisconsin roadways, and the effectiveness of funded and non-funded activities in meeting national, state and priority program goals will be evaluated and the results will be incorporated into future planning.

Performance Measures

- Produce timely, accurate and complete plans and reports by December 2006.
- Administer planned activities by end of FFY2006.
- Incorporate budget liquidation plan into HSP planning process and spend down set-aside funds in a timely manner.

Budget: (Note: Program Budgets reflect monies administered by BOTS; Total Match, including monies administered by other entities, is shown in the Detailed Budget in the Appendices)

| PLANNING and ADMINISTRATION | | |
|-----------------------------|---------------------------|-----------|
| 06-01-01-PA | Planning & Administration | \$335,000 |
| State | BOTS Planning | \$336,000 |
| | Program total | \$671,000 |

Performance Goal

Plan and distribute federal highway safety and other funds into activities most likely to decrease the burden of crashes, deaths and injuries on Wisconsin roadways, and to study the effectiveness of funded and non-funded activities in meeting national, state and priority program goals.

Activities

Program Management

\$335,000

Analyst, Program Supervisor, Program Assistant and student LTE support to the Governor's Representative for Highway Safety and the State Highway Safety Coordinator in the planning and administration of Wisconsin's Highway Safety Program. Coordinate with partners, produce all required documents and administer the highway safety program described in those documents. Wage and Fringe, DP costs, M&S training and travel, printing and postage.

Injury Control Occupant Protection

State of Wisconsin 2006



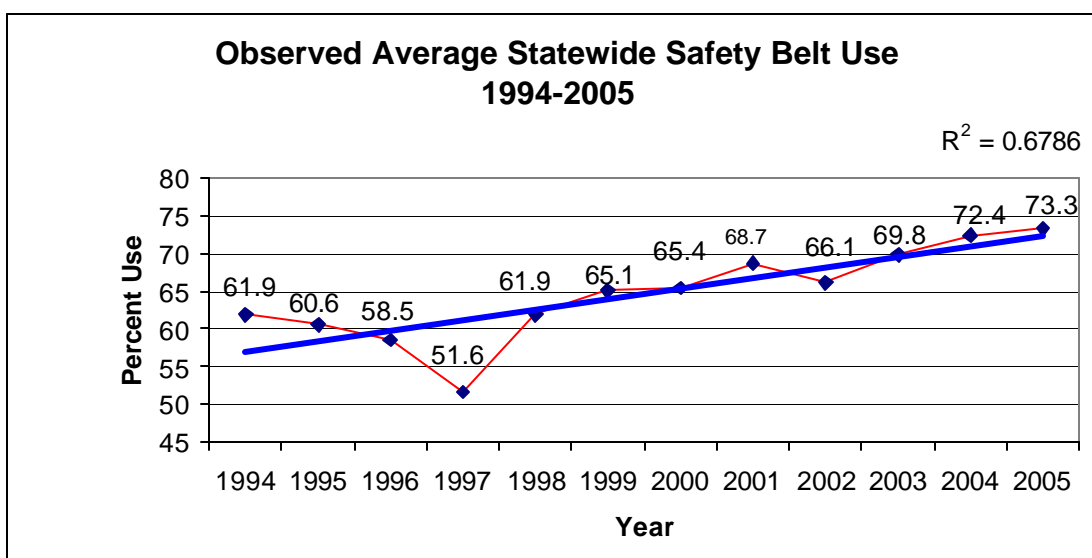
OCCUPANT PROTECTION PROGRAM PLAN

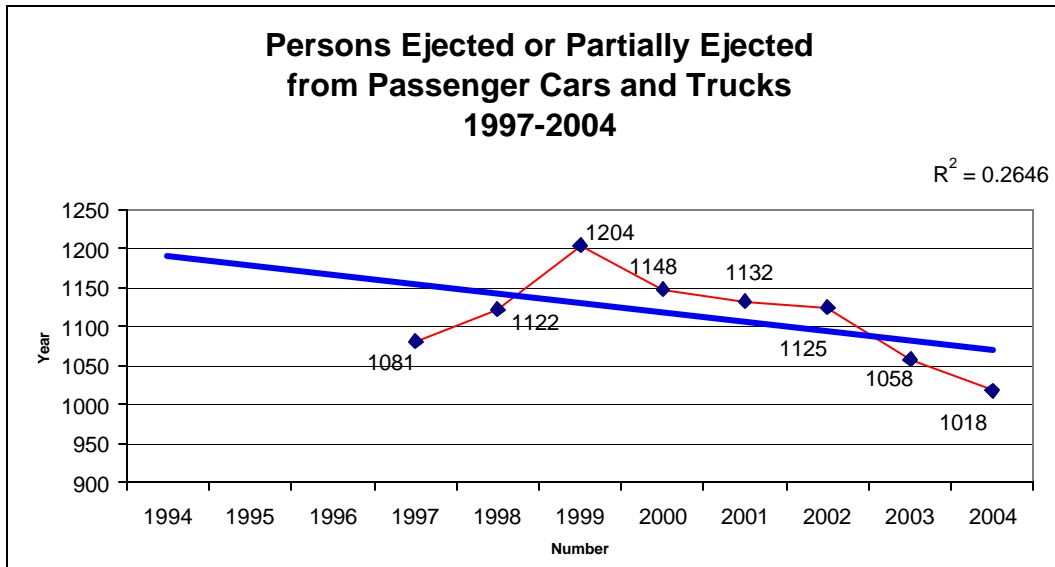


Problem Statement/ Program Justification

In 2000 (base year), Wisconsin's observed average statewide safety belt use was 65.4%, 1,148 persons were ejected or partially ejected in crashes and 40.5% of crash victims who were not belted were either killed or incapacitated. In 2004, 82,087 convictions for failure to fasten safety belts and 3,918 convictions for child restraint violations were entered into the driver records.

Using NHTSA's MVS software to determine the impact of percent increases in average belt use on lives saved, we estimate that 244 lives were saved in crashes during 2004. If Wisconsin increases its average statewide safety belt use from 72.4% in 2004 to 76% in 2006, an additional 18 lives will be saved. And if use increases to 81% in 2008, a further 25 lives will be saved. We thus estimate that 287 lives will be saved by belt use in 2008.





Performance Goals (1) Encourage consistent safety belt use and correct child passenger safety equipment use for all occupants of motor vehicles on Wisconsin roadways.

(2) Increase statewide average safety belt use to 76% by 2006, 81% by 2008 and 83% by 2010.

Performance Measures

- Observed statewide average belt use and child safety seat use will increase to 76% in 2006.
2000 baseline was 65.4%, 2004 status is 72.4%
- Percent of killed or A-injured vehicle occupants who were not belted will decrease to 34% in 2006.
2000 baseline was 40.5%, 2004 status is 3.5%
- Number of persons ejected or partially ejected from passenger vehicles will decrease to 980 in 2006.
2000 baseline was 1,148, 2004 status is 1,018
- Number of students certified in the correct installation of child safety seats will increase by 75 in 2006.
- Number of new fitting stations established and follow-up on their activities will increase by 10 in 2006.

Budget:

| OCCUPANT PROTECTION | | | |
|---------------------|--------------------------------------|-------------|-------|
| 06-02-01-OP | Program Management/Delivery | \$ 5,000 | 402 |
| 06-02-02-OP | PI&E | \$150,000 | 402 |
| 06-02-05-PM | CIOT Paid Media | \$250,000 | 402PM |
| 06-02-07-157PM | CIOT Paid Media | \$280,000 | 157PM |
| 06-02-09 IN4 | CIOT Enforcement | \$ 20,000 | IN4 |
| 06-02-03-OP | Enforcement-CIOT Mobilization, Rural | \$320,000 | 402 |
| | LEL CIOT Outreach | \$175,000 | 402 |
| 06-02-04-OP | Evaluation – Surveys | \$250,000 | 402 |
| 06-02-06-157OP | Community Activities, Convincer | \$178,000 | 157OP |
| 06-02-08-J3 | Child Passenger Safety | \$120,000 | 2003b |
| 06-43-02-DX | GDL Demonstration | \$160,000 | 403 |
| | Total 402 | \$900,000 | |
| | Total IN4 | \$ 20,000 | |
| | Total 157OP | \$458,000 | |
| | Total 2003b | \$120,000 | |
| | Total 403 | \$160,000 | |
| | Program Total | \$1,748,000 | |

Program Strategies and Activities

Program Management **\$ 5,000** (402)

Coordinate, plan and manage the state occupant protection program. DP costs, M&S training and travel, printing and postage.

- Continue to work with and expand the agencies, organizations, and non-profit programs interested in occupant protection and child passenger safety education and training.

Public Information and Education (Occupant Protection) **\$150,000** (402)

- Work with partners (WI Child Passenger Safety Association, WI Highway Safety Coordinators Association) to assure information is up to date and meeting our needs
- Revise and update all critical information, including adding Spanish versions as appropriate
- Target information to the correct audiences
- Create state-specific belt media using CIOT message.
- Put information on website to reduce production costs
- Continue working with NHTSA on Graduated Driver License Demonstration Grant and incorporate findings into information campaigns.

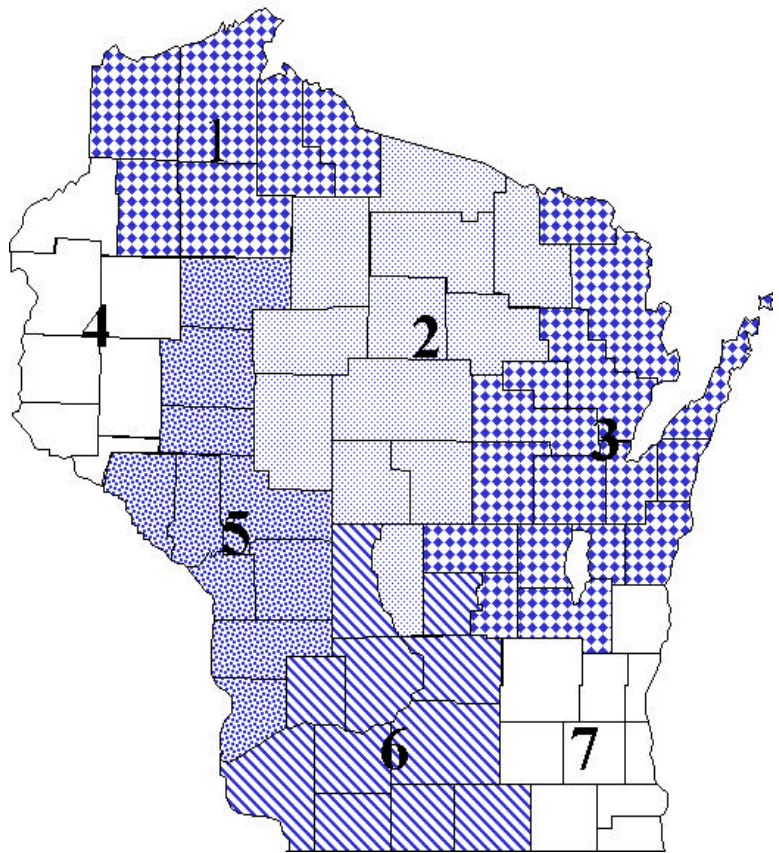
| | | | | | | | | | | |
|---|--------------------------|-----------|-------|----------|-----------|----------|--|-----------|-----|--|
| Paid Media | \$480,000 | | | | | | | | | |
| <ul style="list-style-type: none"> • Plan and contract for Paid Media for Click-It Or Ticket Mobilization and November Rural Safety Belt Use campaign. <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$280,000</td> <td style="text-align: right;">402PM</td> </tr> <tr> <td></td> <td style="text-align: right;">\$200,000</td> <td style="text-align: right;">157PM</td> </tr> </table> | | \$280,000 | 402PM | | \$200,000 | 157PM | | | | |
| | \$280,000 | 402PM | | | | | | | | |
| | \$200,000 | 157PM | | | | | | | | |
| Enforcement | \$515,000 | | | | | | | | | |
| <ul style="list-style-type: none"> • Plan statewide participation, encourage voluntary participation and provide overtime funding for the Memorial Day Click It Or Ticket enforcement campaign. <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$320,000</td> <td style="text-align: right;">402</td> </tr> <tr> <td></td> <td style="text-align: right;">\$ 20,000</td> <td style="text-align: right;">IN4</td> </tr> </table> • Support Law Enforcement Liaison outreach to local enforcement agencies to encourage participation in mobilizations and other safety activities. <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$175,000</td> <td style="text-align: right;">402</td> </tr> </table> | | \$320,000 | 402 | | \$ 20,000 | IN4 | | \$175,000 | 402 | |
| | \$320,000 | 402 | | | | | | | | |
| | \$ 20,000 | IN4 | | | | | | | | |
| | \$175,000 | 402 | | | | | | | | |
| Evaluation | \$250,000 (402) | | | | | | | | | |
| <ul style="list-style-type: none"> • Contract for CIOT Mobilization pre/post observation and attitude surveys and evaluation. \$175,000 Observation, \$50,000 Opinion, \$25,000 analysis | | | | | | | | | | |
| Community Activities | \$178,000 (157OP) | | | | | | | | | |
| <ul style="list-style-type: none"> • Develop and support Minority/Diverse Community OP Programs in targeted communities with high minority populations and documented problems, and continued mobile phone reporting <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$150,000</td> <td style="text-align: right;">157OP</td> </tr> </table> • Convincer Support <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$ 28,000</td> <td style="text-align: right;">157OP</td> </tr> </table> • Demonstrate use of ‘social marketing’ as defined by NHTSA to encourage WI youth subject to GDL penalties to increase belt use. \$160,000 403 | | \$150,000 | 157OP | | \$ 28,000 | 157OP | | | | |
| | \$150,000 | 157OP | | | | | | | | |
| | \$ 28,000 | 157OP | | | | | | | | |
| Child Passenger Safety | \$120,000 2003(b) | | | | | | | | | |
| <ul style="list-style-type: none"> • Contract for CPS Outreach and Education <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$110,000</td> </tr> </table> • Support and Administer CPS Training <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$ 5,000</td> </tr> </table> • Grants for New CPS Fitting Stations <table border="0" style="margin-left: 20px;"> <tr> <td style="width: 150px;"></td> <td style="text-align: right;">\$ 5,000</td> </tr> </table> | | \$110,000 | | \$ 5,000 | | \$ 5,000 | | | | |
| | \$110,000 | | | | | | | | | |
| | \$ 5,000 | | | | | | | | | |
| | \$ 5,000 | | | | | | | | | |

Belt Use by Region

Belt use varies by more than 11% across the state. The Green Bay/Appleton area is highest at 77.6%, and the Wausau/Rhineland area is lowest at 66.1%.

| | Region | Belt Usage 2005 (%) |
|----------|----------------------|--------------------------------|
| 1 | Superior/Northern WI | 70.6 |
| 2 | Wausau/Rhineland | 66.1 |
| 3 | Green Bay/Appleton | 77.6 |
| 4 | Minneapolis/St. Paul | 72.5 |
| 5 | La Crosse/Eau Claire | 72.1 |
| 6 | Madison | 77.1 |
| 7 | Milwaukee | 72.1 |

2005 Safety Belt Use By Wisconsin Media Markets



Impaired Driving



State of Wisconsin 2006

IMPAIRED DRIVING PROGRAM PLAN



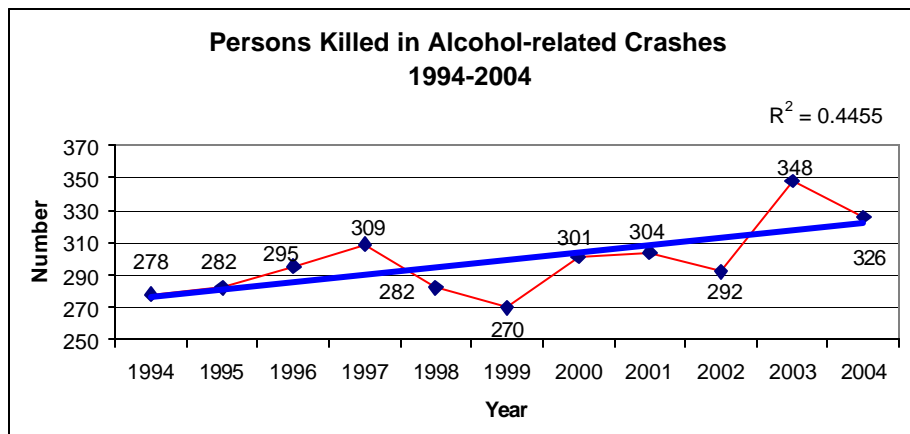
Problem Statement/ Program Justification In 2000 (Wisconsin's base year), 9,096 alcohol related crashes resulted in 301 deaths (38% of all deaths) and in 6,836 injuries. In 2000, the alcohol fatality rate was 0.53 per 100 MVMT. Also in 2000, 35.9% of all alcohol citations were for repeat offenders, and 165 of the drivers killed in alcohol-related crashes and tested exceeded the .10 AC per se limit.

