

State of Wisconsin

Department of Transportation



# WISCONSIN FY 2025 ANNUAL GRANT APPLICATION



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# FFY 2025 Annual Grant Application

## Section 1: Updates to Wisconsin’s Triennial Highway Safety Plan

### 1.1 Adjustments to Countermeasure Strategy for Program Funds

The Triennial Highway Safety Plan (3HSP) was established in federal fiscal year (FFY) 2024 and details the countermeasure strategy for prioritized program areas identified. The countermeasure strategy supported by the FFY 2025 program funds listed in this application have not changed.

**Wisconsin will continue to implement the countermeasure strategies listed in the 3HSP.**

### 1.2 Changes to Performance Plan

The 3HSP details the traffic safety performance measure targets for FFY 2024-2026. Targets for HSP performance and Highway Safety Improvement Program (HSIP) measures were coordinated between the Bureau of Transportation Safety (BOTS) and the Division of Transportation Investment Management (DTIM). BOTS will follow existing regulations until new federal regulations are established between the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA).

### 1.3 Highway Safety Program Performance Target Adjustment

<b>Reduce Roadside Crashes</b>	
<i>Performance Target Description</i>	<p>Reduce roadside fatalities from the 2022 level of 6.0 roadside crashes where one of the first four sequence of events is striking a pedestrian to 4.9 by December 31, 2026. The benchmarks are 5.1 roadside crashes by December 31, 2024, and 5.0 roadside crashes by December 31, 2025.</p> <p><b>The bureau has analyzed crash data involving first responders (fire, EMS, and law enforcement) and assessed the number of crashes per agency in a five-year period (2019-2023). The data will follow the weighted and scaling from the master targeting. We are funding an innovative project for the state that we think will help us meet this target. Agencies with more than the mean average number of crashes will be targeted for this grant. Rural agencies will be given higher priority.</b></p>
<i>Countermeasure Strategy</i>	<p>First Responder Crash Prevention by Digital Alerting Innovative Countermeasure, Digital Alerting</p>
<i>Organization Type</i>	State



<i>Justification</i>	Wisconsin projects success in meeting this performance target. These numbers have been trending down based on current projects. Additionally, new projects were added for digital alert technology and media to increase awareness.
<i>Link Between Problem ID and Countermeasure</i>	This measure applies to the crash prevention countermeasure in the 3HSP. The impact of using digital alerting technology will aid in reducing performance measure C-10.

## Section 2: Project and Subrecipient Information

### 2.1 Planning and Administration (PA)

	<i>GTS Project Number:</i> PA-2025-10-01
<i>Project Name &amp; Description</i>	<p><b>Planning and Administration</b></p> <p>Funding staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.</p> <p>Overall management and planning of bureau activities are made possible through federal and state funds. State funds cover salary and fringe of the bureau director, section chief, and two full-time program and policy analysts. Federal funds cover salaries, benefits, out-of-state travel, and training for the following staff: Grants Management Supervisor, Program and Policy Supervisor, two full-time equivalent (FTE) Operations Program Associates, one 0.5 FTE office associate (vacant), and one 0.5 FTE office operations associate (vacant).</p> <p>Planning and Administration staff have a positive impact on Wisconsin's traffic safety and have the following responsibilities:</p> <ul style="list-style-type: none"> <li>• Prioritize the state's most significant highway safety challenges</li> <li>• Apply for federal funding and write the state's Highway Safety Plan</li> <li>• Act as a representative for the state of Wisconsin as the Highway Safety Coordinator</li> <li>• Participate on committees and task forces</li> <li>• Target effective law enforcement grants</li> <li>• Promote highway safety in Wisconsin</li> <li>• Develop internal controls; monitor and analyze policies</li> <li>• Ensure grant shells have proper contract language</li> <li>• Manage the process of grant reimbursement requests from grant partners and reimbursement requests to the federal government</li> <li>• Organize and host the Governor's Conference on Highway Safety</li> <li>• Report on results of funding to NHTSA</li> <li>• Prepare a report of grants subject to the Federal Funding Accountability and Transparency Act</li> </ul>



<i>Performance Measure</i>	On-time submission of the Highway Safety Plan and the Annual Report.			
<i>Countermeasure Strategy</i>	Planning and Administration (PA)			
<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	Expenditures for PA is allowed under <a href="#">23 CFR 1300.13(a)(1)</a> and are effective as a countermeasure strategy.			
<i>Funding Information</i>	<i>Location</i>	<i>Source</i>	<i>Amount</i>	<i>Project ID Number</i>
	Statewide	BIL 402 PA	\$378,000.00	2025-10-01-PA
	Statewide	State 562	\$550,000.00	2025-10-01-WI
<b>Status Update:</b> Increased funding from \$360,000.00 in 2024 to \$378,000.00 in 2025 due to wage increases for staff and increases in project costs.				

## 2.2 Occupant Protection (OP) Programs

			<i>GTS Project Number:</i>	OP-2025-20-01
<i>Project Name &amp; Description</i>	<b>Occupant Protection Program Management</b> Funding will provide wage, fringe, data processing, materials and supplies, training and travel, printing, and postage support for this position. This position will work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate occupant protection efforts, encourage safe and effective high-visibility enforcement and participation in mobilizations.			
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance targets C-1, C-2, C-4, and B-1.			
<i>Countermeasure Strategy</i>	Occupant Protection Program Management			
<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	Expenditures for program management is allowed under <a href="#">23 CFR 1300.13(a)(2)</a> and are effective as a countermeasure strategy.			
<i>Funding Information</i>	<i>Location</i>	<i>Source</i>	<i>Amount</i>	<i>Project ID Number</i>
	Statewide	BIL 402 OP	\$90,000.00	2025-20-01-01-OP
<b>Status Update:</b> No changes or adjustments have been made from the previous year.				

			<i>GTS Project Number:</i>	CR-2025-20-01
			<i>GTS Project Number:</i>	M2-2025-25-01

<i>Project Name &amp; Description</i>	<b>Child Passenger Safety (CPS) Stations and CPS Tablets</b> This project will change the behavior of those who transport children, providing child safety seats, installation, and occupant protection education to low-income families. In addition, <b>\$1,000</b> grants will be used to provide tablets to agencies allowing them to digitally perform car safety checks while also tracking car seat data among those served. The effect of these projects will be more car seats reaching high-need families and a greater ability to perform car seat checks.		
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance targets C-1, C-2, C-4, and B-1.		
<i>Countermeasure Strategy</i>	CPS Equipment		
<i>Organization Type</i>	County and Local Health		
<i>Eligible Use of Funds</i>	Funding used for eligible agencies to distribute child restraints is allowed under 23 CFR § 1300.21(g)(1)(v)(C) & 23 CFR § 1300.21(g)(1)(vi).		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	BIL NHTSA 402 CR	\$278,000.00	CR-2025-20-01
	M2 CPS Low Community CPS Services	\$100,500.00	M2-2025-25-01
<i>Location (County)</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Adams	\$3,000.00	Adams County Public Health	2025-20-06-01-CR
Ashland	\$4,000.00	Ashland County Fire Dept.	2025-20-06-01-CR
Barron	\$3,000.00	Barron County Public Health	2025-20-06-01-CR
Brown	\$15,000.00	Center For Childhood Safety with Brown County HHS	2025-20-06-01-CR
Burnett	\$2,500.00	Burnett County Family Resource Center	2025-20-06-01-CR
Buffalo	\$1,000.00	Buffalo County Health Department	2025-20-06-01-CR
Calumet	\$4,000.00	Calumet County Health Division	2025-20-06-01-CR
Chippewa	\$5,000.00	Chippewa County Health Dept.	2025-25-06-00-M2
Clark	\$5,000.00	Clark County Health Dept.	2025-25-06-01-M2
Columbia	\$4,000.00	Columbia County Health Dept	2025-20-06-01-CR
Dane	\$4,000.00	Safe Kids Madison Area - Special Needs	2025-20-06-01-CR



Dane/Sauk/St. Croix, Green, Fond du Lac	\$40,000.00	Safe Kids Madison Area – CPS Task Force	2025-20-06-01-CR
Dodge	\$7,000.00	Dodge County Health Dept.	2025-20-06-01-CR
Dunn	\$3,000.00	Dunn County Health Dept.	2025-25-06-01-M2
Eau Claire	\$6,000.00	Eau Claire City/County Health Dept.	2025-20-06-01-CR
Forest	\$2,000.00	Forest County Health Dept.	2025-20-06-01-CR
Grant	\$5,500.00	Grant County Health Dept.	2025-25-06-01-M2
Green Lake	\$2,000.00	Green Lake Health and Human Services	2025-20-06-01-CR
Jefferson	\$4,500.00	Jefferson County Health Dept.	2025-20-06-01-CR
Juneau	\$5,000.00	Juneau County Public Health Dept.	2025-25-06-01-M2
Kewaunee	\$2,000.00	Kewaunee County Public Health Dept.	2025-20-06-01-CR
Kenosha	\$15,000.00	NJM Management Services, Inc.	2025-25-06-01-M2
La Crosse	\$7,000.00	Gundersen Medical Foundation	2025-20-06-01-CR
Manitowoc	\$5,000.00	Manitowoc Co Human Services Dept.	2025-20-06-01-CR
Marathon	\$8,000.00	Aspirus Health Foundation - Safe Kids Marathon County	2025-20-06-01-CR
Marinette	\$4,000.00	Marinette County Public Health	2025-20-06-01-CR
Milwaukee	\$6,000.00	Children's Hospital and Health System	2025-25-06-01-M2
Milwaukee	\$20,000.00	Children's Hospital and Health System	2025-20-06-01-CR
Milwaukee	\$11,000.00	COA Youth & Family Centers	2025-25-06-01-M2
Milwaukee	\$10,000.00	Cudahy Health Dept.	2025-25-06-01-M2
Milwaukee	\$10,000.00	City of Greenfield Health Dept.	2025-20-06-01-CR
Milwaukee	\$10,000.00	Oak Creek Health Dept.	2025-20-06-01-CR
Milwaukee	\$10,000.00	City Of South Milwaukee Public Health	2025-25-06-01-M2
Milwaukee	\$10,000.00	West Allis Health Dept.	2025-20-06-01-CR



Milwaukee	\$10,000.00	Bellies And Babees	2025-20-06-01- CR
Milwaukee	\$10,000.00	Milwaukee Police Dept.	2025-20-06-01- CR
Waukesha	\$5,000.00	Waukesha Family Practice	2025-20-06-01- CR
Monroe	\$6,000.00	Monroe County Health Dept. Mccoy	2025-20-06-01- CR
Oneida	\$4,000.00	Oneida County Health Dept.	2025-25-06-01- M2
Outagamie	\$9,000.00	Outagamie County Dept. of Health and Human Services	2025-25-06-01- M2
Outagamie	\$9,000.00	Appleton Health Department	2025-20-06-01- CR
Washington/ Ozaukee	\$8,000.00	Washington/Ozaukee Public Health Dept.	2025-20-06-01- CR
Pierce	\$5,000.00	Pierce County Health Dept.	2025-20-06-01- CR
Rock	\$8,000.00	Janesville Fire Dept.	2025-20-06-01- CR
Portage	\$6,000.00	Stevens Point Child Safety Center, Inc.	2025-20-06-01- CR
Racine	\$9,000.00	City of Racine	2025-20-06-01- CR
Rusk	\$2,000.00	Indianhead Community Action Agency	2025-20-06-01- CR
St. Croix	\$5,000.00	Hudson Hospital	2025-20-06-01- CR
Taylor	\$3,000.00	Taylor County Health Department	2025-25-06-01- M2
Trempealeau	\$3,000.00	Trempealeau County Health Dept.	2025-20-06-01- CR
Vernon	\$4,000.00	Vernon County	2025-20-06-01- CR
Walworth	\$6,000.00	Walworth County Health and Human Services	2025-25-06-01- M2
Waupaca	\$5,000.00	Waupaca County Health and Human Services	2025-25-06-01- M2
Waushara	\$3,000.00	Waushara County Health Dept.	2025-20-06-01- CR
Wood	\$4,000.00	Wood County Health Dept.	2025-20-06-01- CR
Tribal	\$5,000.00	Lac Courte Oreilles Health Center	2025-20-06-01- CR
<b>Total</b>	<b>\$378,500.00</b>		



**Status Update:**

List of projects have been updated to reflect overall grant requests from 2024, which will be used to create projects for 2025.

	GTS Project Number:		CR-2025-20-02
	GTS Project Number:		TSP-2025-20-01
<i>Project Name &amp; Description</i>	<p><b>Child Passenger Safety Programming</b>            Funding will provide support and administrative costs for statewide CPS Advisory Committee. Enter a partnership with a contractor named through a state-sanctioned request for proposal to support and administer statewide CPS Technician Training DEC including recruitment, training, education, and retention rates that will address the level of need in Wisconsin.</p> <p>Funding will also support the statewide Teen Driving Program to promote the prevention of traffic-related loss in teens along with train-the-trainer workshops to provide education using evidence-based practices. Work will be performed with various community members, local injury prevention coalitions, schools, and community-based organizations.</p>		
<i>Performance Measure</i>	The CPS Programming Grants will help in reaching performance targets C-1, C-2, C-4.		
<i>Countermeasure Strategy</i>	CPS Programming and CPS Equipment		
<i>Organization Type</i>	Local Health		
<i>Eligible Use of Funds</i>	Funding used for the implementation of the Child Passenger Safety Program is allowed under 23 CFR § 1300.21(g)(1)(ii), (iii), and (iv).		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	BIL NHTSA 402 CR	\$300,000.00	CR-2025-20-02
	BIL NHTSA 402 TSP	\$150,000.00	TSP-2025-20-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$300,000.00	Children’s Hospital of Wisconsin	2025-20-04-02-CR
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$150,000.00	Children’s Hospital of Wisconsin	2025-20-04-01-TSP
<p><b>Status Update:</b></p> <ul style="list-style-type: none"> <li>Increased OP funding from \$250,000.00 in 2024 to \$300,000.00 in 2025.</li> <li>Added CPS Teen Driving Program for \$150,000.00 with Children’s Hospital Wisconsin.</li> </ul>			

	GTS Project Number:		OP-2025-20-02
	GTS Project Number:		M2-2025-25-02



<i>Project Name &amp; Description</i>	<p><b>High-Visibility Enforcement (HVE), Saturation Patrols, and Integrated Occupant Protection Driving Enforcement</b></p> <p>-Funding will encourage law enforcement agencies to make occupant protection a priority demonstrated by writing citations, sponsoring media events, and working overtime in geographical areas where low safety belt use is prevalent. The program will plan statewide participation, encourage voluntary participation, and provide overtime funding for high-visibility and sustained enforcement task forces for occupant protection, including nighttime enforcement, accompanied by media. Task forces will consist of multiple law enforcement agencies that coordinate enforcement efforts during the same time frame. State match requirements are met with traffic enforcement conducted on straight time by the Wisconsin State Patrol.</p> <p>-All grantees are required to participate in the National <i>Click It or Ticket</i> (CIOT) HVE mobilization.</p> <p><b>-Projects listed below are funded year-round and include agencies located where at least 70% of occupant fatalities occurred.</b></p>		
<i>Performance Measure</i>	Occupant Protection performance targets are C-1, C-2, C-4, and B-1.		
<i>Countermeasure Strategy</i>	Occupant Protection Sustained, Saturation and HVE		
<i>Organization Type</i>	County and Local Health		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2. Seat Belts and Child Restraints; 2.1, HVE 2.2 Nighttime, 2.3 Sustain		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 OP	\$1,962,500.00	
	M2 HVE Low	\$238,500.00	
<i>Location (County)</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Brown	\$125,000.00	Green Bay Police Dept.	2025-20-05-02-OP
Clark	\$40,000.00	Clark County Sheriff	2025-20-05-02-OP
Columbia	\$26,000.00	Columbia County Sheriff	2025-20-05-02-OP
Dane	\$104,000.00	Dane County Sheriff	2025-20-05-02-OP
Dane	\$51,000.00	Monona Police Dept.	2025-20-05-02-OP
Dodge	\$45,000.00	Dodge County Sheriff	2025-20-05-02-OP
Door	\$5,000.00	Door County Sheriff	2025-20-05-02-OP
Dunn	\$50,000.00	Dunn County Sheriff	2025-20-05-02-OP
Fond du Lac	\$75,000.00	Fond du Lac County Sheriff	2025-20-05-02-OP
Grant	\$20,000.00	Grant County Sheriff	2025-20-05-02-OP
Green	\$24,000.00	Belleville Police Dept	2025-20-05-02-OP
Jackson	\$60,000.00	Jackson County Sheriff	2025-20-05-02-OP
Kenosha	\$46,500.00	Kenosha Police Dept.	2025-25-05-02-M2



Kewaunee	\$45,000.00	Kewaunee County Sheriff	2025-20-05-02-OP
Manitowoc	\$85,000.00	Manitowoc Police Department	2025-20-05-02-OP
Marathon	\$5,000.00	Marathon County Sheriff	2025-20-05-02-OP
Marinette	\$43,000.00	Marinette County Sheriff	2025-20-05-02-OP
Milwaukee	\$80,000.00	Cudahy Police Dept.	2025-20-05-02-OP
Milwaukee	\$30,000.00	Franklin Police Dept.	2025-20-05-02-OP
Milwaukee	\$50,000.00	Milwaukee Police Dept.	2025-20-05-02-OP
Milwaukee	\$81,000.00	River Hills Police Dept.	2025-20-05-02-OP
Milwaukee	\$22,000.00	West Milwaukee Police Dept.	2025-25-05-02-M2
Oconto	\$20,500.00	Oconto County Sheriff	2025-20-05-02-OP
Polk	\$8,000.00	Polk County Sheriff	2025-20-05-02-OP
Portage	\$11,000.00	Portage County Sheriff	2025-20-05-02-OP
Racine	\$70,000.00	Racine County Sheriff	2025-25-05-02-M2
Racine	\$65,000.00	Mount Pleasant Police Dept. - Village Of	2025-20-05-02-OP
Richland	\$14,000.00	Richland County Sheriff	2025-20-05-02-OP
Rock	\$60,000.00	Rock County Sheriff	2025-20-05-02-OP
Rusk	\$5,000.00	Rusk County Sheriff	2025-20-05-02-OP
Sauk	\$48,000.00	Sauk County Sheriff	2025-20-05-02-OP
Sawyer	\$10,000.00	Sawyer County Sheriff	2025-20-05-02-OP
Shawano	\$100,000.00	Shawano Police Dept.	2025-25-05-02-M2
Sheboygan	\$80,000.00	Sheboygan County Sheriff	2025-20-05-02-OP
Taylor	\$5,000.00	Taylor County Sheriff	2025-20-05-02-OP
Trempealeau	\$25,000.00	Trempealeau County Sheriff	2025-20-05-02-OP
Vilas	\$5,000.00	Vilas County Sheriff	2025-20-05-02-OP
Walworth	\$55,000.00	Walworth County Sheriff	2025-20-05-02-OP
Washington	\$15,000.00	Germantown Police Dept.	2025-20-05-02-OP
Waukesha	\$30,000.00	Waukesha County Sheriff	2025-20-05-02-OP
Waukesha	\$28,000.00	New Berlin Police Dept.	2025-20-05-02-OP
Waukesha	\$38,000.00	Summit Police Dept. – Village of	2025-20-05-02-OP
Waupaca	\$40,000.00	Waupaca County Sheriff	2025-20-05-02-OP
Waushara	\$15,000.00	Waushara County Sheriff	2025-20-05-02-OP
Winnebago	\$40,000.00	Winnebago County Sheriff	2025-20-05-02-OP
Wood	\$29,000.00	Wood County Sheriff	2025-20-05-02-OP
Statewide	\$272,000.00	Wisconsin State Patrol	2025-20-05-02-OP
<b>Total</b>	<b>\$2,201,000.00</b>		



**Status Update:**

List of projects have been updated to reflect overall grant requests from 2024 and current targeting list, which will be used to create projects for 2025.

		GTS Project Number: M2-2025-25-03	
<i>Project Name &amp; Description</i>	<b>Click It or Ticket (CIOT) Mobilization Post Observational Surveys</b> The contract for CIOT Mobilization Post Observational Surveys will include June Observational Surveys. Participation in CIOT national enforcement mobilization is a requirement for receiving federal funds, and the survey conducted as a result of this project will provide more information on the effectiveness of this mobilization that will inform future mobilizations.		
<i>Performance Measure</i>	CIOT mobilization post observational surveys will allow us to assess performance target B-1.		
<i>Countermeasure Strategy</i>	CIOT Mobilization Post Observational Surveys: allowable under <a href="#">23 CFR 1300.21(g)(1)(vi)</a>		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	The effect of this program will be increased awareness of occupant protection efforts. The Funding used for CIOT Mobilization post observational surveys is allowed under 23 CFR § 1300.21(g)(1)(vi)		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M2 OP Low Op Informational System	\$134,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$134,000.00	UW-Whitewater	2025-25-09-03-M2
<b>Status Update:</b> No changes or adjustments have been made from the previous year.			





	<i>GTS Project: Number:</i>	<i>PM-2025-20-03</i>	
	<i>GTS Project: Number:</i>	<i>M2-2025-25-04</i>	
	<i>GTS Project: Number:</i>	<i>UNATTD-2025-20-01</i>	
<i>Project Name &amp; Description</i>	<p><b>Occupant Protection Media</b>  The goal of this program is increased awareness of occupant protection efforts. The anticipated impact of this countermeasure strategy is a decrease in unbelted fatalities. Paid advertising provides the ability to control message content, timing, placement, and repetition.</p> <p>All HVE programs include communications and outreach strategies that use some combination of earned media (news stories and social media) and paid advertising. Communications and outreach will be conducted at the local, county and state level.</p> <p>Heatstroke/Unattended Passenger education will be done in May 2025 during the national awareness month. This is required to use BIL NHTSA 402 funds.</p> <p>The media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar for FY 2025 and address other needs as they evolve.</p>		
<i>Performance Measure</i>	This countermeasure's performance will be tracked by performance measures C-1 and C-4.		
<i>Countermeasure Strategy</i>	Occupant Protection Media		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2. Seat Belts and Child Restraints, 2-3. Communication and Outreach, Enforcement, 2-6. Communication and Outreach for Child Restraints; 3.2 Strategies for Low-Belt-Use-Groups; 6.1 Strategies for Older Children; 6.2 Strategies for Child Restraint and Booster Seat Use		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>Project ID Number</i>
	NHTSA 402 OP	\$212,0000.00	2025-20-07-03-PM
	M2 PE Low Public Education	\$465,000.00	2025-25-07-04-M2
	UNATTD Heatstroke/ Unattended Passenger Education	\$100,000.00	2025-20-07-01-UNATTD
	M2 PE Low Public Education	\$50,000.00	2025-25-07-04-M2



<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$212,000.00	BOTS- Contract Vendors Affirm Marketing, TBD	2025-20-07-03-PM
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$465,000.00	BOTS- Contract Vendors Affirm Marketing, TBD	2025-25-07-04-M2
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$100,000.00	BOTS- Contracted Vendor Affirm Marketing, TBD	2025-20-07-01-UNATTD
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$50,000.00	BOTS- Contracted Vendor Affirm Marketing, TBD	2025-25-07-04-M2
<b>Total</b>	<b>\$827,000.00</b>		
<b>2025 Update:</b> List of projects and funding levels have been updated to reflect updates to the media plan.			

### 2.3 Impaired Driving Programs

		<i>GTS Project Number:</i> AL-2025-30-01	
<i>Project Name &amp; Description</i>	<b>Impaired Driving Program Management</b> Funding will provide support for wage, fringe, data processing, materials and supplies, training and travel, printing, and postage for the work of this position. The position will work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate impaired driving efforts, encourage safe and effective sustained enforcement and participation in mobilizations. It will also work directly with the drug recognition expert (DRE) program coordinator to support of the Wisconsin Drug Evaluation and Classification program.		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-4, C-5, C-7, C-10, C-11.		
<i>Countermeasure Strategy</i>	Impaired Driving Program Management		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	Funding used for hiring a full-time impaired driving coordinator is allowed under 23 CFR § 1300.13(a)(ii), 23 CFR § 1300.23(j)(1)(ii)		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 402 AL	\$92,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$92,000.00	BOTS	2025-30-01-01-AL



**Status Update:**

No changes or adjustments to the project have been made. To align with the other program management moving from 405D to 402 AL starting in 2025.

