

**STATE OF WISCONSIN**

**FEDERAL FISCAL YEAR 2009**

**HIGHWAY SAFETY PERFORMANCE PLAN**

**(GRAPHIC FROM DANE NET)**

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# State of Wisconsin FFY 2009

## Highway Safety Plan

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**State of Wisconsin**  
**Federal Fiscal Year 2009**  
**Highway Safety Performance Plan**

**VISION**

**Zero fatalities.** Our transportation system is essential to society's continuing prosperity and an inescapable component to everyday life in Wisconsin; we do not accept casualties as a foregone consequence of that system. Wisconsin citizens and state policymakers work toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many, and we work toward saving as many lives as possible using the resources available.

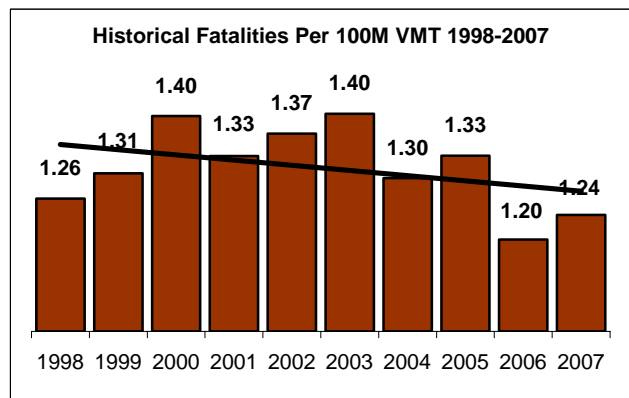
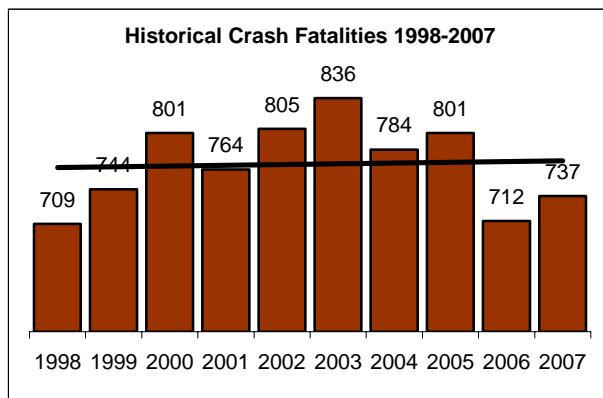
**MISSION**

**Statewide Highway Safety Coordination:** The Bureau of Transportation Safety (BOTS) coordinates a statewide behavioral highway safety program, using federal funds given back to the state through the National Highway Traffic Safety Administration (NHTSA), State taxes, and other resources. Funds are primarily used to change system users' behavior by: enforcing traffic laws; increasing drivers' perception of the risk of being ticketed for non-compliance; increasing public awareness of the dangers of crashes; and informing system users of the best way to avoid or reduce the injury severity of a crash.

Through analysis and targeting, BOTS works to provide leadership, innovation, and program support in partnership with state, county, and community traffic safety activists, professionals, and organizations.

**STATE GOAL**

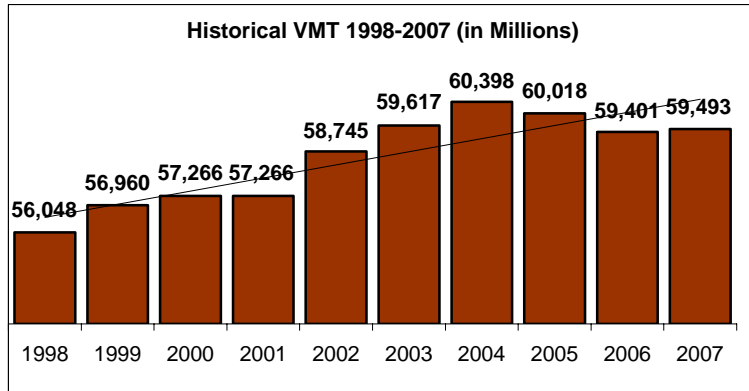
As the graphs indicate, at the state level, the number of deaths trends slightly upward from 1998 to 2007, although the mileage death rate trends generally downward.



Wisconsin continues to strive to reach the national goal of one fatality per 100 million Vehicle Miles Traveled (VMT). Originally, the national goal was to achieve one fatality per 100M VMT by 2008; the new target date is 2011. There were 737 fatalities in Wisconsin in 2007, making the rate 1.24 per 100M VMT.

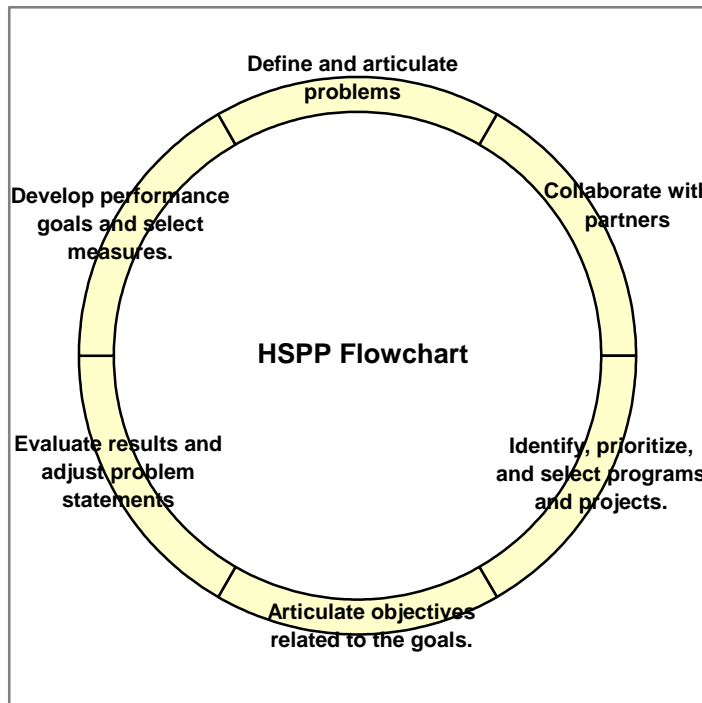
In order to achieve the goal of one fatality per 100M VMT by 2011, Wisconsin must reduce fatalities by 5.25% per year through 2011 (if VMT stays at 2007 levels).

The chart below provides historical VMT in millions from 1998-2007.



NHTSA identified on a national scale that, of the driver causes of crashes, decreases in speeding and impaired driving paired with increased safety belt use, offer the greatest opportunity to attain this goal.

### HIGHWAY SAFETY PLANNING PROCESS



The highway safety planning process is circular and continuous. At any one time during the year the Bureau of Transportation Safety may be working on previous, current, and upcoming fiscal year plans. The flowchart above illustrates the components of the planning process.

#### ***Highway Safety Planning Timeline:***

November to January	Prepare the prior year's Annual Report. This document is the companion report to the same year's Highway Safety Performance Plan. The report provides NHTSA and the public with a summary of how funds were actually spent in that fiscal year.
January and Continuing	Distribute Annual Report and obtain input for future programming. Each program expert obtains formal and informal recommendations, resources, and information from traditional and non-traditional partners and stakeholders, including public health, emergency medical services, enforcement and adjudication, not-for-profit organizations, businesses and community coalitions. This activity continues throughout the year (see appendix of partners <a href="#">Give appendix page number</a> ). During

	the first quarter of each year, BOTS program analysts and managers review the prior year's data and study the effectiveness of prior year projects. They also perform literature reviews and review best practices from other states.
January to May	Preliminary crash data for the prior calendar year are available by April. In most cases, the most recent 10 years of crash data are used to determine the magnitude of the problem posed by each crash type and to develop trend lines. Goals are set using a five-year rolling average. In addition, conviction, medical, demographic, survey, program effectiveness, and other relevant data are analyzed and used as appropriate to generate rates, identify disproportionate representation of subgroups, trends, etc., for each program area.
April to August	Evaluate the nature and magnitude of each type of state-level and program area problem and each target location or group; establish the effectiveness of proposed program activities in addressing the problem; and determine the availability of resources to be applied to the problem and availability of data and information to be used to determine progress toward goals. Continuing activities that are determined to have been effective are funded at progressively decreasing federal share. Recommendations from state program assessments are integrated into program objectives and funded activities. Each program expert brings information from the processes described above to a committee of the Bureau of Transportation Safety. The group examines data indicating the magnitude and severity of the problem in each program area, identifies areas of overlapping results for proposed activities, and introduces partner organizations' priorities and opportunities for coordination. The group then determines which projects should be funded and the appropriate level of activity that will support the statewide goal and performance measures. At the project level, high risk target populations, jurisdictions and behaviors are identified as in the following example: all alcohol and speed-related crash data from the three previous years for every jurisdiction in Wisconsin are analyzed, from those involving property damage, through all ranges of injuries, and those that resulted in death. These data are scientifically weighted, following established statistical protocol (see appendix give appendix number). From this work, the Bureau identifies those places in Wisconsin with the largest number of crashes due to excess alcohol use or speed. Upon factoring in each location's population density, a snapshot of the state's most likely places for similar crashes per capita is established.
Continuing	<p>Final crash numbers are provided to analysts in early July; however, VMT is not finalized until mid-August. Goals that had previously been set using estimated rates are adjusted/confirmed using final rates. The annual Highway Safety Performance Plan (HSPP) is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the WisDOT 2006-2008 Strategic Highway Safety Plan.</p> <p>The ten items of highest priority in the Department's 2006-08 Strategic Highway Safety Plan are listed in priority order below (HSPP-related goals bolded):</p> <ol style="list-style-type: none"> <li>1. <b>Increase seat belt use/air bag effectiveness</b></li> <li>2. Improve design/operation of intersections</li> <li>3. <b>Improve data/decision support systems</b></li> <li>4. <b>Reduce speed-related crashes</b></li> <li>5. <b>Reduce impaired driving</b></li> <li>6. Minimize consequences of leaving roadway</li> <li>7. Design safer work zones</li> <li>8. Reduce head-on and cross-median crashes</li> <li>9. Keep vehicles on the roadway</li> <li>10. <b>Increase driver awareness.</b></li> </ol> <p>Feedback from NHTSA management reviews, such as the Impaired Driving Special Management Review 2007, the Occupant Protection Special Management Review 2006, and the Management Review 2005, is reviewed and incorporated into the planning process as well. Other strategic plans are incorporated such as the 2006-</p>

	2009 Wisconsin Traffic Records Strategic Plan and the Wisconsin Public Health Plan for the Year 2010. Priority is given to the NHTSA Administrator's Motor Vehicle and Highway Safety Priorities, as well as overlapping FHWA and FMCSA safety priorities and goals. Internal approval of the plan is received and the HSPP is submitted to NHTSA.
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### **State-level Problem Identification**

The Problem ID Process is integral to the Planning Process. Information used in Problem ID includes WisDOT state crash, conviction, vehicle, roadway, traffic and survey data, BOTS program effectiveness studies, demographic and other census data, emergency department, hospital discharge and death data from the state Department of Health, national surveys and other relevant data. These data are used, as appropriate, in trend, factor, disproportion and other analyses of each program area. The ID process is identified under the justification sections of each program plan.

***2009 Highway Safety Plan***

***By Program Area***

Justifications, Goals and Measures, Activities, and Budgets

# PLANNING AND ADMINISTRATION PROGRAM PLAN



## Program Justification, Performance Goals and Measures

### Justification

The success of any strategic effort requires planning, administration, and commitment from many levels. The analysis, planning, coordination, and direction of the overall behavioral change effort are performed with in-house staff of the Bureau of Transportation Safety. NHTSA rules limit the amount of 402 funds available to support the planning and administration of the program, to 10% of total 402 funds expended. States must match federal funds to support planning and administration program.

### Performance Goals and Measures

Federal highway safety funds and related funds are distributed into science-based, targeted activities that are most likely to decrease the burden of crashes, deaths and injuries on Wisconsin roadways. The activities will be administered following state and federal rules and guidelines. The effectiveness of funded and non-funded activities in meeting national, state and priority program goals is evaluated and results are incorporated into planning future activities.