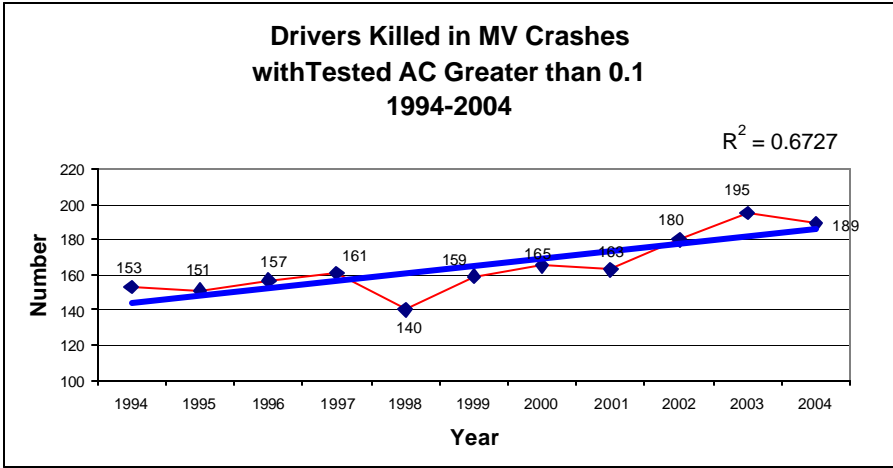
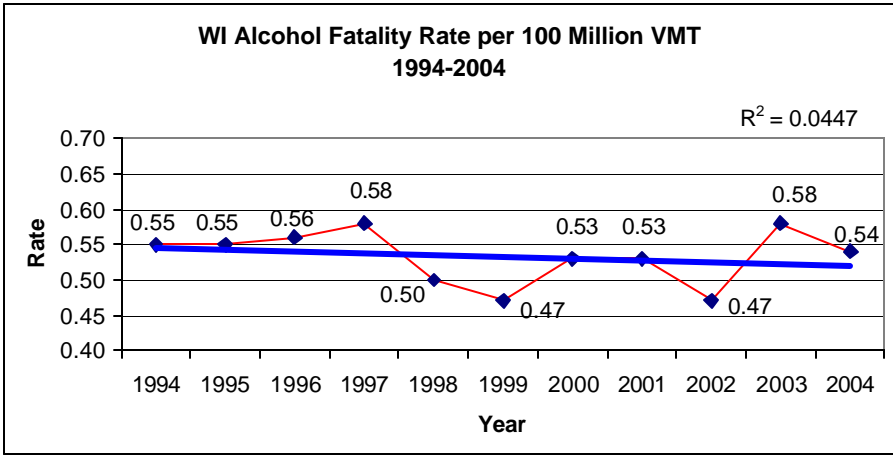
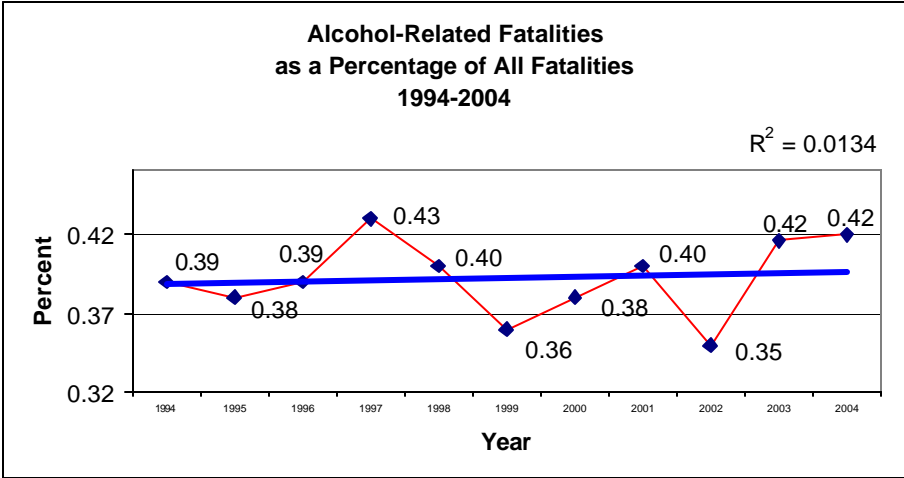
In 2004, 8,931 alcohol-related crashes resulted in 326 deaths (41.6% of all deaths) and in 6,221 injuries. The alcohol fatality rate was 0.54 per 100 MVMT. 189 of the drivers killed in alcohol-related crashes and tested exceeded the .10 AC per se limit. In 2004, 36,077 convictions for operating a motor vehicle while intoxicated were entered into driver records.

According to NHTSA data for 2003, 38% of Wisconsin traffic fatalities were drivers with AC levels at or above 0.08. This percentage placed Wisconsin as the 8th highest-ranking state, tied with Connecticut and Kansas, for this category.

Male drivers ages 25-44 constitute the majority of fatally injured drivers with high AC levels. About two-thirds of drinking drivers involved in fatal crashes in Wisconsin had no prior OWI convictions since January 1, 1989 when long-term record keeping began.

Little information is available on drugged driving, in part because of the high proportion of drugged drivers who also are impaired by alcohol and are thus cited for alcohol-impaired driving.





Performance Goal Decrease the number of deaths resulting from alcohol and drug related motor vehicle crashes to 300 deaths by 2008.

Performance Measures

- Alcohol- and drug-related motor vehicle crashes will decrease to 8,750 in 2006 and 8,600 in 2008.
2000 baseline is 9,096, 2004 status is 8,931
- Resulting deaths and incapacitating injuries will decrease to 1,357 in 2006 and 1,257 in 2008.
2000 baseline is 1,657; 2004 status is 1,457
- The proportion of all fatal crashes that are alcohol or drug related will decrease to 35% of all crashes in 2006 and 30% in 2008.
2000 baseline is 38%; 2004 status is 42% of all crashes

Budget:

| IMPAIRED DRIVING | | | |
|------------------|--|-------------|-------|
| 06-03-01-AL | Program Management/Delivery | \$ 185,000 | 402 |
| 06-41-01-J8 | PI&E, OWI Summit, Intervention | \$ 100,000 | 410 |
| 06-03-05-AL | PI&E –402 funded | \$ 250,000 | 402 |
| 06-78-01-HN10 | PI&E | \$ 150,000 | 163 |
| 06-02-07-157PM | Paid Media | \$ 400,000 | 157PM |
| 06-78-02-HN10 | Paid Media | \$ 150,000 | 163 |
| 06-41-02-J8 | Training – SFST, recert | \$ 148,800 | 410 |
| 06-03-06-AL | Training – 402 funded | \$ 100,000 | 402 |
| 06-41-03-J8 | DRE Program Support, Advisory Comm | \$ 47,000 | 410 |
| | DRE, DITEP Training | \$ 95,000 | 410 |
| 06-03-07-AL | Drug Program – 402 funded | \$ 100,000 | 402 |
| 06-41-04-J8 | UW Law School CID | \$ 190,000 | 410 |
| 06-03-02-AL | Enforcement-Mobilization | \$ 300,000 | 402 |
| 06-78-03-HN10 | Enforcement, Saturation Patrols, Equipment | \$ 375,000 | 163 |
| | Equipment | \$ 450,000 | 163 |
| | Roadside Evidentiary Tests | \$ 75,000 | 163 |
| 06-03-03-AL | Community Activities | \$ 285,000 | 402 |
| 06-41-05-J8 | Community Activities, ISPs, OWI Courts | \$ 335,000 | 410 |
| 06-78-04-HN10 | Community Activities, OWI Courts | \$ 350,000 | 163 |
| 06-03-04-AL | Evaluation – Surveys | \$ 70,000 | 402 |
| State 568 | Pre-trial Intervention Community Project | \$ 779,400 | |
| State 531 | Tavern League Safe Ride Program | \$ 170,097 | |
| | Total 402 | \$1,290,000 | |
| | Total 410 | \$1,305,800 | |
| | Total 163 | \$1,450,000 | |
| | Total 157OP | \$ 200,000 | |
| | Program Total | \$3,240,800 | |

Program Strategies, Activities and Proposed Budget

| | | |
|--|------------------|-------|
| Program Management | \$232,000 | |
| | \$ 30,000 | State |
| <ul style="list-style-type: none"> • Alcohol and Youth Alcohol Program Managers coordinate, plan and manage the state impaired driving programs with assistance of 0.5 FTE state support. Wage and fringe, DP costs, M&S, training and travel, printing and postage. | \$180,000 | 402 |
| <ul style="list-style-type: none"> • Alcohol Program Advisory Committee -- travel, meals and lodging. | \$ 5,000 | 402 |
| <ul style="list-style-type: none"> • SFST Advisory Committee – travel, meals and lodging | \$ 5,000 | 410 |
| <ul style="list-style-type: none"> • Drug Recognition Expert (DRE) Program oversight and instruction. Consultant fee, travel materials and DP equipment and materials for trained former enforcement officer. | \$ 42,000 | 410 |
| <ul style="list-style-type: none"> • Expand interaction with agencies, organizations, and non-profit programs interested in impaired driving activities and efforts. Enhance the identity of BOTS as the voice of change. Encourage state and local input into the HSP development process. | | |

| | | |
|--|------------------|-----|
| Public Information and Education (Impaired Driving) | \$550,000 | |
| <ul style="list-style-type: none"> • Develop statewide public information and education campaign to reduce OWI injuries and fatalities based on NHTSA new slogan. Contractual services for product and placement, printing and postage. Working with partners, revise and update all information, identify needs, target information to the correct audiences, including adding Spanish versions of some information and put information on website to reduce production costs. Develop and disseminate “Best Practices” information. | \$ 60,000 | 410 |
| | \$250,000 | 402 |
| | \$100,000 | 163 |
| <ul style="list-style-type: none"> • Create state-specific media using new national message | \$ 50,000 | 163 |
| <ul style="list-style-type: none"> • OWI Summit In partnership with the UW Resource Center and MADD, host a summit of law enforcement personnel, prosecutors and judges to explore enforcement strategies and challenges of battling impaired driving in Wisconsin. | \$ 20,000 | 410 |
| <ul style="list-style-type: none"> • Intervention Outreach In partnership with medical leaders, directors of large HMOs and other health community office, print and distribute a poster encouraging the public to speak with physicians about drinking issues, and educate medical staff in Emergency and Urgent Care centers about the benefits of alcohol screening. | \$ 20,000 | 410 |

Paid Media **\$550,000**

- Plan and contract for Paid Media for the new national Labor Day Alcohol Crackdown theme. \$400,000 157PM
- \$150,000 163

Education – Training **\$653,000**

- Coordinate the partnership with Department of Justice and Department of Transportation for the Standardized Field Sobriety Testing (SFST) certification for the 520-hour training curriculum; support SFST training – instructor wages, printing, postage and alcohol workshops, until DOJ takes over. \$120,000 410
- \$100,000 402
- Pay all costs of mandatory recertification for SFST Instructors and DREs, and training/conference attendance for coordinators and instructors \$ 28,800 410
- \$ 25,000 402
- Materials to support the DITEP (Drug Impairment Training for Educational Professionals) program. \$ 20,000 410
- DRE (Drug Recognition Expert) and SFST 8 Hour Drug Block Training - instructor wages, printing, postage, lodging and meals for instructors and students \$ 75,000 410
- \$ 75,000 402
- UW Law School Resource Center on Impaired Driving – costs for services provided by legal, support and administration staff, law students, office materials, printing, postage and indirect fees. Communicate law changes and regulations with statewide partners. Train Resource Prosecutors and assist OWI Prosecution when requested. Make prosecutors and judges aware of law changes and regulations through training or publications \$190,000 410

Impaired Driving Enforcement **\$1,200,000**

- Plan statewide participation, encourage voluntary participation and provide overtime funding for the **Labor Day alcohol enforcement crackdown**. Encourage enforcement agencies to make OWI a priority.
- Plan and provide overtime and equipment funding for “**Alcohol Saturation Patrols**” – at least monthly overtime enforcement in targeted jurisdictions. \$300,000 402
- \$375,000 163
- Provide approved alcohol-enforcement equipment to targeted jurisdictions includes carried over 2005 obligation. \$450,000 163

- Pilot test roadside evidentiary testing. \$ 75,000 163

Community Activities

\$1,017,000

- Road Crew Expansion Yr 2 \$285,000 402
- Mobile Eyes Expansion Yr 3 \$ 55,000 410
- ISP (Intensive Supervision Programs) \$210,000 410
- OWI Drug Courts. Encourage TSRP (Traffic Safety Resource Prosecutor) to develop regional training programs for prosecutors and judges using NHTSA Courses \$779,400 State
- Tavern League Safe Ride Program \$175,000 410
- Tavern League Safe Ride Program \$350,000 163
- Tavern League Safe Ride Program \$179,097 State

Evaluation

\$ 70,000 (402)

- Consultant fees and contractual service to provide baseline and post-mobilization information about public attitudes and behaviors with regard to impaired driving and about the enforcement of impaired driving laws \$ 35,000
- Consultant fee and contractual services to develop and analyze a survey instrument to provide baseline regarding drug impaired drivers. \$ 35,000
- Evaluate the Safe Ride and Intensive Supervision Programs. State match.
- Determine the number and characteristics of first and repeat offenders convicted under s. 346.63(1)(b), with an AC of 0.08 to 0.099.