		<i>GTS Project Number:</i>		<i>N/A – State Funded</i>
<i>Project Name &amp; Description</i>	<b>Tavern League Safe-Ride Program</b> Collaborate with the Tavern League of Wisconsin in administering WisDOT’s Safe-Ride grant program throughout the state. State funding also allows for the advertising of the Safe-Ride program. All advertising is reviewed and approved prior to placement. In 2025, Tavern League of Wisconsin will be partnering with Brown County to provide additional safe rides through a vans or buses during the NFL Draft that is being held at Lambeau Field and Tittletown campus in Green Bay April 24-26, 2025.			
<i>Performance Measure</i>	Provide additional safe rides throughout the state.			
<i>Countermeasure Strategy</i>	Promotion of Transportation Alternatives			
<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	Funding used for hiring a full-time impaired driving coordinator is allowed under 23 CFR § 1300.13(a)(ii), 23 CFR § 1300.23(j)(1)(ii)			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>		
	State Funds 53100	\$1,400,000.00		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>	
Statewide	\$1,400,000.00	Tavern League of Wisconsin	2025-39-04-01-WI	
<b>Status Update:</b> Project totals have increased due to the available funds and adding the addition activity in Brown County.				

		<i>GTS Project Number:</i>		<i>AL-2025-30-02</i>
<i>Project Name &amp; Description</i>	<b>Bar Buddies Safe Ride Program</b> Promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcohol beverages to their home will result in a decrease in alcohol-related crashes. Funds will be provided to nonprofit organizations or law enforcement to coordinate alternative transportation in communities without access to sustained public transportation.  By expanding this program outside of the current recipients, funding will be offered for the Bar Buddies Safe Ride program to support communities statewide with limited public transportation. This will help reduce impaired driving in their community and surrounding area.			



<i>Performance Measure</i>	Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C-5.		
<i>Countermeasure Strategy</i>	Promotion of Transportation Alternatives		
<i>Organization Type</i>	Local and County Agencies		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 5. Prevention; 5.4 Alternative Transportation		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 AL	\$50,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Baraboo, WI	\$4,000.00	Baraboo Police Dept.	2025-30-04-02-AL
Lodi, WI	\$6,400.00	Lodi Police Dept.	2025-30-04-02-AL
Sauk City, WI	\$9,000.00	Sauk Prairie Police Dept.	2025-30-04-02-AL
Spring Green, WI	\$6,400.00	Spring Green Police Dept.	2025-30-04-02-AL
Reedsburg, WI	\$6,400.00	Reedsburg Police Dept.	2025-30-04-02-AL
Statewide	\$17,800.00	Planned Unobligated Activity	2025-30-04-02-AL
<b>Total</b>	<b>\$50,000.00</b>		

		<i>GTS Project Number:</i>	AL-2025-30-03
<i>Project Name &amp; Description</i>	<p><b>Safe Ride Event Grants</b>  Promote transportation alternatives for intoxicated persons by providing short-term alternative transportation (vans, buses, or vehicles) to transport community members from local events to their homes. Grants are local in nature such as a beer tent or annual fundraiser where alcohol is legally served. Grants also cover limited marketing and advertising costs as it relates to responsible drinking. There must be sufficient evidence that a safe-ride program has the potential of reducing risk due to drinking and driving. Funds are targeted to communities that have demonstrated a need based on impaired driving crashes and known risks around events in their communities.</p> <p>Funds will be provided to expand this program outside the current recipients, offering funding for Safe Ride Event grants to communities statewide and year-round with the need for short-term alternative transportation during events to help reduce impaired driving in their community and surrounding area.</p>		
<i>Performance Measure</i>	Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C-5.		
<i>Countermeasure Strategy</i>	Promotion of Transportation Alternatives		
<i>Organization Type</i>	Local and County Agencies		



<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 5. Prevention; 5.4 Alternative Transportation		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 AL	\$75,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Watertown, WI	\$16,000.00	Watertown Police Dept.	2025-30-04-03-AL
Barron County	\$10,000.00	Barron County Sheriff	2025-30-04-03-AL
Crawford County	\$24,000.00	Crawford County Sheriff	2025-30-04-03-AL
Darlington, WI	\$6,000.00	Darlington Police Dept.	2025-30-04-03-AL
Statewide	\$19,000.00	Planned Unobligated Activity	2025-30-04-03-AL
<b>Total</b>	<b>\$75,000.00</b>		
<b>Status Update:</b> List of projects have been updated to reflect overall grant requests from 2024, which will be used to create projects for 2025.			

		<i>GTS Project Number:</i>	AL-2025-30-04
<i>Project Name &amp; Description</i>	<b>Holiday Safe Ride Event</b> The program will support transportation alternatives for intoxicated persons by promoting the use of Uber or Lyft and working with those companies in Wisconsin to provide free rides home during major holidays and events known to include drinking. The program will work to provide vouchers with Uber and Lyft regionally to provide rides to transport community members from local events to their home.		
<i>Performance Measure</i>	Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C-5.		
<i>Countermeasure Strategy</i>	Promotion of Transportation Alternatives		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 5. Prevention; 5.4 Alternative Transportation		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 AL	\$100,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$100,000.00	BOTS- Contract with Uber and Lyft	2025-30-04-04-AL
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i> M5-2025-31-01	
<i>Project Name &amp; Description</i>	<p><b>HVE, Saturation Patrols, and Integrated Impaired Driving Enforcement</b></p> <p>This program encourages law enforcement agencies to make OWI enforcement a priority by writing citations, sponsoring media events, and working overtime in geographical areas where impaired driving is highest. The program plans statewide participation, encourages voluntary participation, and provides overtime funding for enforcement and task forces for impaired driving, including nighttime enforcement. In most cases, these task forces will consist of multiple law enforcement agencies that coordinate their enforcement efforts during the same time frame.</p> <p>Enforcement provides a deterrent effect on a person’s decision to operate a motor vehicle while intoxicated. Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through saturation patrols. Special enforcement directed primarily at other offenses, such as speeding or seat belt nonuse, offer an additional opportunity to detect impaired drivers, especially at night, as impaired drivers often speed or fail to wear seat belts. The goal of this strategy is to decrease the incidence of OWI.</p> <p>Targeting methodology can be found in the Appendices. In addition, a law enforcement agency that wants to gauge the size of the drugged driving population can include roadside collection in their impaired driving enforcement. Due to the new, expanded method of targeting enforcement grants, agencies that may not have qualified in the past may now qualify for impaired driving enforcement funding.</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-4, C-5, C-7, C-10, C-11.		
<i>Countermeasure Strategy</i>	High-Visibility, Saturation Patrols, and Integrated Enforcement		
<i>Organization Type</i>	County and Local Health		
<i>Eligible Use of Funds</i>	NHTSA’s Countermeasures That Work, 10th Edition; 5. Deterrence: Enforcement; 2.2 High-Visibility Saturation Patrols and 2.5 Integrated Enforcement		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 HVE Mid HVE	\$1,846,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Adams County	\$15,000.00	Adams County Sheriff	2025-31-05-01-M5
Brown County	\$250,000.00	Green Bay Police Dept.	2025-31-05-01-M5
Columbia County	\$26,000.00	Columbia County Sheriff	2025-31-05-01-M5
Crawford County	\$20,000.00	Crawford County Sheriff	2025-31-05-01-M5
Dane County	\$22,000.00	Middleton Police Dept.	2025-31-05-01-M5



Dane County	\$47,000.00	Monona Police Dept.	2025-31-05-01-M5
Dane County	\$190,000.00	Dane County Sheriff	2025-31-05-01-M5
Dunn County	\$10,000.00	Dunn County Sheriff	2025-31-05-01-M5
Fond du Lac County	\$12,000.00	Fond du Lac County Sheriff	2025-31-05-01-M5
Kenosha County	\$26,000.00	Kenosha Police Dept.	2025-31-05-01-M5
Manitowoc County	\$80,000.00	Manitowoc Police Dept	2025-31-05-01-M5
Marathon County	\$55,000.00	Marathon County Sheriff	2025-31-05-01-M5
Marinette County	\$45,000.00	Marinette County Sheriff	2025-31-05-01-M5
Milwaukee County	\$60,000.00	Cudahy Police Dept.	2025-31-05-01-M5
Milwaukee County	\$32,000.00	Greenfield Police Dept.	2025-31-05-01-M5
Milwaukee County	\$94,000.00	Milwaukee Police Dept.	2025-31-05-01-M5
Milwaukee County	\$100,000.00	River Hills Police Dept.	2025-31-05-01-M5
Milwaukee County	\$32,000.00	Wauwatosa Police Dept.	2025-31-05-01-M5
Oconto County	\$17,000.00	Oconto County Sheriff	2025-31-05-01-M5
Outagamie County	\$125,000.00	Outagamie County Sheriff	2025-31-05-01-M5
Polk County	\$14,000.00	Polk County Sheriff	2025-31-05-01-M5
Portage County	\$11,000.00	Portage County Sheriff	2025-31-05-01-M5
Racine County	\$95,000.00	Racine County Sheriff	2025-31-05-01-M5
Racine County	\$95,000.00	Mount Pleasant Police Dept - Village Of	2025-31-05-01-M5
Rock County	\$80,000.00	Beloit Police Dept.	2025-31-05-01-M5
Sauk County	\$64,000.00	Sauk County Sheriff	2025-31-05-01-M5
Shawano County	\$35,000.00	Shawano Police Dept.	2025-31-05-01-M5
Sheboygan County	\$20,000.00	Wisconsin State Patrol	2025-31-05-01-M5
Taylor County	\$5,000.00	Taylor County	2025-31-05-01-M5
Walworth County	\$55,000.00	Walworth County Sheriff	2025-31-05-01-M5
Waukesha County	\$52,000.00	Oconomowoc Police Dept.	2025-31-05-01-M5
Waukesha County	\$12,000.00	New Berlin Police Dept.	2025-31-05-01-M5
Waupaca County	\$40,000.00	Waupaca County Sheriff	2025-31-05-01-M5
Waushara County	\$10,000.00	Waushara County Sheriff	2025-31-05-01-M5
Winnebago County	\$70,000.00	Winnebago County Sheriff	2025-31-05-01-M5
<b>Total</b>	<b>\$1,846,000.00</b>		

**Status Update:**

List of projects have been updated to reflect overall grant requests from 2024 and current targeting list, which will be used to create projects for 2025.



<p><i>Project Name &amp; Description</i></p>	<p><b>Drug Evaluation and Classification (DEC) Program</b></p> <p>BOTS will support a contracted DRE State Coordinator position to provide the professional and technical services of a DRE coordinator. The coordinator will manage the efforts of the statewide Drug Evaluation and Classification (DEC) program; provide oversight and coordination of the DEC program following current International Association of Chiefs of Police program standards. This position will also oversee the continuous training and re-certification for new and existing DREs.</p> <p>BOTS will support expenses and instructor costs related to programs, including Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (eight-hour block), Drug Impairment Training for Educational Professionals (DITEP), and Standard Field Sobriety Testing (SFST). Expenses will include continuous training and re-certification for existing DREs. DRE expenses, including instructor wages, travel to conferences, supplies, printing, postage, lodging, and meals for students and instructors are covered. BOTS will also support DRE callouts to assist other agencies where a DRE evaluation is needed. When synthetic cannabinoids are suspected, BOTS will pay for the cost of the test. BOTS will provide a grant to agencies sending participants to ARIDE training or a DRE school. Funds will cover the participants' time, travel costs, and other contractual costs during training to lessen the burden on the agency.</p> <p>BOTS will support program expenses to train new DREs during DRE school. Expenses covered include instructor wages, travel cost (such as lodging for instructors and students), supplies (including DRE kits and classroom supplies) and printing. BOTS is planning to hold three DRE Schools per year with a minimum of 12 students per class. As a result, Wisconsin has been able to continue to increase the number of DREs, avoiding decreasing numbers due to retirements and/or attrition. All expenses and supplies will be purchased according to state contract requirements and follow state purchasing guidelines for allowable costs.</p>		
<p><i>Performance Measure</i></p>	<p>The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11</p>		
<p><i>Countermeasure Strategy</i></p>	<p>Drug Evaluation and Classification Program</p>		
<p><i>Organization Type</i></p>	<p>State</p>		
<p><i>Eligible Use of Funds</i></p>	<p>NHTSA's Countermeasures That Work, 10th Edition; 7. Drug-Impaired Driving 7.1 Enforcement and 7.3 Education</p>		
<p><i>Funding Information</i></p>	<p><i>Source</i></p>	<p><i>Amount</i></p>	
	<p>M5 PEM Mid Media/Impaired Driving Training/Enforcement</p>	<p>\$915,000.00</p>	





<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$90,000.00	BOTS – Current Contracted DRE State Coordinator	2025-31-03-02-M5
Statewide	\$625,500.00	BOTS – Current Certified DRE Instructor and their agencies – Program Instruction	2025-31-03-02-M5
Statewide	\$425,000.00	BOTS – Contract suppliers, instructors, and participating agencies – DRE School Instruction	2025-31-03-02-M5

**Status Update:**

List of projects have been combined into one project with separate activities, scope and projects have not changed. Increased State Coordinator from \$78,000.00 to \$90,000.00 due to increased contract costs.

		<i>GTS Project Number</i>	<i>M5-2025-31-03</i>
<i>Project Name &amp; Description</i>	<p><b>Toxicology State Coordinator and Program</b></p> <p>A contracted Toxicology State Coordinator position will be created to provide professional and technical services, oversight, and coordination for toxicologists statewide. This position will provide the DRE program with technical support and education of best practices and standards. This position will develop and establish best practices and workflows for the Law Enforcement Phlebotomy program. It will also oversee the continuous training of toxicologists on the most current industry standards.</p> <p>The toxicology state coordinator will also oversee the phlebotomy program pilot program that started in 2024. The project will continue with additional selected law enforcement officers from agencies within the same county. The program will use a technical college’s approved phlebotomy training program and adhere to all admission and successful completion criteria. Tuition for the law enforcement officers, training, and supplies will be purchased with the funding from this grant. Any supplies purchased will be disseminated to the agencies with trained phlebotomists from the pilot. After the completion of the pilot, any costs associated with the program will be covered by the agency. BOTS may offset some of the costs to the agency once the pilot is complete. The program will be conducted through Madison College (MATC) using the approved phlebotomy program and the college’s established admission criteria. Candidates will be selected later based off the criteria set forth by MATC.</p> <p>The Hygiene Lab will test 1,000 samples each year that would have normally been canceled due to a high enough BAC. This project will help increase data collection for the type and level of drug impairment of individuals who have also been drinking.</p>		



<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11.		
<i>Countermeasure Strategy</i>	Drug Evaluation and Classification Program		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 7. Drug-Impaired Driving 7.1 Enforcement and 7.3 Education		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$266,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$179,000.00	Wisconsin State Laboratory of Hygiene	2025-31-03-03-M5
Statewide	\$75,000.00	Wisconsin State Laboratory of Hygiene	2025-31-03-03-M5
Statewide	\$12,000.00	Wisconsin State Laboratory of Hygiene	2025-31-03-03-M5
<b>Status Update:</b> List of projects have been combined into one project with separate activities. Scope and projects have not changed. Increased State Coordinator from \$120,000.00 to 179,000.00 due to increased contract costs. Phlebotomy increased from \$71,000.00 to 75,000.00 due to program costs.			

		<i>GTS Project Number:</i>	M5-2025-31-04
<i>Project Name &amp; Description</i>	<p><b>Comparing DRE Opinions to Toxicology Results</b></p> <p>This project aims to couple detailed toxicology results, including consideration of several biological matrices, with DRE evaluations. Impairment observations will be recorded from law enforcement officers undergoing DRE certification. Part of the DRE curriculum includes drug recognition field certification with persons under the influence of drugs.</p> <p>This project will engage participants from this DRE field certification cohort, seeking volunteers willing to provide biological specimens and complete additional tasks related to impairment detection. Biological specimens considered will include blood, oral fluid, and urine. Blood specimens will be divided into two aliquots and plasma will be isolated from one, allowing for whole blood and plasma analysis. Biological specimens will be analyzed at the Wisconsin State Laboratory of Hygiene using our routine forensic toxicology workflow (screening and quantification). Impairment detection related tasks include a device that monitors and assesses eye movements.</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		



<i>Countermeasure Strategy</i>	Drug Evaluation and Classification Program		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 7. Drug-Impaired Driving 7.1 Enforcement and 7.3 Education		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$73,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$73,000.00	Wisconsin State Laboratory of Hygiene	2025-31-09-04-M5
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i> TC-2025-30-01	
<i>Project Name &amp; Description</i>	<b>Traffic Safety Resource Prosecutors</b> This planned activity includes salary and fringe for two statewide Traffic Safety Resource Prosecutors acting as a resource on legal issues surrounding OWI and the prosecution of those offenders. They will provide specialized training to prosecutors, judges, law enforcement, and others in the state. They will also conduct outreach at county traffic safety commissions. These positions also provide technical assistance to a wide variety of professionals such as law enforcement officers, DREs, blood and alcohol testing staff, and policy development staff.		
<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.		
<i>Countermeasure Strategy</i>	Prosecution and Adjudication		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.1 Deterrence, DWI Courts		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 402 TC	\$420,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$420,000.00	Wisconsin DOJ	2025-30-03-01-TC
<b>Status Update:</b> No changes or adjustments to the project have been made.			



		GTS Project Number: M5-2025-31-05	
<i>Project Name &amp; Description</i>	<b>OWI Court Training Travel</b> This planned activity will provide funding for travel costs for agencies to participate in training offered by National Center for DWI Courts (NCDC). These training sessions are partnerships between NCDC, NHTSA and the state highway safety offices. BOTS will be the subrecipient of this grant and will use the funding to reimburse travel costs of agencies requesting help covering the costs to travel to the NCDC training. This will also include in-state classes and conferences for court members to receive the current program information and training.		
<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.		
<i>Countermeasure Strategy</i>	Prosecution and Adjudication		
<i>Organization</i>	State		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 CS Mid Court Support	\$50,000.00	
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.1 Deterrence, DWI Courts		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$35,000.00	BOTS – Agencies that apply to NCDC for training	2025-31-03-05-M5
Statewide	\$15,000.00	BOTS – Agencies that apply for travel reimbursement	2025-31-03-05-M5
<b>Status Update:</b> Increased funding to allow for in-state training and to allow for increased travel costs to the NCDC sessions. Increased from \$25,000.00 to \$50,000.00.			

		GTS Project Number: N/A – Other	
<i>Project Name &amp; Description</i>	<b>Judicial Outreach Liaison Program</b> To establish this program, BOTS is applying to the American Bar Association (ABA) through the NHTSA cooperative agreement to help establish a State Judicial Outreach Liaison (SJOL). This project is to assist in establishing the SJOL for Wisconsin and potentially take over fiscal responsibility. This planned activity includes salary and fringe for one SJOL acting as a resource on legal issues surrounding OWI. The position will provide specialized training to judges, law enforcement, and others in the state. They will also conduct outreach at county traffic safety commissions. This position provides technical assistance to a wide variety of professionals such as law enforcement officers, DREs, blood and alcohol testing staff, and policy development staff.		



<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.			
<i>Countermeasure Strategy</i>	Prosecution and Adjudication			
<i>Organization</i>	State			
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.1 Deterrence, DWI Courts			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>		
	American Bar Association	\$120,000.00		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>		<i>Project ID Number</i>
Statewide	\$120,000.00	BOTS – American Bar Association/ Contracted JOL		2025-31-03-01-ABA
<b>Status Update:</b> No changes or adjustments to the project have been made.				

		<i>GTS Project Number:</i> M5-2025-31-06		
<i>Project Name &amp; Description</i>	<b>Impaired Driving Traffic Professional Training</b> Providing training and education to traffic safety professionals involved with the Impaired Driving program to ensure they are provided with up-to-date standards and practices within their program area. BOTS will establish a grant for the purpose of training and education for BOTS staff, Chemical Testing Section staff, and State Lab of Hygiene staff to attend trainings related to Impaired Driving. Other WisDOT staff or other state agency staff may be added later.			
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11			
<i>Countermeasure Strategy</i>	Impaired Driving Issue Area Training and Education			
<i>Organization</i>	State			
<i>Eligible Use of Funds</i>	Funding used for training traffic safety professionals is allowed under 23 CFR § 1300.23(j)(1)(ii)			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>		
	M5 OT Mid Other Based on Problem ID	\$50,000.00		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>		<i>Project ID Number</i>
Statewide	\$50,000.00	BOTS-WisDOT-Chem Test Section, State Lab of Hygiene		2025-31-03-06-M5
<b>Status Update:</b> No changes or adjustments to the project have been made.				



		GTS Project Number: M5-2025-31-07	
<i>Project Name &amp; Description</i>	<b>Medication Education</b> Funds will support the development of informational display and printable material to be provided to pharmacies and communities that discuss the potential risk of operating a vehicle while under the influence of certain prescription medications.		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		
<i>Countermeasure Strategy</i>	Public Information and Education		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	Funding used for educating and informing the public through traffic safety programs is allowed under 23 CFR § 1300.23(j)(1)(ii).		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$25,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$25,000.00	BOTS- WisDOT Creative Services	2025-31-07-07-M5
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		GTS Project Number: M5-2025-31-08	
<i>Project Name &amp; Description</i>	<b>Section Sober/Sober Green Bay</b> Sober Green Bay (SGB) will cultivate sober friendly spaces within Brown County communities. The goal is to reduce the use of harmful substances and welcome all who support a healthy lifestyle. Section Sober has selected to address this issue with a public awareness campaign adjacent to or in sporting venues in Brown County and eventually across Wisconsin.		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		
<i>Countermeasure Strategy</i>	Public Information and Education		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	Funding used for educating and informing the public through traffic safety programs is allowed under 23 CFR § 1300.23(j)(1)(ii).		

<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$50,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Brown County	\$50,000.00	Section Sober, Inc.	2025-31-07-08-M5
<b>Status Update:</b>			
Increased funding to allow for additional messaging and increased cost of media, scope of project has not changed. Increased from \$30,000.00 to \$50,000.00.			

		<i>GTS Project Number:</i> M5-2025-31-09	
<i>Project Name &amp; Description</i>	<b>MADD Wisconsin Prevention Specialist</b> Through creating community partnerships and presenting our 'Power of suite, Mothers Against Drunk Driving (MADD) Wisconsin will help decrease the number of Wisconsin adolescents using alcohol and cannabis. Through education, MADD Wisconsin will also decrease the number of adolescents driving drunk and/or impaired. MADD will collaborate with local community and state coalitions, community-based youth service departments, schools and parent support groups, PTA and sports groups, guidance departments and school resource officers, driver education schools, and law enforcement officials and agencies to present Power of Parents and Power of You(the) presentations and workshops, and coordinate community-based material distribution events (both in person and virtually) during orientations, community and school event forums, community sponsored events and conferences, and trainings throughout Wisconsin.		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		
<i>Countermeasure Strategy</i>	Public Information and Education		
<i>Organization Type</i>	State		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$70,000.00	
<i>Eligible Use of Funds</i>	Funding used for educating and informing the public through traffic safety programs is allowed under 23 CFR § 1300.23(j)(1)(ii).		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$70,000.00	MADD Wisconsin	2025-31-04-09-M5



**Status Update:**

Increased funding to allow for increase costs associated to program activity, scope of project has not changed. Increased from \$65,000.00 to \$70,000.00. 2025 will be the second full year of activity, project was started towards the end of fiscal year 2023.