- o Produce timely, accurate and complete plans and reports by December 2009.
- o Administer planned activities by end of FFY2009.
- o Incorporate budget liquidation plan into HSPP planning process and spend down set-aside funds in a timely manner.
- o Document financial management, program management.

PLANNING and ADMINISTRATION - Budget Summary			
09-01-01-PA	Planning & Administration	\$335,000	402
State	Appropriation 562 Planning, Administration	\$336,000	
	Program total	\$671,000	

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

### Program Management/Analysis

Administer the highway safety program described in the Highway Safety Performance Plan and Strategic Highway Safety Plan, coordinate safety planning, activities and resources with partners, develop and manage budget and financial monitoring system, develop and administer policies and procedures, analyze data, and produce all required documents.

Assistant to the Director, Program Supervisor, Program Assistant and a student limited-term employee, support the Governor's Representative for Highway Safety and the State Highway Safety Coordinator in the planning and administration of Wisconsin's Highway Safety Program. Federal funds provide wage and fringe for two full-time employees and two limited-term employees, data processing costs, materials and supplies, training and travel, and printing and postage.

(402) 09-01-01-PA \$335,000

State match: Wage and fringe for one and one half full-time administrative employees, two full-time planning employees, travel and training, office space, equipment, rent, data processing equipment, mailings, association memberships.

(State) \$336,000

# OCCUPANT PROTECTION PROGRAM PLAN

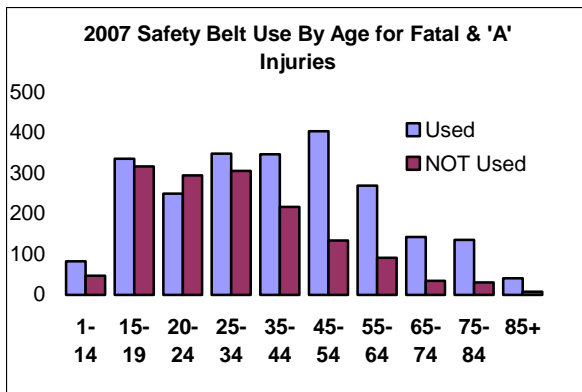
## Program Justification, Performance Goals and Measures

### Justification

*In 2000 (base year), Wisconsin's observed average statewide safety belt use was 65.4%, 1,148 persons were ejected or partially ejected in crashes and 40.5% of crash victims who were not belted were either killed or incapacitated. In 2008, observed average statewide safety belt use was 74.2%. There were 67,695 convictions for failure to fasten safety belts and 3,489 convictions for child restraint violations entered in Wisconsin driver records in 2007.*

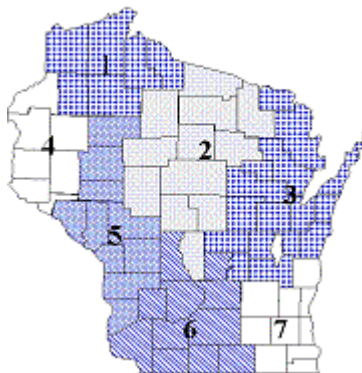
*If you were in a fatal or injury crash for the period 1994-2007 and were not using safety equipment, you were 44.8 (7.21% vs. 0.16%) times more likely to be either partially or totally ejected from the vehicle. In addition, you were 10.9 (14.05% vs. 1.29%) times more likely to be killed than someone who was wearing a shoulder and lap belt at the time of the crash. A 14.05% fatality rate equates to approximately a one in seven chance of being killed, given the constraints.*

*The graph below illustrates not only which age groups are involved in the majority of fatal and incapacitating crashes, but also their safety belt usage (when known) in 2007. Safety belt usage lags with the most inexperienced drivers/occupants; those between the ages of 15 and 24. After that point, usage rates reverse for each age group, and occupants in serious crashes are more likely to be wearing their safety belts. The information below is from all occupants of passenger vehicles and utility trucks during 2007.*



#### Belt Use by Region – Summer 2008

Belt use varies by almost 7% across the state. The Green Bay/Appleton area is highest at 79.2% and the Madison area is lowest at 72.4%.



Region	2008 Usage
1 Superior/Northern WI	74.1%
2 Wausau/Rhineland	73.0%
3 Green Bay/Appleton	79.2%
4 Minneapolis/St. Paul	73.9%
5 La Crosse/Eau Claire	74.2%
6 Madison	72.4%
7 Milwaukee	73.5%

## Performance Goals and Measures

### Average Belt Use and Child Safety Seat Use

2000 Baseline	65.4%
2008 Current	74.2%
2009	77.9%
2011	85.9%

### Unbelted Fatalities and 'A' injuries

2002-06 Baseline	3.01/100M VMT
2007 Current	2.50/100M VMT
2009	2.26/100M VMT
2011	2.04/100M VMT

### Ejection Rate/Fatal and Injury Crashes

2002-06 Baseline	1.91%
2007 Current	1.94%
2009	1.72%
2011	1.56%

### Child Safety Seat Installation

We expect to certify 150 students in the proper installation of child safety seats and increase the number of fitting stations by three in 2009.
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## Program Management

- Coordinate, plan, and manage the state Occupant Protection Program. Wage and fringe, data processing, materials and supplies, training and travel, printing, and postage are included.
- Continue to provide leadership, training, and technical assistance to agencies, organizations, and non-profit programs interested in occupant protection education and training.
- Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs. Encourage communities and grantees to view occupant protection as a sustained effort rather than an occasional enforcement mobilization.
- Act as a liaison between local communities, law enforcement agencies, planners, advocacy programs, and various divisions of the DOT.
- Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends.

(402) 09-02-01-OP                      \$5,000  
(State)    \$15,000

## Regulation and Policy

- Work with employers around the state to encourage safety belt use for their employees by making it a policy.
- Encourage law enforcement agencies that receive Federal Highway Safety program funds to develop and enforce an employee safety belt use policy.
- Encourage health providers to make questions about safety belt use a regular part of their health risk screening.

## Law Enforcement

Plan statewide participation, voluntary, and overtime-funded enforcement for the national high-visibility "Click It or Ticket" Mobilization.

- Overtime Enforcement, "Click It or Ticket" CIOT.

(402) 09-02-03-OP                      \$550,000

- Enforcement and Equipment.

(405) 09-02-08-K2                      \$300,000

- Non-overtime Equipment Grants.

(402) 09-02-03-OP                      \$150,000

**Communication Program**

- o Review and update information regarding child passenger safety, safety belt materials and other items in both Spanish and English.
  - o Create state-specific occupant protection message using CIOT and messages targeted at the teen driver.
  - o Duplicate print and video materials for distribution to the public.
  - o Review and update web-based information and materials for accuracy and to reduce printing and duplication costs.
- (402) 09-02-02-OP \$150,000  
(2011) \$65,000
- o Plan and contract for Paid Media for “Click It or Ticket” Mobilization, and a sustained safety belt media campaign reflecting the safety belt message.
- (402PM) 09-02-05-PM \$750,000

**Child Passenger Safety (CPS)**

- o Child Passenger Safety Assessment
  - o Statewide Child Passenger Safety Advisory Committee.
  - o Support and Administer CPS Training. Provide additional CPS training trailers
  - o Grants for child safety restraints.
- (2011) \$30,000  
(2011) \$5,000  
(2011) 09-02-06-K3 \$200,000  
(2011) 09-02-07-K3 \$100,000

**Outreach Program**

- o Convincer support for maintenance and upkeep, travel and 0.5 LTE.
  - o Grants to communities for new fitting stations and child safety restraints for qualified low-income families.
  - o Contract for CPS Outreach and Education, development of new CPS materials to reflect law changes.
  - o CPS training for law enforcement agencies and judges.
  - o Youth safety belt initiatives.
- (402) 09-02-02-OP \$40,000  
(405) 09-02-08-K2 \$145,000  
(405) 09-02-08-K2 \$200,000  
(405) 09-02-08-K2 \$75,000  
(405) 09-02-08-K2 \$250,000

**Data and Program Evaluation**

- o Occupant Protection Program Assessment
  - o Contract for CIOT Mobilization Pre/Post Observational Surveys to include April/May/June Observational Surveys.
  - o Contract for CIOT Knowledge, Attitude, and Behavior (KAB) Surveys to include April/May/June/November telephone surveys to evaluate the effectiveness of paid media.
  - o Contract for DMV survey analysis to support CIOT evaluations.
- (405) 09-02-08-K2 \$30,000  
(402) 09-02-04-OP \$135,000  
(402) 09-02-04-OP \$85,000  
(402) 09-02-04-OP \$30,000

OCCUPANT PROTECTION – Budget Summary			
09-02-01-OP	Program Management/Delivery	\$5,000	402
		\$15,000	State
09-02-02-OP	PI&E	\$150,000	402
	Community Activities, Convincer	\$40,000	402
09-02-03-OP	Enforcement-CIOT Mobilization, Rural	\$700,000	402

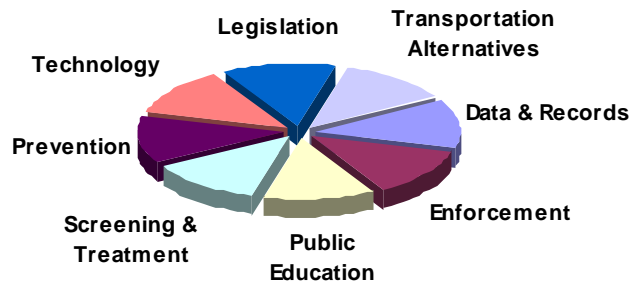
09-02-04-OP	Evaluation – Surveys	\$250,000	402
09-02-05-PM	CIOT Paid Media	\$750,000	402PM
09-02-06-K3	Child Safety Education & Training	\$200,000	2011
09-02-07-K3	Child Passenger Safety – Restraint & Fitting Station Grants	\$100,000	2011
	CPS Assessment	\$30,000	2011
	Committee Support	\$5,000	2011
	CPS PI&E	\$65,000	2011
09-02-08-K2	Section 405 Child Passenger Safety	\$1,000,000	405
	Total 402	\$1,145,000	
	Total 402PM	\$750,000	
	Total 2011	\$400,000	
	Total 405	\$1,000,000	
	Total State	\$15,000	
	Program Total	\$3,310,000	

## IMPAIRED DRIVING PROGRAM PLAN

### Program Justification, Performance Goals and Measures

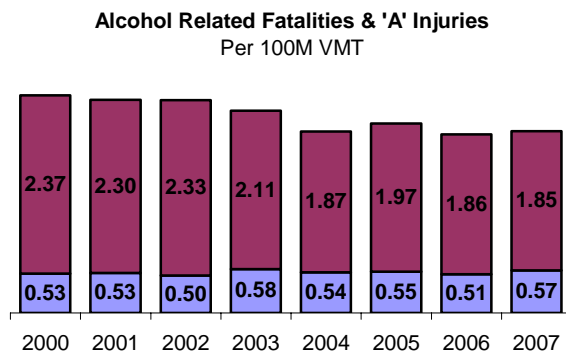
Impaired driving continues to be a serious problem in Wisconsin. Our problem has been highlighted in various ways through the media recently. There have been several high-profile fatal crashes involving repeat drunk drivers and child fatalities as well as reports of parents allowing their children to act as “designated drivers.” In addition, two reports comparing U.S. states were written. The first<sup>1</sup> was a “State Progress Report” created by Mother’s Against Drunk Driving, which reported on each state’s progress toward drunk driving. Wisconsin was ranked as the worst state in the country. The second<sup>2</sup> report that came out was study done by Substance Abuse & Mental Health Services Administration (SAMHSA) which surveyed persons aged 18 or older on whether they had driven under the influence of alcohol or illicit drugs in the last year. Wisconsin’s estimated rate was highest with a 26.4% affirmative response. The average national rate was 15.1 percent.