Youthful Drivers, Alcohol & Other Drugs

State of Wisconsin 2006



YOUTH ALCOHOL & ENFORCING UNDERAGE DRINKING LAWS (EUDL) PROGRAM PLAN



Problem Statement and Program Justification

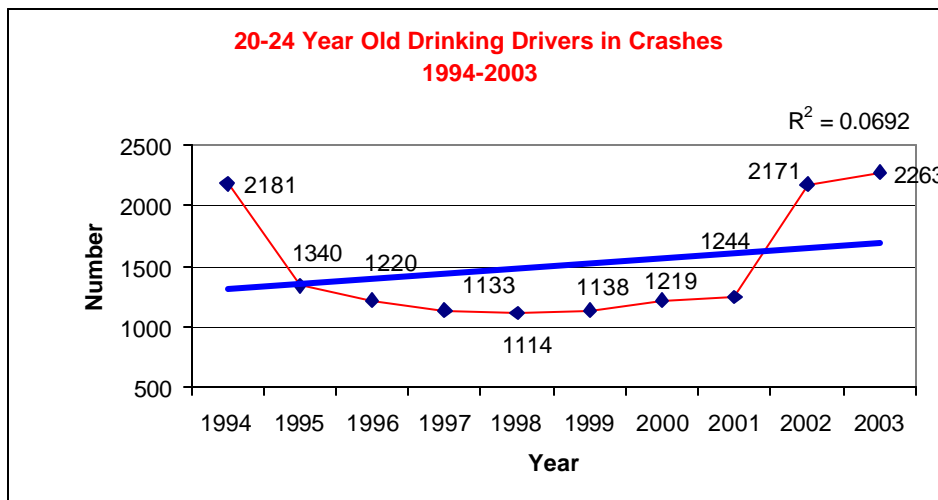
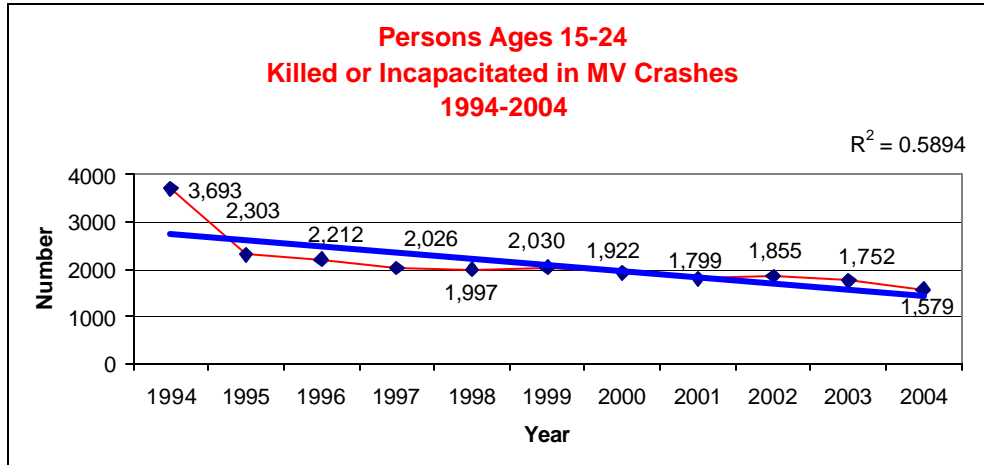
Motor vehicle crashes are the leading cause of death for young people 15 to 20 years old. The Center for Disease Control (CDC) and the National Institute on Alcohol Abuse (NIAAA) report that alcohol is a factor in the four leading causes of death among persons ages 20 to 24. In Wisconsin, the number of 20-24 year old drinking drivers in crashes has risen from 1,219 in 2000 to 2,263 in 2004.

Young drivers make many judgment errors; they take risks due to inexperience and peer pressure and they fail to wear safety belts on a regular basis. Young people are disproportionately killed or injured in collisions, both in proportion to their percentage of the state's population and in relation to their proportion of licensed drivers.

In 2000 (Wisconsin's base year) 1,922 15-24 year olds were killed or incapacitated in crashes (27% of the total). In 2004, 1,579 15-24 year olds were killed or incapacitated in crashes (26% of the total).

Wisconsin remains high in self-reported underage alcohol consumption and binge drinking. The Century Council revealed that 65% of underage WI youth who drink obtain alcohol from family and friends. Only 7% of youth reported that they obtained alcohol from retailers who failed to check for identification.

The Wisconsin GDL law has become an effective tool for law enforcement – data demonstrates crash reductions for 16 and 17-year age groups.



PROGRAM AREA PERFORMANCE GOALS and MEASURES

Performance Goal Decrease the number 15 to 24 year old drivers and passengers killed in motor vehicle crashes to 193 by 2008.

Performance Measures

- 15 to 24 year old drivers and passengers killed or seriously injured in all traffic crashes will decrease to 1,409 in 2006 and 1,239 in 2008.
2000 baseline is 1,922; 2004 status is 1,579
- 20-24 year old drinking drivers in crashes will decrease to 1,748 in 2006 and 1,223 in 2008.
2000 baseline is 1,219; 2004 status is 2,273.
- The availability of alcohol to underage drinkers will decrease as a result of 300 compliance checks in 2006 and 400 in 2008.
2000 baseline is 50; 2004 status is 210.

Budget:

| YOUTH ALCOHOL | | | |
|---------------|-----------------------------|-----------|-----|
| 06-41-01-J8 | PI&E | \$100,000 | 410 |
| 06-41-06-J8 | Social Norms Marketing | \$ 50,000 | 410 |
| | Community Youth Programs | \$ 75,000 | 410 |
| 06-44-01-JX | Enforcing Underage Drinking | \$335,000 | DOJ |
| 06-41-07-J8 | Evaluation | \$ 10,000 | 410 |
| 06-44-02-JX | Evaluation | \$ 15,000 | DOJ |
| | Total 410 | \$235,000 | |
| | Total USDOJ-EUDL | \$350,000 | |
| | Program Total | \$585,000 | |

Program Strategies and Activities

Public Information and Education

\$ 210,000

- Provide access to up-to-date educational and motivational materials and current data to the general public, youth and community prevention organizations/collaborations that will assist them to develop successful prevention programs. \$ 50,000 410

Education – Social Norms Marketing

\$ 50,000 (410)

- Support effective programs/activities at the post secondary level that are aimed at reducing impaired driving. Continue support for the University of Wisconsin System’s partnerships with their 2 and 4 year campuses and with Wisconsin private and technical colleges to provide a network for distributing a toolbox of strategies, materials and program ideas addressing high risk youth behaviors.

Enforcement (CARD, Compliance Checks)

\$335,000 EUDL

- CARD/Compliance Check Program has proven very successful. Data clearly demonstrates a relationship between age, risk factors and crash involvement. Wisconsin has implemented compliance check programs statewide as a part of its youth enforcement OJJDP Program strategy.

Empowerment

\$ 50,000 (410)

- Community Programs – Research findings and successful programs suggest a comprehensive and multifaceted approach that includes all community members. These programs are a part of other community based prevention activities such as college community and coordinated community efforts.

Evaluation

\$ 25,000

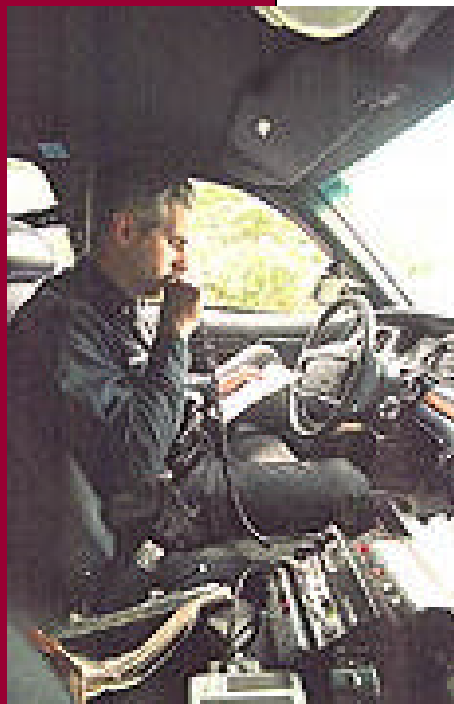
Work with current and former grant recipients to evaluate their progress and results.

- Evaluate the number of current crashes, fatalities, and injuries compared to previous years data
- Evaluate the effectiveness of the funding provided, have the fatalities, injuries, and crashes been reduced in the areas funded
- Track the use of the safety materials provided, eliminate materials that are not being used

\$10,000 410

\$15,000 EUDL

Police Traffic Services



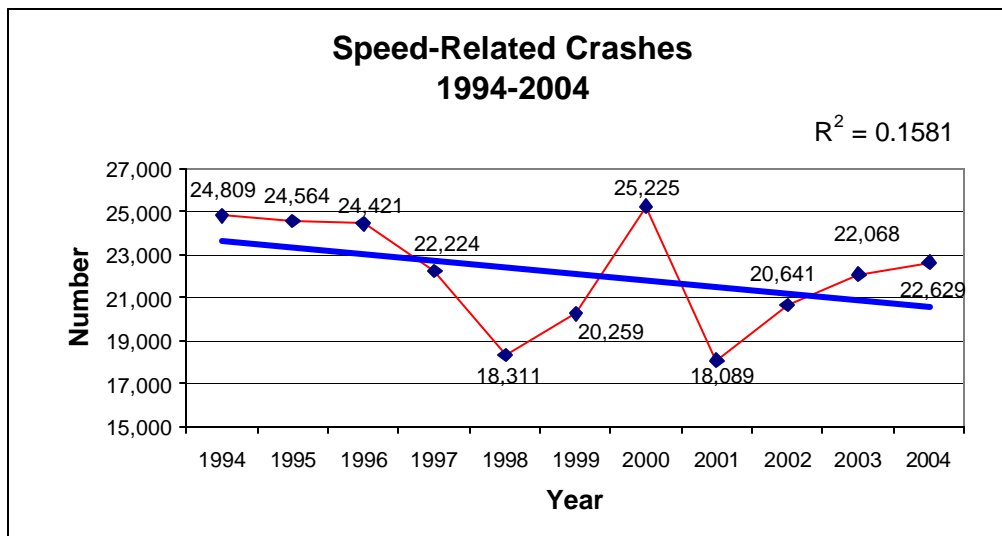
State of Wisconsin 2006

TRAFFIC LAW ENFORCEMENT PROGRAM SPEED and AGGRESSIVE DRIVING PLAN

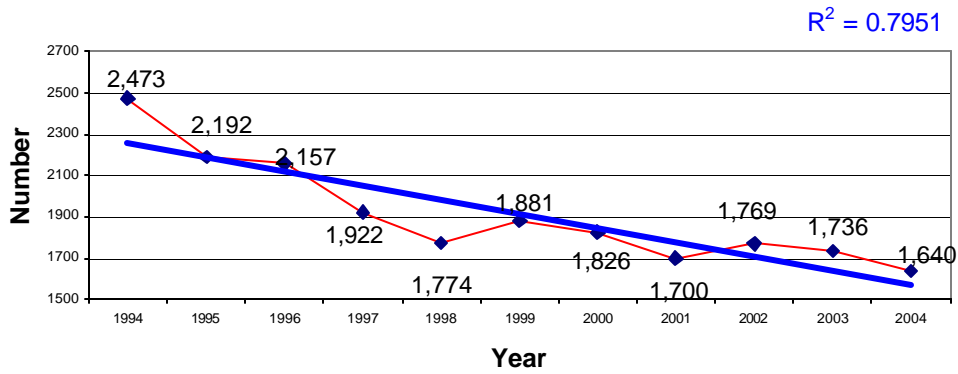


Problem Statement and Program Justification

Speeding is the most commonly cited driver behavior and the most common type of driver-caused crashes. Speed-related crashes resulted in 33% of all deaths and 21% of all injuries in 2004. 261 people died and 11,633 were injured in 22,629 speed-related crashes in 2004. In 2004, 300,203 convictions for speeding violations were entered into driver records.



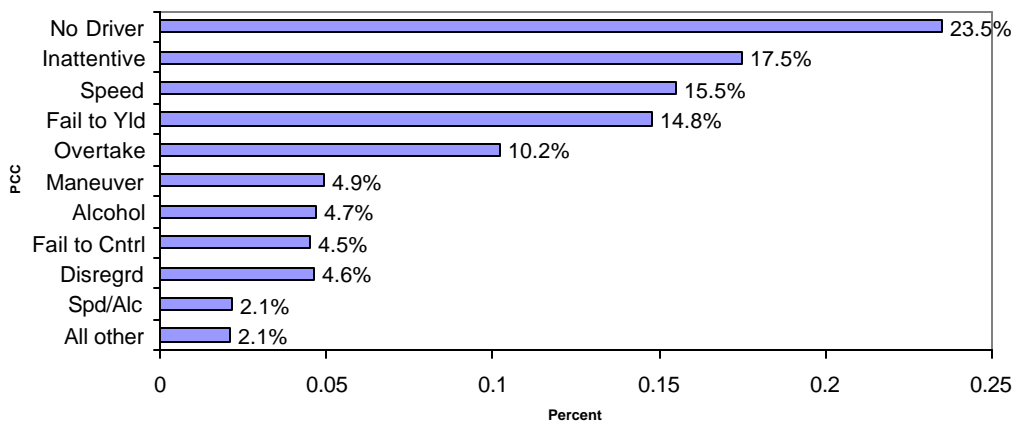
**Speed Crashes
Persons Killed or Incapacitated
1994-2004**

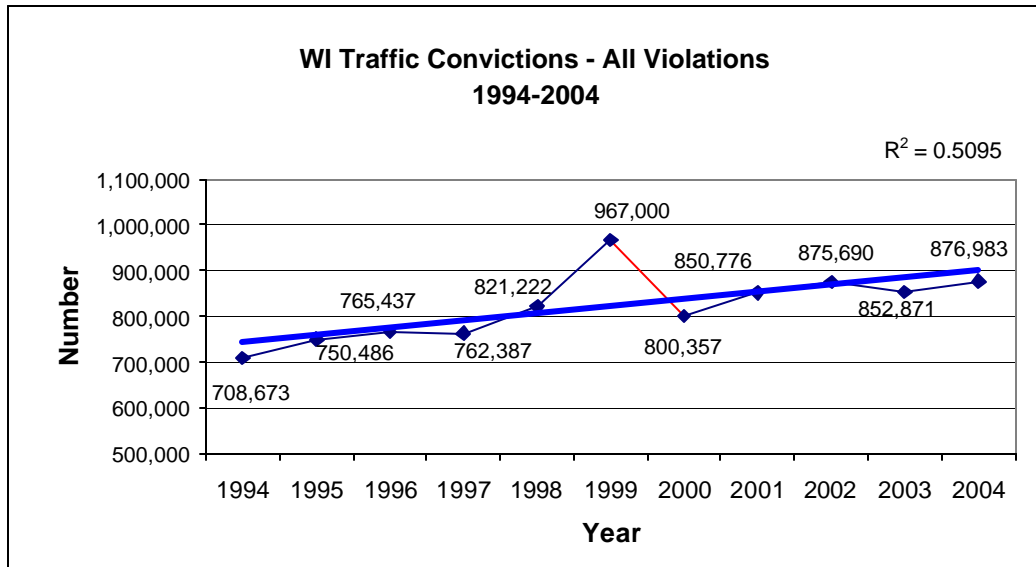


Primary Driver Contributing Circumstance

All CY2004 Crashes

(n=128,308)





Performance Goal Decrease the number of people killed in speed or driver aggression-related crashes to 230 by end of CY2008 by encouraging stepped-up, targeted traffic enforcement programs and by supporting training and technology resources for traffic law enforcement.

Performance Measures:

- Speed-related crashes will decrease to 18,971 by end of CY2006, 18,022 by end of CY2008 and 17,121 by end of CY2010.
2000 baseline was 25,225 crashes; 2004 status is 22,629; 5-yr average – 21,260 crashes
- The number killed or incapacitated in these crashes will decrease to 1,605 by end of CY 2006, 1,546 by end of CY2008, and to 1,489 by end of CY2009.
2000 baseline was 1,827 killed or incapacitated; 2004 status is 1,640; 5-yr average – 1,783
- Perception of risk of being ticketed for a speed violation will increase to the extent that speed drops from the second most common driver contributing cause of crashes to only 10% of driver contributing cause of crashes.
2000 baseline was 14.0% of driver PCCs; 2004 status is 15.5%

Budget:

| SPEED, AGGRESSION & TRAFFIC LAW ENFORCEMENT | | | |
|---|---------------------------------|-----------|-----|
| 06-04-01-PT | Program Management | \$ 5,000 | 402 |
| 06-04-02-PT | PI&E and Outreach | \$ 75,000 | 402 |
| 06-04-03-PT | Training, Capacity Building | \$ 65,000 | 402 |
| 06-04-04-PT | Enforcement, Speed | \$550,000 | 402 |
| 06-78-05-HN10 | Enforcement-Speed | \$200,000 | 163 |
| 06-04-05-PT | Evaluation | \$ 80,000 | 402 |
| 06-04-06-PT | Enforcement – Aggression (Demo) | \$300,000 | |

| | | | |
|-------------|---------------|-------------|--|
| 06-04-07-PM | Paid Media - | \$ 150,000 | |
| | 402 Total | \$1,225,000 | |
| | 163 Total | \$ 200,000 | |
| | Program Total | \$1,425,000 | |

Program Strategies and Activity Plan:

Program Management : \$ 5,000 (402)
\$ 11,000 (State)

- Coordinate, plan, manage and evaluate the state speed and aggressive driving program. DP costs, M&S training and travel, printing and postage.
- Continue to work with and expand the agencies and organizations interested in decreasing speeding and aggressive driving.