	<i>GTS Project Number:</i>		<i>M5-2025-31-10</i>
	<i>GTS Project Number:</i>		<i>AL-2025-30-05</i>
<i>Project Name &amp; Description</i>	<p><b>Impaired Driving Media</b></p> <p>BOTS will continue to develop statewide public information and education campaigns to reduce impaired driving injuries and fatalities based on NHTSA's goals and objectives.</p> <p>BOTS will:</p> <ul style="list-style-type: none"> <li>• use various methods such as the web, print, and television.</li> <li>• obtain services for products and placement, printing, and postage.</li> <li>• collaborate with partners, revise, and update all information, identify specific needs, and target information to various audiences including Spanish speaking customers.</li> <li>• use the website more to reduce production costs.</li> <li>• develop and disseminate best practices information.</li> <li>• collaborate with community prevention organizations to assist them in developing successful evidence-based prevention programs.</li> </ul> <p>The media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar for FY 2025 and address other needs as they evolve.</p>		
<i>Performance Measure</i>	Mass media performance will impact the outcomes of performance measures C-1 and C-5		
<i>Countermeasure Strategy</i>	Impaired Driving Mass Media Campaigns		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 5. Prevention, 5.2 Mass-Media Campaigns		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$913,500.00	
	PM Paid Advertising	\$170,000.00	
	M5 PEM Mid Media/Impaired Driving Training/Enforcement	\$50,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting</a>	\$913,500.00	BOTS- Contract Suppliers Affirm Marketing and Wisconsin Broadcasters	2025-31-07-10-M5





<a href="#">Data</a> pages 94-98			
Statewide: <a href="#">Grant Targeting</a> <a href="#">Data</a> pages 94-98	\$170,000.00	BOTS- Contract Suppliers Affirm Marketing	2025-30-07-05-AL
Statewide: <a href="#">Grant Targeting</a> <a href="#">Data</a> pages 94-98	\$50,000.00	BOTS- Contract Suppliers Affirm Marketing and Wisconsin Broadcasters	2025-31-07-10-M5
<b>Total</b>	<b>\$1,133,500.00</b>		
<b>Status Update:</b> List of projects and funding levels have been updated to reflect updates to the media plan.			

## 2.4 Police Traffic Safety Program

		GTS Project Number: SE-2025-40-01	
<i>Project Name &amp; Description</i>	<b>HVE, Sustained, Saturation and Integrated Enforcement</b> High-visibility enforcement campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the HVE model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished. The presence of law enforcement provides a deterrent effect upon a person's decision to break the law. Enforcement increases the perception of the risk of being ticketed. This strategy will decrease the incidence of fatalities.		
<i>Performance Measure</i>	Enforcement of the law prohibiting speeding and inattentive driving will provide support to the state in reaching performance target C-1, C-2, and C-6.		
<i>Countermeasure Strategy</i>	High-Visibility, Sustained and Saturation Patrols		
<i>Organization Type</i>	County and Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2. Speed Management, 2.2 High-Visibility Enforcement, 2.3 Other Enforcement Methods; Highway Safety Program Guidelines No. 15 Traffic Enforcement Services		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 SE	\$2,159,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Adams County	\$15,000.00	Adams County Sheriff	2025-40-05-01-SE



Brown County	\$60,000.00	Green Bay Police Dept.	2025-40-05-01-SE
Buffalo County	\$30,000.00	Buffalo County Sheriff	2025-40-05-01-SE
Clark County	\$15,000.00	Clark County Sheriff	2025-40-05-01-SE
Columbia County	\$13,000.00	Columbia County Sheriff	2025-40-05-01-SE
Crawford County	\$120,000.00	Crawford County Sheriff	2025-40-05-01-SE
Dane County	\$26,000.00	Monona Police Dept.	2025-40-05-01-SE
Dane County	\$36,000.00	Middleton Police Dept.	2025-40-05-01-SE
Dane County	\$113,000.00	Dane County Sheriff	2025-40-05-01-SE
Dodge County	\$18,000.00	Dodge County Sheriff	2025-40-05-01-SE
Eau Claire County	\$5,000.00	Altoona Police Dept.	2025-40-05-01-SE
Fond du Lac County	\$55,000.00	Fond du Lac County Sheriff	2025-40-05-01-SE
Grant County	\$25,000.00	Grant County Sheriff	2025-40-05-01-SE
Green County	\$36,000.00	Belleville Police Dept.	2025-40-05-01-SE
Iowa County	\$45,000.00	Iowa County Sheriff	2025-40-05-01-SE
Jefferson County	\$84,000.00	Jefferson County Sheriff	2025-40-05-01-SE
Kenosha County	\$17,000.00	Kenosha Police Dept.	2025-40-05-01-SE
La Crosse County	\$25,000.00	Campbell Police Dept.	2025-40-05-01-SE
Lafayette County	\$25,000.00	Lafayette County Sheriff	2025-40-05-01-SE
Milwaukee County	\$81,000.00	River Hills Police Dept.	2025-40-05-01-SE
Milwaukee County	\$20,000.00	West Allis Police Dept.	2025-40-05-01-SE
Milwaukee County	\$80,000.00	Milwaukee Police Dept.	2025-40-05-01-SE
Milwaukee County	\$70,000.00	Cudahy Police Dept.	2025-40-05-01-SE
Monroe County	\$25,000.00	Monroe County Sheriff	2025-40-05-01-SE
Outagamie County	\$125,000.00	Outagamie County Sheriff	2025-40-05-01-SE
Polk County	\$5,000.00	Polk County Sheriff	2025-40-05-01-SE
Portage County	\$45,000.00	Portage County Sheriff	2025-40-05-01-SE
Racine County	\$35,000.00	Mount Pleasant Police Dept. - Village of	2025-40-05-01-SE
Racine County	\$80,000.00	Racine County Sheriff	2025-40-05-01-SE
Rock County	\$65,000.00	Janesville Police Dept.	2025-40-05-01-SE
Sauk County	\$24,000.00	Sauk County Sheriff	2025-40-05-01-SE
Sawyer County	\$10,000.00	Sawyer County Sheriff	2025-40-05-01-SE
Sheboygan County	\$20,000.00	Sheboygan County Sheriff	2025-40-05-01-SE



Vilas County	\$5,000.00	Vilas County Sheriff	2025-40-05-01-SE
Walworth County	\$50,000.00	Walworth County Sheriff's Dept.	2025-40-05-01-SE
Washington County	\$15,000.00	Germantown Police Dept.	2025-40-05-01-SE
Waukesha County	\$12,000.00	New Berlin Police Dept.	2025-40-05-01-SE
Waukesha County	\$40,000.00	Oconomowoc Lake Police Dept.	2025-40-05-01-SE
Waukesha County	\$15,000.00	Waukesha County Sheriff	2025-40-05-01-SE
Waupaca County	\$15,000.00	Waupaca County Sheriff	2025-40-05-01-SE
Waushara County	\$15,000.00	Waushara County Sheriff	2025-40-05-01-SE
Winnebago County	\$70,000.00	Winnebago County Sheriff	2025-40-05-01-SE
Statewide	\$429,000.00	Wisconsin State Patrol	2025-40-05-01-SE
Milwaukee County	\$45,000.00	Wisconsin State Patrol	2025-40-05-01-SE
<b>Totals</b>	<b>\$2,159,000.00</b>		

**Status Update:**

List of projects have been updated to reflect overall grant requests from 2024 and current targeting list, which will be used to create projects for 2025. In 2024, project was listed in 402 PT, in 2025 and forward the project will be listed 402 SE.



<p><i>Project Name &amp; Description</i></p>	<p><b>Predictive Analytics</b></p> <p>Recent advances in crash data collection and management in Wisconsin have afforded the opportunity to improve the effectiveness of traffic safety enforcement activities through data driven resource allocation. Initial predictive analytics decision support capabilities were developed and rolled out statewide during the 2017 project year in the form of a new heat map enabled crash analysis interface in the Community Maps system and as user selectable crash map layers in the Wisconsin State Patrol MACH system. Building on this initial set of tools, an automated hot spot detection algorithm was developed during 2018 and rolled into the Community Maps crash analysis interface in early 2019 to complement the heat map capability. The hot spot detection capability has been continually improved since the initial rollout to provide a highly scalable and accessible tool that now serves as an integral component of Wisconsin’s strategy for law enforcement traffic safety resource allocation. BOTS will identify counties for full predictive analytics, using community maps and the predictive analytics elements. The counties will use that information and data to:</p> <ul style="list-style-type: none"> <li>• Inform the county Traffic Safety Commission (TSC) of areas of concern and collaboratively develop local strategies to address the areas.</li> <li>• Plan law enforcement details in the recommended hot spot target areas, coordinating deployments with local, county and State Patrol assets.</li> <li>• Use TSCs membership to conduct outreach, and education.</li> <li>• Use local traffic safety engineers to assess areas that law enforcement and TSC members identify for proposing low-cost/high impact traffic safety mitigations.</li> </ul>			
<p><i>Performance Measure</i></p>	<p>Program evaluation will help the state in reaching performance target C-1 and C-4.</p>			
<p><i>Countermeasure Strategy</i></p>	<p>Predictive Analytics and Community Outreach</p>			
<p><i>Organization Type</i></p>	<p>County and Local</p>			
<p><i>Eligible Use of Funds</i></p>	<p>NHTSA’s Countermeasures That Work, 10th Edition; 4. Communications and Outreach, 4.1 Communication and Outreach Supporting Enforcement; A3 Speeding and Speed Management, 2.3 Other Enforcement Methods</p>			
<p><i>Funding Information</i></p>	<p><i>Source</i></p>	<p><i>Amount</i></p>		
	<p>402 PT</p>	<p>\$350,000.00</p>		



<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Winnebago County	\$110,000.00	Winnebago County Sheriff's Office	2025-40-05-02-PT
Statewide	\$240,000.00	Planned unobligated project	2025-40-05-02-PT
<b>Total</b>	<b>\$350,000.00</b>		

**Status Update:**  
List of projects have been updated to reflect current project requests. No change of scope to the PA program. Increased funding to provide support to law enforcement from \$200,000.00 to \$350,000.00.

## 2.5 Traffic Records Improvement Program

		<i>GTS Project Number:</i> TR-2025-50-01	
<i>Project Name &amp; Description</i>	<b>BOTS Data Analysts</b> Highway safety analysts are an essential component to improve traffic safety in the state of Wisconsin. These positions work with partner agencies, including but not limited to law enforcement, technical colleges, private businesses, advocacy groups and other BOTS staff to coordinate traffic safety awareness efforts that aim to reduce fatalities and injuries as indicated by crash and injury data. Management of the community traffic safety program will be of service to the state of Wisconsin to help achieve performance target C-1, to decrease traffic fatalities. These positions are essential for continuing coordination of Wisconsin's programs, associated grants, and outreach efforts.		
<i>Performance</i>	Traffic records coordination and management will impact C-1 and C-3		
<i>Countermeasure Strategy</i>	Traffic Records System Management		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 402 TR	\$294,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$294,000.00	BOTS	2025-50-01-01-TR

**Status Update:**  
Increased funding from \$280,000 in 2024 to \$294,000 in 2025 for wage increases to staff.



		<b>Promise Project</b>	
		<i>GTS Project Number:</i>	<i>M3-2025-58-01</i>
<i>Project Name &amp; Description</i>	<p><b>DOT/DBSI Safety-First Analytics System</b></p> <p>The Department generates, collects, and curates datasets across multiple safety programs. Business process, tools and applications provide the necessary structure to maintain, process and utilize these data sets. Examples of safety data and tools/applications currently at the Department's disposal include crash data, rail crossings inventory, roadway data, intersection inventory data, and a traffic volume database.</p> <p>The Department has an opportunity to capture the full potential of the datasets and business processes by increasing shared access and linking the datasets together in an effort to improve transportation safety analysis capabilities across the department. The Safety Data Management Platform project's model supports the U.S. DOT's National Roadway Safety Strategy by providing safety experts across the department with greater access and usability to transportation safety-related data in an effort to identify and address safety issues on Wisconsin's transportation system through a proactive analysis approach. The data linkage platform will benefit the department's efforts around the Safe System Approach.</p>		
<i>Performance</i>	Traffic records coordination and management will impact C-1 and C-3		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records, for countermeasure justification with the traffic records program area.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M3 DA Data Program	\$899,500.00	



		<b>Promise Project</b>	
		<i>GTS Project Number:</i>	<i>M3-2025-58-02</i>
<i>Project Name &amp; Description</i>	<p><b>DOT/DTIM ARNOLD Initiative</b>  WisDOT's linear referencing systems (LRS) no longer supports WisDOT evolving business needs. One example is highway safety. Both state and federal requirements call for having an all-roads perspective when making highway safety decisions.</p> <p>WisDOT has an LRS for state roads and one for local roads, and these legacy LRS's make it very difficult to pull data together to create the information to support these decisions. WisDOT has established the ARNOLD (All Roads Network of Linear-referenced Data) Initiative to dramatically improve WisDOT LRS's, and it requires an investment in technology that can effectively integrate the state and local LRS's into a single, simpler, more modern LRS.</p> <p>The ARNOLD Initiative is a multi-year, multi-phase effort to significantly improve WisDOT's legacy linear reference systems to effectively meet federal requirements and support DOT business programs. ARNOLD is a FHWA term for a Linear Reference System. A LRS is part of a transportation agency's GIS platform and is used to locate objects and events along roadways. WisDOT has two separate LRS's: one for the state roads (STN LCM) and one for the local roads (WISLR LCM).</p>		
<i>Performance</i>	Traffic records coordination and management will impact C-1 and C-3		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records, for countermeasure justification with the traffic records program area.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M3 DA Data Program	\$450,000.00	



		<b>Promise Project</b>		
		<i>GTS Project Number:</i>		<i>M3-2025-58-03</i>
<i>Project Name &amp; Description</i>	<p><b>DHS-DPH-OPEHC Emergency Medical Services Wisconsin Ambulance Run Data System and Trauma Care Facility</b></p> <p>The Wisconsin Department of Health Services (DHS) was invited by WisDOT to submit a grant application for support of projects in Wisconsin directly tied to the aims of this federal funding. Within the Division of Public Health (DPH), the "Emergency Medical Services Wisconsin Ambulance Run Data System" project, and the "Trauma Care Facility Data Collection" project will be managed by the Office of Preparedness and Emergency Health Care (OPEHC). A 24-month project period is proposed.</p>			
<i>Performance</i>	Traffic records coordination and management will impact C-1 and C-3			
<i>Countermeasure Strategy</i>	Data and Information Quality Projects			
<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records, for countermeasure justification with the traffic records program area.			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>		
	M3 DA Data Program	\$270,542.00		

### Traffic Safety Records Projects

		<i>GTS Project Number:</i>			<i>M3-2025-58-04</i>
<i>Project Name &amp; Description</i>	<p><b>Crash Outcomes and Data Evaluation Systems (CODES)</b></p> <p>The availability of data that combines crash-related information with health outcomes data is critical for the evaluation of the traffic safety related efforts by federal and state transportation agencies, as well as for state and local public health and law enforcement officials. Without linked traffic/health outcomes data, it is difficult to fully evaluate the impact of motor vehicle crashes on the health and safety of communities and the success of traffic safety projects and demonstrations. This project will update the CODES data series by linking 2023 Wisconsin Traffic Crash records to Wisconsin, Iowa, and Minnesota Hospital Inpatient records and Emergency Department Visit (ED Visit) records.</p>				
<i>Database</i>	<p>Additionally, this project will work towards improving data completeness and uniformity by extending record linkages to include the matching of Hospital Inpatient and Emergency Department records to Wisconsin Ambulance Run Data System (WARDS) and Trauma Registry records for 2022 and 2023. These matched records will be linked to the CODES data series.</p>				





<i>Attribute</i>	The core database improved is Injury Surveillance System. The Attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.		
<i>Performance Measure</i> <i>Quantifiable Measure</i>	Traffic records coordination and management will impact C-1 and C-3 Linkage of 2023 Wisconsin Traffic Crash records to Wisconsin, Iowa, and Minnesota Hospital Inpatient and ED Visit records. The hospital runs data resets annually. A project status report will describe progress towards extending record linkages to match 2022 and 2023 Hospital Inpatient and ED Visit records to WARDS and Trauma Registry records.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$140,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$140,000.00	UW Madison; TOPS Lab	2025-58-03-04-M3
<b>Status Update:</b> No changes or adjustments to the project have been made.			

	<i>GTS Project Number:</i> M3-2025-58-04
<i>Project Name &amp; Description</i>	<p><b>WisTransPortal Safety Data Warehouse</b></p> <p>Recent improvements to crash data collection and management in Wisconsin have afforded the opportunity to develop linkages from the Wisconsin crash database to external data sources to enhance overall safety analysis capabilities. The underlying conceptual model for these linkages forms the basis for an idealized Traffic Records System whereby crash data is at the center of a honeycomb of integrated or linked core datasets consisting of vehicle, driver, roadway, citation/adjudication, and EMS/injury surveillance data.</p> <p>Realizing the full potential of this opportunity is a multiyear undertaking that will require planning, agency coordination, and iterative development. This project will build upon technical planning and development from project periods by linking citation/adjudication data, which represents an important first step towards building longer term traffic records data warehouse capabilities to support traffic safety analysis and research in Wisconsin.</p>



<i>Database</i>	<p>This project will link <b>crash</b> and citation data, two of the core state safety datasets, within the WisTransPortal system at the University of Wisconsin-Madison. This linkage will support proactive traffic safety planning and research across all levels of government in Wisconsin. The 2021 project laid the groundwork for this effort by implementing a new statewide crash data archiving system and deploying a secure database server platform for safety data warehouse research and development. Current efforts are focused on technical development of the database and application components to capture and store three law enforcement agency datasets - citations, warnings, and contact summaries from the Wisconsin Badger Traffic and Criminal Software (TraCS) system – within the new safety data warehouse.</p> <p>A parallel effort to finalize data sharing and security requirements through a data governance agreement is also underway. The FY24 project will pilot the new data warehouse system with a small set of law enforcement agency partners, leading to a future buildout of a complete, statewide linkage of crash and citation data in subsequent years.</p>		
<i>Attribute</i>	<p>The core databases improved are <b>Crash Roadway</b> and Citation. The attribute improvement making data program improvements relating to quantifiable, measurable progress in the integration of data in a core highway safety database.</p>		
<i>Performance Measure</i> <i>Quantifiable Measure</i>	<p><del>Traffic records coordination and management will impact C-1 and C-3</del> This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.</p>		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$145,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$145,000.00	UW Madison; TOPS Lab	2025-58-03-04-M3
<b>Status Update:</b> No changes or adjustments to the project have been made.			



<p><i>Project Name &amp; Description</i></p>	<p><b>WisTransPortal Predictive Crash Research and Development</b>                  Recent advances in crash data collection and management in Wisconsin have afforded the opportunity to improve the effectiveness of traffic safety enforcement activities through data driven resource allocation. Initial predictive analytics decision support capabilities were developed and rolled out statewide during the 2017 project year in the form of a new heat map enabled crash analysis interface in the Community Maps system and as user selectable crash map layers in the Wisconsin State Patrol MACH system.</p> <p>Building upon this initial set of tools, an automated hot spot detection algorithm was developed during the 2018 project year and rolled into the Community Maps crash analysis interface in early 2019 to complement the heat map capability. The hot spot detection capability has been continually improved since the initial rollout to provide a highly scalable and accessible tool that now serves as an integral component of Wisconsin’s strategy for law enforcement traffic safety resource allocation.</p> <p>The heat map and hot spot detection algorithms are now available to all law enforcement agencies statewide and have been used to generate targeted enforcement areas for several predictive analytics pilots conducted by the Wisconsin State Patrol and local law enforcement agencies. Important objectives going forward are to refine the detection algorithm and reporting capabilities based on further experience and user feedback from law enforcement and traffic safety stakeholders.</p> <p>Additionally, there is a need to demonstrate the effectiveness of the predictive analytics tools and program through quantitative and qualitative measures. When completed, this project will establish a critical feedback loop between crash reporting and LEAs. LEAs will be enabled to act more proactively to prevent crashes, rather than merely responding.</p>
<p><i>Attribute</i></p>	<p>The core database improved is Crash. Attribute improvement making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database.</p>
<p><i>Performance Measure</i></p>	<p><del>Traffic records coordination and management will impact C-1 and C-3</del></p>
<p><i>Quantifiable Measure</i></p>	<p>Increase number of users accessing the data via Community Maps by 15% from a base line of 66 monthly average users to 76 monthly average users.</p>
<p><i>Countermeasure Strategy</i></p>	<p>Data and Information Quality Projects</p>
<p><i>Organization Type</i></p>	<p>State</p>
<p><i>Eligible Use of Funds</i></p>	<p>This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records; and M3DA Data Program</p>



<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>		
	BIL 405C Data Program and FAST Act 405C Data Program	\$85,000.00		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>		<i>Project ID Number</i>
Statewide	\$85,000.00	UW Madison; TOPS Lab		2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure				

		<i>GTS Project Number:</i>	M3-2025-58-04
<i>Project Name &amp; Description</i>	<p><b>TOPS Lab Traffic Records Systems Planning and Coordination</b></p> <p>Each year thousands of Wisconsin residents are injured and killed in traffic crashes. To help work towards Wisconsin's vision of a safer transportation system with zero preventable fatalities, the TOPS Laboratory at the University of Wisconsin-Madison has partnered with BOTS on various transportation safety planning and coordination efforts that advance the TRCC strategic plan and promote a Safe System approach to roadway safety in Wisconsin.</p> <p>Efforts cover a range of technical investigation, coordination, and planning activities in collaboration with the BOTS Program and Policy Section that fall outside the scope of current TRCC funded technical projects.</p>		
	<p>This project will support ongoing activities in three key areas:</p> <ul style="list-style-type: none"> <li>• <i>Roadway Classification Technical Development</i> – The TOPS Lab has been leading an effort to incorporate urban/rural classification, roadway functional class, roadway ownership, and related roadway classification elements into the crash database. These are critical data elements for safety analysis, program planning, and federal reporting. This effort has brought together stakeholders from across the department to identify data needs for this integration. This project will cover offline prototyping and analysis related to linking geo-coded crash <b>Location</b> from the Badger TraCS DT4000 crash report TLT locator tool to roadway attributes from WisDOT's STN and WISLR linear referencing systems. The results of this prototype will provide input into the design of a future automated data integration process.</li> </ul>		



	<ul style="list-style-type: none"> <li>• <i>TRCC Planning and Organization</i> – The TOPS Lab currently serves as a co-chair with BOTS for the Wisconsin TRCC. This involves ongoing coordination with BOTS regarding the TRCC mission and strategic plan, outreach to NHTSA, and co-leading the TRCC quarterly meetings. This project will cover ongoing activities of the TOPS Lab to support the TRCC.</li> <li>• <i>Safety Data System Management, Planning, and Outreach</i> – Many of these and other TOPS Lab TRCC based activities are oriented towards a larger vision of an integrated traffic records system and coordinating framework to support research, analysis, and safety programming at the statewide level. This project will cover conceptual planning in coordination with the BOTS Program and Policy Section for a technical and coordinating framework for the effective management and governance of statewide traffic safety records. It will also cover ongoing coordination and outreach for important safety initiatives.</li> </ul>		
<i>Attribute</i>	The core databases improved are Crash and Roadway. The attribute improvement making data program improvements relating to quantifiable, measurable progress in the integration of data in a core highway safety		
<i>Performance Measure</i>	<del>Traffic records coordination and management will impact C-1 and C-3</del>		
<i>Quantifiable Measure</i>	Integrating Roadway data to crash data, Functional Federal Roadway Class, Roadway Ownership, and National Highway System. Increasing the integration from zero integrated data elements to three by end of project.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records; and M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$250,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$250,000.00	UW Madison; TOPS Lab	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			