Getting control of the impaired driving problem and changing the behavior of Wisconsin motorists means tackling the problem with varied approaches. Wisconsin is largely a rural state; what works in our few metropolitan areas, may not change what is happening in the rest of the state. There is no silver bullet, but instead a series of necessary components that work in tandem.



The pie graph above illustrates the comprehensive approach that needs to be considered in each community. The size of the pie pieces does not reflect their relative import and would vary depending on where you are in the state.

As the graph below illustrates, combined alcohol-related fatalities and incapacitating (‘A’) injuries have declined since 2000. However, fatalities have increased. In 2000, the alcohol fatality rate was 0.53 per 100M VMT compared to 0.57 per 100M VMT in 2007.

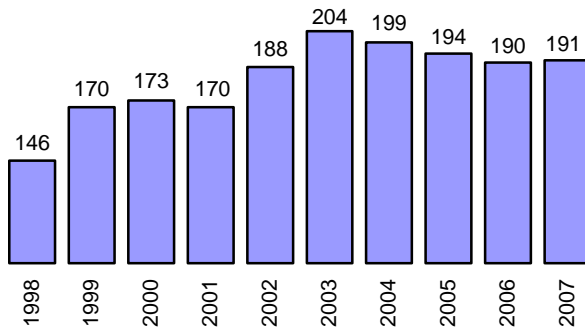


<sup>1</sup> MADD Report: CAMPAIGN TO ELIMINATE DRUNK DRIVING STATE PROGRESS REPORT November 15, 2007.

In another measure, Wisconsin's problem would appear to be increasing year to year. In 2000 (Wisconsin's base year), 9,096 alcohol related crashes resulted in 301 deaths (38% of all deaths) and 6,836 injuries. In 2007, 9,096 alcohol-related crashes resulted in 301 deaths (38% of all deaths) and 5,552 injuries.

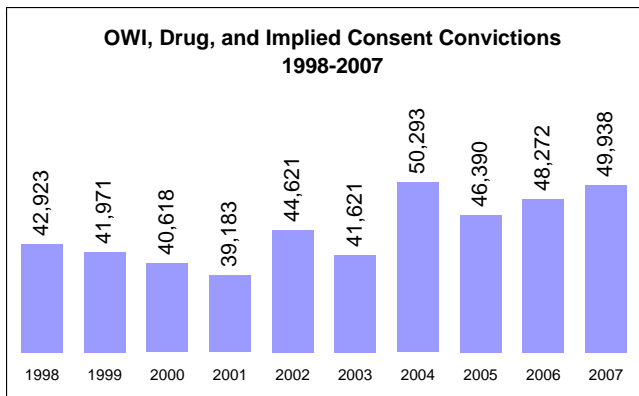
The graph provides the actual number of drivers killed each year since 1998 in crashes in which their alcohol concentration was above 0.08.

**Drivers Killed with Tested AC Higher than 0.08**



In 2000, 35.9% of all alcohol citations were for repeat-offenders, and 165 of the drivers killed in alcohol-related crashes and tested exceeded the .10 AC per se limit. In 2007, 34.1% of all alcohol citations were for repeat offenders, and 191 of the drivers killed in alcohol-related crashes and tested exceeded the 0.08 AC per se limit. In 2007, 49,938 convictions for operating a motor vehicle while intoxicated were entered into driver records.

**OWI, Drug, and Implied Consent Convictions  
1998-2007**



Wisconsin applied for 2008 Section 410 funding as a Programmatic State, with its five qualifying criteria of (1) high-visibility impaired driving enforcement program, (2) alcohol rehabilitation program, (3) underage drinking prevention program, (4) outreach and education, and (5) increasing fatal BAC testing.

<sup>2</sup> SAMHSA Report: NSDUH Report April 17,2008: State Estimates of Persons Aged 18 or Older Driving Under the Influence of Alcohol or Illicit Drugs



## **Performance Goals and Measures**

### Alcohol and Drug Related Motor Vehicle Crashes

2002-06 Baseline	15.19/100M VMT
2007 Current	14.48/100M VMT
2009	13.07/100M VMT
2011	11.80/100M VMT

### Resulting Deaths and A Injuries

2002-06 Baseline	2.67/100M VMT
2007 Current	2.56/100M VMT
2009	2.31/100M VMT
2011	2.08/100M VMT

### Proportion of Alcohol and Drug Related Fatalities

2002-06 Baseline	43.37%
2007 Current	49.25%
2009	41.27%
2011	37.24%

## **Program Management and Strategic Planning**

- Coordinate, plan, and manage the state impaired driving programs, with assistance of 0.5 FTE state support. Goals include enhancing volunteer agency participation, increasing community involvement, working with community organizations and non-profit programs to expand impaired driving activities and efforts, and encouraging state and local input into the HSP development process. Wage and fringe, data processing, materials and supplies, training and travel, printing, and postage are included.

*(402) 09-03-01-AL \$180,000*

- Ongoing support of Governor's Council Subcommittee on Impaired Driving to research best practices and to make recommendations for top issues to the Governor's Council by December 2008. Include travel, meals and lodging.

*(410) 09-41-01-K8 \$2,000*

- Provides for developing a formalized plan for impaired driving program from outside stakeholders, partners, and leaders into the annual HSP process. Includes cost of facilities, marketing, logistics and other fees.

*(410) 09-41-01-K8 \$5,000*

## **Prevention**

### ***Promote Responsible Alcohol Service***

- Establish relationship with the hospitality industry to educate others on the dangers of drinking and driving. Collaborate and share basic drinking and driving facts and how it affects their industry and other industries.

*(402) 09-03-02-AL \$5,000*

- Collaborate with MADD and other organizations to improve working relationships among law enforcement, prosecutors, judges and the criminal justice system to enhance the effectiveness of the alcohol program. Provide incentives and visible recognition for outstanding fieldwork in the areas of reducing impaired driving.

*(402) 09-03-02-AL \$50,000*

- Develop relationships with organizations and businesses to discuss the impact on employers who employ staff with drinking problems especially as it relates to driving, missed work time, and health and societal costs.

*(402) 09-03-02-AL \$25,000*

- Provide access to up-to-date educational materials and current data to the public, and community prevention organizations/collaborations that will assist them to develop successful prevention programs.

*(410) 09-41-02-K8 \$200,000*

*(402) 09-03-02-AL \$200,000*

### **Promote Transportation Alternatives**

- Alternative transportation programs at the community level for weekend and special events during the summer or holidays.

(402) 09-03-03-AL \$125,000

- Tavern League Safe Ride Program.

(State) 531 \$170,097

### **Conduct Community-Based Programs**

- Establish two diverse community driving programs located in communities with diverse populations and proven local leadership willing to employ one or more evidenced-based strategies and projects known to decrease alcohol use and impaired driving.

(410) 09-41-09-K8 \$150,000

- Pay training costs for state and local advocates and professionals to attend impaired driving and youth high-risk driving training.

(410) 09-41-06-K8 \$25,000

### **Drugged, Drowsy and Distracted Driving**

- Develop a program to raise awareness on the scope and dangers of impaired driving with prescription drugs, while being drowsy, or distracted. Work with medical community and others to determine how the public can be more responsible when choosing to drive while impaired under these influences. Research the dangers of how drugged and/or drowsiness affects driving and share best practices. Provide equipment to reduce lab time when testing for drugs.

(410) 09-41-02-K8 \$125,000

### **Criminal Justice System**

#### **Enforcement**

- Plan statewide participation, encourage voluntary participation and provide overtime funding for the high-visibility Labor Day alcohol enforcement crackdown. Encourage law enforcement agencies to make OWI a priority by writing citations, sponsoring media events and working overtime in geographical areas where impaired driving is highest.
- Plan and provide overtime and equipment funding for the high-visibility sustained "Alcohol Saturation Patrols" – consisting of at least monthly overtime enforcement and publicity in targeted jurisdictions. Provide guidance to agencies on how to properly execute saturation patrols. July 4<sup>th</sup> Alcohol/Speed High Visibility Enforcement.

(402) 09-03-04-AL \$300,000

(410) 09-41-03-K8 \$825,000

- Continue to coordinate the partnership with the Department of Justice and the Department of Transportation for the Standardized Field Sobriety Testing (SFST) certification for the 520-hour training curriculum; support SFST training – instructor wages, printing, postage and alcohol workshops -until DOJ takes over. Standardized Field Sobriety Testing Advisory Committee – travel, meals, and lodging. Pay costs related to recertification for SFST personnel as deemed necessary by DOJ/BOTS.

(410) 09-41-04-K8 \$75,000

- DRE (Drug Recognition Expert) and SFST 8 Hour Drug Block Training - instructor wages, printing, postage, lodging and meals for instructors and students. DRE Program Oversight Committee support. Consultant fee and/or LTE position - LEL, travel materials and data processing equipment.

(410) 09-41-05-K8 \$55,000

- Pay costs for training related to Drug Impairment Training for Educational Professionals (DITEP) and partners training as deemed necessary to BOTS/DPI and support National Highway Traffic Safety Administration/BOTS training and related conference attendance for BOTS personnel and partners.

(410) 09-41-05-K8 \$20,000

- Provide equipment for non-funded agencies conducting overtime enforcement during Mobilization and Crackdown. Expand collaborative efforts between law enforcement agencies.

(402) 09-03-04-AL \$150,000

#### **Publicizing High Visibility Enforcement**

- Plan and contract for Paid Media for the new national Labor Day Alcohol Crackdown theme.

(402PM) 09-03-06-PM \$250,000  
 (410PM) 09-41-11-PM \$250,000

**Prosecution**

- o UW Law School Resource Center on Impaired Driving – costs for services provided by legal, support and administration staff, law students, office materials, printing, postage and indirect fees. Communicate law changes and regulations with statewide partners. Train Resource Prosecutors and assist OWI prosecution when requested. Make prosecutors and judges aware of law changes and regulations through training or publications.
- o Regional training programs for prosecutors and judges are developed by the TSRP (Traffic Safety Resource Prosecutor) using NHTSA Courses.

(410) 09-41-07-K8 \$251,000

**Adjudication**

- o OWI Drug Courts. Final phase of LaCrosse three-year contract that demonstrates the effectiveness and cost effectiveness of an OWI Treatment Court in reducing recidivism, OWI citations and OWI crashes, injuries and deaths. Start up other new drug courts in other counties utilizing best practices and lessons learned from LaCrosse.

(410) 09-41-08-K8 \$150,000

**Communication Program**

- o Develop statewide public information and education campaign to reduce OWI injuries and fatalities based on NHTSA’s goals and objectives utilizing various methods such as the Web, print, and TV. Contractual services for product and placement, printing and postage. Work with partners, revise and update all information, identify needs, target information to the correct audiences, including adding some Spanish versions and put information on Website to reduce production costs. Develop and disseminate “Best Practices” information.

(402) 09-03-02-AL \$100,000

**Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation**

- o Intervention Outreach: In partnership with medical communities, provide training and collaborate to increase visibility of longer-term health issues due to OWI crashes and injuries. Develop information through various media to encourage the public to speak with community health advocates about drinking issues. Educate medical staff in Emergency and Urgent Care centers about the benefits of early alcohol intervention.

(410) 09-41-02-K8 \$50,000

- o Intensive Supervision Programs (ISP): This pretrial court intervention program is designed to monitor, supervise and connect the repeat OWI offender with assessment and treatment as soon as possible after the arrest and before conviction. This early intervention and monitoring before conviction or sentencing makes Wisconsin’s model unique and focuses on prevention. Refine core ISP program components for all programs; develop a standardized risk assessment tool.

(State) 568 \$779,400

**Program Evaluation and Data**

- o Consultant fees and contractual service to provide baseline and post-mobilization information about public attitudes and behaviors with regard to impaired driving and the enforcement of impaired driving laws.

(402) 09-03-05-AL \$35,000

- o Consultant fee and contractual services to develop and analyze a survey instrument to provide baseline regarding drug impaired drivers.