Public Information, Education and Outreach \$ 75,000 (402)

- Work with partners (law enforcement professional organizations, Wisconsin Highway Safety Coordinators Association and others) to develop handouts, posters, presentations, conferences, other media campaigns and assure that information is up to date and meets needs.
- Develop aggressive driving PI&E and/or outreach materials
- Target information to the correct audiences
- Put information on website to reduce production costs
- Following NHTSA Guidelines, plan for statewide, intense broadcast media to increase perception of stepped up enforcement and likelihood of being cited

Aggressive Driving Paid Media \$150,000 (402)

- Provide targeted media in support of aggressive driving demonstration project

Training and Capacity Building \$ 65,000 (402)

- Develop training and evaluation plan, and support training for advanced traffic enforcement skills development.

Speed Enforcement \$750,000 (402)

- Plan statewide participation, encourage voluntary participation and provide overtime funding for the speed and aggressive driving enforcement campaign.

\$550,000 402

\$200,000 163

Aggressive Driving Enforcement Demonstration \$300,000 (402)

- Develop project and evaluation plans to demonstrate coordinated and targeted enforcement techniques that discourage aggressive driving in a high-risk corridor.

Evaluation \$ 80,000 (402)

- Contract for surveys and evaluation of speed and/or aggressive driving activities
\$ 30,000 402

- Evaluate Aggressive Driving Demonstration Project
\$ 50,000 402

Traffic Records

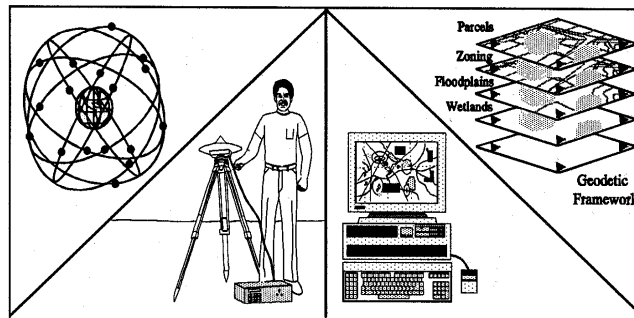


State of Wisconsin 2006

TRAFFIC RECORDS IMPROVEMENT PLAN



MAPPING and ANALYZING CRASHES



Problem Statement and Program Justification

Wisconsin underwent a Traffic Records Assessment in March of 2005. Major recommendations of the TRA include: improve location data, make crash data available to the general highway safety community, implement transfer protocols for citation data and improve the driver record format, support a state EMS run data system and a state trauma registry and allow data sharing between all data owners, provide high-level support for Traffic Records Coordinating Committee, create a senior executive level TRCC with a skilled TR Coordinator, develop and implement a TR strategic plan based on 2005 assessment findings.

Data and Decision Support Systems is one of WisDOT's 2004-2008 *Highway Safety Strategic Plan's* top ten priorities.

Performance Goal Implement a statewide integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

Performance Measures

- The TRCC's Strategic Plan will be used to ensure that proper steps are being taken to implement a statewide integrated data collection network available for highway safety stakeholders.

- Surveys will be completed and program baselines will be established or updated.

Budget

| TRAFFIC RECORDS IMPROVEMENTS | | | |
|------------------------------|--|-------------|-----|
| 06-05-01-TR | Program Management, TRCC, SCP Forum | \$ 25,000 | 402 |
| 06-78-06-HN10 | Develop Automated Activity Report/Eval | \$ 300,000 | 163 |
| 06-05-02-TR | Safety Analyst | \$ 75,000 | 402 |
| 06-05-03-TR | TraCS Implementation – Training, Support | \$ 200,000 | 402 |
| 06-78-07-HN10 | TraCS Implementation | \$ 700,000 | 163 |
| 06-05-04-TR | CODES Data linkage, analysis & outreach | \$ 80,000 | 402 |
| 06-05-05-TR | Surveys, Analyses, MC, KAB, Publications | \$ 220,000 | 402 |
| 06-05-06-TR | TR Training, Data Collection Training | \$ 10,000 | 402 |
| 06-43-01-DX | CODES Data Network Cooperative Agree | \$ 65,000 | 403 |
| 06-05-07-K9- | Strategic Plan Implementation | \$ 300,000 | 408 |
| | 402 Total | \$ 620,000 | |
| | 403 Total | \$ 65,000 | |
| | 408 Total | \$ 300,000 | |
| | 163 Total | \$1,000,000 | |
| | Program Total | \$1,968,000 | |

Program Strategies and Activities

Program Management/Analysis: **\$200,000**
 \$300,000 (163)
 \$100,000 (State)

- Coordinate, plan and manage the traffic records program. DP costs, M&S training and travel, printing and postage. \$ 5,000 402
- TRCC Meetings & Strategic Plan Development \$ 5,000 402
- 2006 Safety Conscious Planning Forum \$ 15,000 402
- Safety Analyst 1.0 FTE \$ 75,000 402
- Develop automated activity reporting, evaluation, program and project management \$100,000 163
- Program PDAs and Tablets for survey and TraCS data collection and develop training in their use to decrease observation and other survey costs \$200,000 163
- Coordinate with partners to implement TraCS e-crash and e-citation projects and communicate progress of OWI Model Data System with all partners and stakeholders.

Highway Safety Information System Improvements (408 Program)

\$300,000 (408)

Support projects identified by the TRCC in the *2006-2010 Traffic Records Strategic Plan*.

| | |
|--|--------------------------------|
| TraCS Implementation | \$900,000 |
| <ul style="list-style-type: none"> • Support roll-out of WI Version 1.0, including training, tech support • Program Version 2 to include MCSAP and MMUCC requirements, including central file changes. | \$200,000 402 \$700,000 163 |
| CODES Data Linkage | \$ 80,000 |
| Support DH&FS and UW CHSRA linkages of 2003, 2004 and 2005 data, develop analyses, reports, Internet site | \$ 80,000 402 |
| Participate in Crash Outcome Data E System Data Network | \$65,000 Cooperative Agreement |
| Surveys, Analyses, Publications | \$22000 |
| <ul style="list-style-type: none"> • Establish baselines for safety program areas through KAB injury surveys • Produce summary data publications as required | \$ 70,000 402 \$150,000 402 |
| <ul style="list-style-type: none"> • Plan, program and administer combined Speed/Motorcycle Observational Survey | \$150,000 402 |
| Traffic Records Training | \$ 10,000 |
| <ul style="list-style-type: none"> • Provide TR Training to data collectors, analysts. | \$ 10,000 402 |

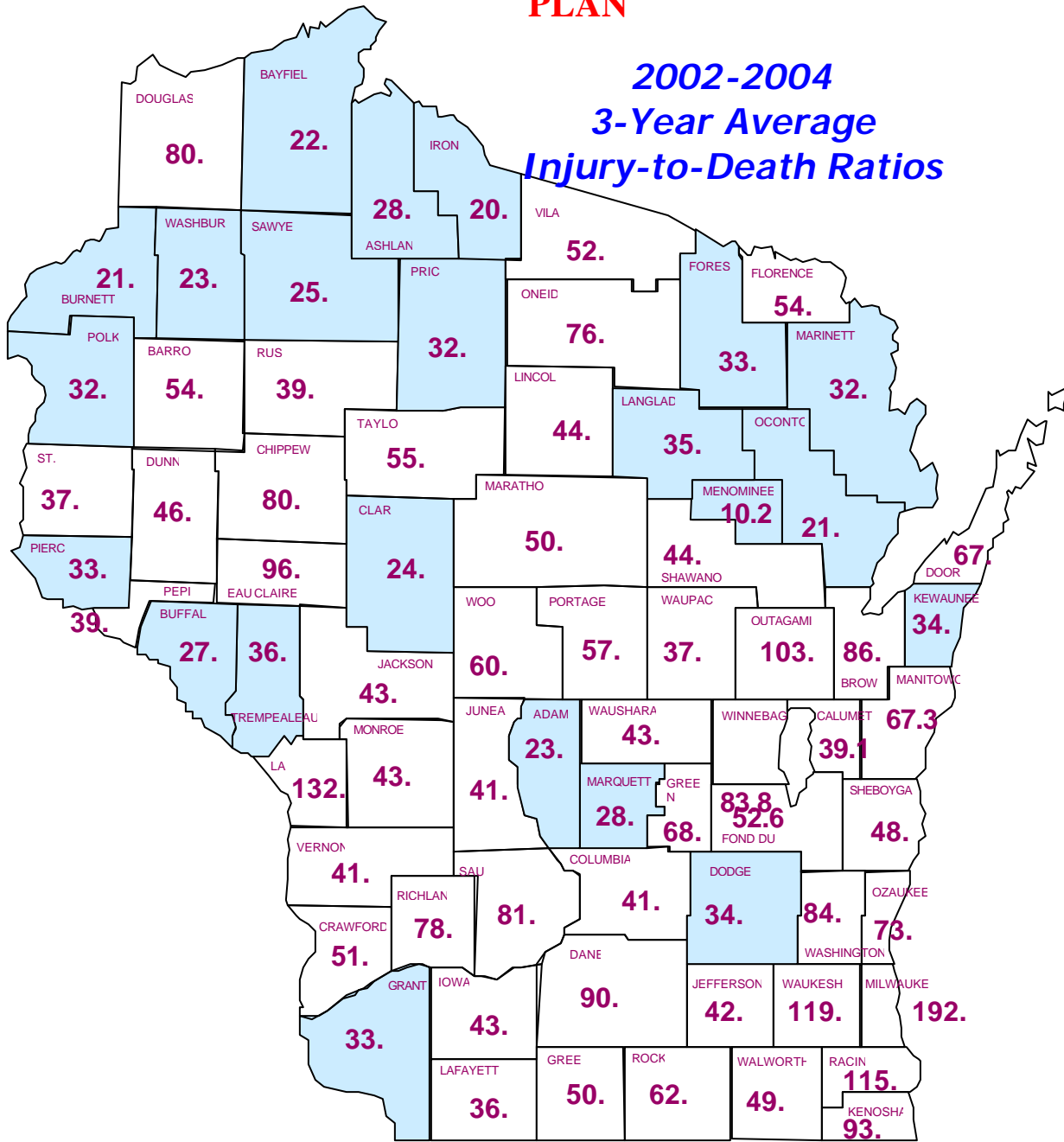
Emergency Medical Services



State of Wisconsin 2006

EMERGENCY MEDICAL RESPONSE IMPROVEMENT PLAN

**2002-2004
3-Year Average
Injury-to-Death Ratios**



State Average Injury to Death Ratio
 2004 = 70.4
 2002-2004 = 70.1

Shaded Counties averaged at least 1 death per every 35 injuries over the past 3 years

Source: WisDOT Crash Database

EMS IMPROVEMENT PLAN



Problem Identification and Program Justification

Crash survivability varies by location in the state. The WI Legislature has mandated the development of a statewide trauma care system to maximize local resources. However, recruitment and retention of First Responders is an increasingly significant issue in rural portions of the state. Response times are longer and outcomes are worse for rural crashes, and 3-year average Injury to Death Ratios indicate that the areas of highest risk are predominantly rural.

Performance Goal Improve traffic crash survivability and injury outcome by improving the availability, timeliness and quality of EMS response, especially in high-risk rural areas of the state.

Performance Measures

- Injury to death ratios in targeted rural portions of the state will improve and state average injury to death ratio will improve to 85 to 1 by 2008.
2000 baseline was 79.8 to 1; 2004 status is 70.4 to 1
- Response times for rural EMS to arrive at the scene of a motor vehicle crash will improve.
- Safety belt use rate in rural media markets and use rate in personal injury and fatal crashes will increase to 78% by 2008.
- Number of EMT's recruited and retained in rural areas will increase as a result of funded materials.

Budget

| EMERGENCY MEDICAL RESPONSE | | | |
|----------------------------|-------------------------------------|-----------|-----|
| 06-06-01-EM | Program Management | \$ 5,000 | 402 |
| 06-06-02-EM | Publicity and Outreach | \$130,000 | 402 |
| | Training – Airbag and restraint | \$ 10,000 | 402 |
| 06-06-03-EM | First Responder Training, Materials | \$ 45,000 | 402 |
| 06-06-04-EM | Rural EMS Programs, Bystander Care | \$ 10,000 | 402 |
| | Program Total | \$200,000 | |

Program Strategies and Activities:

Program Management **\$ 5,000** (402)
\$ 4,000 State

- Oversee Ambulance Inspector, DP costs, M&S, training and travel, printing, postage.

Publicity and Outreach (Emergency Response) **\$130,000** (402)

- Collaborate with the DH&FS EMS Section to provide for a statewide EMS-C Conference. With DH&FS and WATS, develop an EMS PI&E Plan, educate the general population and emergency responders about the state Trauma System. Review and duplicate highway safety materials for EMS personnel for local distribution.

Airbag education and restraint presentations **\$10,000** (402)

- Provide training to EMS, Fire and law enforcement personnel on the hazards of un-deployed airbags in motor vehicles.

First Responder Equipment & Training: **\$45,000** (402)

Fund initial equipment and training for rural first responder groups in targeted areas.

Rural EMS Programs : **\$10,000** (402)

Support Bystander Care and recruitment and retention of EMS personnel.