		GTS Project Number: M3-2025-58-04	
<i>Project Name &amp; Description</i>	<p><b>Estimating Non-motorist Volumes Using Crowdsourced Data</b>                  Crashes involving pedestrians, bicyclists, and other non-motorists usually result in severe injuries or even fatalities. With the increasing popularity of active transportation modes, such as cycling for work and recreation, it is crucial to understand the causes and patterns of these crashes to identify cost-effective safety measures. For instance, with bicyclists and motorists sharing roadway space, there are safety concerns for bikers because of high-speed traffic and reckless drivers.</p> <p>In Wisconsin, crash statistics from 2017-2021 show 1.29% of bicycle crashes are fatal and 10.58% are serious injuries, as compared to 0.45% of motor vehicle occupant crashes producing fatalities and 2.23% producing serious injuries.</p> <p>To protect VRU and promote a safe traveling environment for all, it is crucial to identify dependable data sources while developing methods for measuring, estimating, and analyzing non-motorist injury risk. This objective is within the scope of "Improve Non-Motorist Safety", one of the ten "Highest Priority Issue Areas" in the Wisconsin SHSP, 2017-2020.</p>		
<i>Attribute</i>	The core database improved is Roadway. Attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.		
<i>Performance Measure</i>	<del>Traffic records coordination and management will impact C-1 and C-3</del> This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.		
<i>Quantifiable Measure</i>	Develop annual non-motorized volume estimates for 2,000 state highway intersection from a base of zero by end of fiscal year.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. <b>M3DA Data Program</b>		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$100,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$100,000.00	UW Milwaukee	2025-58-03-04-M3



<p><i>Project Name &amp; Description</i></p>	<p><b>Community Maps</b>                  In support of the TSC mission, the Community Maps system was developed by BOTS in partnership with the Wisconsin TOPS Laboratory at the University of Wisconsin-Madison to provide an accessible and timely map of traffic crashes for each county. Community Maps is updated on a nightly basis from the WisDOT crash database management system and includes a record of all police reported crashes in Wisconsin for which geo-coded <b>Location</b> are available. Crash records that have not been geo-coded are included in the total number of crashes for a given jurisdiction but are not displayed on the map. The Community Maps system serves as an integral component of the county TSC quarterly meetings and as a vital information resource for ongoing collaborative efforts at all levels of government and within local communities to address traffic safety needs.</p> <p>A major update to the Community Maps system was rolled out in January 2018 to integrate the WisTransPortal DT4000 crash data as the primary data source in Community Maps. This roll out was coordinated with a significant outreach effort to the county TSCs and Wisconsin State Patrol regional dispatch centers. Community Maps is now updated on a nightly basis and includes crash records for all crash severity levels. The DT4000 data source integration represented a significant update to Community Maps in terms of the quantity of crash data available through the system, as well as the size, frequency, and complexity of queries that were subsequently required by stakeholders.</p> <p>Ongoing enhancements include improvements to the Basic and Advanced Search interfaces to sustain overall performance and to further enhance the analysis capabilities of Community Maps to meet stakeholder needs. Specific objectives for FY24 included continued outreach and training activities and modernization of the Community Maps system to support new analysis and data layer capabilities.</p>
<p><i>Attribute</i></p>	<p>The core database improved is Crash. The Attribute improvement making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database.</p>
<p><i>Performance Measure</i></p>	<p><del>Traffic records coordination and management will impact C-1 and C-3</del>  <del>This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.</del></p>
<p><i>Quantifiable Measure</i></p>	<p>Increase number of users accessing the data via Community Maps by 15% from a base line 218 monthly average users to 250 monthly average users.</p>
<p><i>Countermeasure Strategy</i></p>	<p>Data and Information Quality Projects</p>
<p><i>Organization Type</i></p>	<p>State</p>



<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$110,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$110,000.00	UW Madison; TOPS Lab	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			

	<i>GTS Project Number:</i> M3-2025-58-04
<i>Project Name &amp; Description</i>	<p><b>Pilot Pedestrian and Bicycle Count Program</b></p> <p>In this pilot, at least three new permanent count stations along sidewalk, bike lane, and trail segments will be installed. In addition, two communities will be chosen to perform short duration counts at up to 20 <b>Location</b>. These count stations will provide total annual non-motorist volumes and non-motorist activity patterns throughout the year and within different land use contexts. These new count data can then be integrated with reported crash data at each of the <b>Location</b> to provide crash risk estimates.</p> <p>“Improve Non-Motorist Safety” is one of ten “Highest Priority Issue Areas” in the Wisconsin SHSP, 2023-2027. To prioritize <b>Location</b> for VRU safety improvements and select the most appropriate and cost-effective safety countermeasures to reduce their crash risk in different contexts (e.g., pedestrian crossing volume, bicycles on the roadway, daytime vs. nighttime, roadways, trails, and shared paths), we must address the fundamental problem of not having non-motorist counts in most <b>Location</b>.</p>
<i>Attribute</i>	The core databases improved are Roadway. Attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.
<i>Performance Measure</i>	<del>Traffic records coordination and management will impact C-1 and C-3</del> This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.
<i>Quantifiable Measure</i>	Using three new permeant count stations, complete 20 short duration counts in two communities and produce 1,000 recorded counts from a base of 50 by end of fiscal year.
<i>Countermeasure Strategy</i>	Data and Information Quality Projects
<i>Organization Type</i>	State





<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$150,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$150,000.00	UW Milwaukee	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			

		<i>GTS Project Number:</i>	<i>M3-2025-58-04</i>
<i>Project Name &amp; Description</i>	<p><b>Large-scale Automated Non-Motorist Data Collection Process through Deep Learning, Image Processing &amp; Spatial Analytics (DLIPSA)</b></p> <p>The Model Inventory of Roadway Elements (MIRE) program, administered by the FHWA, has underscored the importance of non-motorist data inventory in traffic safety. This importance is further highlighted by the 37 state DOTs that have prioritized the collection of non-motorist facilities data using road markings. Although "Improve Non-Motorist Safety" is constantly considered as one of the ten "Highest Priority Issue Areas" in the Wisconsin SHSP, there is a lack of inventory data for non-motorist facilities at the intersection and roadway level.</p> <p>The project team will develop a model for automating the collection of intersection images on a large scale for Wisconsin. The team will evaluate the performance of the model by conducting a manual review on a sample dataset. This framework will serve as a tool for future data collection. To facilitate the detection and extraction of non-motorist facilities, the team will develop a series of AI-based image processing and deep learning models. These models will build upon existing publicly available models that have been trained on vast datasets comprising millions of images for various general applications. The team will select the best pretrained models as a baseline to develop models and assess their performance. The team will further investigate the model performance using standard evaluation measures and manual review.</p>		
<i>Attribute</i>	The core database improved is Roadway. Attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.		
<i>Performance Measure</i>	<p><del>Traffic records coordination and management will impact C-1 and C-3</del></p> <p><del>This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.</del></p>		



<i>Quantifiable Measure</i>	Using automated non-motorist data collection, process and validate non-motorist data inventory of 5,000 recorded intersection from the state highway trunk and local roads from a base of zero. This will be completed by end of fiscal year.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$125,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$125,000.00	UW Milwaukee	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			

	<i>GTS Project Number:</i>	M3-2025-58-04
<i>Project Name &amp; Description</i>	<p><b>AccSafety: Bridging Research and Practice - Cloud-Based Implementation of Safety Research for Real-World Application</b></p> <p>One key obstacle in the integration of research outcomes is the complex implementation process. These algorithms are typically characterized by intricate models and coding requirements, which may prove daunting for non-technical stakeholders. Consequently, the valuable outcomes derived from research algorithms remain underutilized, and opportunities for innovation and progress in transportation projects may be missed.</p> <p>Another challenge lies in the integration of research outcomes within a unified system. Often, research algorithms are not standardized for easy deployment, or operate as standalone applications or software packages, making it difficult to seamlessly integrate them with the established infrastructure and workflows within a single platform. This lack of integration further hinders the efficient use of available resources and research outcomes, as the research benefits cannot be fully utilized within the existing project framework.</p>	



	<p>Converting research algorithms into a web-based tool improves accessibility for DOT professionals and stakeholders through a user-friendly interface. The interface will enable them to easily access and interact with the tool and other external traffic safety databases, overcoming the barriers posed by complex implementation processes and technical requirements. As a result, more individuals within the safety community can benefit from the research outcomes effectively.</p> <p>Furthermore, the web-based tool will enhance the usability of the core state traffic safety database by allowing DOT professionals to incorporate the outcomes of research algorithms directly into their decision-making processes. They will be able to access valuable insights and data-driven recommendations derived from the algorithms, enabling them to make informed decisions and develop evidence-based safety initiatives.</p>		
<i>Attribute</i>	The core database improved is Roadway. Attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.		
<i>Performance Measure</i>	<del>Traffic records coordination and management will impact C-1 and C-3. This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.</del>		
<i>Quantifiable Measure</i>	Establish AccSafety platform to implement pedestrian and bicycle catalog for query and publicly accessible data sets in Wisconsin. This is an innovative integration project for non-motorized data. 100 users from a base of zero by end of fiscal year.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$175,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$175,000.00	UW Milwaukee	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			



*Project Name  
& Description***DT4000 Crash Data Work Zone Information Accuracy Assessment**

Work zones are essential to maintain and improve the nation's road infrastructure. However, work zones affect normal traffic patterns and cause safety risks. According to the 2023 Wisconsin Work Zone Facts, the average number of work zone crashes per year in Wisconsin is 2,336. Therefore, the Wisconsin 2023 – 2027 Strategic Highway Safety Plan lists “improve work zone safety” among the major topics.

Effective work zone safety analysis requires comprehensive data on crashes, work zones, and other factors. However, the data for work zone crashes may not be as accurate and reliable as we would like. A previous study by TOPS Lab in 2015, sponsored by Wisconsin Traffic Records Coordinating Committee (TRCC), evaluated the correctness of the MV4000 “work zone flag” by correlating MV4000 Crashes with Wisconsin Lane Closure System (WisLCS) records. The results from that study show that about 20% of work zone flag in the crash records is incorrect. A later review of the I-39 Work Zone Corridor indicated that 18% of crashes might have been mismarked for the Work Zone Flag, according to a flyer sent to law enforcement agencies in 2019.

Available from January 1, 2017, Wisconsin crash data is in the DT4000 format, updated from the previously used MV4000 format. As for work zone related crashes, the DT4000 format includes several new attributes, upgraded from the single “work zone flag” included MV4000; several of the new data elements are also defined in the national Minimum Uniform Crash Criteria (MMUCC) standard. Currently, no assessments have been conducted to evaluate the accuracy of the work zone related data elements in the DT4000 crash records. Furthermore, a new generation of the Wisconsin Lane Closure System (WisLCS 2.0) was deployed through the collaboration of WisDOT and TOPS in March 2022, which has an improved data model for work zone location, time, and lane configuration, along with other features. Those recent enhancements regarding the crash records and work zone data bring more complexity and opportunities to integrate work zone and crash data.

This project will develop an integration algorithm for DT4000 crash records and WisLCS2.0 work zone data, and assess the accuracy of DT4000 work zone related data elements. Specific deliverables include:

1. Development and documentation of the integration algorithm for DT4000 and WisLCS 2.0
2. A systematic analysis report for at least three work zone related data elements (CONSZONE, WZLOC, and WZTYPE)
3. Recommendations about crash data quality and utilization
4. Review MMUCC 6 work zone data model for potential changes

<i>Attribute</i>	The core database improved is Crash. The attribute improvement making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database.		
<i>Performance Measure</i>	<del>Traffic records coordination and management will impact C-1 and C-3</del> This project will link three law enforcement agencies to Community Maps and establish citation data for predictive analytics from a benchmark of zero by end of fiscal year.		
<i>Quantifiable Measure</i>	Assess the accuracy and consistency for three work zone crash data elements on the Wisconsin police crash report: the work zone crash flag (CONSZONE), location of a crash within a work zone (WZLOC), and type of work zone (WZTYPE).		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	This countermeasure program is allowable under Uniform Guidelines for Highway Safety Programs, specifically Highway Safety Program Guideline No. 10 – Traffic Records. M3DA Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	BIL 405C Data Program and FAST Act 405C Data Program	\$65,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$65,000.00	UW Madison; TOPS Lab	2025-58-03-04-M3
<b>Status Update:</b> Updated Quantifiable Measure			

## 2.6 Emergency Medical Services

		<i>GTS Project Number:</i>	<i>EM-2025-60-01</i>
<i>Project Name &amp; Description</i>	<b>Rural EMS Retention and Recruitment</b> The BOTS and DHS EMS Office will collaborate on this project to focus on recruitment and retention of EMTs in areas with fewer ambulance services. Due to an attrition in volunteer departments and limited resources to recruit new EMTs, rural communities have been impacted by the lack of critical care when crashes occur. This will impact traffic safety by providing EMS services in remote areas by decreasing response times and improving patient care, which will help make it less likely that a relatively minor traffic incident would result in a fatality.		
<i>Performance Measure</i>	Investment of recruitments, education, equipment will aid Wisconsin in achieving reducing C-1 and C-3.		
<i>Countermeasure Strategy</i>	Rural Emergency Medical Services Education, Retention, Recruitment		



<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	Funding used for rural emergency medical services education, retention, and recruitment is allowable under Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 11.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	402 EM	\$100,000.00	
<b>Location</b>	<b>Funding Amount</b>	<b>Subrecipients</b>	<b>Project ID Number</b>
Statewide	\$100,000.00	Department of Health Services; Office of Preparedness and Emergency Health Care	2025-60-02-01-EM

	<i>GTS Project Number:</i> M12-2025-65-01
	<i>GTS Project Number:</i> PM-2025-60-02
<i>Project Name &amp; Description</i>	<p><b>First Responder Roadside Digital Alerting</b></p> <p>Digital alerting functions as a medium-range warning method delivered digitally from an equipped responder vehicle directly to motorists inside their vehicles with both auditory and visual alerts. Digital alerts transverse terrain barriers that emergency lighting cannot, such as road grade, road elevation, and other hazards on the route of travel not within line of sight. Alerts are received inside vehicles through a growing number of systems, including popular vehicle and application navigation systems, and cellular connected vehicle dashboards from manufacturers. Many of these systems require no specific actions or registrations from motorists for alerts to be received. Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents.</p> <p>This is an innovative project for the state. The bureau will analyze crash data involving first responders (fire, EMS, and law enforcement) to assess the number of crashes per agency in a three-year period (2019-2021). The data will follow the weighting and scaling from the master targeting. Agencies with more than the mean average number of crashes will be targeted for this grant. Rural agencies will be given higher priority.</p> <p>This project will purchase software and devices to be connected to first responder vehicles. The alerts will notify drivers on the roadway of an incident scene ahead, giving the drivers notice to move over and comply with current law. To support the roll out of this technology solution to prevent roadside injuries, the state will have a media campaign with which it is associated.</p>
<i>Performance Measure</i>	The impact of using digital alerting technology will aid in reducing performance measure C-10.



<i>Countermeasure Strategy</i>	Crash Prevention by Digital Alerting		
<i>Organization Type</i>	State		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	405H M12	\$80,000.00	
	402PM	\$120,000.00	
<i>Eligible Use of Funds</i>	Funding used for rural emergency medical services education, retention, and recruitment is allowable under Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 11.		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$120,000.00	BOTS – Contracted Vendor Affirm Marketing	2025-60-07-02-PM
Statewide	\$80,000.00	BOTS	2025-65-06-01-M12
<b>Total</b>	<b>\$200,000.00</b>		
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i> EM-2025-60-03
<i>Project Name &amp; Description</i>	<p><b>First Response Training - Motorcycle</b></p> <p>First person at the scene of a motorcycle crash is usually another motorcyclist as motorcyclists often travel in groups. There is a gap in time between when a crash occurs and when EMS arrives. Training motorcyclists to respond correctly and equipping them increases the chance of a good outcome.</p> <p>Accident Scene Management teaches a Motorcycle specific First Response class called “A Crash Course for the Motorcyclist”. Our class is accredited through the Commission on Accreditation for Prehospital Continuing Education (CAPCE) and approved for 6.0 CEHs for EMS. It is an 8-hour class taught by instructors who have qualified for and are trained in proper first response actions at the scene of a crash until professional help arrives. All lead instructors are motorcyclists, medically trained to be an EMT or higher. A lead instructor must be present at all classes taught using the ASM name. A crash course for the motorcyclist covers everything from scene safety to treatment of life-threatening injuries.</p>	
<i>Performance Measure</i>	Investment of recruitments, education, equipment will aid Wisconsin in achieving reducing C-1 and C-3.	
<i>Countermeasure Strategy</i>	Rural Emergency Medical Services Education, Retention, Recruitment	
<i>Organization Type</i>	Local	



<i>Eligible Use of Funds</i>	Funding used for rural emergency medical services education, retention, and recruitment is allowable under Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 11.		
<i>Funding</i>	<i>Source</i>	<i>Amount</i>	
	402 EM	\$30,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$30,000.00	Accident Scene Management	2025-60-04-03-EM
<b>Status Update:</b> No changes or adjustments to the project have been made for 2025, as this was a new project in 2024.			





## 2.7 Motorcycle Safety Program (MSP)

	GTS Project Number: NA- State Funded		
	GTS Project Number: MC-2025-70-01		
<i>Project Name &amp; Description</i>	<p><b>Motorcycle Safety Program Management</b></p> <p>This state program manager position will coordinate, plan, and manage the WMSP to include assisting the Wisconsin rider education program and WMSP through continued clerical support to training sites. This activity will include wage and fringe, data processing costs, materials and supplies, training and travel, printing and postage, and National Association of State Motorcycle Safety administrator membership dues.</p> <p>The annual Wisconsin Motorcycle Safety Program Spring Kick-Off is a meeting that brings all the motorcycle program training providers together. We currently have 32 motorcycle safety training providers in Wisconsin. This meeting allows collaboration among peers in the industry. BOTS staff can introduce new initiatives and goals of the State program to those that provide the services. Training providers can easily express thoughts and ideas and ask questions, decreasing the risk of misinterpretation. Our meeting facilitates more effective communication, helps build strong relationships and increases engagement.</p>		
<i>Performance Measure</i>	State transportation safety funds are used to support the management of the Wisconsin Motorcyclist Safety funds, which will benefit the state in reaching performance measure C-1, C 2, C-7, and C-8.		
<i>Countermeasure Strategy</i>	Motorcycle Safety Program Planning and Administration		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	Funding used for program management is allowable under 23 CFR § 1300.13(a)(1)(ii), Motorcycle Program Assessment recommendation 2024		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	State Funded 56200	\$90,000.00	
	402 MC	\$2,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$2,000.00	BOTS	2025-70-04-01-MC
Statewide	\$90,000.00	BOTS	2025-79-01-01-WI
<b>Status Update:</b>			
No changes or adjustments to the project have been made.			



		<i>GTS Project Number:</i>	NA- State Funded
		<i>GTS Project Number:</i>	MC-2025-70-02
<i>Project Name &amp; Description</i>	<b>RiderCoach Preparation</b> WMSP plans to coordinate two RiderCoach Preparation Courses (RCP). In FFY2024, WMSP began using a customized online learning management system (LMS) developed specifically for the motorcycle industry. Due to the structure and content of the material covered within the LMS, the amount of time needed for in-person instruction has decreased while also providing instructor candidates a more comprehensive practicum experience. Prior to attending RCP in person, candidates spend a minimum of 10-15 hours completing independent course work and are also provided a minimum of six 90-minute online, live opportunities to expand their curriculum knowledge. These online workshops are recorded for candidates who are not able to attend the scheduled session while also allowing candidates to replay discussions as desired. Project costs will include the LMS, mentoring, planning, host site fees as well as consultant instructional costs and travel expenses.		
<i>Performance Measure</i>	Providing funding for motorcycle rider education and training will aid the state in attaining performance targets C-1, C-2, C-3, C-4, C-7, and C-8.		
<i>Countermeasure Strategy</i>	Motorcycle Rider Licensing and Training		
<i>Organization Type</i>	State and Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.1 Motorcycle Rider Licensing and Training, Motorcycle Program Assessment recommendation 2024		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	State Funded 56200	\$32,000.00	
	402 MC	\$16,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$32,000.00	BOTS	2025-79-01-02-WI
Statewide	\$16,000.00	BOTS	2025-70-04-02-MC
<b>Status Update:</b> This project has been included previously in with training and outreach, making it a stand-alone project for better clarification and review. By adding the new learning management system, the project will be split between federal and state funding. The project is now an internal project.			



		<i>GTS Project Number:</i>		<i>N/A – State Funded</i>	
<i>Project Name &amp; Description</i>	<p><b>Motorcycle Rider Training</b>            Motorcycle rider training will only occur at sites with a certified motorcycle driving range; therefore, students are able to select the training site that works best for them.</p> <p>Rider education classes held at technical colleges or certified motorcycle driving ranges (i.e., ABATE of WI Safe Rider) allows students to gain awareness of potential traffic hazards and the physical skills necessary for safe operation of a motorcycle. Students also gain knowledge of how to mitigate the risks of riding through use of proper safety gear and the effects of impairment which can lead to fatal crashes. Rider education programs provide an in-depth self-assessment of rider risk and limitations and aim to teach motorcyclists control skills, how to recognize potential road hazards and the reasons safety gear is encouraged.</p> <p>Licensing requires motorcyclists to have basic knowledge of the safe operation of a motorcycle along with demonstrating basic knowledge of traffic laws. Road testing is conducted at local Division of Motor Vehicles centers.</p>				
<i>Performance Measure</i>	Providing funding for motorcycle rider education and training will aid the state in attaining performance targets C-1, C-2, C-3, C-4, C-7, and C-8.				
<i>Countermeasure Strategy</i>	Motorcycle Rider Licensing and Training				
<i>Organization Type</i>	State and Local				
<i>Eligible Use of Funds</i>	NHTSA’s Countermeasures That Work, 10th Edition; 3.1 Motorcycle Rider Licensing and Training, Motorcycle Program Assessment recommendation 2024				
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>			
	State Funded 56200	\$685,000.00			
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>		<i>Project ID Number</i>	
Statewide	\$35,000.00	WisDOT; Division of Motor Vehicles		2025-79-04-03-WI	
Marathon County Wood County	\$40,000.00	Mid-State Technical College		2025-79-04-03-WI	
Ashland County Barron County Douglas County St Croix County	\$55,000.00	Northwood Technical College		2025-79-04-03-WI	
Brown County Door County	\$30,000.00	Northeast Wisconsin Technical College		2025-79-04-03-WI	



Dane County Sauk County	\$80,000.00	Madison Area Technical College	2025-79-04-03-WI
Eau Claire County	\$35,000.00	Chippewa Valley Technical College	2025-79-04-03-WI
Fond du Lac County	\$60,000.00	Moraine Park Technical College	2025-79-04-03-WI
Grant County	\$40,000.00	Southwest Technical College	2025-79-04-03-WI
Jackson County	\$45,000.00	ABATE of WI Safe Rider	2025-79-04-03-WI
Kenosha County	\$40,000.00	Gateway Technical College	2025-79-04-03-WI
Manitowoc County	\$45,000.00	Lakeshore Technical College	2025-79-04-03-WI
Langlade County Marathon County Price County Taylor County	\$65,000.00	Northcentral Technical College	2025-79-04-03-WI
Oneida County	\$30,000.00	Nicolet Area Technical College	2025-79-04-03-WI
Outagamie County	\$35,000.00	Fox Valley Technical College	2025-79-04-03-WI
Rock County	\$20,000.00	Blackhawk Technical College	2025-79-04-03-WI
Waukesha County	\$30,000.00	Waukesha County Technical College	2025-79-04-03-WI
<b>Total</b>	<b>\$685,000.00</b>		

**Status Update:**

This project has been included previously in with training and outreach, making it a stand-alone project for better clarification and review. By adding the new learning management system, the project cannot be part of the training site state funded grants. The project is now an internal project.