(402) 09-03-05-AL \$35,000

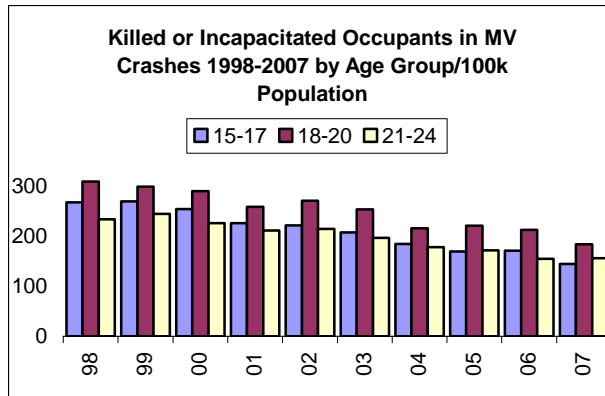
IMPAIRED DRIVING – Budget Summary			
09-03-01-AL	Program Management/Delivery	\$180,000	402
09-03-02-AL	PI&E – 402 funded	\$300,000	402
	Responsible Service/MADD/Collaboration	\$80,000	402
09-03-03-AL	Community Activities	\$125,000	402
09-03-04-AL	Enforcement	\$300,000	402

IMPAIRED DRIVING – Budget Summary			
	Enforcement – unfunded agencies	\$150,000	402
09-03-05-AL	Evaluation – Surveys	\$70,000	402
09-03-06-PM	Paid Media	\$250,000	402PM
09-41-01-K8	Planning and Research	\$7,000	410
09-41-02-K8	PI&E/Intervention Outreach	\$250,000	410
	Drugged, Drowsy or Distracted Driving	\$125,000	410
09-41-03-K8	Crackdown/Sat Patrol	\$825,000	410
09-41-04-K8	SFST Program Training Support	\$75,000	410
09-41-05-K8	DRE Drug Program Support	\$55,000	410
	DITEP Law Enforcement Partners Training	\$20,000	410
09-41-06-K8	Advocate Training Travel	\$25,000	410
09-41-07-K8	UW Law School RCID	\$251,000	410
09-41-08-K8	OWI Drug Courts	\$150,000	410
09-41-09-K8	Diverse Communities	\$150,000	410
09-41-11-PM	Paid Media	\$250,000	410PM
568	Pre-trial Intervention Community Project	\$779,400	State
531	Tavern League Safe Ride Program	\$170,097	State
	Total 402	\$1,205,000	
	402PM	\$250,000	
	Total 410	\$1,933,000	
	410PM	\$250,000	
	Total State	\$949,497	
	Program Total	\$4,587,497	

# **Youth Alcohol & Enforcing Underage Drinking Laws (EUDL) Program Plan**

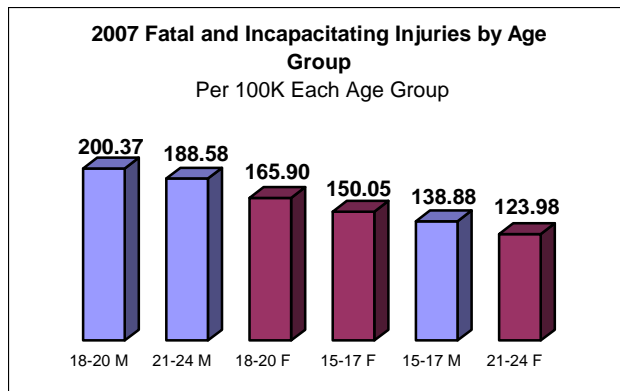
## Program Justification, Performance Goals and Measures Justification

Motor vehicle crashes are the leading cause of death for young people 15 to 24 years old. Young drivers make many judgment errors, they take risks due to inexperience and peer pressure and they fail to wear safety belts on a regular basis. Young people are disproportionately killed or injured in collisions, both in proportion to their percentage of the state's population and in relation to their proportion of licensed drivers. Teen drivers, compared to drivers in other age groups, have more crashes involving high risk factors. In 2007, only 5.3% of all licensed drivers were between the ages of 16-19 years old. Yet, these drivers accounted for 12% of all drivers in crashes.



The chart above illustrates that while the number of 15-24 year old occupants killed or incapacitated in crashes (relative to their population) is declining, the 18-20 year old age group is significantly higher than the other two groups.

After comparing how the age groups divide above, notice how they divide below between male and female.

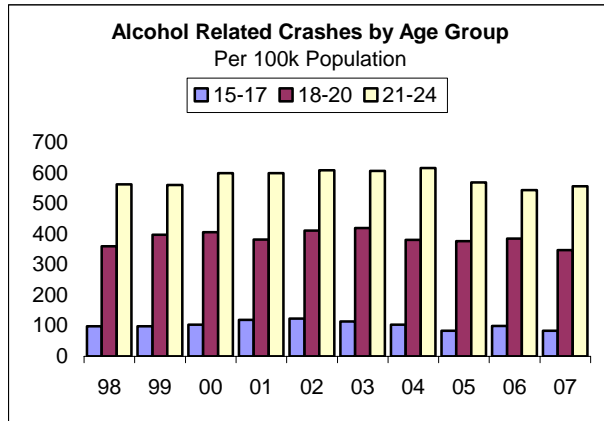


This graph illustrates that 18-24 year old males had the most occupants killed or incapacitated relative to their population.

In 2007, males constituted 56% of those injuries in the 18-20 year old age group. In the next highest group, 21-24 year olds, males outnumber females for fatal and incapacitating injuries (62%). This phenomenon is even stronger when only looking at fatalities (not as a rate over population) for males for the ages 15-24, where the males represent 71% of the total for the age group.

In 2007, teen drivers accounted for 9% of all drivers in crashes who were listed as had been drinking and 11% of those suspected of using other drugs.

*In Wisconsin, the number of alcohol related crashes in these three age groups has remained rather constant when weighted by the population of each age group.*



*Wisconsin remains high in self-reported underage alcohol consumption and binge drinking. The Century Council has found that 65% of underage WI youth say that they get the alcohol they drink from family, and friends, meaning they get it from their parents, their friends' parents, older siblings or family members or older friends, with or without permission. Only 7% of youth reported that they obtained alcohol from retailers who failed to check for identification. Turning a blind eye is as irresponsible as putting a drink in their hands.*

### Performance Goals and Measures

Combined Fatality and 'A' injuries (all ages combined)

2002-06 Baseline	230.26/100K pop.
2007 Current	194.11/100K pop.
2009	175.19/100K pop.
2011	158.11/100K pop.

Crashes involving alcohol (all ages combined)

2002-06 Baseline	380.00/100K pop.
2007 Current	349.94/100K pop.
2009	315.82/100K pop.
2011	285.03/100K pop.

Compliance checks

Work to establish compliance check baselines.
1,511 citations were issued in 2007. Fifteen law enforcement agencies participated in the 2007 CARD Program. Increase citations issued by 5% in 2009.

### Program Management

- Coordinate, plan, and manage the state Youth Alcohol and Enforcing Underage Drinking Laws program. Wage and fringe, data processing costs, materials & supplies, training and travel, printing and postage.
- Continue to provide leadership and technical assistance to agencies, organizations, and non-profit programs interested in youth alcohol issues.
- Act as a liaison and a partner with local communities, Regional Program Managers, various divisions of the DOT including law enforcement, the Department of Health and Family Services, and the Department of Public Instruction.
- Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends.

*Funds included in Impaired Driving Program Plan Section of 2009 HSP*

**Law Enforcement**

- Enforcement – the CARD/Compliance Check Program has proven very successful in Wisconsin. Studies have clearly demonstrated a relationship between age, risk factors and crash involvement. Wisconsin has implemented compliance check programs statewide as a part of its Enforcing the Underage Drinking Laws Program through the Office of Juvenile Justice and Delinquency Prevention (OJJDP).
- The CARD Program grantees will be active partners during statewide mobilizations; they will be encouraged to participate in the high-visibility Labor Day alcohol enforcement crackdown and during the high-visibility sustained “Alcohol Saturation Patrols.” They will be responsible for getting the message out to their students and parents, attending press events, handing out brochures, hanging posters, etc.

*(EUDL) 09-44-02-JX      \$300,000*  
*(410) 09-41-03-K8      \$100,000*

**Outreach Programs**

- Alternatives to drugs and alcohol: conference sponsorship, speaker support, developing and printing impaired driving and underage drinking materials, etc.
- Coordinate efforts with DPI and DHFS: to work with local communities to promote evidence based and best practices program enhancement.
- Social Norms Marketing: Support effective evidence based programs and/or activities at the post-secondary level that are aimed at reducing impaired driving and underage drinking. Continue support for the University of Wisconsin System’s partnerships with their 2 and 4 year campuses and with Wisconsin private and technical colleges to provide a network for distributing a toolbox of strategies, materials and program ideas addressing high risk youth behaviors.
- Community Programs – Research findings and successful programs suggest a comprehensive and multifaceted approach that includes all community members. These programs are a part of other community based prevention activities such as college community and coordinated community efforts.
- Program grantees will be active partners during statewide mobilizations; they will be encouraged to participate in the high-visibility Labor Day alcohol enforcement crackdown and during the high-visibility sustained “Alcohol Saturation Patrols.” They will be responsible for getting the message out to their students and parents, attending press events, handing out brochures, hanging posters, etc.

*(410) 09-41-09-K8      \$200,000*

**Public Education and Training**

- Provide access to up-to-date educational and/or motivational materials and current data to the general public, youth, and community prevention organizations/collaborations that will assist them in developing successful prevention programs.

*(410) 09-41-02-K8      \$200,000*  
*(EUDL) 09-44-01-JX      \$100,000*

**Evaluation Programs**

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

*(410) 09-41-10-K8      \$25,000*  
*(EUDL) 09-44-03-JX      \$15,000*

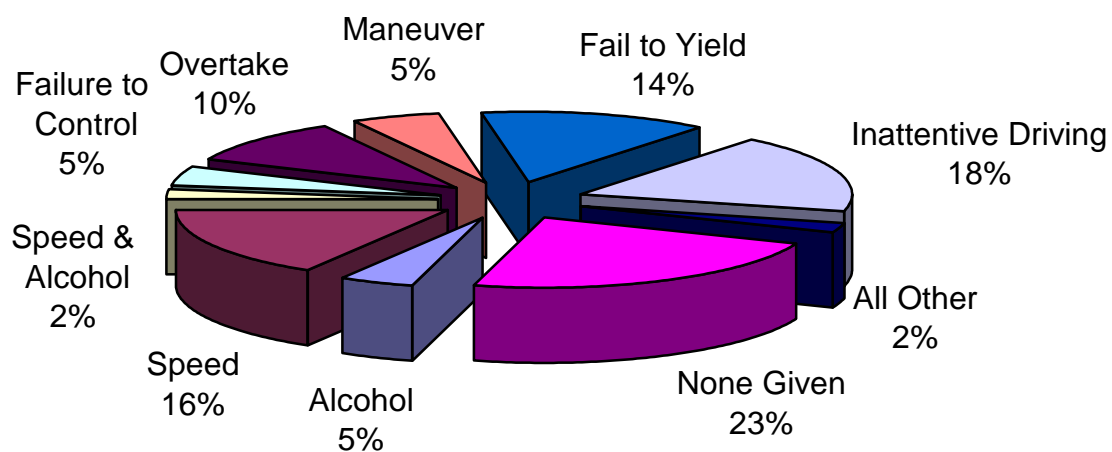
Youth Alcohol – Budget Summary			
09-41-02-K8	PI&E	\$200,000	410
09-41-03-K8	Enforcing Impaired Driving & Drinking	\$100,000	410
09-41-09-K8	Community Youth Program Outreach	\$200,000	410
09-41-10-K8	Evaluation	\$25,000	410



Youth Alcohol – Budget Summary			
09-44-01-JX	PI&E	\$100,000	EUDL
09-44-02-JX	Enforcing Underage Drinking	\$300,000	EUDL
09-44-03-JX	Evaluation	\$15,000	EUDL
09-44-04 JX	USDOJ-EUDL	\$350,000	EUDL
	Total USDOJ-EUDL	\$765,000	
	410 Total	\$525,000	
	Program Total	\$1,290,000	