Motorcycle Safety



State of Wisconsin 2006

MOTORCYCLE SAFETY PROGRAM PLAN

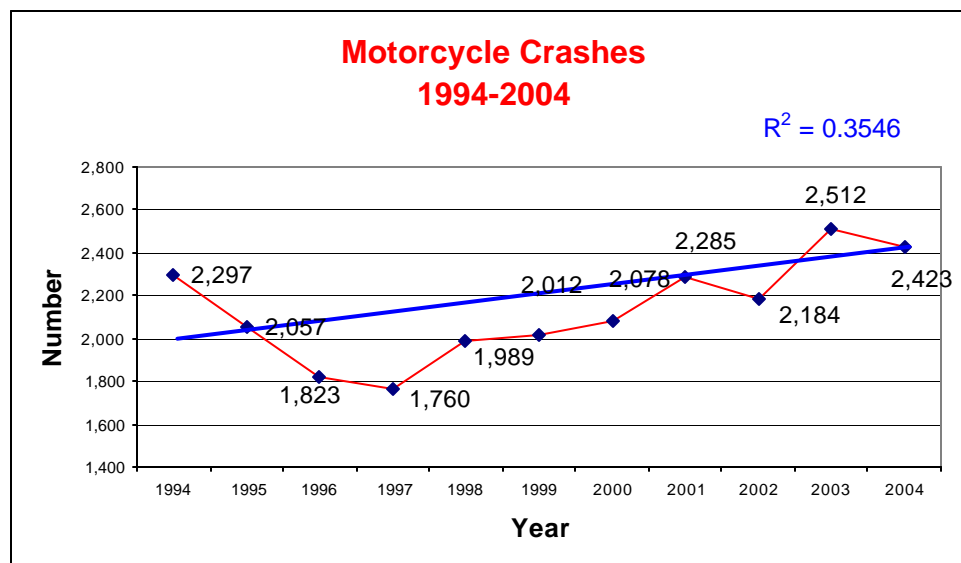


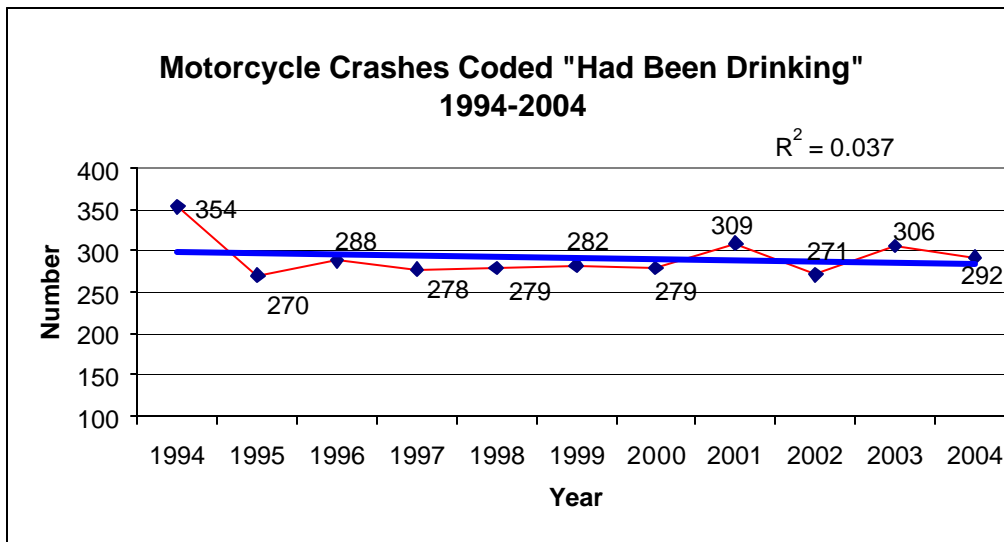
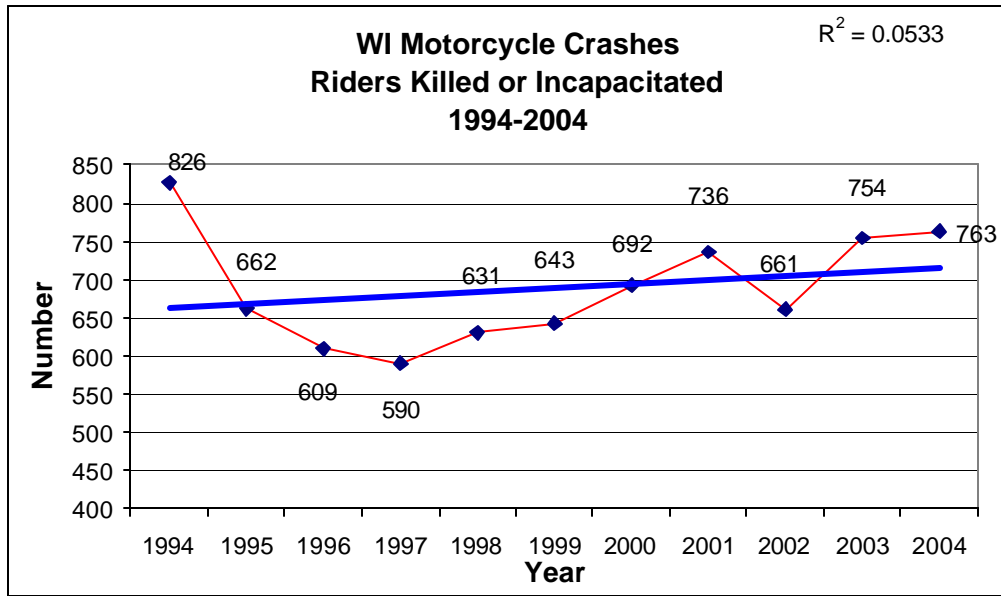
Problem Statement and Program Justification

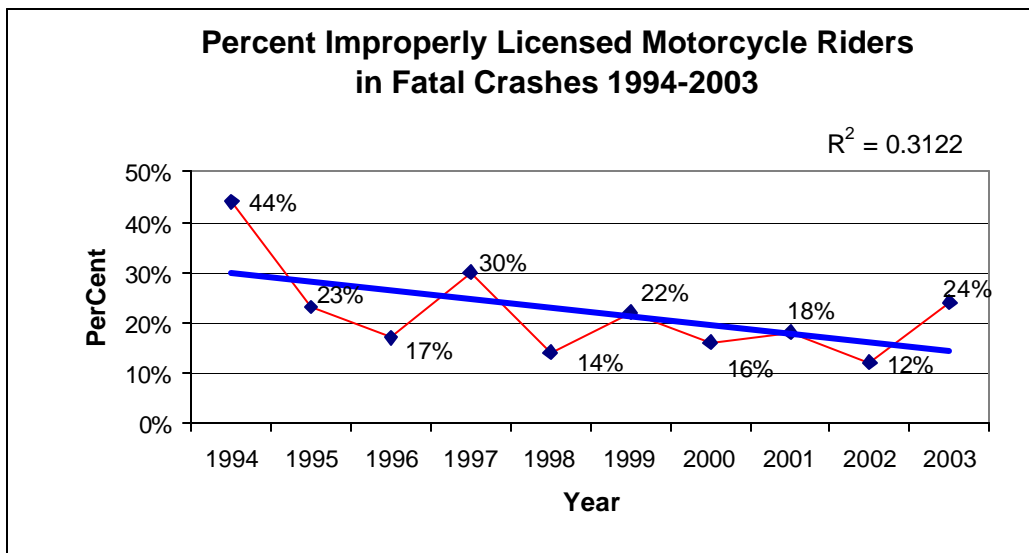
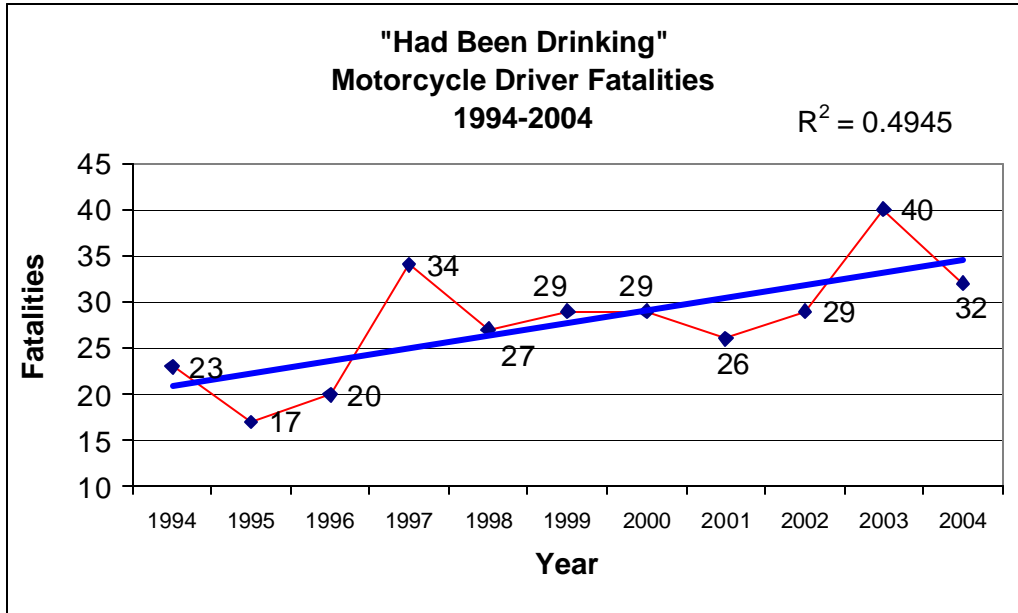
In 2000 (Wisconsin's base year), 2,014 persons were injured and 78 were killed in 2,078 reported motorcycle crashes. In 2004, 2,281 persons were injured and 80 were killed in 2,423 reported motorcycle crashes. Of the 80 motorcyclists killed in 2004, 33 had a positive BAC (41%). Eight of the fatalities occurred in Waukesha County and seven occurred in Milwaukee County.

Demand for Wisconsin's Motorcycle Rider Education Program (MREP) training has increased by 21% over the past two years, and is estimated to increase another 18% in FY06. Funding needed by local training sites is expected to increase, creating an additional workload for the Motorcycle Safety Program. Four chief instructors and nearly 200 rider education instructors must be continually updated and kept current on MSF curriculum changes and quality assurance initiatives. Currently, this is not done on a statewide annual effort.

Recent surveys indicate that 49% of respondents are familiar with our brochures and posters, bumper and helmet stickers, and 23% said the item(s) did make a difference in their attitude.







Performance Goal Decrease the number of motorcycle rider fatalities to 75 in 2008.

Performance Measures

- Motorcycle crashes will decrease to 2,340 in 2006 and 2,180 in 2008.
2000 baseline was 2,078; 2004 Status is 2,423
- Motorcycle riders killed or injured will decrease to 730 in 2006 and 680 in 2008.
2000 baseline was 692; 2004 Status is 763 riders killed or injured.
- Motorcycle crashes in which the rider had been drinking will decrease to 270 in 2006 and 230 in 2008.
2000 baseline was 279; 2004 Status is 306 had been drinking crashes.

- Alcohol-related rider fatalities will decrease to 28 in 2006 and 24 in 2008.
2000 baseline was 29; 2004 Status is 32 fatalities
- The percent of improperly licensed riders involved in crashes will decrease from 24% in 2003 to 21% in 2006 and 17% in 2008.
2000 baseline was 16%; 2003 status was 24%.

Budget

| MOTORCYCLE SAFETY PROGRAM BUDGET | | | |
|----------------------------------|---|-------------|------|
| 06-07-01-MC | Program Support | \$ 45,000 | 402 |
| State | Program Management | \$110,000 | |
| 06-07-02-MC | Public Information, social marketing | \$105,000 | 402 |
| | Outreach to cycle organizations, events | \$ 75,000 | 163 |
| 06-78-08-HN10 | OWI PI&E | \$ 25,000 | 163 |
| 06-07-03-MC | Training - Instructor | \$ 10,000 | 402 |
| State | MREP | \$544,000 | |
| 06-07-04-MC | Tri-County Motorcycle Coalition | \$ 25,000 | 402 |
| | Safety Mentoring Pilot | \$ 25,000 | 402 |
| 06-07-05-MC | Evaluation | \$ 60,000 | 402 |
| 06-07-06-K6 | s. 2010 Training/Outreach Incentive Grant | \$100,000 | 2010 |
| | Total 402 | \$345,000 | |
| | Total 163 | \$ 25,000 | |
| | Total K6 | \$100,000 | |
| | State | \$654,000 | |
| | Program Total | \$1,014,000 | |

Program Strategies and Activities

Program Management & Clerical Support **\$ 45,000** (402)
\$110,000 (State)

- Assist the WI Rider Education Program and Motorcycle Safety Program through continued clerical support to training sites. Wage & fringe, DP, M&S.

Public Information (Motorcycle Safety) **\$205,000**

- Update and reprint the Ride Straight-Sober, Share the Road brochures and reprint bumper and helmet stickers as needed during FFY 05-06. Promote “Share the Road” through a mailing to 1.5 million motor vehicle owners during the May – August vehicle registration sticker distribution. \$55,000 402
\$25,000 163
- Involve up to 12 DSP motor officers in up to three statewide events and local officials in up to 12 regional or local events to increase OWI enforcement and awareness \$75,000 402
- Impaired Riding Social Market Project – expansion to additional sites \$50,000 402

| | | |
|--|------------------|---------|
| Training -- Motorcycle Safety Instructor Training | \$ 10,000 | (402) |
| | \$554,000 | (State) |
| <ul style="list-style-type: none"> • Conduct one statewide conference or three or four regional workshops to update instructors on curriculum issues, as required by MSF and Trans 129, in FFY 05-06. Provide scholarships for up to three chief instructors to attend SMSA or MSF annual national workshops during FFY 05-06. \$ 10,000 • S. 2010 Training and Outreach Incentive Grant \$ TBA | | |
| Community Programs | \$ 50,000 | (402) |
| <ul style="list-style-type: none"> • Tri-County Motorcycle Coalition to implement three countywide motorcycle safety initiatives suggested in the NAMS conference. \$25,000 • Pilot test safety mentoring initiative suggested at the NAMS conference. \$25,000 | | |
| Evaluation | \$60,000 | (402) |
| <ul style="list-style-type: none"> • Evaluate the effect of the Motorcycle OWI Social Marketing Project implemented during FFY 04-05 during the FFY 05-06 riding season. \$30,000 • Evaluate Wisconsin's MREP training program by sampling the driver records of Rider Ed graduates and non-trained riders to determine which group is involved in more crashes and has more citations, perhaps by model of motorcycle. \$30,000 | | |

Pedestrian/Bicycle Safety



State of Wisconsin 2006

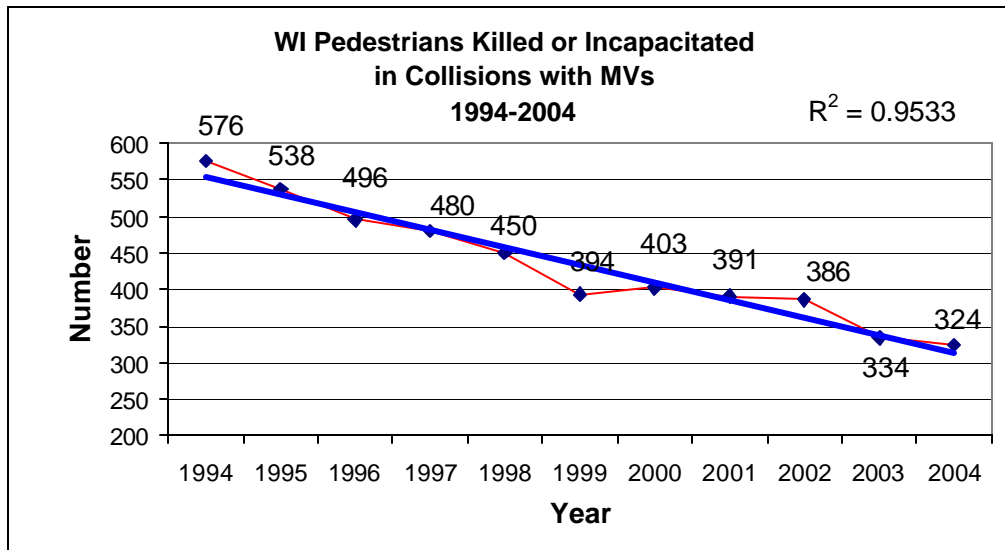
PEDESTRIAN & BICYCLE SAFETY PROGRAM PLAN



Problem Statement and Program Justification – Pedestrian Crashes

In 2004, 56 pedestrians died in pedestrian-motor vehicle crashes. This is approximately 10% higher than the average over the last five years. 1,335 pedestrians were injured, which is 10% below the five-year average. The 1,364 crashes in 2004 were 9% below the five-year average.

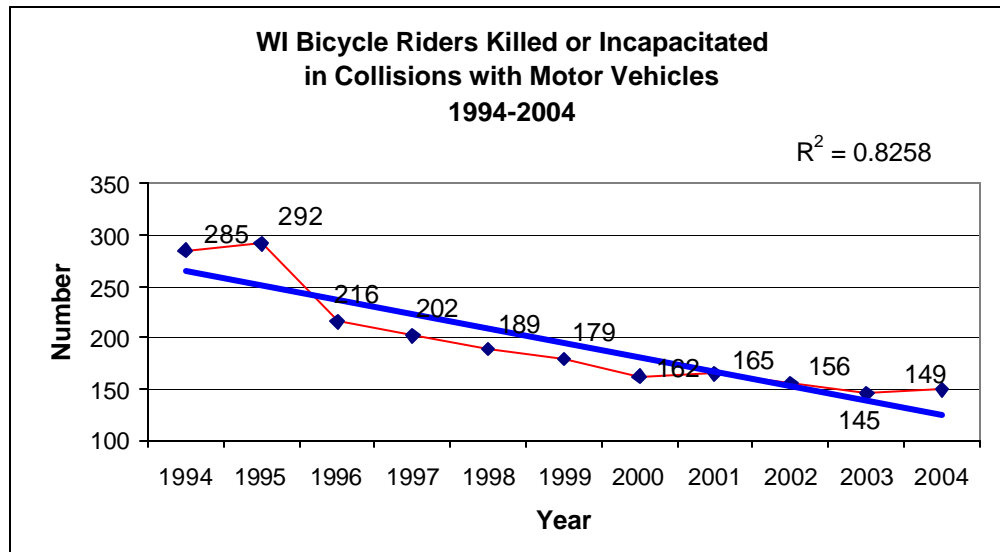
Comparing 2004 to 2003, fatalities increased by approximately 5%, while injuries declined by approximately 8%.