		<i>GTS Project Number:</i>	<i>MC-2025-70-03</i>
<i>Project Name &amp; Description</i>	<p><b>Motorcycle Program Outreach</b></p> <p>The newly created “Ride On Wisconsin” campaign will continue messaging that encourages individuals to participate in training courses and asks experienced riders to share their knowledge by becoming a RiderCoach. With the addition of the new media campaign, the outreach program plans to develop new printed materials, upgrade equipment used during transport to and during events, and create other materials to enhance delivery of safety messages to create a cohesive theme across outreach efforts. Attending events provides direct communication with individuals about misconceptions and challenges related to motorcycles on the roadway. This includes topics such as right of way collisions, conspicuity, appropriate safety gear, rider education opportunities, and mechanical issues related to motorcycles that can present safety hazards to all roadway users.</p>		



<i>Performance Measure</i>	Providing funding for motorcycle communications and outreach will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7		
<i>Countermeasure Strategy</i>	Motorcycle Communications and Outreach		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 4.2 Communications and Outreach; Motorist Awareness of Motorcyclists, Motorcycle Program Assessment recommendation 2024		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	402 MC	\$75,000.00	
<i>Location</i>	<i>Subrecipients</i>	<i>Funding Amount</i>	<i>Project ID Number</i>
Statewide	BOTS	\$75,000.00	2025-70-04-03-MC
<b>Total</b>		<b>\$75,000.00</b>	
<b>Status Update:</b> This project has been included previously in with Media and Outreach. We are making it a stand-alone project for better clarification and review.			

	<i>GTS Project Number:</i>	M9MA-2025-72-01
	<i>GTS Project Number:</i>	N/A – State Funded
<i>Project Name &amp; Description</i>	<b>Motorcycle Mass Media</b> The ability to communicate directly with individual constituents allows for targeted discussions on misconceptions and challenges related to motorcycles on the roadway. This includes topics such as right of way collisions, conspicuity, appropriate safety gear, rider education opportunities, and mechanical issues related to motorcycles that can present safety hazards to all roadway users. Increasing motorist awareness of motorcyclists with “Share the Road” and “Watch for Motorcyclists” messaging at key times during the riding season, along with the consistent messaging that the specialty license plates provide, will result in a safer riding environment for motorcyclists, leading to fewer motorcycle crashes.	
<i>Performance Measure</i>	Providing funding for motorcycle mass media will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7	
<i>Countermeasure Strategy</i>	Motorcycle Communications and Outreach	
<i>Organization Type</i>	State	
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 4.2 Communications and Outreach; Motorist Awareness of Motorcyclists, Motorcycle Program Assessment recommendation 2024	
	<i>Source</i>	<i>Amount</i>



<i>Funding Information</i>	M9MA Motorcyclist Awareness	\$245,000.00	
	State Funded 53500	\$205,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$245,000.00	BOTS: MC Awareness, MC Share the Road	2025-72-07-01-M9
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$205,000.00	BOTS, contracted vendors: Affirm Marketing and Wisconsin Broadcasters Association (WBA)	2025-79-07-04-WI
<b>Total</b>	<b>\$450,000.00</b>		
<b>Status Update:</b> List of projects and funding levels have been updated to reflect updates to the Media plan.			

		<i>GTS Project Number:</i> M9-2025-72-02
<i>Project Name &amp; Description</i>	<p><b>Motorcycle Safety Program Evaluation</b></p> <p>Proper delivery of the approved curriculum materials will ensure that students gain additional knowledge of potential traffic hazards and gain the physical skills necessary for safe operation of a motorcycle. This countermeasure involves rider education and training courses provided by states, rider organizations (for example, some ABATE and Gold Wing groups), manufacturers (Harley-Davidson), the U.S. military, and others. This training can be required for all motorcycle operators or those under a specified age.</p> <p>Per the recommendation of the FFY2024 program technical assessment report, WMSP will reinvigorate the Lead RiderCoach mentoring program. This effort will increase local responsibility for additional, informal, evaluations of program delivery. Additionally, we endeavor that this expanded opportunity for engagement with the Quality Assurance Team will allow the team to respond more quickly to critical needs while also reducing the amount of less serious concerns, known as “instructor drift,” to be corrected.</p> <p>MSF Rider Education and Training System (RETS) - MSF has continually evolved to reflect updated best practices. To maintain the highest standards state-wide, WMSP will plan to coordinate professional development workshops (PDWs) to disseminate the most current information to stakeholders within the rider training community. Project costs will include updated curriculum materials as well as expenses incurred by consultants delivering the updated information.</p>	
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance target C-7.	



<i>Countermeasure Strategy</i>	Motorcycle Program Evaluation and Quality Assurance		
<i>Organization Type</i>	State		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	M9MC Motorcyclist Curricula	\$55,000.00	
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.2 Motorcycle Rider Training, Motorcycle Program Assessment recommendation 2024		
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Ashland County Barron County Brown County Columbia County Dane County Door County Douglas County Eau Claire County Fond Du Lac County Grant County Jackson County Jefferson County Kenosha County Langlade County Manitowoc County Marathon County Milwaukee County Oneida County Outagamie County Ozaukee County Price County Rock County Shawano County Sheboygan Sheboygan County St Croix County Taylor County Waukesha County Winnebago County Wood County	\$55,000.00	BOTS, qualified consultants	2025-72-09-02-M9
<b>Status Update:</b> This project funding has been decreased to reflect historical funding levels.			





		GTS Project Number: MC-2025-70-04	
<i>Project Name &amp; Description</i>	<b>Rider Safety Training Summits</b> The 2024 training summit was coordinated and hosted with the combined efforts of BOTS and the Motorcycle Safety Advisory Council (MOSAC). With the success of FFY2024's Summit, BOTS plans to continue the full weekend summit every other year (2026). It will be coordinated by an outside entity in FFY2026. A request for proposal will be distributed to seek an approved vendor/consultant to lead this project.		
<i>Performance Measure</i>	Providing funding for motorcycle mass media will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7		
<i>Countermeasure Strategy</i>	Rider Licensing and Training		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 3.2 Motorcycle Rider Training, Motorcycle Program Assessment recommendation 2024		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	402 BIL MC Motorcycle Safety	\$75,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Dane Co	\$75,000.00	BOTS	2025-70-03-04-MC
<b>Status Update:</b> The project has been adjusted to be a full event every other year and a condensed event on the off year, due to feedback from attendees at the 2024 event.			

**Motorcycle Safety Program Notes:**

**Motorcycle Safety Assessment Status Update:**

BOTS conducted a peer review of the motorcycle safety program in March 2024. This served to inform BOTS of gaps in education, enforcement, media, and training to address motorcycle crash issues in Wisconsin. BOTS utilized the assessment recommendations and best practices for future consideration and programming. This one-year project will not continue in 2025.

**Motorcycle Safety Quality Assurance Certification Course Status Update:**

This one-year project will not continue in 2025.



## 2.8 Vulnerable/Non-Motorized Safety Program

		<i>GTS Project Number:</i>		<i>N/A – State Funded</i>	
<i>Project Name &amp; Description</i>	<b>Vulnerable Road Users Program Management</b> This state program manager position will positively impact traffic safety in Wisconsin by coordinating, planning, and managing the bicycle and pedestrian program. The purpose of this position is to develop meaningful relationships with communities, educate communities on vulnerable road user safety, promote grant opportunities, offer or coordinate technical assistance for programs, and develop new initiatives that will have a positive impact on vulnerable road user safety in Wisconsin.				
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-1, C-3, C-10, and C-11.				
<i>Countermeasure Strategy</i>	Vulnerable Road Users Program Management				
<i>Organization Type</i>	State				
<i>Eligible Use of Funds</i>	Funding for program management is allowable under 23 CFR § 1300.13(a)(1)(ii)				
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>			
	State Funded 56200	\$90,000.00			
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>		<i>Project ID Number</i>	
Statewide	\$90,000.00	BOTS		2025-89-01-01-WI	
<b>Status Update:</b> No changes or adjustments to the project have been made.					

		<i>GTS Project Number:</i>		<i>PM-2025-80-01</i>	
		<i>GTS Project Number:</i>		<i>PS-2025-80-01</i>	
<i>Project Name &amp; Description</i>	<b>Bicycle and Pedestrian Mass Media</b> BOTS will use multiple formats of communication including print, digital, radio, television, and other evolving formats. Messaging will be targeted to at-risk communities based on targeting analysis and meaningful public engagement. The expected outcome of this project is to promote safe behaviors for vulnerable road uses.				
<i>Performance Measure</i>	Providing funding for mass media will aid the state in attaining Performance targets C-10, and C-11.				
<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement				
<i>Organization Type</i>	Local				

<i>Eligible Use of Funds</i>	NHTSA's <a href="#">Countermeasures That Work, 10<sup>th</sup> Edition</a> ; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	402 NHTSA PM	\$75,000.00	
	402 NHTSA PS	\$94,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$75,000.00	Affirm Media	2025-80-07-01-PM
Counties: Milwaukee Dane Winnebago Waukesha Outagamie Brown	<b>\$110,400.00</b>	Wisconsin Bike Federation	2025-80-02-01-PS
<b>TOTAL</b>	<b>\$185,000.00</b>		
<b>Status Update</b>			
<ul style="list-style-type: none"> <li>Updated funding for Bike Fed to include publishing of educational materials.</li> </ul>			

		<i>GTS Project Number:</i>	PS-2025-80-02
<i>Project Name &amp; Description</i>	<p><b>Teaching Safe Bicycling (TSB) Classes</b> Provide TSB (train-the-trainer) style workshops for participants interested in providing youth and adult cycling instructions. Attendees frequently include teachers, non-profit organizations, law enforcement, and youth groups.</p> <p>The goal is to host five in-person training sessions in communities across Wisconsin. In addition, approximately 10 classes will be hosted around the state. Classes include Savvy City Cycling, Smart Cycling by League of American Bicyclists (LAB), and Bicycle Friendly Driver, depending on community needs and requests.</p> <p>Wisconsin Bike Federation will contract with a video production vendor to update an old and outdated video for use in the TSB train-the-trainer courses. Workshop instruction and course administration is led by the Wisconsin Bicycle Federation.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		

<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	<b>\$136,769.50</b>	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Counties: Milwaukee Dane Eau Claire Rock Sheboygan Winnebago	<b>\$136,769.50</b>	Wisconsin Bike Federation	2025-80-03-02-PS
<b>Status Update:</b> Updated funding for more wage/travel for TSB classes.			

		<i>GTS Project Number:</i> PS-2025-80-03	
<i>Project Name &amp; Description</i>	<b>MilWALKee Walks</b> MilWALKee Walks is a safety coalition that aims to increase yielding to pedestrians at marked and unmarked crosswalks in the City of Milwaukee and Milwaukee County. Milwaukee leads the state in the number of pedestrian crashes and the number of fatal pedestrian crashes. This grant will allow for outreach to minority communities and areas around intersections with the highest pedestrian crash numbers. Materials developed for this project will be posted electronically and made publicly available. MilWALKee Walks is managed and developed by the Wisconsin Bike Federation.		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	<b>\$197,800.00</b>	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Milwaukee County	<b>\$197,800.00</b>	Wisconsin Bike Federation	2025-80-04-03-PS
<b>Status Update:</b> Updated funding for Bike Fed for program expansion.			



		<i>GTS Project Number:</i> PS-2025-80-04	
<i>Project Name &amp; Description</i>	<p><b>Training for Planners and Engineers</b>            The National Highway Institute (NHI) and FHWA provide various courses (in-person and virtual) that center around pedestrian/bicycling facility design and planning as well as Americans with Disabilities Act (ADA) compliance. Training for WisDOT staff and other external partners is needed to ensure pedestrian, bicycling and ADA issues are taken into consideration in the future as part of design and planning. This project will have a positive impact on highway safety by reducing exposure through environmental countermeasures.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	\$20,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Virtual	\$10,000.00	BOTS	2025-80-03-04-PS
Milwaukee and Madison	\$10,000.00	BOTS	2025-80-03-04-PS
<b>TOTAL</b>	<b>\$20,000.00</b>		
<p><b>Status Update:</b>            No changes or adjustments to the project have been made.</p>			

		<i>GTS Project Number:</i> PS-2025-80-05	
<i>Project Name &amp; Description</i>	<p><b>Temporary Traffic Calming Pop-Ups</b>            BOTS will work with regional planning commissions and similar organizations to identify appropriate locations (typically near schools) to install temporary traffic calming pop-up projects that will help keep kids that bike and walk to school safe. These projects will also enable local officials to learn about the most effective measures and work towards long-term solutions.</p> <p>BOTS worked with the West Central Wisconsin Regional Planning Commission on a pilot project in FY 2023. Based on the positive outcomes on this project, BOTS will expand this effort and attempt to find new grantees for similar projects.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		

<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	\$50,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Saint Croix Co. Dunn Co.	\$50,000.00	BOTS	2025-80-03-05-PS
<b>TOTAL</b>	<b>\$50,000.00</b>		
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i> PS-2025-80-06	
<i>Project Name &amp; Description</i>	<p><b>Bicycles for Bike Rodeos and Kid's Bike Education</b> BOTS will provide funding to schools and other organizations that host bike rodeos and bike safety classes to ensure that there are enough bicycles and helmets for students. Safety equipment will only be distributed through educational classes. The goal of bicycle safety education for youth is to improve knowledge of laws, risks, and cycling best practices, and to lead to safer cycling behaviors.</p> <p>BOTS worked with the Stockbridge School District on a pilot project in FY 2023. Based on the positive outcomes on this project, BOTS will expand this effort and attempt to find new grantees for similar projects.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Bicycle and Pedestrian Safety Education, Outreach, and Engagement		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	\$25,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting</a>	\$25,000.00	BOTS	2025-80-04-06-PS

<a href="#">Data</a> pages 94-98			
<b>TOTAL</b>	<b>\$25,000.00</b>		
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i> PS-2025-80-07	
<i>Project Name &amp; Description</i>	<p><b>Vulnerable Road User Enforcement</b></p> <p>Collaborate with law enforcement agencies to increase the number and improve the quality of enforcement initiatives that impact pedestrians and bicyclists. Enforcement should focus on behaviors that lead to crashes: failure to yield, red light violations, speeding in advance of marked and unmarked crosswalks, sudden pedestrian movement, bicyclist violation of stop signs and stop lights.</p> <p>These grants should only be used to supplement existing enforcement related to pedestrian and bicyclist safety. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.</p> <p>The current list of grantees is based on historical targeting for Ped/Bike enforcement as well as crash data. BOTS will continue to utilize targeting/crash data and may find additional grantees.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Vulnerable Road User Enforcement Strategies		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	NHTSA's Countermeasures That Work, 10th Edition; 2.2, Teaching Safe Bicycling; 4. Drivers and Bicyclists; 4.2 Share the Road Awareness Program. Bike Ped Assessment recommendation 2023.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PS	\$295,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Madison	\$90,000.00	Madison PD	2025-80-05-07-PS
Milwaukee	\$25,000.00	Milwaukee PD	2025-80-05-07-PS
Sheboygan	\$25,000.00	Sheboygan PD	2025-80-05-07-PS
West Allis	\$20,000.00	West Allis PD	2025-80-05-07-PS
Green Bay	\$20,000.00	Green Bay PD	2025-80-05-07-PS
Appleton	\$15,000.00	Appleton PD	2025-80-05-07-PS
Whitefish Bay	\$15,000.00	Whitefish Bay PD	2025-80-05-07-PS



Kenosha	\$10,000	Kenosha PD	2025-80-05-07-PS
Manitowoc	\$10,000	Manitowoc PD	2025-80-05-07-PS
Oshkosh	\$10,000	Oshkosh PD	2025-80-05-07-PS
De Pere	\$7,500.00	De Pere PD	2025-80-05-07-PS
Pleasant Prairie	\$7,500.00	Pleasant Prairie PD	2025-80-05-07-PS
Janesville	\$5,000.00	Janesville PD	2025-80-05-07-PS
Wauwatosa	\$5,000.00	Wauwatosa PD	2025-80-05-07-PS
Fond du Lac	\$5,000.00	Fond du Lac PD	2025-80-05-07-PS
Beloit	\$5,000.00	Beloit PD	2025-80-05-07-PS
Greenfield	\$5,000.00	Greenfield PD	2025-80-05-07-PS
Racine	\$5,000.00	Racine PD	2025-80-05-07-PS
UW-La Crosse	\$5,000.00	UW-La Crosse PD	2025-80-05-07-PS
Mt. Pleasant	\$5,000.00	Mt. Pleasant PD	2025-80-05-07-PS
<b>TOTAL</b>	<b>\$295,000.00</b>		

**Status Update:**

Several updates to reflect an increase in funding for agencies that are requesting to expand Ped Bike Enforcement to year-round operations and expansion of participating agencies.

## 2.9 Community Traffic Safety

		<i>GTS Project Number:</i>	<i>CP-2025-90-01</i>
<i>Project Name &amp; Description</i>	<p><b>Grants Management System</b></p> <p>An electronic grant (e-grant) management system, IGX Wise Grants, allows BOTS to efficiently manage its programs and it provides for better subrecipient monitoring. Increased efficiencies in program management allow BOTS to focus a greater number of resources on activities that promote traffic safety in local communities.</p> <p>The IGX Wise Grants system manages grants distributed by BOTS. This system previously received a commendation from NHTSA after a management review. IGX Wise Grants has continuously improved processing and reporting. Those changes are expected to increase costs; however, when coupled with the state's new business and accounting system, expenditures will track better and file management will improve.</p>		
<i>Performance Measure</i>	<p>Providing funding for an e-grant management system that allows BOTS to direct resources to all grantees, which will aid the state in reaching performance target C-1 through C-11.</p>		
<i>Countermeasure Strategy</i>	<p>Grants Management System</p>		
<i>Organization Type</i>	<p>Local</p>		





<i>Eligible Use of Funds</i>	The use of an e-grant management system streamlines the accessibility of grant information between the state and local partners. This efficiency is a common practice and allows for accurate record keeping, easier monitoring of grants, and assists with meeting federal and state regulations. Funding is allowable under 2 CRF 200.302.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 CP	\$100,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$100,000.00	BOTS	2025-90-04-01-CP
<b>TOTAL</b>	<b>\$100,000.00</b>		
<b>Status Update:</b> No changes or adjustments to the project have been made.			

		<i>GTS Project Number:</i>	<i>RS-2025-90-02</i>
<i>Project Name &amp; Description</i>	<p><b>Law Enforcement Liaisons (LELs) and Regional Program Managers (RPMs)</b></p> <p>BOTS has two RPM positions and five contracted LELs who coordinate, plan, and manage the state Community Traffic Safety Program. Wage and fringe, data processing costs, materials and supplies, training, travel, printing, and postage are covered expenses. The LELs and RPMs will continue to provide leadership, training, information, and technical assistance as liaisons between law enforcement agencies, organizations, and non-profit programs involved in community traffic safety.</p> <p>Participation in TSCs is essential for outreach to law enforcement agencies for WisDOT policy and programs and is key to the state implementation of the SHSP. Participation by law enforcement agencies also allows WisDOT to have a better understanding of the traffic safety issues in local communities. Costs are explicitly allowed under 402 and are an effective countermeasure strategy. Funding will be increased in FY2024 and evaluated annually due to the operating costs, and BOTS will be adding a fifth LEL.</p>		
<i>Performance Measure</i>	Law Enforcement Liaisons and Regional Program Managers will be of service to the state of Wisconsin to help it achieve performance target C-1 through C-11.		
<i>Countermeasure Strategy</i>	Law Enforcement Liaisons and Regional Program Managers		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	RS Roadway Safety		
<i>Funding</i>	<i>Source</i>	<i>Amount</i>	



<i>Information</i>	NHTSA 402 RS	\$588,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$588,000.00	BOTS	2025-90-01-02-RS
<b>TOTAL</b>	<b>\$588,000.00</b>		
<b>Status Update:</b> Increased funding from \$560,000 in 2024 to \$588,000 in 2025 due to increased wages for staff and increase in project costs.			

		<i>GTS Project Number:</i> RS-2025-90-03	
<i>Project Name &amp; Description</i>	<p><b>TSC Improvement Program</b> From Data to Action: Pilot project to Develop Statewide Traffic Safety Commission Improvement Plan.</p> <p>Planning-to-action of a critical initiative aimed at enhancing and further developing the Traffic Safety Commission (TSC) in Dane County. Building upon the valuable research and experience gained in Dane County, this project seeks to create a model for other Wisconsin TSCs, enabling them to implement effective practices and initiatives proven to reduce traffic-related injuries and fatalities.</p>		
<i>Performance Measure</i>	Law Enforcement Liaisons and Regional Program Managers will be of service to the state of Wisconsin to help it achieve performance target C-1 through C-11.		
<i>Countermeasure Strategy</i>	Law Enforcement Liaisons and Regional Program Managers		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	RS Roadway Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 RS	\$175,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$175,000.00	BOTS	2025-90-04-03-RS
<b>TOTAL</b>	<b>\$175,000.00</b>		
<b>Status Update:</b> This was a stand-alone project that was included in regional outreach. This was moved for better clarification and review. There was no change in scope and project.			



		GTS Project Number: CP-2025-90-04	
<i>Project Name &amp; Description</i>	<p><b>Governor's Conference on Highway Safety</b>            The Governor's Conference on Highway Safety is an annual opportunity to network with law enforcement and other transportation safety stakeholders and partners. Sharing best practices, discussing new and emerging initiatives, and coordination of efforts is the top priority. Input from local partners for the state's programs and plans are key to implementing the SHSP and formulating the Wisconsin HSP application.</p> <p>This planned activity funds a peer led conference to promote and educate traffic safety partners on best practices, evolving issues, and general palpatory sessions to improve overall knowledge. The conference is a meeting of current and future partners. The conference has and will continue to improve inter-agency cooperation and collaboration. It will help the development of multi-jurisdictional HVE task forces across the state.</p>		
<i>Performance Measure</i>	Providing funding for the conference and the luncheon enables transportation safety stakeholders around Wisconsin to meet and learn from each other, which will aid the state in reaching performance target C-1.		
<i>Countermeasure Strategy</i>	Governor's Conference on Highway Safety		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	Funding is allowable under <a href="#">2 CRF 200.432</a> .		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 CP	\$130,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$130,000.00	BOTS	2025-90-06-04-CP
<b>TOTAL</b>	<b>\$130,000.00</b>		
<p><b>Status Update:</b>            No changes or adjustments to the project have been made.</p>			



		GTS Project Number: CP-2025-90-05	
<i>Project Name &amp; Description</i>	<p><b>Community and Traffic Safety Support</b></p> <p>This project is to support other traffic safety organizations with statewide conferences that provide opportunities to network with law enforcement and other transportation safety stakeholders and partners. Sharing best practices, discussing new and emerging initiatives, and coordination of efforts is the top priority. Activity funds peer led conferences to promote and educate traffic safety partners on best practices, evolving issues, and general palpatory sessions to improve overall knowledge.</p> <p>Currently, the only organization that has requested funds is Wisconsin Traffic Safety Officers Association (WTSOA).</p>		
<i>Performance Measure</i>	Support of traffic safety partners in educational engagement conferences throughout Wisconsin will help achieve performance target C-1.		
<i>Countermeasure Strategy</i>	Law Enforcement Liaisons and Regional Program Managers		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	RS Roadway Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 RS	\$50,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$50,000.00	BOTS	2025-90-04-05-CP
<b>TOTAL</b>	<b>\$50,000.00</b>		
<p><b>Status Update:</b></p> <p>This project has been included previously with outreach, making it a stand-alone project for better clarification and review. The scope and project have not changed. Increased funding to allow for more support of WTSOA or add new organizations.</p>			



		GTS Project Number: PM-2025-90-06	
<i>Project Name &amp; Description</i>	<p><b>Community Safety Messaging and Media</b>            BOTS will employ a media plan that supports community education, high visibility enforcement, sustained enforcement, and integrated enforcement. The plan messages safety marketing during key deployments during the fiscal year and maintains a sustained behavioral messaging effort. BOTS will work in partnership with other agencies, organizations, and affiliates to deliver coordinated comprehensive media messages to address highway safety statewide and in minority communities. This will be done through print, radio, social media, digital streaming, and television.</p> <p>The Community Safety Messaging and Media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar for FY 2024 and address other needs as they evolve. A summary of the overall communications plan is attached in the Appendices.</p>		
<i>Performance Measure</i>	Promoting awareness and education through mass media formats will help to achieve measures C-1, C-3, C-5, C-6, C-7, C-10, C-11, and B-1.		
<i>Countermeasure Strategy</i>	Community Safety Mass Media		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	PM Paid Advertising NHTSA's Countermeasures That Work, 10th Edition; 1. Alcohol and Drug Impaired Driving; 1.5. Prevention, Intervention, Communication and Outreach; 2. Seatbelts and Child Restraints; 2.3. Communication and Outreach, Enforcement; 2.6. Communication and Outreach for Child Restraints; 3. Speed Management; 3.4. Communication and Outreach; 4. Distracted Driving; 4.2 Communications and Outreach; 5. Motorcycle Safety; 5.4. Communications and Outreach, 4.1 Conspicuity and Protective Clothing, 4.2 Motorist Awareness of Motorcyclists; 8. Pedestrian Safety; 9. Bicycle Safety.		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PM	\$1,296,750.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$1,196,750.00	BOTS - Behavioral Norming and Enforcement	2025-90-07-06-PM
Statewide: <a href="#">Grant Targeting Data</a> pages 94-98	\$100,000.00	BOTS - Behavioral Norming and Enforcement – Creative	2025-90-07-06-PM
<b>TOTAL</b>	<b>\$1,296,750.00</b>		
<p><b>Status Update:</b>            List of projects and funding levels have been updated to reflect updates to the Media plan.</p>			