## Speed-Management Program

### 2007 Primary Driver Possible Contributing Circumstances



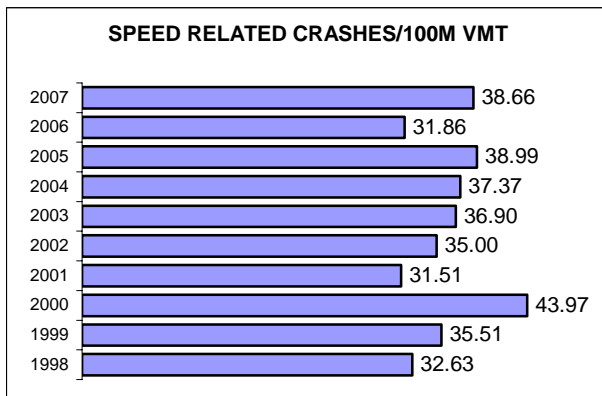
## Program Justification, Performance Goals and Measures

### Justification

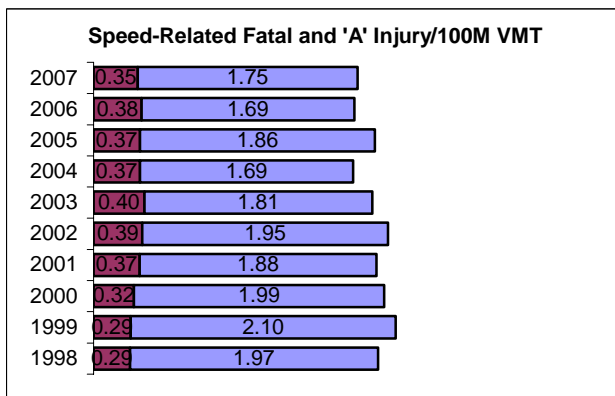
Speed is a factor in many crashes and is often underreported. Factors such as weather conditions or impaired driving overshadow the role of speed. When considering what a speed related crash is, a person should look at more than simply the "Speed" Possible Contributing Circumstance (PCC) when assessing a problem. Other PCCs such as "Speed & Alcohol", "Failure to Control", "Overtake", and "Failure to Yield" also have speed related implications. With more accurate reporting, speed-related crashes will be more completely reported, and speed will be understood as intrinsic to crash causation, even when combined with other driver factors, allowing enforcement and social marketing resources to be used more effectively. With additional law enforcement training on the importance of thorough traffic crash investigation, the number of reported speed-related crashes is likely to increase. As law enforcement reports more crashes as speed related and methods of imputing crashes as speed related with other PCCs develop, a paradox is created and it is difficult to set a declining goal.

Speeding is the most commonly cited driver behavior and the most common type of driver-caused crash. Speed-related crashes resulted in 34% of all deaths and 22% of all injuries in 2007. In addition, in 2007, 251 people died and 10,974 were injured in 22,998 speed-related crashes. There were 239,223 convictions for speeding violations entered into driver records in 2007.

Overall, and as illustrated below, speed related crashes have increased since 1998.



As illustrated below, speed related fatal injuries have increased since 1998 and 'A' injuries have been declining since 1998.



## Performance Goals and Measures

### Speed Related Crashes

2002-06 Baseline	36.04/100M VMT
2007 Current	38.66/100M VMT
2009	34.89/100M VMT
2011	31.49/100M VMT

### Combined Fatalities and Serious 'A' injuries

2002-06 Baseline	2.18/100M VMT
2007 Current	2.10/100M VMT
2009	1.90/100M VMT
2011	1.71/100M VMT

### Driver Possible Contributing Circumstances (PCC)

*Perception of risk of being ticketed for a speed violation will increase and speed will drop from the second most common driver PCC in 2000 to only 10% of driver PCC by 2010.*

2000 Baseline	16.2% of driver PCCs
2007 Current	16.3% of driver PCCs
2010	10.0% of driver PCCs

### Program Management

- Coordinate, plan, and manage the state Speed Management Safety Program. Wage and fringe, data processing, materials and supplies, training and travel, printing, and postage are included.
- Act as a liaison between local communities, law enforcement agencies, Regional Program Managers, and various divisions of the DOT.
- Work with Speed Management Working Group to develop and implement localized action plan that identifies specific speeding and speeding-related crash problems and the actions necessary to address problems and to establish the credibility of posted speed limits.

(402) 09-04-01-PT \$65,000  
(State) \$11,000

### Public Information, Education and Outreach

- Work with partners (law enforcement professional organizations, Wisconsin Highway Safety Coordinators Association and others) to develop handouts, posters, presentations, conferences, and other media campaigns and assure that information is up to date and meets needs.
- Develop aggressive driving PI&E and/or outreach materials.
- Target information to the correct audiences.
- Put information on DOT website to reduce production costs.
- Promote speed-management as a public policy priority by creating a network of partners to carry the speed management message through use of communications with the Regional Program Managers and Law Enforcement Liaisons.

(402) 09-04-02-PT \$250,000

### Training and Capacity Building

- Develop a training and evaluation plan, and support training for advanced traffic enforcement skills development.
- Provide speed-management program information and training opportunities for traffic court judges and prosecutors that outline the negative effects of speeding on the quality of life in their communities.

(402) 09-04-03-PT \$50,000

### Law Enforcement

- Support Law Enforcement Liaison outreach to enforcement agencies to encourage participation in mobilizations and other safety activities.

(402) 09-04-02-PT \$175,000

- o Plan statewide participation, encourage voluntary participation and provide overtime funding for the speed and aggressive driving enforcement campaign. Promote collaboration between agencies to perform saturation patrols for overtime enforcement.

*(402) 09-04-04-PT      \$1,000,000*

- o Non-overtime Equipment Grants and Recognition for law enforcement.

*(402) 09-04-04-PT      \$150,000*

**Paid Media**

- o Paid media using speed message to targeted audiences.

- o Following NHTSA Guidelines, plan for statewide, intense broadcast media to increase perception of stepped up enforcement and likelihood of being cited.

*(402PM) 09-04-07-PM      \$250,000*

**Evaluation Programs**

- o Evaluate the number of crashes, fatalities, and injuries and compare to prior data.

- o Identify counties that have low conviction rates for speeding tickets.

- o Conduct surveys to determine program effectiveness and public knowledge and attitudes about the speed management program.

- o Utilize engineering traffic data recorders and equipment to evaluate effectiveness of speed grants.

- o Evaluate the effectiveness of the funding provided. Attempt to determine if speed related crashes were reduced in areas where agencies were funded.

*(402) 09-04-05-PT      \$80,000*

SPEED MANAGEMENT PROGRAM – Budget Summary			
09-04-01-PT	Program Management	\$65,000	402
		\$11,000	State
09-04-02-PT	PI&E and Outreach	\$250,000	402
09-04-02-PT	LELs	\$175,000	402
09-04-03-PT	Training, Capacity Building	\$50,000	402
09-04-04-PT	Law Enforcement- Speed	\$1,000,000	402
09-04-04-PT	LE Equipment	\$150,000	402
08-04-05-PT	Evaluation	\$80,000	402
09-04-07-PM	Paid Media – new speed message	\$250,000	402
	Total 402	\$1,770,000	
	402 PM	\$250,000	
	Total State	\$11,000	
	Program Total	\$2,031,000	

# **TRAFFIC RECORDS IMPROVEMENT PLAN**

## Program Justification, Performance Goals and Measures

### Justification

Wisconsin's most recent Traffic Records Assessment (TRA) in March 2005 recommended improvements in incident location, crash data availability, transfer protocols for citation data, driver record format, state EMS run data and trauma registry, data sharing between all data owners, high-level support for Traffic Records Coordinating Committee (TRCC), with a senior executive level TRCC and a skilled TR Coordinator.

Wisconsin received a FFY 2007 Section 408 Highway Safety Information System Improvement Grant late in the FY and implemented it simultaneously with the FFY 2008 Highway Safety Plan. The June 2008 Traffic Records Strategic Plan incorporated the recommendations of the 2005 TRA and was coordinated with many of the Data and Decision Support Systems strategies in WisDOT's 2004-2008 Strategic Highway Safety Plan. Implementation of the 2008 updates of both strategic plans will be coordinated with this Highway Safety Plan.

The Traffic Records Coordinating Committee and a TR Coordinator is administering the 408 Program. Projects underway using Section 408 grants include local TraCS/Citation Tracking improvements, state agency justice system interfaces, WisTransPortal, geo-coding of past crash locations, Google map tools, WI Safety Data Resource Guide, Crash Outcomes Data Evaluation System (CODES) Report improvements and 2006 interstate linkage, injury data integration and Wisconsin Ambulance Run Data System (WARDS) training and access. Local agency IT capacity and training needs surveys and data quality audits/scoping and planning are planned for summer 2008. The FFY2008 TR plan continues much of this work.

### Performance Goals and Measures

Implement a statewide-integrated data collection and transmission system that improves the timeliness, consistency, completeness, accuracy, accessibility and linkage of transportation safety information and thus allows for comprehensive analysis of all traffic crashes for use in policy and program development and analysis.

The 2006-2009 Traffic Records Strategic Plan (TRSP) will be coordinated with Wisconsin's Strategic Highway Safety Plan (SHSP) and the Highway Safety Performance Plan (HSPP) to create and market a statewide integrated data collection network, analytical tools, and expertise available to highway safety stakeholders.

Surveys will be completed and program baselines will be established and updated as part of the 2006-2009 Strategic Plan process.

Products of the 2007 HSP, SHSP and TRSP will be published and/or distributed within a short time of being delivered and accepted.

### Program Management/Analysis

- o Coordinate, plan and manage the traffic records program. Administer Integrated TRSP and SHSP Data Sections. Wage and fringe, data processing costs, materials & supplies, training and travel, printing and postage.  
(402) 09-05-01-TR \$5,000  
(State 562) \$100,000
- o TRCC Meetings and Strategic Plan Development  
(402) 09-05-01-TR \$25,000
- o Program Evaluation Analyst 1.0 FTE  
(402) 09-05-02-TR \$80,000
- o Safety Research Analyst 2.0 FTE  
(State) \$150,000
- o Develop or purchase NHTSA-approved automated and/or on-line activity reporting and evaluation program and project management software.  
(402) 09-05-07-TR \$500,000

### **Automation/ BadgerTraCS (Traffic and Criminal Software) Implementation**

- Administer BadgerTraCS program; coordinate with federal, state and local partners to implement TraCS and Citation Tracking, including training, tech support, and communicate progress to all partners and stakeholders. Program changes to WisDOT files and to TraCS to include Motor Carrier Safety Assistance Program and Model Minimum Uniform Crash Criteria (MMUCC) reporting standards. Complete Strategic Plan for Law Enforcement Automation.  
(402) 09-05-03-TR \$200,000
- Year three grants to local and state agencies for Roll-out of Badger TraCS Suite and improvements in Citation Tracking.

(408) Monies based on Federal Formula

- Support TraCS users statewide on the continuation and improvement of eCitation Services, supporting the secure online routing of electronic citations and crashes to appropriate justice information systems.

(408) Monies based on Federal Formula

### **CODES Data Linkage**

- Support DH&FS linkage of 2007 data.  
(402) 09-05-04-TR 25,000  
(408) Monies based on Federal Formula
- Support 2007 CODES analyses, reports, and updates to Internet site.  
(402) 09-05-04-TR \$25,000
- Improve CODES reports, link 2006-2007 other states' data.

(408) Monies based on Federal Formula

### **Incident Location Tool Development**

- Evaluate existing and proposed changes to state roadway base maps and, working with TraCS Project, the Division of Transportation Investment Management and Geographic Information Officer (GIO), recommend alternative strategies for a state-sanctioned map tool that will interface with the TraCS software and can be used for on-site geo-coding of incident location.