Problem Statement and Program Justification – Bicycle Crashes

In 2004 14 bicyclists died in bicycle-motor vehicle crashes. This is approximately 21% higher than the five-year average. The 1,107 bicyclists injured are approximately 4% fewer than the five-year average and the 1,155 bicycle-motor vehicle crashes is approximately 8% below the five-year average.

Comparing the 2004 numbers to the 2003 numbers, fatalities increased by approximately 14%, while injuries declined by approximately 2%.



Performance Goals (1) Decrease pedestrian fatalities to 50 by 2008.

2000 baseline was 50; 2004 status is 56 pedestrians killed.

(2) Decrease bicyclist fatalities to 10 by 2008

2000 baseline was 10; 2004 status is 14 bicyclists killed.

Performance Measures

- Pedestrian-motor vehicle crashes will decrease to 1,230 (10%) by 2006 and 1,160 (15%) by 2008.
2000 baseline was 1,657; 2004 status is 1,364 crashes.
- Combined fatalities and serious (A) injuries will decrease to 300 by 2006; 275 K-A injuries by 2008; and to 250 K-A injuries by 2010.
2000 Baseline was 394 pedestrians killed or incapacitated
- Pedestrian injuries will decrease to 1,200 (10%) by 2006 and 1,135 (15%) by 2008.
2000 baseline was 1,648; 2004 status is 1,335 pedestrians injured.
- Bicycle-motor vehicle crashes will decrease to 1040 (10%) by 2006
2000 baseline was 1,279; 2004 status is 1,155 bicyclist crashes
- Combined bicyclist fatalities (K) and serious (A) injuries will decrease to 140 by 2006, 75 K-A injuries by 2008 and to 50 K-A injuries by 2010.
2000 Baseline: 162 bicycle riders killed or incapacitated

- Bicyclist injuries will decrease to 1,000 (10%) by 2006
2000 baseline was 1,244 injuries; 2004 status is 1,107 bicyclists injured

Budget:

| PEDESTRIAN & BICYCLE SAFETY | | | |
|-----------------------------|---------------------------------------|------------|-----|
| 06-09-01-PS | Program Management | \$ 5,000 | 402 |
| State | Program Management | \$ 60,000 | |
| 06-09-02-PS | Public Information | \$ 100,000 | 402 |
| 06-78-09-HN10 | Public Information | \$ 25,000 | 163 |
| State | Public Information | \$ 42,500 | |
| 06-09-03-PS | Training – TSB, BOB, Engineer/Planner | \$ 25,000 | 402 |
| 06-09-04-PS | Enforcement, Community Programs | \$105,000 | 402 |
| 06-09-05-PS | Evaluation | \$ 25,000 | 402 |
| | 402 Total | \$260,000 | |
| | 163 Total | \$ 25,000 | |
| | State | \$102,500 | |
| | Program Total | \$387,500 | |

Program Strategies and Activities

Program Management : **\$ 5,000** (402)
\$60,000 (State)

- Coordinate and manage the state pedestrian and bicycle safety program.
- Continue to work with and expand the agencies, organizations, and non-profit programs interested in pedestrian and bicycle education and training.

Public Information and Education (Ped and Bike) **\$167,500**

- Work with partners (BFW, Wisconsin Walks, WE BIKE, Governor’s Bicycle Council, etc.) to assure information is up to date and meeting our needs
- Target information to the correct audiences
- Put information on website to reduce production costs
- Revise and update all information that is critical to education, including adding Spanish versions of some of the information
- Work with DMV, AAA, law enforcement and other programs to educate veteran motorists on pedestrian and bicycle laws
- Update and target school bus safety information

\$100,000 402
\$ 25,000 163
\$ 42,500 State

Education-Training **\$ 25,000 (402)**

- Schedule teaching Safe Bicycling workshops for: teachers, youth organizations, law enforcement, and other programs that will be instructing bicycle training courses \$ 10,000

- Work with school districts and law enforcement offices to include the Basics of Bicycling training in their PE classes \$ 5,000
- Expand 2-day Bicycle/Pedestrian Safety training for engineers and planners to combined groups of local and WisDOT staff \$10,000

Enforcement **\$ 50,000** (402)

- Partner with law enforcement agencies to increase quality pedestrian and bicycle safety enforcement and education \$ 40,000
- Revise Enforcement for Bicycle Safety course to include pedestrian safety training for law enforcement personnel \$ 5,000
- Train law enforcement personnel so they can teach the bicycle/pedestrian safety course to additional officers \$ 5,000

Community Pedestrian and Bicycle Programs **\$ 55,000** (402)

- Assist local communities in the organization and implementation of Walking Workshops \$ 20,000 402
- Encourage and work with local communities and organizations to hold bicycle training courses/rodeos \$ 10,000 402
- Milwaukee Older Pedestrian Safety targeted neighborhood model projects based on Walking Workshops, facilities mapping, etc. \$25,000 402
- Safe Routes to School-Partner with school districts, parents, law enforcement, engineers and local community representatives to educate people and improve pedestrian and bicycle travel routes to schools. Program will be administered by WisDOT Bicycle Facilities Planning Up to \$ 300,000 SR2S Setaside

Evaluation **\$ 25,000** (402)

- Work with current and former grant recipients to evaluate their progress and results
- Evaluate the number of current crashes, fatalities, and injuries and compare to previous years data
- Evaluate the effectiveness of the funding provided, have fatalities, injuries, and crashes been reduced in funded areas.
- Track the use of the safety materials provided, eliminate materials that are not being used

Community Programs

State of Wisconsin 2006



COMMUNITY TRAFFIC SAFETY PROGRAM PLAN



Problem Statement and Program Justification

Federal statutes require that a minimum of 40% of Wisconsin's annual Section 402 Highway Safety Funds be disbursed to local units of government. Wisconsin State Statute requires that no less than 50% of these Section 402 funds be disbursed to local government. Local agency and safety advocate time is more effectively used when state knowledge, expertise and assistance is made available to them.

The Bureau of Transportation Safety employs five (5) Regional Program Managers who work with and assist local governmental agencies in these regions to develop and implement highway safety improvement programs within their municipality. Some of these efforts are assisted with grants that utilize federal highway safety funds and some of these programs are locally supported.

Wisconsin State Statute 83.013 mandates that each county create a Traffic Safety Commission that meets at least quarterly to review fatal traffic crashes and to promote traffic safety initiatives. A minimum of nine local and state officials are required to staff these Traffic Safety Commissions and one of the members named in state statute is a representative from the Bureau of Transportation Safety.

The Bureau provides public information to its various audiences by means of print, video and Internet media. The Bureau Communications Manager coordinates all media and public information programs for the state's participation in National Mobilizations, Fatality Free Day activities and other highway safety promotional and educational efforts. This includes writing speeches, public service announcements, media releases, scheduling press conferences, etc. to support national, state and local government crash reduction activities.

Performance Goal: Increase local participation in state-administered and locally developed highway safety activities.

Performance Measures

- BOTS staff will attend 90% of the County/City Traffic Safety Commission meetings scheduled in the 72 counties and City of Milwaukee
- BOTS staff will monitor 100% of law enforcement and other contracts entered into with local units of government.

Budget

| COMMUNITY TRAFFIC SAFETY PROGRAMS | | | |
|-----------------------------------|-------------------------------|-------------|-----|
| 06-10-01-CP | Community Outreach/Monitoring | \$375,000 | 402 |
| 06-10-02-CP | Public Information | \$260,000 | 402 |
| 06-10-03-CP | Community Safety Programs | \$375,000 | 402 |
| 06-10-03-CP | Conferences and Meetings | \$ 53,000 | 402 |
| | Program Total | \$1,063,000 | |

Program Strategies and Activities

| | | |
|---|-------------------------------------|--------------|
| Community Outreach & Project Monitoring | \$375,000 | (402) |
| <ul style="list-style-type: none"> • BOTS Field Program Outreach (5.0 FTE) | \$350,000 | |
| Public Information | \$260,000 | (402) |
| <ul style="list-style-type: none"> • BOTS Public Information Officer (1.0 FTE) • Community PI & E (development, reproduction, mailing) • Contract with CESA #2 for production of Traffic Safety Reporter, web design and mailing costs | \$ 60,000 \$150,000 \$ 50,000 | |
| Community Programs | \$375,000 | (402) |
| <ul style="list-style-type: none"> • Targeted single- or multiple-issue local programs in targeted communities | \$375,000 | |
| Conferences and Meetings | \$ 53,000 | (402) |
| <ul style="list-style-type: none"> • Governor's/Conference • Volunteer Outreach Wisconsin Association of Women Highway Safety Leaders (WAWHSL) | \$ 40,000 \$ 13,000 | |

Large Truck Safety



State of Wisconsin 2006

LARGE TRUCK and BUS SAFETY PROGRAM PLAN

Motor Carrier Safety Assistance Program (MCSAP)



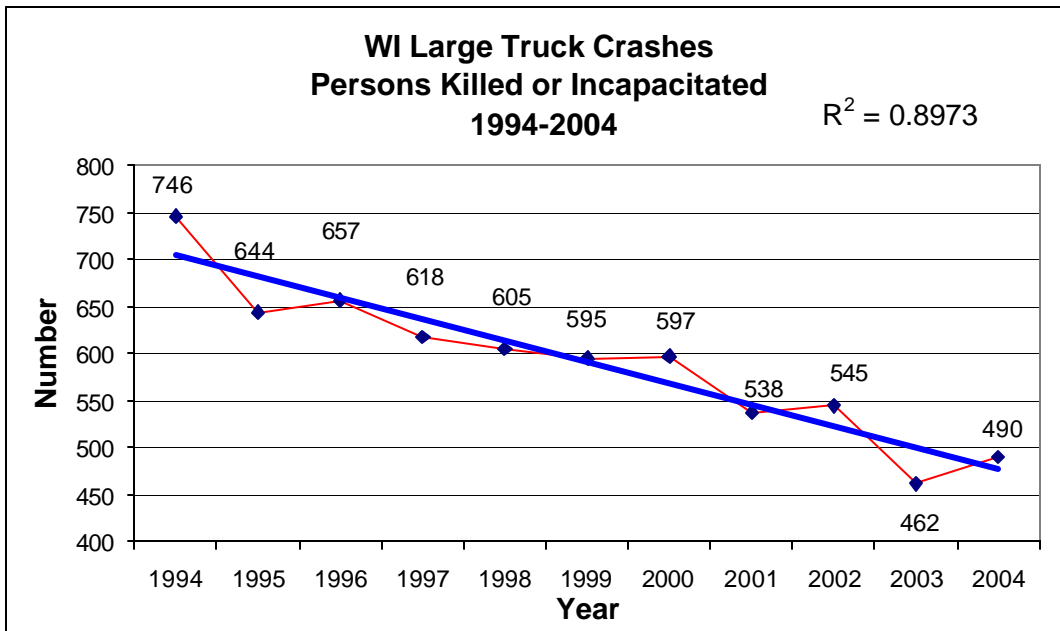
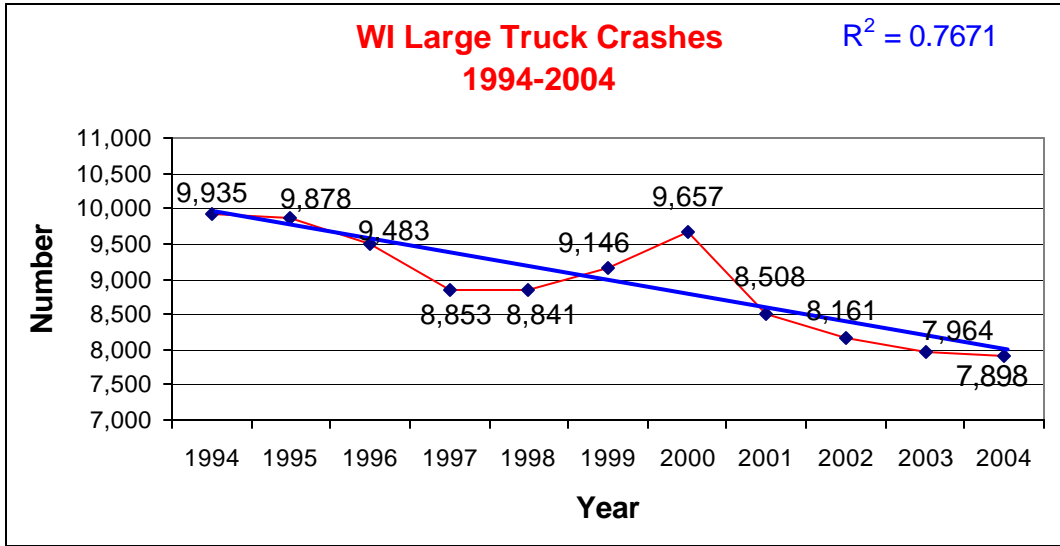
Problem Statement and Program Justification

Though it has long been reported that automobile drivers are largely at fault (a reported 65% as provided by FMCSA) in car/truck crashes, testimony has been given to the U.S. House of Representatives, both by the Federal Highway Administration and NHTSA, that “Driver error has been identified as a major cause of all vehicle crashes, with truck driver errors cited as contributing to 28% of fatal crashes involving one large truck and one passenger vehicle.”

7,898 large truck crashes were reported in Wisconsin in CY 2004. These crashes resulted in 111 deaths and 3,042 injuries – of which 379 were A-injuries or incapacitating injuries. Using Department figures, this equates to nearly a quarter billion dollars in economic loss.

Large truck crashes are a public health problem that affects the trucking industry and its drivers, occupants of passenger vehicles, pedestrians, cyclists, the insurance and health communities, and untold other groups. Though not the only factor, driver behavior has long been thought to be a major factor in the number of crashes.

The MCSAP is a national program, implemented to reduce the number and severity of commercial vehicle crashes. It receives 80% of its funding through the Federal Highway Administration (FMCSA). The primary goal is to improve highway safety by reducing the rate of truck-related fatalities. Core MCSAP activities include vehicle and driver inspections, traffic enforcement, and audits of carriers – both Compliance Reviews and New Entrant Audits.



Performance Goal Decrease large truck crash-related deaths to 95 by 2008.

Performance Measures

- Large truck-related crashes will decrease from the 5-year (1999-2003) average of 8,688 to 7,600 by 2006 and 7,400 by 2008, by performing activities that influence driver behavior.
2000 baseline was 9,657; 2004 status is 7,898
- Combined fatalities and serious (A) injuries will decrease to 470 by 2006; 450 K-A injuries by 2008; and to 430 K-A injuries by 2010.

Budget Approximations (MCSAP and State funds)

| | |
|--------------------------|------------------|
| Salary/Fringe | \$3,600,000 |
| Supplies/Equipment/Fleet | \$350,000 |
| Travel | \$200,000 |
| BAS/IT | \$300,000 |
| Educational/Training | <u>\$100,000</u> |
| Total | \$4,550,000 |

Public Information And Education Plan

State of Wisconsin 2006



STATE of WISCONSIN Federal Fiscal Year 2006

PAID MEDIA PLAN

Click-It or Ticket

May-June, Memorial Day 2006

Our Click-It or Ticket mobilization will be in May and early June of 2006, spanning the Memorial Day weekend. The WI media message will be of our own development, but will use the national Click It or Ticket message

We will target the lowest attainment groups in safety belt use – young males, 16 – 25 (approx) and pick-up drivers. The campaign will target influencers (peers, significant others, parents, etc.) of these target young men as well.