		GTS Project Number: PM-2025-90-07	
<i>Project Name &amp; Description</i>	<p><b>Tribal Nations Traffic Safety Communications</b></p> <p>BOTS, in conjunction with the Wisconsin DOT Office of Tribal Affairs, will use multiple formats of communication, including print, digital, radio, television, and other evolving formats. Media formats will be heavily considered to address accessibility to the message due to the rurality of the tribal nations. Media campaigns will be developed and delivered to the communities in their tribal nation's native language and will reflect their culture. Messages will address safety needs that the tribal nations have determined as priority.</p> <p>BOTS will advise the Tribal Affairs Office and Nations of the traffic safety risks based on targeting analysis and meaningful public engagement. The expected outcome of this project is to promote safe behaviors for vulnerable road users.</p> <p>This project is an outcome of public engagement with the Inter-Tribal Taskforce (ITTF) and the Wisconsin Tribal Transportation Conference (WTTC).</p>		
<i>Performance Measure</i>	Promoting awareness and education through mass media formats will help to achieve measures C-1, C-3, C-5, C-6, C-7, C-10, C-11, and B-1.		
<i>Countermeasure Strategy</i>	Community Safety Mass Media		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	<p>PM Paid Advertising</p> <p>1. Alcohol and Drug Impaired Driving; 1.5. Prevention, Intervention, Communication and Outreach; 2. Seatbelts and Child Restraints; 2.3. Communication and Outreach, Enforcement; 2.6. Communication and Outreach for Child Restraints; 3. Speed Management; 3.4. Communication and Outreach; 4. Distracted Driving; 4.2 Communications and Outreach; 5. Motorcycle Safety; 5.4. Communications and Outreach, 4.1 Conspicuity and Protective Clothing, 4.2 Motorist Awareness of Motorcyclists; 8. Pedestrian Safety; 9. Bicycle Safety.</p>		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	NHTSA 402 PM	\$200,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$200,000.00	BOTS	2025-90-07-07-PM
<b>TOTAL</b>	<b>\$200,000.00</b>		
<p><b>Status Update:</b> No changes or adjustments to the project have been made.</p>			



## 2.10 Financial Plan

FFY 2025 HIGHWAY SAFETY PLAN BUDGET				
Activity	Appropriation	Federal	State	Total Program
<i>PLANNING &amp; ADMINISTRATION 10</i>				
2025-10-01-01	58200	\$ 378,000		
<b>NHTSA 402</b>	<b>(PA)</b>	<b>\$ 378,000</b>		
2025-19-01-01	56200		\$ 550,000	
<b>State</b>	<b>(562)</b>		<b>\$ 550,000</b>	
<b>TOTAL PLAN &amp; ADMIN PROGRAM</b>		<b>\$ 378,000</b>	<b>\$ 550,000</b>	<b>\$ 928,000</b>
<i>OCCUPANT PROTECTION 20</i>				
Activity	Appropriation	Federal	State	Total Program
2025-20-01-01	58200	\$ 90,000		
2025-20-04-02	58200	\$ 300,000		
2025-20-04-01	58200	\$ 150,000		
2025-20-05-02	18500	\$ 1,962,500		
2025-20-06-01	18500	\$ 278,000		
2025-20-07-01	58200	\$ 100,000		
2025-20-07-03	58200	\$ 212,000		
<b>NHTSA 402</b>	<b>(OP)(CR)(TSP)(UNATTD)(PM)</b>	<b>\$ 3,092,500</b>		<b>\$ 3,092,500</b>
2025-25-05-02	18500	\$ 238,500		
2025-25-06-01	18500	\$ 100,500		
2025-25-07-04	58200	\$ 515,000		
2025-25-09-03	58200	\$ 134,000		
<b>NHTSA 405b</b>	<b>(M2)</b>	<b>\$ 988,000</b>		<b>\$ 988,000</b>
<b>TOTAL</b>	<b>OCC PROTECT PROGRAM</b>	<b>\$ 4,080,500</b>	<b>\$ -</b>	<b>\$ 4,080,500</b>
<i>IMPAIRED DRIVING 30</i>				
Activity	Appropriation	Federal	State	Total Program
2025-30-01-01	58200	\$ 92,000		
2025-30-03-01	58200	\$ 420,000		
2025-30-04-02	18500	\$ 50,000		
2025-30-04-03	18500	\$ 75,000		
2025-30-04-04	58200	\$ 100,000		
2025-30-07-05	58200	\$ 170,000		
<b>NHTSA 402</b>	<b>(AL)(TC)(PM)</b>	<b>\$ 907,000</b>	<b>\$ -</b>	<b>\$ 907,000</b>
2025-31-03-02	58200	\$ 915,000		
2025-31-03-03	58200	\$ 266,000		
2025-31-03-05	58200	\$ 50,000		
2025-31-03-06	58200	\$ 50,000		
2025-31-04-09	58200	\$ 70,000		
2025-31-05-01	18500	\$ 1,846,000		
2025-31-07-07	58200	\$ 25,000		

\*Media

\*Media

\*Media

\*Media

\*Media

2025-31-07-08	58200	\$ 50,000		
2025-31-07-10	58200	\$ 963,500		
2025-31-09-04	58200	\$ 73,000		
<b>NHTSA 405d</b>	<b>(M5)</b>	<b>\$ 4,308,500</b>	<b>\$ -</b>	<b>\$ 4,308,500</b>
2025-39-04-WI	53100		\$ 1,400,000	
<b>State</b>			<b>\$ 1,400,000</b>	
<b>TOTAL</b>	<b>IMPAIRED DRIVING PROGRAM</b>	<b>\$ 5,215,500</b>	<b>\$ 1,400,000</b>	<b>\$ 6,615,500</b>
<b>POLICE TRAFFIC SAFETY 40</b>				
Activity	Appropriation	Federal	State	Total Program
2025-40-05-01	18500	\$ 2,159,000		
2025-40-05-02	18500	\$ 350,000		
<b>NHTSA 402</b>	<b>(SC)(PT)</b>	<b>\$ 2,509,000</b>		<b>\$ 2,509,000</b>
<b>TOTAL</b>	<b>POLICE TRAFFIC SAFETY PROGRAM</b>			<b>\$ 2,509,000</b>
<b>TRAFFIC RECORDS PROG 50</b>				
Activity	Appropriation	Federal	State	Total Program
2025-50-01-01	58200	\$ 294,000		
<b>NHTSA 402</b>	<b>(TR)</b>	<b>\$ 294,000</b>		<b>\$ 294,000</b>
2025-58-03-01	58200	\$ 899,500		
2025-58-03-02	58200	\$ 450,000		
2025-58-03-03	58200	\$ 270,500		
2025-58-03-04	58200	\$ 1,345,000		
<b>NHTSA 405c</b>	<b>(M3)</b>	<b>\$ 2,965,500</b>	<b>\$ -</b>	<b>\$ 2,965,500</b>
<b>TOTAL</b>	<b>TRAFFIC RECORDS PROG.</b>	<b>\$ 3,259,500</b>	<b>\$ -</b>	<b>\$ 3,259,500</b>
<b>EMERGENCY MEDICAL SERVICES 60</b>				
Activity	Appropriation	Federal	State	Total Program
2025-60-02-01	58200	\$ 100,000		
2025-60-04-02	58200	\$ 30,000		
2025-60-07-02	58200	\$ 120,000		
<b>NHTSA 402</b>	<b>(EM)(PM)</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 250,000</b>
2025-65-06-01	58200	\$ 80,000		
<b>NHTSA 405h</b>	<b>(M12BDAT)</b>	<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ 80,000</b>
<b>TOTAL</b>	<b>EMS PROGRAM</b>	<b>\$ 330,000</b>	<b>\$ -</b>	<b>\$ 330,000</b>
<b>MOTORCYCLIST SAFETY 70</b>				
Activity	Appropriation	Federal	State	Total Program
2025-70-04-01	58200	\$ 2,000		
2025-70-04-02	58200	\$ 16,000		
2025-70-04-03	58200	\$ 75,000		
2025-70-03-04	58200	\$ 75,000		
<b>BIL NHTSA 402</b>	<b>(MC)</b>	<b>\$ 168,000</b>	<b>\$ -</b>	<b>\$ 168,000</b>

\*Media

\*Promise Project  
\*Promise Project  
\*Promise Project





2024-72-07-01	58200	\$ 245,000			*Media
2025-72-09-02	58200	\$ 55,000			
<b>BIL NHTSA 405f</b>	<b>(M9)</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ 300,000</b>	
2025-79-07-04	53500		\$ 205,000		*Media
<b>State</b>	<b>(535)</b>		<b>\$ 205,000</b>		
2025-79-01-01	56200		\$ 90,000		
2025-79-01-02	56200		\$ 32,000		
2025-79-04-03	56200		\$ 685,000		
<b>State</b>	<b>(562)</b>		<b>\$ 807,000</b>		
<b>TOTAL</b>	<b>MOTORCYCLE SAFETY PROGRAM</b>	<b>\$ 468,000</b>	<b>\$ 1,012,000</b>	<b>\$ 1,480,000</b>	
<b>VULNERABLE/NON-MOTORIZED SAFETY PROGRAM 80</b>					
Activity	Appropriation	Federal	State	Total Program	
2025-80-02-01	58200	\$ 94,000			
2025-80-03-02	58200	\$ 108,000			
2025-80-03-05	58200	\$ 50,000			
2025-80-04-03	58200	\$ 175,000			
2025-80-04-04	58200	\$ 20,000			
2025-80-04-06	58200	\$ 25,000			
2025-80-05-07	18500	\$ 295,000			
2025-80-07-01	58200	\$ 75,000			*Media
<b>NHTSA 402</b>	<b>(PS)</b>	<b>\$ 842,000</b>	<b>\$ -</b>	<b>\$ 842,000</b>	
2025-89-01-01	56200		\$ 90,000		
<b>State</b>	<b>(562)</b>		<b>\$ 90,000</b>		
<b>TOTAL</b>	<b>VUL/N-M SAFETY PROGRAM</b>	<b>\$ 842,000</b>	<b>\$ 90,000</b>	<b>\$ 932,000</b>	
<b>COMMUNITY TRAFFIC SAFETY 90</b>					
Activity	Appropriation	Federal	State	Total Program	
2025-90-01-02	58200	\$ 588,000			
2025-90-04-01	58200	\$ 100,000			
2025-90-04-03	58200	\$ 175,000			
2025-90-04-05	58200	\$ 50,000			
2025-90-06-04	58200	\$ 130,000			
2025-90-07-06	58200	\$ 1,296,750			*Media
2025-90-07-07	58200	\$ 200,000			*Media
<b>NHTSA 402</b>	<b>(CP)(RS)</b>	<b>\$ 2,539,750</b>	<b>\$ -</b>	<b>\$ 2,539,750</b>	
<b>TOTAL</b>	<b>COMMUNITY TRAFFIC SAFETY PROGRAM</b>	<b>\$ 2,539,750</b>	<b>\$ -</b>	<b>\$ 2,539,750</b>	



**FEDERAL FUNDING DETAIL**

<b>Fund Totals</b>	NHTSA 402	\$ 10,980,250	\$ 10,980,250
	NHTSA 405b	\$ 988,000	\$ 8,641,500
	NHTSA 405c	\$ 2,965,000	
	NHTSA 405d	\$ 4,308,500	
	NHTSA 405f	\$ 300,000	
	NHTSA 405h	\$ 80,000	
	<b>TOTAL NHTSA FUNDS</b>	\$ 19,621,750	\$ 19,621,750

<b>State Funding</b>	Appropriation 562000	\$ 1,447,000
	Appropriation 535000	\$ 205,000
	Appropriation 531000	\$ 1,400,000
		<b>\$ 3,052,000</b>

<b>Federal Funding</b>	Appropriation 185000	\$ 7,354,500
	Appropriation 582000	\$ 12,267,250
		<b>\$ 19,621,750</b>

<b>Total State + Federal</b>		<b>\$ 22,673,750</b>
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## 2.11 Law Enforcement Grant Targeting Methodology: As related to Alcohol, Speed and Occupant Protection Grants

### INTRODUCTION

The following is documentation for the methodology on how the targeting lists of political entities and their respective law enforcement agencies were selected for alcohol, speed, and occupant protection law enforcement grants. This methodology includes the minimum three requirements under [23 CFR 1300.23\(e\)](#), the evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. At a minimum, the state shall provide for:

1. An analysis of crashes, crash fatalities, and injuries in areas of highest risk
2. Deployment of resources based on that analysis
3. Continuous follow-up and adjustment of the enforcement plan

Continuous follow-up is provided by monthly reviews of grants by the State Program Managers, grant monitoring by the Regional Program Managers, and through attendance at the quarterly Traffic Safety Commissions in each county.

This appendix also covers requirements under [23 CFR 1300.21\(e\)\(4\)](#) for high-risk population countermeasure programs. Agencies/municipalities that meet the criteria are encouraged to participate in enforcement efforts either through funded overtime grants (which require participation in national mobilizations) or through our non-overtime grant program which runs during the national mobilization periods. New targeting lists are created each year using the most recent three years of data.

Initially, Wisconsin counties were grouped by descending degree of apparent crash problem (alcohol, speed, and occupant protection), within the respective grant types (alcohol, speed, and occupant protection). The following summarizes the larger steps taken for all three types of law enforcement grants in generating the overall list.

### INITIAL SCORING

The BOTS Traffic Crash files were queried for instances of alcohol, speed, and occupant protection related crashes, by crash type (fatal, injury, and property damage), as noted on the DT4000 crash report form, in Wisconsin cities, villages and townships and grouped together by county for the calendar years 2019 through 2022. Three years of data were collected to disguise some of the natural fluctuations from year to year. Not all **Location** in Wisconsin have recorded each of the three types of crashes during the three-year period; those **Location** were immediately excluded from further investigation, within their respective targeting list grant type (alcohol, speed, and occupant protection).

Reported crashes on public roads were matched with the people involved in the crashes, assigning numeric weights to reported injuries (and non-injuries). The numeric weights assigned are:



- KAB Rate per 10,000 persons= 12.5%
- Total Fatalities = 25%
- Total Incap Injuries = 25%
- KAB Rate per 100M VMT = 16.7%
- ID Ranking = 4.2%
- OP Ranking = 4.2%
- Speed Ranking = 4.2%
- Motorcycle Ranking = 4.2%
- VRU Ranking = 4.2%
- Overall Ranking Comparison
- Equity Ranking Comparison

Each of the emphasis areas Impaired Driving, Occupant Protection, Speed, Motorcycle, and Vulnerable Road Users (Bicycle, Pedestrians, and other modes) have separate ranking sheets. Numeric weights of the injuries (and non-injuries) were summed by counties and cities, villages, or townships, within a county. That value was named Calculated Score for Injuries.

A Normalized Score for injuries was calculated by matching the Calculated Score for Injuries with the final January 1, 2021, population estimates (per 1,000), as released by the Wisconsin Department of Administration's Demographic Services Center (Ex. Calculated Score \* (1000/Population Number)) for counties, cities, villages, and towns. Population estimates are based on the 2016 census and an analysis of more current data such as housing units and automobile registrations. 2019 population data was used because it is the most recent available. An example of the formula to be used for each of the respective 72 counties in the state is the following:

- Calculated Score \* (1,000/ (2021 County Population))

Each county is evaluated regarding its Calculated Score for Injuries and its Normalized Score to see if it meets the criteria for selection. The county-level criteria vary by grant type (alcohol, speed, and occupant protection) and can be found in one of the three respective subsections for grant types below. The exception to this scoring is all counties with a population of 500,000 or greater, where counties meeting this criterion will automatically be included in the three law enforcement grant types (Alcohol, Speed, and Occupant Protection).

### 1. Full-year Law Enforcement Grants (Alcohol and Occupant Protection Only)

Municipalities located in multiple counties have been combined, thus only appear once in the listings. The county containing the largest percentage of the municipality's population has been designated the county of record for the listings. If counties in which a municipality exists are needed, please reference the worksheet named "Master Targeting Matrix 2023".

#### CRITERIA AT COUNTY LEVEL

Select counties with the criteria of Weight  $\geq$  3,000 for alcohol and speed and 1,800 for occupant protection OR Normal Score  $\geq$  50.00 OR (Weight  $\geq$  2,000 AND Normal Score  $\geq$  30.00).



Select the next four counties, from those counties that are still unselected who have a Rural-Urban Continuum Code of one through six and have the next highest Normal Score scores from ALL counties per RPM Region.

## **CRITERIA AT MUNICIPAL LEVEL**

A list of municipalities for each of the counties selected as a possible grant candidate will be generated, showing the Normal Score and Weight for each of the municipalities within a county. Municipalities within each of these counties will be selected for potential grants using the following criteria:

- Weight  $\geq 300$
- Normal Score  $\geq 50.00$

Each municipality will be highlighted in blue. Municipalities that have a law enforcement agency presence, besides the county sheriff, will also be highlighted using bold text.

Each county is evaluated regarding its Calculated Score for Injuries and its Normalized Score for each of the four quarters to see if it meets the criteria for selection. The county-level criteria vary by grant type (alcohol, speed, and occupant protection) and can be found in one of the three respective subsections for grant types below.

Counties with normalized scores that fall outside one or more standard deviations but less than two standard deviations from the population group's average and whose normalized score is at least 15% above the group mean are displayed against a lightly red shaded background and will be selected as grant candidates. Counties with normalized scores that fall outside two or more standard deviations from one of the six population group means are displayed against a more darkly shaded background and are automatically eligible as a grant candidate.

### **2. Occupant Protection Grants by County, Based Upon the Number of Unbelted Youth Drivers Aged 16-19 Years of Age in Crashes.**

The selection process will also make counties eligible for Occupant Protection Grants, based upon the calculated score for injuries of unbelted youth drivers aged 16-19 in crashes in a particular county, for the years 2018 through 2020, relative to the population per county, for the state as a whole, where the county has not been previously targeted for Occupant Protection grant(s).

Counties, which have the largest normalized score of unbelted 16-19-year-old drivers statewide, will be considered for occupant protection grants. The local county sheriff's office will be the first enforcement agency contacted, for each county, given they have county-wide jurisdiction.

### **3. All Grant Types (Alcohol, Speed, and Occupant Protection) by County, Based Upon Population.**

Counties with a population greater than or equal to 500,000 will be targeted for all three categories of law enforcement grant types (Alcohol, Speed, and Occupant Protection), regardless of the grant distribution methodology selected for a given targeting year. Please note population was used as the metric, instead of VMT, because of the ongoing regularity and timeliness of annual population estimates (both state and federal) versus the unpredictability of when VMT data will become available for a given year. After each county that has been selected for a particular type of grant (Alcohol, Speed, and Occupant Protection) we then drilled down to the municipal (City, Village, or Town) level to indicate the specific municipal entities that qualified the county for a grant. This will be achieved by measuring the Normalized Score for injuries and the Calculated Score for Injuries, for each of the municipalities against the criteria set for municipalities, in each of the grant types (Alcohol, Speed, and Occupant Protection) as described in Section I above. The county sheriff of a selected county, regardless of grant type, will always be considered for a grant, or the local law enforcement agency that has a selected municipality within its jurisdiction will be considered to implement a grant on behalf of the selected municipality.

## Section 3: 405 Grant Applications

### 3.1 405 B Requirements

#### Participation in *Click It or Ticket* National Mobilization

Wisconsin will participate in the *Click It or Ticket* high-visibility national enforcement mobilization in 2022. The mobilization will have enforcement, paid media, and earned media components. Wisconsin has had good participation from law enforcement agencies throughout the state.