(402) 09-05-05-TR \$30,000

(408) Monies based on Federal Formula

### **Highway Safety Coordinators Crash Data**

- Support the Wisconsin Highway Safety Coordinators statewide effort to improve the tracking and availability of motor vehicle crash data, starting with K crashes and adding a and all crashes in the future.

(402) 09-05-07-TR \$100,000

### **Surveys, Analyses, Publications**

- Establish baselines for safety program areas through Knowledge, Attitudes, and Behavior (KAB) injury surveys.
- Produce summary data publications as required Crash Facts, Alcohol Crash Facts, Motorcycle Facts.

(402) 09-05-06-TR \$220,000

- Survey all law enforcement in state regarding collection of racial profiling information on traffic stops. The Wisconsin State Patrol specifically collects racial profiling data on consent searches and has the ability to analyze nearly every stop made through electronic connections with the Wisconsin Department of Justice. Begin formal process of the collection and analysis, on a statewide basis, of racial profiling information through TraCS.

(1906) Applied as Assurance State for FFY 2008 funds.

### **Traffic Records Training**

- Provide TR Training to data collectors, analysts.

(402) 09-05-07-TR \$10,000

### **Highway Safety Information System**

- Support projects identified by the State TRCC in the 2006-2009 Traffic Records Strategic Plan



TRAFFIC RECORDS IMPROVEMENTS – Budget Summary			
09-05-01-TR	TRCC and Program Support	\$30,000	402
09-05-02-TR	Program Evaluation Analyst Position	\$80,000	402
09-05-03-TR	TraCS Implementation – Training, Support	\$200,000	402
09-05-04-TR	CODES Data Linkage, analysis & outreach	\$50,000	402
09-05-05-TR	Incident Location Tool Development	\$30,000	402
09-05-06-TR	Surveys, Analyses & Publications	\$220,000	402
	Racial Profiling – Assurance State	\$454,170	1906
09-05-07-TR	TR, Data Collect Training	\$10,000	402
	Automated Grant Tracking	\$500,000	402
	Crash Data Collection/Maps	\$100,000	402
09-05-07-K9	TR Strategic Plan Implementation	\$510,667	408
	State 562	\$100,000	562
	402 Total	\$1,220,000	
	408 Total	\$510,667	
	1906 Total	\$454,170	
	Program Total	\$2,284,837	

## EMS IMPROVEMENT PLAN



## Program Justification, Performance Goals and Measures

### Justification

*Crash survivability varies by location in the state, which is a result of many factors including the speed and quality of emergency medical response and treatment. The Wisconsin Legislature has mandated the development of a statewide trauma care system to maximize local resources. However, recruitment and retention of first responders is an increasingly significant issue in rural portions of the state. Response times are longer and outcomes are worse for rural crashes, and 3-year average Injury to Death Ratios indicate that the areas of highest risk are predominantly rural.*

*It has been and continues to be our goal to improve traffic crash survivability and injury outcome by improving the availability, timeliness and quality of pre-hospital care, especially in high-risk rural areas of the state.*

### Performance Goals and Measures

#### Injury to Death Ratios

2005-07 Statewide 3 year average Baseline	68.6 to 1
2007 Current	68.8 to 1
2009	75.9 to 1

*Response Times for rural EMS to arrive at the scene of a motor vehicle crash will improve by 10% by 2009 from a 2007 baseline to be established using the new WARDS data.*

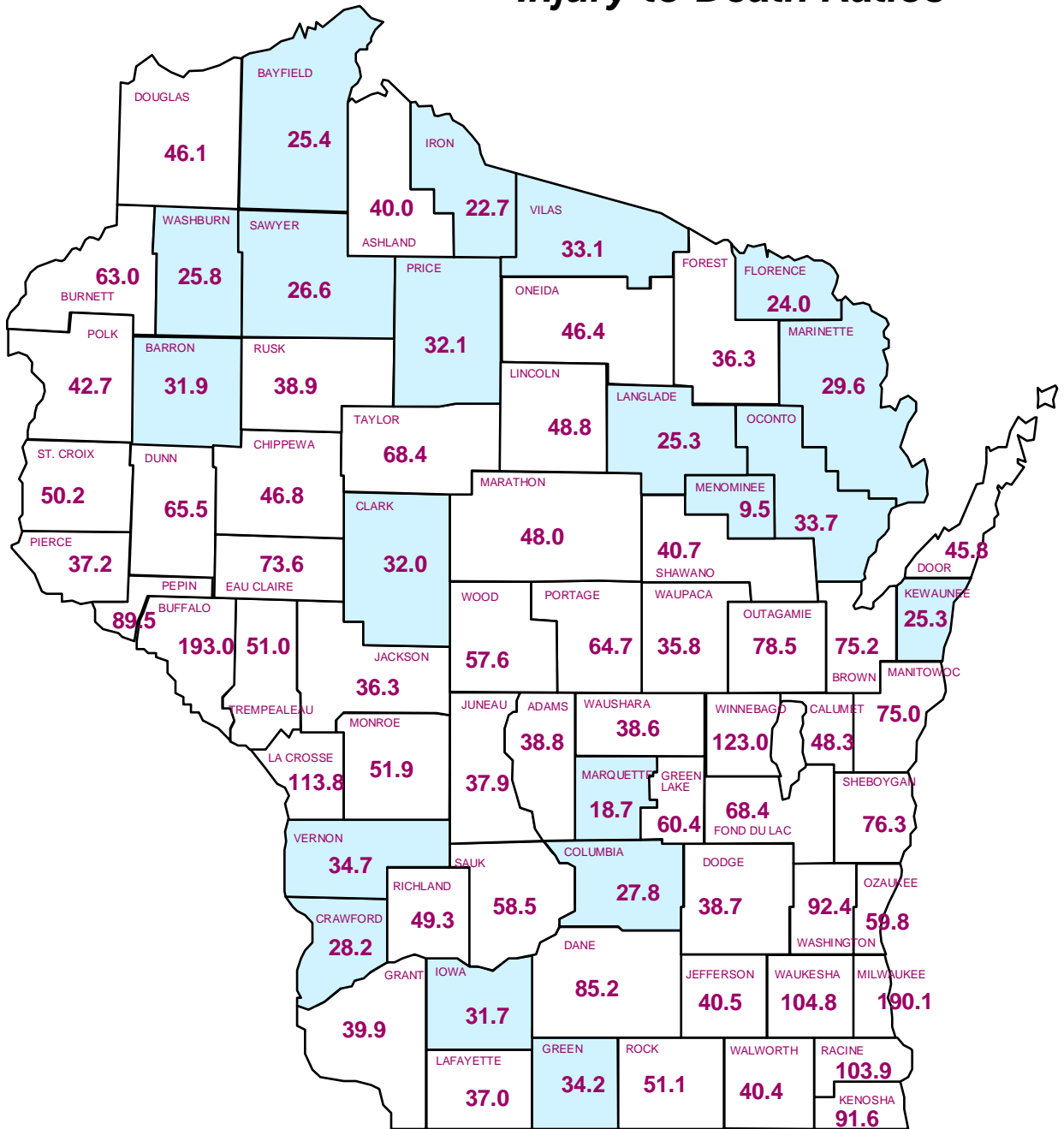
*Safety Belt Use Rate in rural media markets and use rate in personal injury and fatal crashes will increase.*

2000 Statewide Baseline	65.4%
2007 Statewide Usage	75.2%
2009	79.0%

*Number of EMTs recruited and retained in rural areas will increase by 5% from a baseline to be established using the new WARDS data, as a result of distribution and use of funded promotional materials.*

**Note – development of WARDS WI Ambulance Run Data System will permit the development of baselines and measurable objectives.**

## Map 07-02 2005-2007 3 Year Average Injury-to-Death Ratios



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

State Average Injury to Death Ratio  
2007 = 68.8  
2005-2007 = 68.6

Source: WisDOT Crash Database

**Publicity and Outreach (Emergency Response)**

- With the Department of Health Services and WATS, develop an EMS PI&E Plan with a focus on recruitment and retention; educate the general population and emergency responders about the state Trauma System. Review and duplicate highway safety materials for distribution locally by EMS/trauma care personnel.

(402) 09-06-01-EM \$65,000

- Encourage volunteer participation, increase community involvement, and work with community organizations and non-profit programs interested in transportation safety injury prevention and trauma system development. Interest young people in public safety careers.

(402) 09-06-01-EM \$65,000

**Training - Crash Response, Airbag & Restraint Use and Outreach**

- Provide airbag and occupant restraint training for emergency responders.

(402) 09-06-02-EM \$10,000

**Rural Emergency Response Programs, Equipment & Training**

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

(402) 09-06-03-EM \$40,000

- Support Bystander Care, recruitment and retention of EMS personnel.

(402) 09-06-03-EM \$30,000

**Injury Surveillance Data Improvements**

- Assist the Department of Health Services to achieve CDC/STIPDA and NHTSA ISS Core Data System integration.

(408) Monies based on Federal Formula

- Support training and access to Internet for WARDS reporting of pre-hospital care to a central state database.

(408) Monies based on Federal Formula

EMERGENCY MEDICAL RESPONSE – Budget Summary			
09-06-01-EM	Publicity, Outreach, Recruitment, READY	\$130,000	402
09-06-02-EM	Training – Crash Response – Airbag/restraint	\$10,000	402
09-06-03-EM	Rural EMS Programs, First Responder Training, Materials, Bystander Care	\$70,000	402
09-05-0X-K9	Injury Data System Integration	\$	408
09-05-0X-K9	WARDS Training, Access	\$	408
	Total 402	\$210,000	
	Program Total	\$	

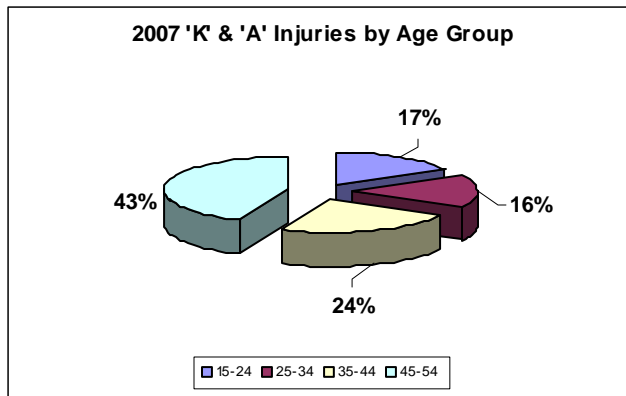
# **MOTORCYCLE SAFETY PROGRAM PLAN**

## Program Justification, Performance Goals and Measures

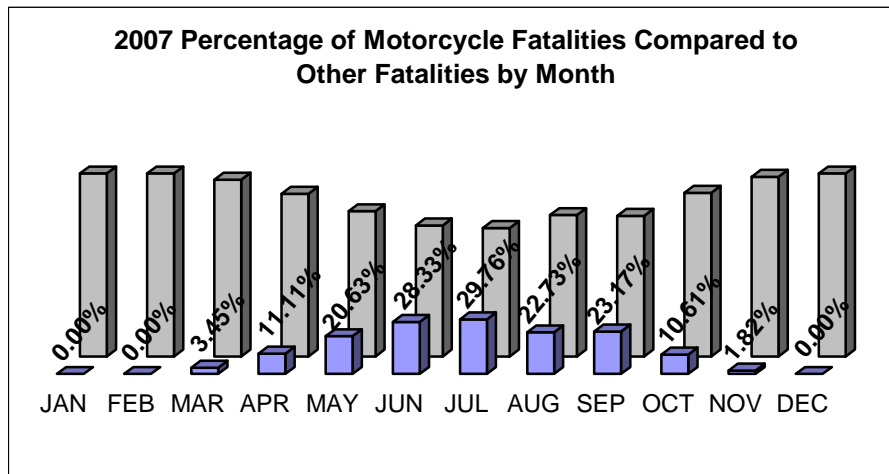
### Justification

Fatalities involving motorcycles continue to rise year after year, as the popularity of motorcycles increases. Motorcycle registrations have increased significantly and demand for Wisconsin's state-funded Motorcycle Rider Education Program (MREP) training increased by 21% over FY04 and FY05, and increased another 18% in FY06.