Rural Safety Belt Initiative

April-May 2006

We will participate in the special Rural Safety Belt Initiative for two weeks prior to the broader Click It or Ticket campaign. This will also target young males, but in Wisconsin rural areas. High-density urban areas, especially the Milwaukee County area, will be avoided. Due to low population size and the difficulty of separating subpopulations for special targeting in rural areas, the emphasis on young men of color will not be pursued in the rural campaign. The message in this campaign will be the same as that used in the regional campaign, but with a Wisconsin DOT visual tag at the end.

In both campaigns, primary placement would consist of youth-oriented radio and cable TV programming, with high youth audience and selected broadcast TV programming. We will select a contractor to conduct both pre-campaign and post-campaign surveys. Survey samples will consist of random telephone and face-to-face interviews. The post-campaign survey will also include an observational survey to evaluate safety belt use.

You Drink and Drive. You Lose

August-September, Labor Day 2006

We will participate in the NHTSA “You Drink and Drive. You Lose.” Mobilization in August and September, spanning the Labor Day weekend. Again we will have developed an approved Wisconsin message that will use the NHTSA national message.

Our primary audience is drivers between the ages of 21 and 35 with an emphasis on males. The campaign will also seek to appeal to the wives, girlfriends and peers of the young males in the target audience. The message will highlight the probability of arrest for an impaired driver.

Most media placements will be in cable TV, which specifically appeals to the target audience, sports, NASCAR racing, SPIKE TV, professional wrestling and other outlets with this target demographic. Radio coverage will focus on sports, talk, country and young contemporary music.

We will select a contractor to conduct pre and post-campaign surveys by both telephone and personal interviews.

Click-It or Ticket
November, 2005

We will conduct a four-day rural mini-mobilization in November. This will be a scaled down version of the May mobilization using the same message and targeting the same group of drivers. We propose to sensitize young, male drivers to the dangers of driving without safety belts during the holiday season.

Our message will be the same one developed for the May mobilization. . Targets for paid advertising will be the same as for the May mobilization.

| PI&E PLAN | | | | | | |
|--|-----------------------|-----------|---------|---------|-----------|-------------|
| Material & Activity Development and Distribution | | | | | | |
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-02-02 | OP PI&E | 150,000 | 40,000 | 120,000 | 310,000 | 75,000 |
| 06-03-05 | OWI PI&E (402) | 250,000 | 5,000 | 100,000 | 355,000 | 125,000 |
| 06-41-01 | OWI PI&E (410) | 100,000 | 2,000 | 10,000 | 112,000 | 50,000 |
| 06-78-01 | OWI PI&E (163) | 150,000 | 2,000 | 12,500 | 164,500 | 75,000 |
| 06-41-01 | Youth PI&E (410) | 50,000 | 10,000 | 20,000 | 80,000 | 25,000 |
| 06-04-02 | Speed PI&E | 75,000 | 20,000 | 50,000 | 145,000 | 37,500 |
| 06-06-02 | EMS, Trauma Syst PI&E | 130,000 | 7,000 | 7,000 | 144,000 | 65,000 |
| 06-07-02 | MC PI&E | 55,000 | 2,000 | 3,000 | 60,000 | 27,500 |
| 06-09-02 | Ped/Bike PI&E (402) | 100,000 | 4,000 | 50,000 | 154,000 | 50,000 |
| 06-78-09 | Ped/Bike PI&E (163) | 25,000 | 0 | 6,000 | 31,000 | 12,500 |
| 06-10-02 | PI&E Management | 60,000 | 2,000 | 10,000 | 72,000 | 15,000 |
| 06-10-02 | Community PI&E | 150,000 | 10,000 | 75,000 | 235,000 | 75,000 |
| 06-10-02 | TSR-Publication | 50,000 | 10,000 | 10,000 | 70,000 | 25,000 |
| Totals | | 1,345,000 | 114,000 | 473,500 | 1,932,500 | 657,500 |

| Paid Media | | | | | | |
|------------|----------------------|-----------|--------|--------|-----------|-------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-02-05 | OP Paid Media (402) | 250,000 | 2,000 | 20,000 | 272,000 | 125,000 |
| 06-02-07 | OP Paid Media (157) | 250,000 | 2,000 | 20,000 | 272,000 | 125,000 |
| 06-02-07 | OWI Paid Media -157 | 400,000 | 5,000 | 25,000 | 430,000 | 25,000 |
| 06-41-08 | OWI Paid Media (410) | 0 | 0 | 0 | 0 | 0 |
| 06-78-02 | OWI Paid Media (163) | 150,000 | 5,000 | 5,000 | 160,000 | 75,000 |
| 06-04-07 | Aggression Pd Media | 150,000 | 5,000 | 25,000 | 180,000 | 75,000 |
| Totals | | 1,200,000 | 19,000 | 95,000 | 1,314,000 | 425,000 |

Appendicies

State of Wisconsin 2006



HS217
(Rev. 7/93)

"217PLAN"

Highway Safety Program Cost Summary

State: WISCONSIN
FFY: 2006

Number: PLAN Estimate
Highway Safety Plan

Date: October, 2005

| Program Area | Aprvrd Program Costs | Basis for % Change | State/Local Funds | Federally Funded Programs | | | | Federal Share to Local |
|------------------|----------------------|---------------------|---------------------|---------------------------|---------------------|-------------|---------------------|------------------------|
| | | | | Previous Bal | Incre/(Decre) | % Chng | Current Bal | |
| PA | 675,000.00 | 335,000.00 | 340,000.00 | 0.00 | 335,000.00 | 0% | 335,000.00 | 83,750.00 |
| OP | 1,267,000.00 | 880,000.00 | 387,000.00 | 0.00 | 900,000.00 | 2% | 900,000.00 | 466,250.00 |
| PM | 302,000.00 | 250,000.00 | 52,000.00 | 0.00 | 400,000.00 | 60% | 400,000.00 | 200,000.00 |
| AL | 1,665,000.00 | 775,000.00 | 890,000.00 | 0.00 | 1,290,000.00 | 66% | 1,290,000.00 | 798,750.00 |
| PT | 1,138,000.00 | 725,000.00 | 413,000.00 | 0.00 | 1,075,000.00 | 48% | 1,075,000.00 | 748,750.00 |
| TR | 939,000.00 | 600,000.00 | 339,000.00 | 0.00 | 620,000.00 | 3% | 620,000.00 | 1,245,000.00 |
| EM | 266,000.00 | 200,000.00 | 66,000.00 | 0.00 | 200,000.00 | 0% | 200,000.00 | 122,500.00 |
| MC | 1,191,000.00 | 1,026,000.00 | 165,000.00 | 0.00 | 345,000.00 | -66% | 345,000.00 | 158,500.00 |
| PS | 474,000.00 | 260,000.00 | 214,000.00 | 0.00 | 260,000.00 | 0% | 260,000.00 | 180,000.00 |
| CP | 1,668,000.00 | 1,063,000.00 | 605,000.00 | 0.00 | 1,063,000.00 | 0% | 1,063,000.00 | 704,000.00 |
| Total 402 | 9,585,000.00 | 6,114,000.00 | 3,471,000.00 | 0.00 | 6,488,000.00 | 1.14 | 6,488,000.00 | 4,707,500.00 |
| 157-OP | 1,006,000.00 | 863,000.00 | 143,000.00 | 0.00 | 858,000.00 | 0% | 858,000.00 | 329,000.00 |
| 157-IN4 | 87,571.00 | 55,571.00 | 32,000.00 | 0.00 | 20,000.00 | 0% | 20,000.00 | 20,000.00 |
| 2003(b)-J3 | 209,000.00 | 150,000.00 | 59,000.00 | 0.00 | 120,000.00 | 0% | 120,000.00 | 115,000.00 |
| 410-J8 | 2,835,400.00 | 1,540,800.00 | 1,294,600.00 | 0.00 | 1,125,000.00 | 0% | 1,125,000.00 | 733,950.00 |
| ALL FUNDS | 13,722,971.00 | 8,723,371.00 | 4,999,600.00 | 0.00 | 8,611,000.00 | 1.14 | 8,611,000.00 | 5,905,450.00 |

State Officials Authorized Signature:

Federal Official(s) Authorized Signature:

NAME _____

NHTSA - NAME _____

FHWA - NAME _____

TITLE _____

TITLE _____

TITLE _____

DATE _____

DATE _____

DATE _____

Effective Date _____

BUDGET -- ALL FUNDS

14-Nov-05

FIRST REVISION

U:/2006 Hsp/Detailed Budget All Funds

| FFY 2006 HIGHWAY SAFETY PERFORMANCE PLAN BUDGET- First Amendment | | | | | | |
|--|------------------------|---------|---------|-------|----------|-------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| PLANNING & ADMINISTRATION 01 | | | | | | |
| 06-01-01 | Planning & Administrat | 335,000 | 2,000 | 2,000 | 339,000 | 83,750 |
| 402 | (PA) | 335,000 | 2,000 | 2,000 | 339,000 | 83,750 |
| State 461 | 402 Match | 0 | 336,000 | 0 | 336,000 | 0 |
| State | (461) | 0 | 336,000 | 0 | 336,000 | 0 |
| TOTAL PLAN & ADMIN FUNDS | | 335,000 | 338,000 | 2,000 | 675,000 | 83,750 |

| OCCUPANT PROTECTION 02 | | | | | | |
|--------------------------------|--------------------------|-----------|--------|---------|-----------|-------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-02-01 | Program Mgmt | 5,000 | 22,000 | 2,000 | 29,000 | 1,250 |
| 06-02-02 | PI&E | 150,000 | 40,000 | 120,000 | 310,000 | 75,000 |
| 06-02-03 | Buckle Up Mobilization | 320,000 | 5,000 | 100,000 | 425,000 | 240,000 |
| 06-02-03 | LE Liaisons | 175,000 | 3,000 | 35,000 | 213,000 | 87,500 |
| 06-02-04 | Observ Survey | 175,000 | 5,000 | 5,000 | 185,000 | 43,750 |
| | Survey Analysis | 25,000 | 5,000 | 10,000 | 40,000 | 6,250 |
| | KAB Survey | 50,000 | 5,000 | 30,000 | 85,000 | 12,500 |
| 402 | (OP) | 900,000 | 85,000 | 302,000 | 1,287,000 | 466,250 |
| 06-02-05 | Paid Media (402PM) | 250,000 | 2,000 | 20,000 | 272,000 | 125,000 |
| 06-02-06 | Convincer support | 28,000 | 1,000 | 5,000 | 240,000 | 14,000 |
| | Diverse Communities | 150,000 | 2,000 | 50,000 | 202,000 | 150,000 |
| | (157OP) | 178,000 | 3,000 | 55,000 | 442,000 | 164,000 |
| 06-02-07 | Paid Media (157PM) | 280,000 | 5,000 | 50,000 | 644,000 | 140,000 |
| 157 Incentive | (157) | 458,000 | 8,000 | 105,000 | 1,086,000 | 304,000 |
| 06-02-08 | CPS Outreach & Education | 110,000 | 2,000 | 10,000 | 122,000 | 110,000 |
| | CPS Training | 5,000 | 5,000 | 30,000 | 40,000 | 2,500 |
| | CPS Fitting Stations | 5,000 | 2,000 | 10,000 | 17,000 | 2,500 |
| 2003b | (J3) | 120,000 | 9,000 | 50,000 | 179,000 | 115,000 |
| 06-02-09-IN2 | Buckle Up Mobilization | 0 | 0 | 0 | 0 | 0 |
| 06-02-09-IN4 | Buckle Up Mobilization | 20,000 | 2,000 | 30,000 | 52,000 | 20,000 |
| 06-02-10-IN5 | Buckle Up Mobilization | 0 | 0 | 0 | 0 | 0 |
| 157 Innov | (IN) | 20,000 | 2,000 | 30,000 | 52,000 | 20,000 |
| 06-43-02 | GDL Demonstration | 160,000 | 10,000 | 30,000 | 200,000 | 80,000 |
| Demo | (DX) | 160,000 | 10,000 | 30,000 | 252,000 | 80,000 |
| TOTAL OCC PROTECT FUNDS | | 1,748,000 | 99,000 | 427,000 | 2,180,000 | 870,250 |

BUDGET -- ALL FUNDS

| IMPAIRED DRIVING - ALCOHOL and OTHER DRUGS (03) | | | | | | |
|---|---------------------------|------------------|------------------|------------------|------------------|------------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-03-01 | Program Mgmt | 185,000 | 30,000 | 10,000 | 225,000 | 46,250 |
| 06-03-02 | Mobilization/Sat Patrol | 300,000 | 5,000 | 150,000 | 455,000 | 225,000 |
| 06-03-03 | Alcohol Community | 285,000 | 5,000 | 85,000 | 375,000 | 285,000 |
| 06-03-04 | Evaluations & Surveys | 70,000 | 5,000 | 0 | 75,000 | 17,500 |
| 06-03-05 | PI&E | 250,000 | 5,000 | 100,000 | 355,000 | 125,000 |
| 06-03-06 | Enforcement Training | 100,000 | 5,000 | 400,000 | 505,000 | 50,000 |
| 06-03-07 | DRE, DITEP, Support | 100,000 | 5,000 | 85,000 | 190,000 | 50,000 |
| 402 | (AL) | 1,290,000 | 60,000 | 830,000 | 2,180,000 | 798,750 |
| 06-41-01 | Alcohol PI&E | 100,000 | 2,000 | 10,000 | 112,000 | 50,000 |
| 06-41-02 | SFST Training | 148,800 | 5,000 | 889,600 | 1,043,400 | 37,200 |
| 06-41-03 | Drug Program Support | 47,000 | 2,000 | 5,000 | 54,000 | 11,750 |
| | DRE, DITEP Training | 95,000 | 5,000 | 85,000 | 185,000 | 47,500 |
| 06-41-04 | UW Law CID | 190,000 | 10,000 | 67,000 | 267,000 | 95,000 |
| 06-41-05 | Community & ISP | 210,000 | 5,000 | 2,000 | 217,000 | 210,000 |
| | OWI Drug Courts | 175,000 | 12,000 | 12,000 | 199,000 | 175,000 |
| 410 | (J8) | 965,800 | 41,000 | 1,070,600 | 2,077,400 | 626,450 |
| 06-41-08 | Paid Media - 410 | 0 | 0 | 0 | 0 | 0 |
| 410 | (J8 PM) | 0 | 0 | 0 | 0 | 0 |
| 06-02-07 | Pd Media -157 | 400,000 | 5,000 | 25,000 | 430,000 | 25,000 |
| 157 PM | (157PM) | 400,000 | 5,000 | 25,000 | 430,000 | 25,000 |
| 06-78-01 | PI&E | 150,000 | 2,000 | 12,500 | 164,500 | 75,000 |
| 06-78-02 | Paid Media - 163 | 150,000 | 5,000 | 5,000 | 160,000 | 75,000 |
| 06-78-03 | Alc Mobilization | 375,000 | 75,000 | 150,000 | 600,000 | 275,000 |
| | Enforcement Equipment | 450,000 | 1,000 | 120,000 | 571,000 | 337,500 |
| | Roadside Evid Tests | 75,000 | 5,000 | 2,000 | 82,000 | 18,750 |
| 06-78-04 | ISPs * AOD Courts | 350,000 | 2,000 | 100,000 | 452,000 | 262,500 |
| 163 Incent | (HN10) | 1,550,000 | 90,000 | 389,500 | 2,029,500 | 1,043,750 |
| State 568 | Pre-trial Intervention | 0 | 779,400 | 12,470 | 791,870 | 779,400 |
| State 531 | Safe Ride Programs | 0 | 179,097 | 10,000 | 189,097 | 179,097 |
| State | (562, 531 and 568) | 0 | 958,497 | 22,470 | 980,967 | 958,497 |
| TOTAL IMPAIRED DRIVING FUNDS | | 3,240,000 | 1,113,497 | 1,266,970 | 5,620,467 | 2,825,997 |

| YOUTHFUL DRIVERS - IMPAIRED DRIVING (3Y) | | | | | | |
|--|--------------------|----------------|---------------|----------------|----------------|----------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-41-01 | Youth PI&E | 50,000 | 10,000 | 20,000 | 80,000 | 25,000 |
| 06-41-06 | Social Norms | 50,000 | 5,000 | 18,000 | 73,000 | 50,000 |
| | Community Programs | 50,000 | 5,000 | 35,000 | 90,000 | 30,000 |
| 06-41-07 | Evaluation | 10,000 | 55,000 | 35,000 | 100,000 | 2,500 |
| 410 | (J8) | 160,000 | 75,000 | 108,000 | 343,000 | 107,500 |
| 06-44-01 | EUDL Projects | 335,000 | 2,000 | 200,000 | 537,000 | 83,750 |
| 06-44-02 | Evaluation | 15,000 | 2,000 | 25,000 | 42,000 | 15,000 |
| USDOJ | (44) | 350,000 | 4,000 | 225,000 | 579,000 | 98,750 |
| TOTAL YOUTH FUNDS | | 510,000 | 79,000 | 333,000 | 922,000 | 206,250 |