Per [23 CFR § 1300.21\(d\)\(2\)](#), participating agencies include:

Adams County Sheriff's Office	Bayfield Police Department	Door County Sheriff's Office
Albany Police Department	Beaver Dam Police Department	Douglas County Sheriff's Office
Altoona Police Department	Belleville Police Department	Dunn County Sheriff's Office
Amery Police Department	Beloit Police Department	Durand Police Department
Antigo Police Department	Birchwood Police Department	East Troy Police Department - Village of
Appleton Police Department	Black Creek Police Department	Edgar Police Department
Arcadia Police Department	Chippewa County Sheriff's Office	Edgerton Police Department
Arena Police Department	Cumberland Police Department	Elk Mound Police Department
Ashwaubenon Public Safety	Dane County Sheriff's Office	Elkhart Lake Police Department
Athens Police Department	De Pere Police Department	Elkhorn Police Department
Augusta Police Department	DeForest Police Department	Ellsworth Police Department
Baldwin Police Department	Dickeyville Police Department	Elm Grove Police Department
Baraboo Police Department	Dodge County Sheriff's Office	Elmwood Police Department
Barneveld Police Department	Dodgeville Police Department	

Evansville Police Department  
 Everest Metropolitan Police Department  
 Fairchild Police Department  
 Fennimore Police Department  
 Fitchburg Police Department  
 Florence County Sheriff's Office  
 Fond du Lac Police Department  
 Fort Atkinson Police Department  
 Fox Lake Police Department  
 Fox Point Police Department  
 Fox Valley Metro Police Department  
 Geneva Police Department - Town of  
 Glendale Police Department  
 Grand Chute Police Department  
 Grand Rapids Police Department  
 Grant County Sheriff's Office  
 Grantsburg Police Department  
 Green Bay Police Department  
 Greendale Police Department  
 Greenfield Police Department  
 Hales Corners Police Department  
 Hammond Police Department  
 Hancock Police Department  
 Hartland Police Department  
 Hazel Green Police Department  
 Highland Police Department  
 Hillsboro Police Department  
 Hobart/Lawrence Police Department  
 Horicon Police Department

Hortonville Police Department  
 Hudson Police Department  
 Hurley Police Department  
 Iowa County Sheriff's Office  
 Iron County Sheriff's Office  
 Iron River Police Department - Town of  
 Jackson County Sheriff's Office  
 Jackson Police Department  
 Jefferson Police Department  
 Johnson Creek Police Department  
 Juneau Police Department  
 Kenosha Police Department  
 Kewaskum Police Department  
 Kiel Police Department  
 Kohler Police Department  
 Kronenwetter Police Department  
 La Crosse County Sheriff's Office  
 La Pointe Police Department  
 Lafayette County Sheriff's Office  
 Lake Delton Police Department  
 Lake Geneva Police Department  
 Lake Hallie Police Department, Village of  
 Lake Mills Police Department  
 Lancaster Police Department  
 Lannon Police Department  
 Linden Police Department  
 Linn Police Department - Town of  
 Lodi Police Department  
 Lomira Police Department  
 Luck Police Department  
 Madison Police Department

Madison Police Department - Town of  
 Manitowoc Police Department  
 Maple Bluff Police Department - Village of  
 Marathon City Police Department  
 Marathon County Sheriff's Office  
 Marinette County Sheriff's Office  
 Marinette Police Department  
 Markesan Police Department  
 Marquette County Sheriff's Office  
 Marquette University Police Department  
 Marshall Police Department  
 Marshfield Police Department  
 Melrose Police Department  
 Menasha Police Department  
 Mequon Police Department  
 Merrill Police Department  
 Merrilan Police Department  
 Middleton Police Department  
 Milton Police Department - City of  
 Milton Police Department - Town of  
 Milwaukee County Sheriff's Office  
 Milwaukee Police Department  
 Mineral Point Police Department  
 Minocqua Police Department  
 Minong Police Department  
 Mishicot Police Department  
 Mondovi Police Department  
 Monona Police Department  
 Monroe County Sheriff's Office  
 Montello Police Department



Monticello Police Department	Palmyra Police Department	Thorp Police Department
Mosinee Police Department	Pepin County Sheriff's Office	Tomah Police Department
Mount Pleasant Police Department - Village of	Pepin Police Department	Tomahawk Police Department
Mukwonago Police Department - Village of	Pewaukee Police Department - Village of	Washington Island Police Department
Muscoda Police Department	Pierce County Sheriff's Office	Waterford Police Department - Town of
Muskego Police Department	Pittsville Police Department	Waterloo Police Department
Neillsville Police Department	Plain Police Department	Watertown Police Department
Nekoosa Police Department	Platteville Police Department	Waukesha County Sheriff's Office
Neosho Rubicon Ashippun Police Department	Pleasant Prairie Police Department - Village of	Waunakee Police Department
New Berlin Police Department	Plover Police Department	Waupaca County Sheriff's Office
New Glarus Police Department	Plymouth Police Department	Waupun Police Department
New Holstein Police Department	Port Edwards Police Department	Wausau Police Department
New Richmond Police Department	Port Washington Police Department	Waushara County Sheriff's Office
Newburg Police Department	Portage County Sheriff's Office	West Allis Police Department
Nicolet Area Technical College	Portage Police Department	Weyauwega Police Department
North Fond du Lac Police Department	Shawano County Sheriff's Office	Whitefish Bay Police Department
Mayville Police Department	Shawano Police Department	Wild Rose Police Department
North Hudson Police Department	Sheboygan County Sheriff's Office	Winneconne Police Department
Oak Creek Police Department	Sheboygan Falls Police Department	Wisconsin Dells Police Department
Oakland Township Police Department	Shell Lake Police Department	Wisconsin Rapids Police Department
Oconomowoc Lake Police Department	Shiocton Police Department	Wood County Sheriff's Office
Oconomowoc Police Department	Shorewood Hills Police Department	Woodville Police Department
Oconto Falls Police Department	Siren Police Department – Village of	Wrightstown Police Department - Village of
Onalaska Police Department	Slinger Police Department	Poynette Police Department
Oneida Police Department	Somerset Police Department	Prairie du Chien Police Department
Oregon Police Department	Sparta Police Department	Princeton Police Department
Osseo Police Department	Spring Green Police Department	Rice Lake Police Department
Outagamie County Sheriff's Office	Spring Valley Police Department	Richland Center Police Department
Owen-Withee Police Department	St. Francis Police Department	Richland County Sheriff's Office
Ozaukee County Sheriff's Office	St. Nazianz Police Department	Ripon Police Department
	Stanley Police Department	Ripon Police Department - Town of
	Star Prairie Police Department	River Hills Police Department
	Stevens Point Police Department	Roberts Police Department
	Stoughton Police Department	
	Superior Police Department	





Town of Hayward Police Department  
 Trempealeau County Sheriff's Office  
 Turtle Lake Police Department  
 UW - Platteville Police Department

UW - Eau Claire Police Department  
 UW - Madison Police Department  
 UW - Milwaukee Police Department  
 UW - Oshkosh Police Department  
 UW - Parkside Police Department

UW - Stout Police Department

### CPS Inspection Stations

County	2022 Census Population	Number of Stations	Rural	Urban	Equity: Age 5-17	Equity: Below Poverty Level	Tribal Gov't Area
Adams	19,857	1	1	0	15%	22%	Yes
Ashland	15,487	1	1	0	22%	28%	Yes
Barron	45,526	0	0	0	22%	23%	Yes
Bayfield	15,066	0	0	0	17%	21%	Yes
Brown	268,673	3	0	3	23%	16%	Yes
Buffalo	12,782	0	0	0	20%	16%	
Burnett	15,534	1	1	0	17%	23%	Yes
Calumet	49,960	1	0	1	24%	11%	
Chippewa	66,305	1	0	1	21%	17%	Yes
Clark	34,981	1	1	0	29%	23%	Yes
Columbia	58,129	1	0	1	21%	13%	Yes
Crawford	15,729	0	0	0	20%	21%	Yes
Dane	560,936	6	0	6	20%	15%	Yes
Dodge	87,857	2	2	0	20%	14%	
Door	27,905	2	2	0	16%	14%	
Douglas	43,171	0	0	0	20%	19%	
Dunn	46,199	1	1	0	19%	20%	
Eau Claire	105,519	1	0	1	20%	18%	Yes
Florence	4,298	0	0	0	15%	20%	
Fond du Lac	104,609	1	0	1	21%	14%	Yes
Forest	9,085	0	0	0	20%	25%	Yes
Grant	51,424	2	2	0	21%	23%	
Green	37,068	0	0	0	22%	15%	
Green Lake	19,105	0	0	0	22%	21%	
Iowa	23,546	1	0	1	23%	14%	
Iron	5,687	1	1	0	15%	23%	Yes
Jackson	21,156	2	2	0	21%	21%	Yes
Jefferson	83,929	2	2	0	21%	14%	
Juneau	26,969	2	2	0	20%	23%	Yes
Kenosha	171,466	1	0	1	23%	18%	



<b>Kewaunee</b>	20,551	1	0	1	21%	12%	
<b>La Crosse</b>	117,941	4	0	4	20%	18%	Yes
<b>Lafayette</b>	16,644	0	0	0	24%	20%	
<b>Langlade</b>	19,048	2	2	0	20%	23%	Yes
<b>Lincoln</b>	27,353	2	2	0	19%	18%	
<b>Manitowoc</b>	78,879	1	1	0	21%	16%	
<b>Marathon</b>	136,505	1	0	1	23%	16%	Yes
<b>Marinette</b>	40,194	3	3	0	19%	21%	
<b>Marquette</b>	16,042	1	1	0	19%	18%	
<b>Menominee</b>	4,439	1	1	0	33%	36%	Yes
<b>Milwaukee</b>	941,997	19	0	19	24%	28%	Yes
<b>Monroe</b>	46,589	3	3	0	25%	19%	Yes
<b>Oconto</b>	38,248	1	0	1	20%	15%	Yes
<b>Oneida</b>	36,048	2	2	0	17%	15%	Yes
<b>Outagamie</b>	190,903	1	0	1	23%	13%	Yes
<b>Ozaukee</b>	89,707	4	0	4	21%	10%	
<b>Pepin</b>	7,236	1	1	0	21%	17%	
<b>Pierce</b>	43,240	2	0	2	20%	12%	
<b>Polk</b>	44,428	1	1	0	20%	16%	Yes
<b>Portage</b>	70,538	2	2	0	19%	18%	Yes
<b>Price</b>	13,333	0	0	0	17%	23%	
<b>Racine</b>	196,173	2	0	2	23%	20%	
<b>Richland</b>	16,817	0	0	0	22%	23%	Yes
<b>Rock</b>	164,794	2	0	2	23%	20%	
<b>Rusk</b>	14,382	0	0	0	20%	24%	
<b>Saint Croix</b>	93,684	1	0	1	23%	16%	Yes
<b>Sauk</b>	64,814	3	3	0	18%	24%	Yes
<b>Sawyer</b>	16,840	1	1	0	21%	19%	Yes
<b>Shawano</b>	41,283	0	0	0	22%	14%	
<b>Sheboygan</b>	115,661	1	0	1	24%	9%	
<b>Taylor</b>	20,280	0	0	0	24%	20%	
<b>Trempealeau</b>	30,114	1	1	0	25%	15%	Yes
<b>Vernon</b>	30,972	1	1	0	26%	24%	Yes
<b>Vilas</b>	22,996	2	2	0	16%	18%	Yes
<b>Walworth</b>	104,822	2	2	0	20%	16%	
<b>Washburn</b>	15,369	0	0	0	19%	23%	Yes
<b>Washington</b>	137,801	3	0	3	22%	9%	
<b>Waukesha</b>	409,226	4	0	4	21%	8%	
<b>Waupaca</b>	50,570	1	1	0	21%	16%	Yes
<b>Waushara</b>	24,971	1	1	0	18%	17%	



<b>Winnebago</b>	174,994	4	0	4	20%	18%	
<b>Wood</b>	73,134	3	3	0	22%	19%	Yes
<b>Totals</b>	<b>5,867,518</b>	<b>118</b>	<b>52</b>	<b>66</b>			
<b>Percent of Total</b>			<b>44%</b>	<b>56%</b>	<b>21%</b>	<b>18%</b>	

### Certification

The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

### Child Passenger Safety Technician Training

An estimated total number of 12 classes and the estimated 12 technicians will be trained in the inspection events by nationally Certified Child Passenger Safety Technicians.

## 3.2 405C Requirements

### Traffic Records Coordinating Committee

Meeting dates for the TRCC during the 12 months immediately preceding the application due date are as follows:

- 1) December 8, 2023;
- 2) February 29, 2024; and
- 3) May 30, 2024.

### Traffic Records Coordinators

<b>Name:</b>	<b>Title:</b>
Andrea Bill, UW TOPS	Traffic Safety Engineer Research Program Manager
Valerie Payne, BOTS	Program and Policy Unit Supervisor

### Traffic Records Coordination Committee Members

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

<b>First Name</b>	<b>Last Name</b>	<b>Agency - Bureau</b>	<b>Database</b>
Valerie	Payne	WisDOT WSP BOTS – Program and Policy Unit Supervisor	A
Michael	Schwendau	WisDOT WSP BOTS – Programs Chief	A
Adam	Francour	UW TOPS Lab	
Kevin	Scopoline	WisDOT	E
Amy	Miles	UW School of Medicine and Public Health	C
David	Harvey	WisDOT WSP Technical Services	A
David	Malisch	WisDOT WSP TraCS Unit - Supervisor	A



Kelly	Scheldt	WisDOT DTIM BSHP Highway Data	E
Daniel	Brugeman	WisDOT	
Andrea	Bill	UW TOPS Lab	A, E
Steven	Parker	UW TOPS Lab	A, E
Constance	Kosetelac	Medical College of Wisconsin	A
Mark	Gessler	Federal Motor Carriers	A
Ashley	Bergeron	DHS-OPEHC	E
David	Jolicoeur	FHWA	A
Tara	Jenswold	DOJ	B
Andrea	Olson	COURTS	B
Reed	McGinn	WisDOT DMV	F
Reginald	Paradowski	WisDOT	D
Michael	Satteson	WisDOT CRU	A
Corey	Kleist	WisDOT DMV	F
Kimberly	Hicks	COURTS	B
Warren	Warrington	Menominee Indian Tribe	A
Tim	Berk	Onalaska Police Department	A
Dale	Halloway	Medical College of Wisconsin	E
Melissa	Kimball	WisDOT	C
Jeffrey	Merke	WisDOT	C
Jacquelyn	Irving	WisDOT	
Stephanie	Arduini	WisDOT	B, C
Jan	Grebel	WisDOT	C
Bob	Schneider	UW-Milwaukee Urban Planning	E
Xiao	Qin	UW-Milwaukee Urban Planning	E
Randy	Wiessinger	WisDOT WSP BOTS	C
Jamie	Burns	NHTSA	
Mike	Finkenbinder	WisDOT DTIM BSHP HSIP	E
Brad	Rollo	DOJ -Division of Management Services	B
Ann	Peacock	DOJ -Division of Management Services	B
Maureen	Busalacchi	MCW	
Jennifer	Broad	DHS	
Kristine	Palmer	DHS	
Jan	Grebel	WisDOT	

### 3.3 405 D Requirements

 [2023 WI Statewide Impaired Driving Plan.docx](#)



### 3.4 405 F Requirements

County Name	Autocycles	Motorcycle	All Registrations
ADAMS	9	1,980	33,875
ASHLAND	3	801	18,019
BARRON	6	3,208	59,149
BAYFIELD	1	1,194	22,273
BROWN	31	13,331	300,799
BUFFALO	6	1,101	19,258
BURNETT		1,341	23,101
CALUMET	11	3,334	57,019
CHIPPEWA	9	4,448	81,671
CLARK	6	1,927	41,868
COLUMBIA	16	3,877	70,911
CRAWFORD	4	1,043	19,603
DANE	49	18,516	502,656
DODGE	18	6,345	110,183
DOOR	6	3,461	44,223
DOUGLAS	2	2,442	52,611
DUNN	11	2,620	50,702
EAU CLAIRE	13	4,736	104,193
FLORENCE		377	7,543
FOND DU LAC	11	6,559	118,997
FOREST	1	658	13,381
GRANT	6	3,234	57,954
GREEN	13	2,795	45,536
GREEN LAKE	4	1,344	24,905
IOWA	2	1,499	30,529
IRON	1	544	9,229
JACKSON	3	1,525	29,741
JEFFERSON	15	6,101	100,078
JUNEAU	9	2,108	34,401
KENOSHA	30	8,657	150,321
KEWAUNEE	3	1,868	27,538
LA CROSSE	16	5,446	117,254
LAFAYETTE	5	982	25,776
LANGLADE	3	1,355	26,462
LINCOLN	5	2,279	37,115
MANITOWOC	13	6,932	97,580
MARATHON	26	8,389	159,404
MARINETTE	4	3,392	59,002



MARQUETTE	4	1,395	22,128
MILWAUKEE	81	23,967	635,507
MONROE	9	3,059	54,378
OCONTO	10	3,741	53,886
ONEIDA	7	3,074	50,839
OUTAGAMIE	33	11,676	209,314
OZAUKEE	5	5,470	90,783
PEPIN	1	547	10,338
PIERCE	5	2,861	50,301
POLK	7	3,325	58,788
PORTAGE	7	3,663	78,865
PRICE	4	1,126	19,962
RACINE	29	10,266	180,362
RICHLAND	4	1,172	20,440
ROCK	26	8,650	171,558
RUSK	5	872	18,980
ST. CROIX	26	6,226	110,497
SAUK	17	4,079	76,272
SAWYER	1	1,021	22,268
SHAWANO	5	2,893	51,045
SHEBOYGAN	19	9,304	119,536
TAYLOR	3	1,436	28,120
TREMPEALEAU	4	2,085	44,433
VERNON	6	1,749	33,897
VILAS	7	1,951	34,205
WALWORTH	34	8,218	128,551
WASHBURN		1,155	22,879
WASHINGTON	15	9,585	144,605
WAUKESHA	54	21,948	413,948
WAUPACA	28	3,987	65,296
WAUSHARA	6	2,070	35,278
WINNEBAGO	22	9,610	177,918
WOOD	9	5,311	99,175
MENOMINEE		80	1,981
OUT OF STATE	1	1,424	53,045
<b>Total Registrations</b>	<b>865</b>	<b>320,745</b>	<b>6,174,238</b>



## Section 4: Media Plan and Targeting List

### 4.1 2025 Wisconsin Communications Paid Media Plan

2025 Wisconsin Communications Plan			
Campaigns			
	Vendor	Funding Source	Amount
<b>Occupant Protection</b>			
<i>Click or Ticket</i>	Affirm	OP PM 405B	\$300,000
<i>CPS Heatstroke Prevention</i>	Affirm	402 OP PM	\$100,000
Wisconsin Broadcaster Association	Affirm	OP PM 405B	\$100,000
John Kuhn	Affirm	OP PM 405B	\$25,000
Donald Driver	Affirm	OP PM 405B	\$90,000
<b>Impaired Driving</b>			
<i>Drive Sober or Get Pulled Over</i>			\$100,000
<i>Sports Marketing</i>	Affirm		\$100,000
University of Wisconsin Badger Sports	Affirm		\$90,000
Green Bay Packers	Affirm		
<i>PSB Green Bay Option</i>	Affirm		\$160,000
Milwaukee Bucks	Affirm		\$125,000
<i>PSB Bucks Option</i>	Affirm		\$80,000
University of Marquette	Affirm		\$275,000
Milwaukee Brewers	Affirm		\$80,000
<i>PSB Brewers Option</i>	Affirm		\$80,000
Northwoods League	Affirm		\$250,000
Green Bay Gamblers	Affirm		\$80,000
Madison Capital	Affirm		\$80,000
Madison Forward	Affirm		\$15,000
<b>MC Safety</b>			
<i>Share the Road with MC</i>	Affirm		\$55,000
Twins MC Safety	Affirm		\$10,000
Driver Awareness of MC	Affirm		\$50,000
MC Summer Awareness	Affirm		\$165,000
MOSAC Rider Coach Recruitment and Rider Training	Affirm		\$50,000
High Crash Months Share the Road Awareness	Affirm		\$185,000
<b>Teen Driving</b>			
VNN Fall Sports	Affirm		\$6,200
VNN Spring Sports	Affirm		\$5,800
Wisconsin Interscholastic Athletic Association	Affirm		\$75,000
Wisconsin Interscholastic Athletic Association	Affirm		\$90,000



Bike & Ped	Affirm		\$ 73,000
<b>Bicycle Share the Road</b>	Affirm		\$ 6,000
<b>Wisconsin Bike Fed</b>			
<b>Bike Fed Magazine (Print and Digital)</b>	Affirm		\$ 60,000
<b>Bike Safety</b>	Affirm		\$ 75,000
<b>Division BMX</b>	Affirm		\$ 10,000
Distracted & Reckless Driving			
<b>Spokesperson; Bobby Portis</b>	Affirm		\$ 125,000
<b>Distracted Driving Month</b>	Affirm		\$ 60,000
<b>Reckless Driving Run MKE market March Madness</b>	Affirm		\$ 200,000
<b>MKE Reckless Driving</b>	Affirm		\$ 125,000
<b>Fall Buckle Up, Phone Down</b>	Affirm		\$ 120,000
<b>Spring Buckle Up, Phone Down</b>	Affirm		\$ 120,000
Other Media			
<b>Channel 47 MSG2TEENS</b>	Affirm		\$ 200,000
<b>UMOJA; AA</b>	Affirm		\$ 6,200
<b>Milwaukee Times Journal</b>	Affirm		\$ 4,000
<b>Spanish News Journal; HA</b>	Affirm		\$ 10,000
<b>State Fair DSP/DOT</b>	Affirm		\$ 10,000
<b>Right Brain Digital Media for Affirm. CC service &amp; TV editing</b>	Affirm		\$ 6,000
<b>Affirm Mthly Svc Fee</b>	Affirm		\$ 5,000
Amendment Buys	Affirm		\$ 39,000
<b>Campaign Development</b>			
Occupant Protection			\$ 200,000
<b>Total Planned Expenditures</b>			\$ 4,196,200



## 4.2 Grant Target Data

Note: Red Highlight Indicates Top 30 Ranking from High (1) to Low (30)

County name	ESTIMATED POPULATION	KAB RATE PER 10,000 PERSONS	TOTAL CRASHES	TOTAL FATALITIES	TOTAL INCAP INJURIES	KAB RATE PER 100M VMT	IMPAIRED RANKING	OP RANKING	SPEED RANKING	MOTORCYCLE RANKING	BIKE-PED RANKING		OVERALL RANK (1 - 72)	Overall Equity Rank 1-72
Milwaukee	1	36	1	1	1	1	5	1	2	8	41		1	1
Kenosha	8	28	5	4	6	3	2	4	3	7	30		2	6
Rock	9	26	7	3	5	6	1	3	1	1	54		3	3
Racine	5	41	4	6	4	4	4	8	8	4	52		4	3
Polk	33	9	42	20	16	8	3	7	5	5	49		5	68
Walworth	15	35	17	12	9	21	15	17	10	2	65		6	20
Sheboygan	13	5	13	16	24	14	6	22	12	15	60		7	60
Columbia	26	17	23	7	18	40	7	13	18	21	11		8	68
Dane	2	68	2	2	2	42	8	15	14	23	13		9	20
Fond du Lac	16	46	14	17	12	28	9	6	13	29	20		10	60
Outagamie	6	65	6	11	8	18	18	48	25	10	45		11	20
Dodge	19	47	22	12	21	29	14	12	16	34	14		12	60
Sawyer	56	18	60	32	18	12	59	43	4	14	58		13	6
Brown	4	70	9	10	7	51	13	16	15	32	5		14	20
Manitowoc	21	49	18	14	28	23	11	10	35	39	36		15	35
Monroe	30	11	28	27	22	35	25	60	21	11	42		16	6
Oconto	38	15	43	23	29	32	20	27	46	6	43		17	51
Wood	22	50	27	20	20	11	51	23	45	9	71		18	35
Waukesha	3	69	3	4	3	59	24	20	20	20	68		19	60
Waupaca	28	34	34	27	27	19	12	11	7	35	69		20	35
Winnebago	7	61	8	14	10	34	26	32	34	16	71		21	51
St. Croix	17	62	15	17	13	22	21	45	39	31	56		22	20
La Crosse	12	57	11	32	15	15	35	53	27	12	32		23	35

Waushara	47	7	46	32	41	17	31	24	6	24	70		24	20
Sauk	25	55	20	7	17	57	23	2	37	41	57		25	6
Clark	41	23	41	25	35	33	56	5	9	64	10		26	6
Adams	53	13	54	41	53	5	16	36	26	25	1		27	6
Jefferson	20	56	19	19	23	39	34	31	22	40	28		28	35
Marathon	11	63	12	9	14	58	29	35	43	30	37		29	35
Washington	10	64	10	22	11	45	32	18	29	17	67		30	60
Grant	27	42	26	32	30	24	42	39	28	22	22		31	60
Portage	23	53	24	23	26	53	10	19	17	36	50		32	51
Pierce	34	54	47	37	39	10	22	56	36	3	48		33	68
Barron	32	39	40	27	31	49	44	26	51	48	3		34	6
Burnett	61	6	64	51	49	27	19	33	23	38	7		35	35
Shawano	36	12	29	26	55	37	17	9	50	52	59		36	20
Iowa	48	8	48	46	43	30	47	46	52	27	25		37	60
Langlade	55	19	52	51	49	7	48	65	53	18	34		38	20
Green	39	48	36	43	54	9	39	41	11	49	23		39	51
Chippewa	24	52	25	27	32	61	43	59	40	26	9		40	68
Juneau	46	3	38	43	37	63	30	44	44	54	29		41	35
Douglas	35	44	32	37	33	48	37	57	70	19	16		42	35
Eau Claire	14	67	16	31	25	54	52	50	32	51	18		43	35
Marinette	37	27	30	37	39	70	28	14	19	50	38		44	6
Lincoln	45	21	39	37	48	62	36	38	54	33	35		45	51
Vilas	49	14	49	69	44	13	33	37	49	61	64		46	35
Buffalo	67	4	65	57	59	46	40	61	24	13	6		47	35
Pepin	69	2	69	63	64	2	55	51	72	37	47		48	51
Dunn	31	51	35	41	38	64	38	28	33	46	17		49	35
Oneida	40	40	31	48	42	41	27	62	41	47	44		50	51
Calumet	29	66	37	43	44	26	46	69	56	43	8		51	51
Trempealeau	43	29	45	51	36	52	49	21	48	53	62		52	35
Florence	72	1	70	61	70	16	68	55	42	45	19		53	20
Jackson	50	10	44	46	47	72	71	29	62	57	27		54	20

Taylor	52	32	53	57	55	20	41	58	59	56	61		55	6
Lafayette	58	25	51	63	58	38	53	34	30	58	33		56	35
Ozaukee	18	71	21	32	33	68	57	67	61	67	46		57	60
Door	44	30	33	61	46	56	60	42	38	68	15		58	51
Bayfield	64	20	61	48	57	71	58	47	47	59	4		59	20
Richland	57	33	55	55	60	44	54	30	57	55	53		60	1
Vernon	42	58	50	48	52	43	45	63	67	42	63		61	6
Kewaunee	51	59	56	57	61	36	64	25	31	69	31		62	68
Green Lake	54	45	59	63	62	25	66	54	58	63	24		63	3
Crawford	60	31	63	57	65	50	62	70	60	28	12		64	20
Marquette	59	22	58	55	63	60	72	71	63	44	39		65	35
Forest	68	24	67	71	66	47	50	49	55	65	21		66	6
Washburn	63	16	57	67	51	66	65	72	65	62	66		67	20
Rusk	65	37	66	51	69	65	69	40	68	70	55		68	20
Price	66	43	68	63	68	55	61	52	64	66	51		69	6
Menominee	71	72	72	70	72	31	70	68	66	60	40		70	6
Iron	70	38	71	71	71	67	63	66	71	71	26		71	20
Ashland	62	60	62	67	67	69	67	64	69	72	2		72	6