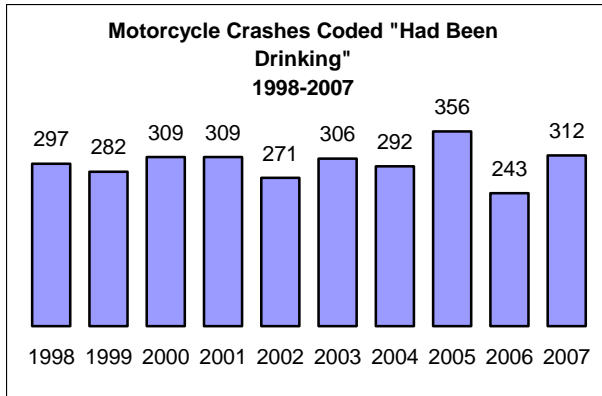
Using a five-year rolling average, an average of 87 people die and 638 people are seriously injured in motorcycle crashes in Wisconsin. In 2007, 773 persons were seriously injured and 106 were killed in 2,788 reported motorcycle crashes. The chart below shows that 43% of the motorcycle fatalities and incapacitating injuries occur to individuals between the ages of 35 and 54 years old.



Motorcycling for the vast majority of riders is a seasonal endeavor. Very rarely does Wisconsin have a warm enough winter for even the most avid rider to continue around-the-year use. Motorcycle fatalities none-the-less accounted for 14% of total fatalities on Wisconsin roads in 2007. The graph below illustrates when those fatalities occurred and what a large share of the total fatalities, motorcyclists were (and are each year) during those months.



As discussed in the Impaired Driving section, alcohol is also a significant concern in the motorcycle community. Of the 106 motorcyclists killed in 2007, 43(41%) had a positive Blood Alcohol Content (BAC). The chart below includes crashes in which the motorcycle operator was coded "had been drinking."



*As indicated below, the percent of improperly licensed motorcyclists in fatal crashes has declined, which could indicate that more and more people are getting properly licensed before riding a motorcycle.*

<b>Percent of Improperly Licensed Riders in Fatal Crashes 1997-2005</b>							
2000	2001	2002	2003	2004	2005	2006	2007
16%	20%	21%	16%	9%	18%	16%	10%

*Wisconsin's Motorcycle Rider Education Program has been a successful program for over 26 years. Four chief instructors and over 200 rider education instructors must be continually updated and kept current on Motorcycle Safety Foundation (MSF) curriculum changes and quality assurance initiatives. Funding needed by local training sites is expected to increase, creating an additional workload for the Motorcycle Safety Program. In addition, our motorcycle program manager of more than three decades retired in the Spring of 2008. The success of the program is reflected in the results of recent surveys, which indicate that 49% of respondents are familiar with our brochures and posters, bumper and helmet stickers, and 23% said the item(s) did make a difference in their attitude. As indicated below, the incidence of helmet use appears to be increasing as well.*

<b>Percentage of Fatal Motorcycle Crashes Where Rider Was Wearing Helmet</b>							
2000	2001	2002	2003	2004	2005	2006	2007
19%	20%	19%	24%	23%	24%	26%	25%

## **Performance Goals and Measures**

### **Motorcycle crashes**

2002-06 Baseline	2,448
2007 Current	2,788
2009	2,516
2011	2,271

### **Combined fatalities and serious 'A' injuries**

2002-06 Baseline	756
2007 Current	879
2009	793
2011	716

### **Motorcycle Injuries**

2002-06 Baseline	2,328
2007 Current	2,628
2009	2,372
2011	2,141



### **Program Management**

- Coordinate, plan, and manage the state Motorcycle Rider Safety program. Assist the WI Rider Education Program and Motorcycle Safety Program through continued clerical support to training sites. Wage and fringe, data processing costs, materials & supplies, training and travel, printing and postage.
- Collect and analyze data on motorcycle crashes, injuries, and fatalities.
- Identify and prioritize the State's motorcycle safety problem areas as well as routinely evaluate motorcycle safety programs and services.
- Collaborate with and act as a liaison between local communities, law enforcement agencies, and various divisions of the DOT.

(402) 09-07-01-MC \$55,000  
(State 562) \$110,000

### **Motorcycle Personal Protective Equipment**

- Encourage motorcycle operators and passengers to use protective equipment through an aggressive communication campaign. Equipment includes: helmets that meet Federal Helmet Laws; proper clothing, including gloves, boots, long pants, and a durable long-sleeved jacket; and eye and face protection.

### **Motorcycle Operator Licensing**

- Motorcycle operator's manual that contains essential safe riding information.
- Motorcycle license examination, including knowledge and skill tests, and State licensing medical criteria.
- Motorcycle license renewal requirements.

### **Motorcycle Rider Education and Training**

- Instructor Training: Conduct one statewide conference or four regional workshops to update instructors on curriculum issues, as required by MSF and Trans 129, in FFY 08-09. Provide scholarships for up to three chief instructors to attend State Motorcycle Safety Administrators (SMSA) or MSF annual national workshops during FFY 08-09. Evaluate program guidelines and determine if there is a training backlog.

(402) 09-07-03-MC \$10,000

- The National SMSA is holding its annual national conference in Madison, WI in August of 2009. The Funds are set aside to assist with speaker costs, assistance for Wisconsin instructors to attend, equipment, administrative coordination and expenses associated with promotion.

(402) 09-07-04-MC \$25,000

- WI Motorcycle Rider Education Program: Administer state-funded classroom and hands-on training program through the WI Technical College System and other approved vendors that meets MSF requirements for basic and experienced riders.

(State 562) \$544,000

- Section 2010 Training and Outreach Incentive Grants are to be used for purchase of training cycles.

(2010) 09-07-06-K6 \$110,000

### **Motorcycle Operation Under the Influence of Alcohol or Other Drugs**

- Promote "Share the Road" through a mailing to 1.5 million motor vehicle owners during the May – August vehicle registration sticker distribution. Distribute, reprint, and duplicate informational and educational materials. Update and reprint the Ride Straight-Sober, Share the Road brochures and reprint bumper and helmet stickers as needed during FFY 08-09.

(402) 09-07-02-MC \$150,000

### **Law Enforcement**

Communicate the role played by law enforcement personnel in motorcycle safety by acting as a source of information to communities and LE agencies. Develop their knowledge of motorcycle crash situations, investigating crashes, and maintaining a reporting system that documents crash activity and supports problem identification. Part of program management.

- Reach out to 3-5 counties with highest occurrence of motorcycle fatalities.
- Involve up to 12 DSP motor officers in up to three statewide events and local officials in up to 12 regional or local events to increase OWI enforcement and awareness.

(402) 09-07-02-MC \$175,000

**Motorcycle Rider Conspicuity and Motorist Awareness Programs**

- o Promote daytime use of motorcycle headlights, lane positioning of motorcycles to increase vehicle visibility, and brightly colored clothing and reflective materials for motorcycle riders – helmets with high conspicuity.

**Communication and Community Programs**

- o Integrate motorcycle safety messages into other traffic safety campaigns.
- o Pilot test Mobile Rider Education Classroom

*(402) 09-07-05-MC      \$150,000*

**Evaluation Programs**

- o Evaluate Wisconsin’s MREP training program by sampling the driver records of Rider Ed graduates and non-trained riders to determine which group is involved in more crashes and has more citations, perhaps by model of motorcycle.
- o Conduct periodic audits of training centers issuing the MV3575 Motorcycle Skills Test Waiver Authorization to ensure the security of the distribution process and accurate record keeping.
- o Evaluate the number of crashes, fatalities, and injuries and compare to prior data.
- o Track the use of the safety materials provided, eliminate materials that are not being used.
  - o Evaluate the effectiveness of the funding provided. Develop a method by which activity levels can be measured. Require reporting of attendance at various funded events.

*(402) 09-07-05-MC      \$30,000*

MOTORCYCLE SAFETY – Budget Summary			
09-07-01-MC	Program Support	\$55,000	402
	Program Support	\$110,000	State
09-07-02-MC	Public Information, social marketing	\$150,000	402
	LE Outreach	\$175,000	402
09-07-03-MC	Training - Instructor	\$10,000	402
	Training - Instructor	\$544,000	State
09-07-04-MC	SMSA National Conference	\$25,000	402
09-07-05-MC	Evaluation	\$30,000	402
	Mobile Rider Education	\$150,000	402
09-07-06-K6	s. 2010 Training/Outreach Incentive Grant	\$110,000	2010
	Total 402	\$595,000	
	Total 2010	\$110,000	
	Total State	\$654,000	
	Total	\$1,359,000	

**PEDESTRIAN & BICYCLE SAFETY PROGRAM  
PLAN**

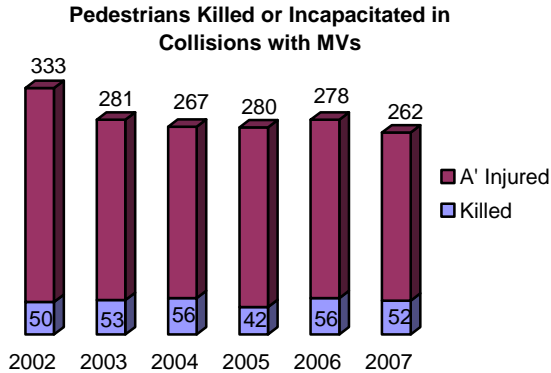
## Program Justification, Performance Goals and Measures

### Pedestrian Crashes

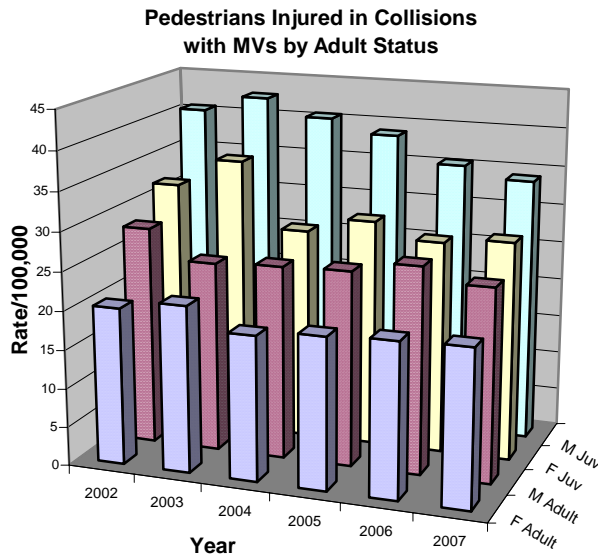
To date, there is no reliable measure for pedestrian activity in Wisconsin. It is important to consider this when comparing data from one year to the next. For example, increased activity in 2007 might explain an increase in fatalities. In setting goals and measures, a rate per 100,000 people was used.

In 2007, 52 pedestrians died in pedestrian-motor vehicle crashes. This is a 1.6% increase from the most recent 5-year average. Fatalities decreased by 5% over 2006. As illustrated in the graph below, pedestrians killed or incapacitated in 2007 totaled 314 people. This represents a 7.4% decrease from the most recent 5-year average. It should be noted that while the majority of 'A' injuries and deaths occur in urban areas – presumably where the majority of the activity is – a person in a rural area is 2.5 times more likely to die in a serious crash than a person in an urban area. The combination of higher speeds and a delay in transport to a trauma center likely explains this difference.

There were 1,403 total pedestrian injuries reported in 2007, which is a 3.3% reduction from the most recent 5-year average of 1,450 injuries.



Adult men and women make up the largest number of pedestrians injured in collisions, but as a rate per 100,000 for each group, male and female juveniles are most represented.



## Performance Goals and Measures

### Pedestrian-motor vehicle crashes

2002-06 Baseline	26.09/100K pop.
2007 Current	24.49/100K pop.
2009	22.10/100K pop.
2011	19.94/100K pop.