BUDGET -- ALL FUNDS

| AGGRESSION, SPEED & TRAFFIC ENFORCEMENT (PTS) 04 | | | | | | |
|---|----------------------------|------------------|----------------|------------------|------------------|----------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-04-01 | Program Mgmt | 5,000 | 11,000 | 2,000 | 18,000 | 1,250 |
| 06-04-02 | PI&E | 75,000 | 20,000 | 50,000 | 145,000 | 37,500 |
| 06-04-03 | TLE Training/Encourage | 65,000 | 18,000 | 50,000 | 133,000 | 32,500 |
| 06-04-04 | Speedwaves | 550,000 | 60,000 | 75,000 | 685,000 | 412,500 |
| 06-04-05 | Evaluation of Pd Media | 80,000 | 7,000 | 5,000 | 92,000 | 40,000 |
| 06-04-06 | Aggressive Driving Demo | 300,000 | 10,000 | 75,000 | 385,000 | 150,000 |
| 402 Subtotal | PT | 1,075,000 | 126,000 | 257,000 | 1,458,000 | 673,750 |
| 06-04-07-PM | Aggression Pd Media | 150,000 | 5,000 | 25,000 | 180,000 | 75,000 |
| 402 | (PT) | 1,225,000 | 131,000 | 282,000 | 1,638,000 | 748,750 |
| 06-78-05 | Speed Enforcement | 200,000 | 25,000 | 50,000 | 275,000 | 150,000 |
| 163 | (HN10) | 200,000 | 25,000 | 50,000 | 275,000 | 150,000 |
| TOTAL SPEED ENFORCEMENT FUNDS | | 1,425,000 | 156,000 | 332,000 | 1,913,000 | 898,750 |
| HIGHWAY SAFETY INFORMATION (Traffic Records) 05 | | | | | | |
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-05-01 | TRCC, SCP | 25,000 | 5,000 | 5,000 | 35,000 | 6,250 |
| 06-05-02 | Analyst | 75,000 | 5,000 | 1,000 | 81,000 | 18,750 |
| 06-05-03 | TraCS Implementation 1 | 200,000 | 75,000 | 200,000 | 475,000 | 50,000 |
| 06-05-04 | Data Linkage | 80,000 | 12,000 | 1,000 | 93,000 | 20,000 |
| 06-05-05 | Analysis, Publications | 80,000 | 7,000 | 5,000 | 92,000 | 20,000 |
| | MC Observ Survey | 150,000 | 5,000 | 5,000 | 160,000 | 37,500 |
| 06-05-06 | TR, Data Collect Trning | 10,000 | 3,000 | 10,000 | 23,000 | 50,000 |
| 402 | (TR) | 620,000 | 112,000 | 227,000 | 959,000 | 202,500 |
| 06-78-06 | Automated activity/eval | 100,000 | 5,000 | 2,000 | 107,000 | 25,000 |
| | PDA & Tablet surveys/Equip | 200,000 | 5,000 | 5,000 | 210,000 | 100,000 |
| 06-78-07 | TraCS Implementation 1 | 700,000 | 137,570 | 1,000,000 | 1,837,570 | 175,000 |
| 163 | (HN10) | 1,000,000 | 361,570 | 1,455,000 | 3,956,570 | 250,000 |
| 06-05-07 | HSIS Improvements | 300,000 | 5,000 | 5,000 | 310,000 | 75,000 |
| 408 | (K9) | 300,000 | 5,000 | 5,000 | 310,000 | 75,000 |
| 04-43-01 | CODES Demonstration | 66,000 | 15,000 | 100,000 | 181,000 | 16,500 |
| 403 | (DX) | 66,000 | 15,000 | 100,000 | 181,000 | 16,500 |
| State | Policy Analysis | 0 | 100,000 | 0 | 100,000 | 25,000 |
| State | (461) | 0 | 100,000 | 0 | 100,000 | 25,000 |
| TOTAL | RECORDS FUNDS | 1,986,000 | 593,570 | 1,787,000 | 5,506,570 | 569,000 |
| INJURY CONTROL - EMERGENCY RESPONSE 06 | | | | | | |
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-06-01 | EMS Program Management | 5,000 | 4,000 | 7,000 | 16,000 | 2,500 |
| 06-06-02 | EMS, Trauma Syst PI&E | 130,000 | 7,000 | 7,000 | 144,000 | 65,000 |
| | ALERT Training | 10,000 | 1,000 | 5,000 | 16,000 | 5,000 |
| 06-06-03 | First Responder Pjts | 45,000 | 2,000 | 20,000 | 67,000 | 45,000 |
| 06-06-04 | Rural, Bystander Pjts | 10,000 | 3,000 | 10,000 | 23,000 | 5,000 |
| 402 | (EM) | 200,000 | 17,000 | 49,000 | 266,000 | 122,500 |
| MOTORCYCLE SAFETY 07 | | | | | | |
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-07-01 | Prog Mgmt | 45,000 | 10,000 | 20,000 | 75,000 | 11,250 |
| 06-07-02 | PI&E | 55,000 | 2,000 | 3,000 | 60,000 | 27,500 |
| | MC Events | 75,000 | 5,000 | 0 | 80,000 | 37,500 |
| | Social Marketing | 50,000 | 2,000 | 50,000 | 102,000 | 25,000 |
| 06-07-03 | Instructor Training | 10,000 | 3,000 | 15,000 | 28,000 | 5,000 |
| 06-07-04 | Tri-County Coalition | 25,000 | 7,500 | 10,000 | 42,500 | 25,000 |
| | Peer-to-Peer/ Mentors | 25,000 | 10,000 | 7,500 | 42,500 | 12,500 |
| 06-07-05 | Evaluations & Studies | 60,000 | 5,000 | 15,000 | 80,000 | 15,000 |
| 402 | (MC) | 345,000 | 44,500 | 120,500 | 510,000 | 158,750 |
| 06-78-06 | MC OWI Outreach | 25,000 | 2,000 | 5,000 | 32,000 | 12,500 |
| 163 | (HN10) | 25,000 | 2,000 | 5,000 | 32,000 | 12,500 |
| 06-07-06 | MC Evaluation | 100,000 | 0 | 10,000 | 110,000 | 25,000 |
| s.2010 | (K6) | 100,000 | 0 | 10,000 | 110,000 | 25,000 |
| State 461 | MC Rider Education | 0 | 654,000 | 200,000 | 854,000 | 654,000 |
| State | (461) | 0 | 654,000 | 200,000 | 854,000 | 654,000 |
| TOTAL | MOTORCYCLE FUNDS | 470,000 | 700,500 | 335,500 | 1,506,000 | 850,250 |

BUDGET -- ALL FUNDS

| PEDESTRIAN, BICYCLE & SCHOOL BUS SAFETY 09 | | | | | | |
|--|------------------------|----------------|----------------|----------------|----------------|----------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-09-01 | Program Management | 5,000 | 2,000 | 10,000 | 17,000 | 1,250 |
| 06-09-02 | PI&E | 100,000 | 4,000 | 50,000 | 154,000 | 50,000 |
| 06-09-03 | Training & Tech. Asst. | 25,000 | 2,000 | 14,000 | 41,000 | 12,500 |
| 06-09-04 | Community Programs | 55,000 | 2,000 | 50,000 | 107,000 | 41,250 |
| | Enforcement | 50,000 | 0 | 60,000 | 110,000 | 50,000 |
| 06-09-05 | Evaluation | 25,000 | 0 | 30,000 | 55,000 | 25,000 |
| 402 | (PS) | 260,000 | 10,000 | 214,000 | 484,000 | 180,000 |
| 06-78-09 | PI&E | 25,000 | 0 | 6,000 | 31,000 | 12,500 |
| 163 | (HN10) | 25,000 | 0 | 6,000 | 31,000 | 12,500 |
| State 461 | Program Management | 0 | 60,000 | 0 | 60,000 | 0 |
| State 461 | PI&E & Bike Laws | 0 | 42,500 | 0 | 42,500 | 0 |
| State | (461) | 0 | 102,500 | 0 | 102,500 | 0 |
| TOTAL | PED/BIKE FUNDS | 285,000 | 112,500 | 220,000 | 617,500 | 192,500 |

| COMMUNITY TRAFFIC SAFETY 10 Community Activity | | | | | | |
|--|-----------------------|------------------|----------------|----------------|------------------|----------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-10-01 | Management/ Outreach | 375,000 | 75,000 | 0 | 450,000 | 187,500 |
| 06-10-02 | PI&E Management | 60,000 | 2,000 | 10,000 | 72,000 | 15,000 |
| | Community PI&E | 150,000 | 10,000 | 75,000 | 235,000 | 75,000 |
| | TSR-Publication | 50,000 | 10,000 | 10,000 | 70,000 | 25,000 |
| 06-10-03 | Community Programs | 375,000 | 5,000 | 200,000 | 580,000 | 281,250 |
| 06-10-04 | Governor's Conference | 40,000 | 8,000 | 20,000 | 68,000 | 20,000 |
| | Volunteer Outreach | 13,000 | 0 | 5,000 | 18,000 | 6,500 |
| 402 | (CP) | 1,063,000 | 110,000 | 320,000 | 1,493,000 | 610,250 |

| LARGE TRUCK SAFETY 12 | | | | | | |
|-----------------------|---------------------|------------------|----------|----------|------------------|-------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| MCSAP | MCSAP Plan | 4,550,000 | 0 | 0 | 4,550,000 | 0 |
| TOTAL | LARGE TRUCKS | 4,550,000 | 0 | 0 | 4,550,000 | 0 |

| SUMMARY FUND DATA | | | | | | |
|-------------------|-----------|-----------|---------|-----------|-----------|-----------|
| FUND | AVAILABLE | PLANNED | MATCH | MATCH | TOTAL | TO LOCAL |
| 402 | 6,133,423 | 6,488,000 | 573,500 | 2,366,500 | 9,428,000 | 3,496,500 |
| 410 | 962,038 | 1,125,800 | 116,000 | 1,178,600 | 2,420,400 | 733,950 |
| 157OP | 757,901 | 858,000 | 13,000 | 130,000 | 1,516,000 | 329,000 |
| 163 | 2,814,450 | 2,800,000 | 478,570 | 1,905,500 | 6,324,070 | 1,468,750 |

| estimated funds available for 2006 HSP | | | | | |
|--|------------|-----------|------------|------------|-----------------|
| fund | 2006 award | carryover | total | 20% over | Differ from HSP |
| 163 QN10 | 0 | 2,814,450 | 2,814,450 | 3,377,340 | 577,340 |
| 2003(b) | 0 | 120,000 | 120,000 | 144,000 | 0 |
| 405 | 0 | 0 | 0 | 0 | 0 |
| 157OP | 0 | 757,901 | 757,901 | 909,481 | 51,481 |
| IN4 | 0 | 20,000 | 20,000 | 24,000 | 24,000 |
| 410 | 0 | 962,038 | 962,038 | 1,154,446 | 28,646 |
| s. 2010 | 100,000 | 0 | 100,000 | 120,000 | 0 |
| 408 | 300,000 | 0 | 300,000 | 360,000 | 0 |
| 402 | 4,379,248 | 1,848,423 | 6,227,671 | 7,473,205 | 985,205 |
| Total | 4,779,248 | 6,522,812 | 11,302,060 | 13,562,472 | |

BUDGET -- ALL FUNDS

| PI&E PLAN | | | | | | |
|--|-----------------------|------------------|----------------|----------------|------------------|----------------|
| Material & Activity Development and Distribution | | | | | | |
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-02-02 | OP PI&E | 150,000 | 40,000 | 120,000 | 310,000 | 75,000 |
| 06-03-05 | OWI PI&E (402) | 250,000 | 5,000 | 100,000 | 355,000 | 125,000 |
| 06-41-01 | OWI PI&E (410) | 100,000 | 2,000 | 10,000 | 112,000 | 50,000 |
| 06-78-01 | OWI PI&E (163) | 150,000 | 2,000 | 12,500 | 164,500 | 75,000 |
| 06-41-01 | Youth PI&E (410) | 50,000 | 10,000 | 20,000 | 80,000 | 25,000 |
| 06-04-02 | Speed PI&E | 75,000 | 20,000 | 50,000 | 145,000 | 37,500 |
| 06-06-02 | EMS, Trauma Syst PI&E | 130,000 | 7,000 | 7,000 | 144,000 | 65,000 |
| 06-07-02 | MC PI&E | 55,000 | 2,000 | 3,000 | 60,000 | 27,500 |
| 06-09-02 | Ped/Bike PI&E (402) | 100,000 | 4,000 | 50,000 | 154,000 | 50,000 |
| 06-78-09 | Ped/Bike PI&E (163) | 25,000 | 0 | 6,000 | 31,000 | 12,500 |
| 06-10-02 | PI&E Management | 60,000 | 2,000 | 10,000 | 72,000 | 15,000 |
| 06-10-02 | Community PI&E | 150,000 | 10,000 | 75,000 | 235,000 | 75,000 |
| 06-10-02 | TSR-Publication | 50,000 | 10,000 | 10,000 | 70,000 | 25,000 |
| Totals | | 1,345,000 | 114,000 | 473,500 | 1,932,500 | 657,500 |

| Paid Media | | | | | | |
|---------------|----------------------|------------------|---------------|---------------|------------------|----------------|
| Activity | Title | Fed | State | Local | Tot Prog | Loc Benefit |
| 06-02-05 | OP Paid Media (402) | 250,000 | 2,000 | 20,000 | 272,000 | 125,000 |
| 06-02-07 | OP Paid Media (157) | 250,000 | 2,000 | 20,000 | 272,000 | 125,000 |
| 06-02-07 | OWI Paid Media -157 | 400,000 | 5,000 | 25,000 | 430,000 | 25,000 |
| 06-41-08 | OWI Paid Media (410) | 0 | 0 | 0 | 0 | 0 |
| 06-78-02 | OWI Paid Media (163) | 150,000 | 5,000 | 5,000 | 160,000 | 75,000 |
| 06-04-07 | Aggression Pd Media | 150,000 | 5,000 | 25,000 | 180,000 | 75,000 |
| Totals | | 1,200,000 | 19,000 | 95,000 | 1,314,000 | 425,000 |

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

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

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is

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

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

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

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

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

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

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

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

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a

Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The

prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year __2006__ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Frank J. Buskemi

Governor's Representative for Highway Safety

9/29/05

Date

Division of State Patrol Bureau of Transportation Safety Organizational Structure