**Equity Scores by County**

**2020 Variable Name:**

**Notes:** Yellow Highlight Indicates Higher than Statewide Average. Teal Box in Column Indicates Highest Percentage of Category

County Details		Equity Criteria - Percentage of County Population										Equity Results		
County	Population	Age 5-17	Age 65+	With Disability	People of Color	Below Poverty Level	People without Access a Vehicle	Linguistic Isolation: Little/No English	Educational Attainment: No HS	Noncitizen, Foreign Born	Tribal Govt Area	Equity Score	Equity Criteria %	Equity Rank
Adams	19,857	15%	30%	20%	10%	22%	2%	0.89%	10%	2.5%	Yes	5	50%	6
Ashland	15,487	22%	20%	17%	17%	28%	3%	0.07%	5%	1.1%	Yes	5	50%	6
Barron	45,526	22%	22%	13%	7%	23%	2%	0.50%	7%	2.9%	Yes	5	50%	6
Bayfield	15,066	17%	28%	17%	16%	21%	2%	0.14%	3%	1.3%	Yes	4	40%	20
Brown	268,673	23%	14%	10%	19%	16%	2%	2.00%	5%	5.7%	Yes	4	40%	20
Buffalo	12,782	20%	23%	14%	5%	16%	2%	0.54%	6%	1.6%	No	3	30%	35



Burnett	15,534	17%	28%	18%	9%	23%	1%	0.18%	5%	1.4%	Yes	3	30%	35
Calumet	49,960	24%	15%	9%	9%	11%	1%	0.85%	4%	3%	No	2	20%	51
Chippewa	66,305	21%	17%	11%	7%	17%	2%	0.41%	5%	1.7%	Yes	0	0%	68
Clark	34,981	29%	16%	11%	8%	23%	3%	1.80%	11%	2.7%	Yes	5	50%	6
Columbia	58,129	21%	18%	11%	8%	13%	2%	0.64%	5%	2.5%	Yes	0	0%	68
Crawford	15,729	20%	24%	13%	6%	21%	3%	0.64%	6%	1.9%	Yes	4	40%	20
Dane	560,936	20%	13%	8%	21%	15%	3%	1.28%	2%	8.7%	Yes	4	40%	20
Dodge	87,857	20%	18%	11%	10%	14%	2%	0.54%	6%	2.6%	No	1	10%	60
Door	27,905	16%	29%	13%	6%	14%	2%	0.61%	3%	3.2%	No	2	20%	51
Douglas	43,171	20%	19%	15%	9%	19%	3%	0.40%	5%	2.7%	No	3	30%	35
Dunn	46,199	19%	15%	12%	7%	20%	2%	0.71%	4%	3%	No	3	30%	35
Eau Claire	105,519	20%	15%	13%	11%	18%	3%	0.74%	3%	3.7%	Yes	3	30%	35
Florence	4,298	15%	26%	18%	3%	20%	2%	0%	6%	0.1%	No	4	40%	20
Fond du Lac	104,609	21%	18%	12%	11%	14%	2%	0.58%	5%	3.3%	Yes	1	10%	60
Forest	9,085	20%	23%	15%	22%	25%	2%	0.15%	7%	0.7%	Yes	5	50%	6
Grant	51,424	21%	17%	11%	5%	23%	2%	0.32%	5%	1.6%	No	1	10%	60
Green	37,068	22%	19%	12%	6%	15%	2%	0.80%	5%	2.1%	No	2	20%	51
Green Lake	19,105	22%	22%	15%	8%	21%	2%	0.92%	6%	1.6%	No	6	60%	3
Iowa	23,546	23%	19%	11%	6%	14%	1%	0.14%	3%	1.7%	No	1	10%	60
Iron	5,687	15%	31%	19%	5%	23%	3%	0%	4%	1.1%	Yes	4	40%	20
Jackson	21,156	21%	18%	12%	14%	21%	2%	0.92%	7%	1.9%	Yes	4	40%	20
Jefferson	83,929	21%	17%	11%	11%	14%	2%	0.89%	6%	3.2%	No	3	30%	35
Juneau	26,969	20%	20%	16%	6%	23%	1%	0.47%	7%	2.3%	Yes	3	30%	35
Kenosha	171,466	23%	14%	13%	25%	18%	2%	1.60%	7%	7.4%	No	5	50%	6
Kewaunee	20,551	21%	20%	12%	6%	12%	2%	0.52%	4%	2.2%	No	0	0%	68
La Crosse	117,941	20%	16%	11%	11%	18%	3%	1.05%	3%	2.8%	Yes	3	30%	35
Lafayette	16,644	24%	19%	12%	6%	20%	2%	1.24%	6%	2.6%	No	3	30%	35
Langlade	19,048	20%	24%	16%	7%	23%	2%	0.22%	8%	1.5%	Yes	4	40%	20
Lincoln	27,353	19%	22%	14%	5%	18%	3%	0.15%	6%	1.2%	No	2	20%	51
Manitowoc	78,879	21%	20%	12%	10%	16%	3%	1.21%	5%	2.8%	No	3	30%	35
Marathon	136,505	23%	17%	12%	12%	16%	2%	1.24%	5%	3.9%	Yes	3	30%	35
Marinette	40,194	19%	24%	17%	5%	21%	3%	0.12%	7%	1.4%	No	5	50%	6
Marquette	16,042	19%	24%	17%	7%	18%	2%	0.42%	7%	1.6%	No	3	30%	35
Menominee	4,439	33%	14%	17%	93%	36%	3%	0%	5%	0.3%	Yes	5	50%	6
Milwaukee	941,997	24%	14%	12%	50%	28%	5%	2.95%	8%	9.2%	Yes	7	70%	1
Monroe	46,589	25%	17%	13%	10%	19%	3%	0.85%	6%	2.5%	Yes	5	50%	6
Oconto	38,248	20%	20%	14%	5%	15%	1%	0.15%	6%	1%	Yes	2	20%	51
Oneida	36,048	17%	25%	14%	5%	15%	2%	0.17%	5%	1.2%	Yes	2	20%	51
Outagamie	190,903	23%	15%	10%	13%	13%	2%	0.82%	4%	3.6%	Yes	4	40%	20
Ozaukee	89,707	21%	20%	9%	9%	10%	1%	0.45%	2%	5.1%	No	1	10%	60
Pepin	7,236	21%	22%	13%	4%	17%	2%	0.58%	7%	1.5%	No	2	20%	51
Pierce	43,240	20%	14%	10%	6%	12%	1%	0.26%	3%	1.9%	No	0	0%	68
Polk	44,428	20%	20%	13%	5%	16%	1%	0.24%	4%	1.3%	Yes	0	0%	68



Portage	70,538	19%	17%	11%	9%	18%	2%	0.78%	4%	3.8%	Yes	2	20%	51
Price	13,333	17%	26%	15%	6%	23%	3%	0.16%	6%	1.7%	No	5	50%	6
Racine	196,173	23%	16%	13%	29%	20%	2%	1.09%	6%	5%	No	6	60%	3
Richland	16,817	22%	24%	14%	6%	23%	3%	1.00%	7%	2.1%	Yes	7	70%	1
Rock	164,794	23%	16%	13%	18%	20%	2%	1.15%	6%	4.7%	No	6	60%	3
Rusk	14,382	20%	24%	16%	5%	24%	2%	0.29%	8%	1.2%	No	4	40%	20
Sauk	64,814	23%	18%	12%	9%	16%	2%	1.00%	6%	3%	Yes	4	40%	20
Sawyer	16,840	18%	26%	15%	23%	24%	2%	0.08%	6%	1.1%	Yes	5	50%	6
Shawano	41,283	21%	21%	14%	14%	19%	2%	0.21%	6%	1.2%	Yes	5	50%	6
Sheboygan	115,661	22%	18%	10%	16%	14%	2%	1.06%	4%	6%	No	4	40%	20
St. Croix	93,684	24%	13%	9%	6%	9%	1%	0.06%	2%	2.3%	No	1	10%	60
Taylor	20,280	24%	19%	12%	4%	20%	3%	1.19%	8%	1.3%	No	5	50%	6
Trempealeau	30,114	25%	18%	10%	11%	15%	2%	1.48%	5%	4.1%	Yes	3	30%	35
Vernon	30,972	26%	19%	10%	4%	24%	3%	0.89%	7%	1.2%	Yes	5	50%	6
Vilas	22,996	16%	30%	16%	15%	18%	2%	0.30%	4%	1.4%	Yes	3	30%	35
Walworth	104,822	20%	17%	12%	15%	16%	2%	1.32%	6%	5.6%	No	4	40%	20
Washburn	15,369	19%	27%	17%	6%	23%	2%	0.63%	6%	1.1%	Yes	4	40%	20
Washington	137,801	22%	18%	10%	7%	9%	1%	0.33%	3%	2.6%	No	1	10%	60
Waukesha	409,226	21%	18%	9%	12%	8%	1%	0.67%	3%	5.6%	No	1	10%	60
Waupaca	50,570	21%	21%	14%	6%	16%	2%	0.56%	6%	1.6%	Yes	3	30%	35
Waushara	24,971	18%	24%	15%	11%	17%	2%	0.85%	9%	2.7%	No	4	40%	20
Winnebago	174,994	20%	16%	12%	12%	18%	2%	0.91%	4%	3.6%	No	2	20%	51
Wood	73,134	22%	20%	15%	8%	19%	2%	0.56%	5%	2.2%	Yes	3	30%	35
Total Population	5,794,384	21%	20%	13%	12%	18%	2%	0.68%	5%	2.7%				



## Section 5: Certifications and Assurances

- 5.1 NHTSA Appendix A to Part 1300 – See Attachments
- 5.2 NHTSA Appendix B to Part 1300 – See Attachments

## Section 6: Appendices

### 6.1 405(b) Occupant Protection Supporting Documents

Per 23 CFR 1300.21, below is one example of planned sustained seatbelt enforcement projects where activity takes place during non-CIOT timeframes, detailing the project(s) basis in Wisconsin's problem ID to inform selection of law enforcement agencies located where at least 70% of either the State's unrestrained passenger occupant fatalities occurred or combined unrestrained fatalities and serious injuries occurred.

Seat Belt Enforcement Grant 2024      SBE-2024-RACINE CO SO-00127

## Work Plan / Budget Request

**Instructions:**

- Please complete this page, then click the **Save** button.
- Required fields are marked with an \*.

**Federal Grant Period:**  
 Grant activities are funded for one federal fiscal year. The federal fiscal year 2024 runs from October 1, 2023 through September 30, 2024. Funded fiscal year activities may begin no earlier than October 1st and end no later than September 30th. **Grant activity may not begin until grant has been approved or have been notified by BOTS to begin.**

**Work Plan/Calendar:**  
 The Work Plan/Calendar contained within this contract is a term of the contract. It describes timing and level of enforcement activity. At a minimum, during the term of this contract:

Grantee will implement at least one deployment each month within the specified grant period as planned in the Work Plan/Calendar.

Agencies that receive funding for overtime enforcement must participate in the national mobilizations during the timeframes listed below. Sign-up for mobilizations is in Wise-Grants and is accomplished by activating an activity report under the **View Available Opportunities** button on the home screen. Completing the activity report after the two week mobilization helps BOTS to provide NHTSA with accurate information about the level of enforcement activity in the state.

**Required Mobilizations**

- December 15, 2023 - January 1, 2024 (Winter Drive Sober)
- May 20, 2024 - June 2, 2024 (Click It Or Ticket National Mobilization)
- August 16, 2024 - September 2, 2024 (Labor Day Drive Sober)

**NOTE:**  
**During the course of the grant, Grantees will schedule a minimum of 50% of the hours of enforcement at night (6:00pm to 6:00am).**

If grantee cannot perform the planned patrols, BOTS must be notified. Failure to perform planned activity may be considered grounds for terminating the grant.

**WORK PLAN**  
**NOTE: If there is a month without entries there must be a "0" listed in the text box.**

Month	(A) Deployments		(B) Hours per Deployment	(C) Officers per Deployment	(D) Total Officer Hours (AxB)xC=D
October	3	4	8	96	
November	3	4	8	96	
December	3	4	8	96	
January	2	4	8	64	
February	2	4	8	64	
March	2	4	8	64	
April	3	4	8	96	
May	3	4	8	96	
June	2	4	8	64	

Seat Belt Enforcement Grant 2024

SBE-2024-RACINE CO SO-00127

July	2	4	8	64
August	2	4	8	64
September	3	4	8	96
<b>TOTAL</b>	<b>30</b>	<b>48</b>	<b>96</b>	<b>960</b>

**WORK PLAN ITEMS – Required:**

- BOTS enforcement grants will use the High Visibility Enforcement (HVE) model (at a minimum) during National enforcement periods. All remaining enforcement activity will be sustained enforcement.
- The three main elements of HVE are:
  - multiple agencies
  - working the same day and time
  - with a media component to educate the public
- Single officer deployments are discouraged and will require justification added to the monthly activity report.
- Grantee will assign only sworn, SFST-trained officers in patrols if the behavior they are attempting to modify is impaired driving. Part-time officers may be assigned only if the grant funded activity and their resulting weekly total hours do not exceed 39 hours.

30

5. Grantee agrees to implement 960 for a total of Enforcement hours

**Grant Reimbursable Hours & Rate:**

Grantee's estimate of funded reimbursable hours is based upon an estimated average hourly wage/fringe rate of \$67.70  
**Total amount of Wage/Fringe Based on above deployments and rate \$64,992.00.**

**Budget**

Item	Federal Grant	Local Match	Totals
Wage/Fringe	\$64,992.00	\$16,248.00	\$81,240.00
Travel/Mileage	Ineligible	\$	\$0.00
Training	Ineligible	\$	\$0.00
Contractual Services	Ineligible	\$	\$0.00
Equipment	Ineligible	\$	\$0.00
Materials & Supplies	Ineligible	\$	\$0.00
Other	Ineligible	\$	\$0.00
<b>Total</b>	<b>\$64,992.00</b>	<b>\$16,248.00</b>	<b>\$81,240.00</b>

**Activity Reporting:**

Grantee will complete the Activity Reports and submit them to BOTS no later than the 15<sup>th</sup> of the month following the activity.

agree to the terms and conditions above. \*

**Name of Project Coordinator:** Aaron Schmidt

**Title of Project Coordinator:** Sergeant

**Date:** 9/16/2023 8:57:52 AM





## 6.2 405(c) State Traffic Safety Information Systems Improvement

### Traffic Safety Records Project Summary

Project Title	Database	Attribute	Budget
<b>CODES-Crash Outcomes and Data Evaluation System</b>	EMS	Completeness	\$140,000
<b>WisTransPortal Safety Data Warehouse</b>	Crash	Integration	\$145,000
<b>WisTransPortal Predictive Crash Research &amp; Development</b>	Crash	Accessibility	\$85,000
<b>TOPS Lab Traffic Records Systems Planning and Coordination</b>	Roadway	Integration	\$250,000
<b>Estimating Bicycle Volumes in Wisconsin Using Crowdsourced Data</b>	Roadway	Completeness	\$100,000
<b>Community Maps</b>	Crash	Accessibility	\$110,000
<b>Bicycle and Pedestrian Count Program</b>	Roadway	Completeness	\$150,000
<b>A Large-scale Automated Non-Motorist Data Collection Process through Deep Learning, Image Processing &amp; Spatial Analytics (DLIPSA)</b>	Roadway	Completeness	\$125,000
<b>AccSafety: Bridging Research and Practice - Cloud-Based Implementation of Safety Research for Real-World Application</b>	Roadway	Accessibility	\$175,000
<b>DT4000 Crash Data Work Zone Information Accuracy Assessment</b>	Crash	Accuracy	\$65,000
		<b>Total</b>	<b>\$1,345,000</b>

6.3 405f Supporting Documentation

Wisconsin Motorcycle Statewide Program Data



## Autocycle and Motorcycle Registrations, Training Sites and Courses by County

County Name	Autocycles	Motorcycle	All Registrations	Training Sites	Courses
ADAMS	9	1,980	33,875		
ASHLAND	3	801	18,019	1	4
BARRON	6	3,208	59,149	1	26
BAYFIELD	1	1,194	22,273		
BROWN	31	13,331	300,799	4	124
BUFFALO	6	1,101	19,258		
BURNETT		1,341	23,101		
CALUMET	11	3,334	57,019		
CHIPPEWA	9	4,448	81,671		
CLARK	6	1,927	41,868		
COLUMBIA	16	3,877	70,911	1	0
CRAWFORD	4	1,043	19,603		
DANE	49	18,516	502,656	3	119
DODGE	18	6,345	110,183		
DOOR	6	3,461	44,223	1	4
DOUGLAS	2	2,442	52,611	1	4
DUNN	11	2,620	50,702		
EAU CLAIRE	13	4,736	104,193	1	24
FLORENCE		377	7,543		
FOND DU LAC	11	6,559	118,997	1	24
FOREST	1	658	13,381		
GRANT	6	3,234	57,954	1	13
GREEN	13	2,795	45,536		
GREEN LAKE	4	1,344	24,905		
IOWA	2	1,499	30,529		
IRON	1	544	9,229		
JACKSON	3	1,525	29,741	1	25
JEFFERSON	15	6,101	100,078	1	0
JUNEAU	9	2,108	34,401		
KENOSHA	30	8,657	150,321	3	31
KEWAUNEE	3	1,868	27,538		
LA CROSSE	16	5,446	117,254		
LAFAYETTE	5	982	25,776		
LANGLADE	3	1,355	26,462	1	3
LINCOLN	5	2,279	37,115		
MANITOWOC	13	6,932	97,580	1	11
MARATHON	26	8,389	159,404	4	45
MARINETTE	4	3,392	59,002		
MARQUETTE	4	1,395	22,128		
MILWAUKEE	81	23,967	635,507	4	73



MONROE	9	3,059	54,378		
OCONTO	10	3,741	53,886		
ONEIDA	7	3,074	50,839	1	18
OUTAGAMIE	33	11,676	209,314	2	79
OZAUKEE	5	5,470	90,783	1	17
PEPIN	1	547	10,338		
PIERCE	5	2,861	50,301		
POLK	7	3,325	58,788		
PORTAGE	7	3,663	78,865		
PRICE	4	1,126	19,962	1	3
RACINE	29	10,266	180,362		
RICHLAND	4	1,172	20,440		
ROCK	26	8,650	171,558	1	15
RUSK	5	872	18,980		
ST. CROIX	26	6,226	110,497	1	16
SAUK	17	4,079	76,272		
SAWYER	1	1,021	22,268		
SHAWANO	5	2,893	51,045	1	19
SHEBOYGAN	19	9,304	119,536	2	82
TAYLOR	3	1,436	28,120	1	5
TREMPEALEAU	4	2,085	44,433		
VERNON	6	1,749	33,897		
VILAS	7	1,951	34,205		
WALWORTH	34	8,218	128,551		
WASHBURN		1,155	22,879		
WASHINGTON	15	9,585	144,605		
WAUKESHA	54	21,948	413,948	4	94
WAUPACA	28	3,987	65,296		
WAUSHARA	6	2,070	35,278		
WINNEBAGO	22	9,610	177,918	1	58
WOOD	9	5,311	99,175	1	17
MENOMINEE		80	1,981		
OUT OF STATE	1	1,424	53,045		
<b>Total Registrations</b>	<b>865</b>	<b>320,745</b>	<b>6,174,238</b>	<b>47</b>	<b>953</b>



**2023 MC Crashes by County  
Ranked High to Low**

<b>TOTAL</b>	<b>921</b>
MILWAUKEE	198
DANE	61
WAUKESHA	57
OUTAGAMIE	51
WINNEBAGO	38
RACINE	35
KENOSHA	31
ROCK	27
SHEBOYGAN	27
WALWORTH	26
LA CROSSE	24
WASHINGTON	23
MARATHON	21
BROWN	20
FOND DU LAC	20
MANITOWOC	19
ST. CROIX	16
EAU CLAIRE	15
PORTAGE	14
OZAUKEE	13
JEFFERSON	12
COLUMBIA	11
DODGE	11
SAUK	10
GRANT	9
BARRON	7
CALUMET	7
MARINETTE	7
MONROE	7
PIERCE	7
WOOD	7
DUNN	6
POLK	6
CHIPPEWA	5
DOOR	5
ONEIDA	5
WAUSHARA	5
GREEN	4
LANGLADE	4
OCONTO	4
TAYLOR	4
BUFFALO	3
JUNEAU	3
KEWAUNEE	3
LINCOLN	3



ADAMS	2
CLARK	2
DOUGLAS	2
FOREST	2
JACKSON	2
PRICE	2
RICHLAND	2
RUSK	2
SHAWANO	2
VILAS	2
BURNETT	1
CRAWFORD	1
GREEN LAKE	1
IOWA	1
MARQUETTE	1
MENOMINEE	1
TREMPEALEAU	1
VERNON	1
WASHBURN	1
WAUPACA	1
ASHLAND	0
BAYFIELD	0
FLORENCE	0
IRON	0
LAFAYETTE	0
PEPIN	0
SAWYER	0

## MC Training Sites by County

Number of Sites	
Ashland County	1
Barron County	1
Brown County	5
Columbia County	1
Dane County	3
Door County	1
Douglas County	1
Eau Claire County	1
Fond Du Lac County	1
Grant County	1
Jackson County	1
Jefferson County	1
Kenosha County	3
Langlade County	1
Manitowoc County	1
Marathon County	3
Milwaukee County	6
Oneida County	1
Outagamie County	2
Ozaukee County	1
Price County	1
Rock County	1
Shawano County	1
Sheboygan	1
Sheboygan County	1
St Croix County	1
Taylor County	1
Waukesha County	4
Winnebago County	1
Wood County	1

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

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

State: Wisconsin

Fiscal Year: 2025

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

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

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

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



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

## **NONDISCRIMINATION**

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

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  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;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  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;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  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;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

### **RESTRICTION ON STATE LOBBYING**

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

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

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

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

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
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 primary tier 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 tier 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 tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 the transaction for cause or default.

## CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). 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 “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 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 participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

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

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

## **CERTIFICATION ON CONFLICT OF INTEREST**

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

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

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

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

### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

**[Click here to validate form fields and permit signature](#)**




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Signature Governor's Representative for Highway Safety

7/31/24

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Date

Craig Thompson, Secretary, Wisconsin DOT

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Printed name of Governor's Representative for Highway Safety

**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: \_\_\_\_\_

Fiscal Year: \_\_\_\_\_

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
\_\_\_\_\_
  
- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;  
\_\_\_\_\_
    - Coverage of all passenger motor vehicles;  
\_\_\_\_\_
    - Minimum fine of at least \$25;  
\_\_\_\_\_
    - Exemptions from restraint requirements.  
\_\_\_\_\_
  
- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).
  
- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).
  
- The State's comprehensive occupant protection program is provided as follows:
  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:



- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
  - Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    - \_\_\_\_\_
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
    - *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
    - *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from youth cell phone use ban  
\_\_\_\_\_
- Prohibition on Viewing Devices While Driving**  
The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant
  - *Legal citations:*
    - Prohibition on viewing devices while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

- Motorcycle Rider Training Course**
  - The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
[Check at least one of the following boxes below and fill in any blanks.]
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at \_\_\_\_\_  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

□ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

□ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

- Applying as a Law State—
  - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
*Legal citation(s):*  
\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*  
\_\_\_\_\_.

- Applying as a Data State—
  - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*



The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

○ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

\_\_\_\_\_ (location).

○ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

\_\_\_\_\_ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

\_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



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Signature Governor's Representative for Highway Safety

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Date

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Printed name of Governor's Representative for Highway Safety