### Combined fatalities and serious 'A' injuries

2002-06 Baseline	6.20/100K pop.
2007 Current	5.56/100K pop.
2009	5.02/100K pop.
2011	4.53/100K pop.

### Pedestrian injuries

2002-06 Baseline	27.26/100K pop.
2007 Current	23.92/100K pop.
2009	21.59/100K pop.
2011	19.48/100K pop.

## Program Justification, Performance Goals and Measures

### Bicycle Crashes

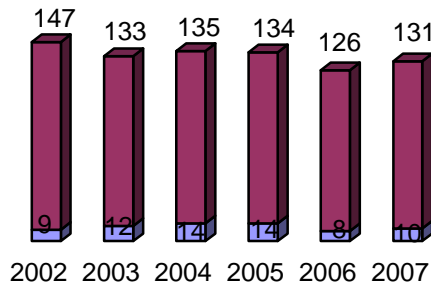
For motor vehicles, a rate is calculated using vehicle miles traveled (VMT); as for pedestrians, there is no reliable method for determining the activity rate for bicyclists. In setting goals and measures, a rate per 100,000 people was used.

In 2007, 10 bicyclists died in bicycle-motor vehicle crashes. This is a 12% decrease from the most recent 5-year average. Fatalities increased 25% from 2006. As illustrated in the graph below, bicyclists killed or incapacitated in 2007 totaled 141 people. This represents a 3.7% decrease from the most recent 5-year average.

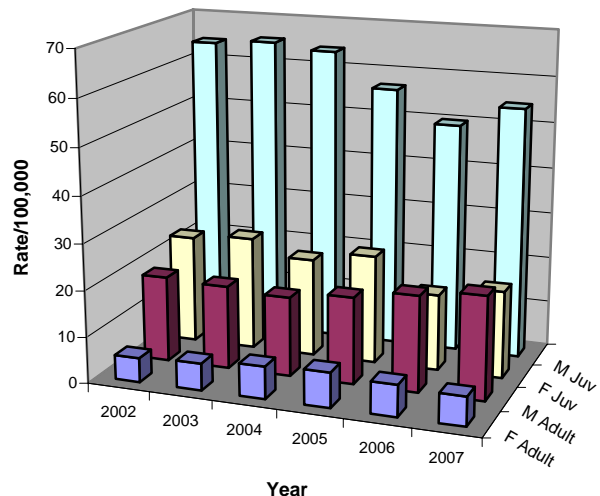
As the fatality numbers are so few for bicyclists, it would be meaningless to break out into urban versus rural crashes.

There were 1,132 total bicyclist injuries reported in 2007, which is over a 1% increase from the most recent 5-year average of 1,115 injuries.

**Bicyclists Killed or Incapacitated in Collisions with MVs**



**Bicyclists Injured in Collisions with MVs by Adult Status**



Adult and juvenile males make up the largest number of bicyclists injured in collisions, but as a rate per 100,000 for each group, male juveniles are clearly overrepresented in injuries as indicated in the chart to the left.

### Performance Goals and Measures

#### Bicycle-motor vehicle crashes

2002-06 Baseline	21.29/100K pop.
2007 Current	21.03/100K pop.
2009	19.22/100K pop.
2011	17.34/100K pop.

#### Combined fatalities and serious 'A' injuries

2002-06 Baseline	2.44/100K pop.
2007 Current	2.32/100K pop.
2009	2.20/100K pop.
2011	1.99/100K pop.

#### Bicycle injuries

2002-06 Baseline	19.95/100K pop.
2007 Current	19.87/100K pop.
2009	18.00/100K pop.
2011	16.25/100K pop.

### Program Management

- Coordinate, plan, and manage the state Pedestrian & Bicycle Safety Programs. Wage and fringe, data processing costs, materials & supplies, training and travel, printing and postage.
- Continue to provide leadership, training, and technical assistance to agencies, organizations, and non-profit programs interested in pedestrian and bicycle education and training.
- Work closely with all programs involved in the pedestrian/bicycle grant programs including SRTS participants.
- Act as a liaison between local communities, law enforcement agencies, engineers, planners, bike and pedestrian advocacy programs, and various divisions of the DOT. Collaborate with these groups to promote safe environments for pedestrians and bicyclists.
- Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends.

(402) 09-09-01-PS      \$5,000  
(State)      \$60,000

### Law Enforcement

- Collaborate with law enforcement agencies to increase quality pedestrian and bicycle safety enforcement and education.

(402) 09-09-05-PS      \$70,000

- Market Wisconsin Pedestrian & Bicycle Law Enforcement Training Course and print manuals and other information needed for training.

(402) 09-09-03-PS      \$10,000

- Train law enforcement personnel so they can instruct the Wisconsin Pedestrian & Bicycle Law Enforcement Training Course.

(402) 09-09-03-PS      \$10,000

### Outreach Program

- Assist local communities in the organization and implementation of Walking Workshops.

(402) 09-09-04-PS      \$10,000

- Provide two pedestrian safety training workshops, working with engineers, law enforcement, health, planners, and advocacy programs defining and improving pedestrian safety issues.

(402) 09-09-04-PS      \$15,000

- Encourage and work with local communities and organizations to hold bicycle training courses and rodeos.

- Pedestrian Safety targeted neighborhood model projects based on Walking Workshops, facilities mapping, Street Share Program and NHTSA pilot projects. (402) 09-09-04-PS \$10,000

(402) 09-09-04-PS \$15,000

**Public Education and Training**

- Work with partners (Appendix 2) to keep information up-to-date. Create Spanish versions of training information.
- Continue to work with the variety of Drivers Education Programs available to ensure beginning drivers receive the correct pedestrian/bicycle training.
- Continue to work with DMV, AAA, AARP, law enforcement, and other programs that educate veteran motorists on pedestrian and bicycle laws.
- Continue to develop new material that educates all of the audiences involved in pedestrian/bicycle safety.
- Update and target school bus safety information.

(402) 09-09-02-PS \$100,000

(State) \$42,500

- Schedule Teaching Safe Bicycling workshops for teachers, after school program facilitators, youth organizations, non-profits, law enforcement, and other programs that will be or have the opportunity to instruct bicycling training courses.

(402) 09-09-03-PS \$15,000

- Work with school districts and law enforcement offices to include the Basics of Bicycling training and additional pedestrian training sessions in their Physical Education classes.

(402) 09-09-03-PS \$10,000

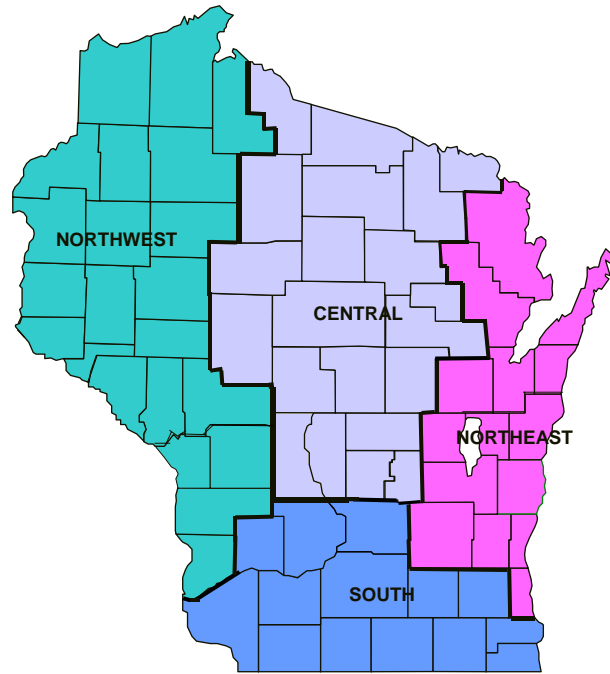
**Evaluation Programs**

- Evaluate the number of crashes, fatalities, and injuries and compare to prior data.
- Track the use of the safety materials provided, eliminate materials that are not being used.
- Evaluate the effectiveness of the funding provided.
  - \* Possible pilot programs for communities that get grants to attempt to determine if fatalities, injuries, and crashes were reduced in the areas we funded.
  - \* RFPP – to develop a method by which activity levels can be measured.
  - \* Require reporting of attendance at various funded events.

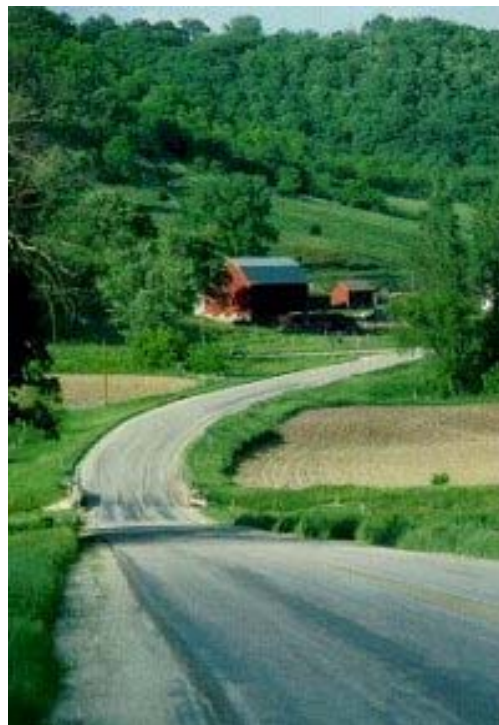
(402) 09-09-06-PS \$25,000

PEDESTRIAN & BICYCLE SAFETY – Budget Summary			
08-09-01-PS	Program Management	\$5,000	402
08-09-02-PS	Public Information	\$100,000	402
08-09-03-PS	Training – TSB, BOB, Engineer/Planner	\$45,000	402
08-09-04-PS	Walking Workshops/Bicycle Rodeos	\$50,000	402
08-09-05-PS	Enforcement and LE Training	\$70,000	402
08-09-06-PS	Evaluation	\$25,000	402
	402 Total	\$295,000	
	State	\$102,500	
	Program Total	\$397,500	





## COMMUNITY TRAFFIC SAFETY PROGRAM PLAN





## Program Justification, Performance Goals and Measures

### Justification

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

The Bureau of Transportation Safety employs four Regional Program Managers who work with and assist local governmental agencies to develop and implement highway safety improvement programs within their jurisdictions. Some of these local efforts are assisted with federal highway safety grant funds and some of these programs are locally supported.

Section 83.013, Wisconsin Statutes, mandates that each county create a Traffic Safety Commission that meets at least quarterly to review fatal traffic crashes and to promote traffic safety initiatives. The statute identifies a minimum of nine local and state officials who are required to staff these Traffic Safety Commissions, and one of these required members is a representative from the state highway safety office.

The Bureau provides public information to its various audiences by means of print, video and Internet media. The Office of Public Affairs, in cooperation with BOTS program managers, coordinates media and public information programs for the state's participation in national traffic safety mobilizations, state and national safety awareness weeks and months, and other highway safety promotional and educational efforts. This includes writing speeches, public service announcements, media releases, and scheduling press conferences to support national, state and local government crash reduction activities.

### Performance Goals and Measures

Attendance at County/City Traffic Safety Commission Meetings

90% of meetings scheduled in 72 Counties and City of Milwaukee

Grant Monitoring by BOTS staff

100% of law enforcement and other contracts entered into with local units of government

Overall Goal

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

### Program Management

- BOTS Field Program Outreach (4.0 FTE): coordinate, plan, and manage the state Community Traffic Safety Program. Wage and fringe, vehicles and mileage, data processing costs, materials & supplies, training and travel, printing and postage.
- Continue to provide leadership, training, information, and technical assistance to agencies, organizations, and non-profit programs involved in community traffic safety.
- Work closely with all law enforcement agencies involved in the community safety grant program.
- Act as a liaison between local communities, law enforcement agencies, engineers, planners, and various divisions of the DOT. Collaborate with these groups, sharing information on various grant opportunities.
- Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends.

(402) 09-10-01-CP

\$340,000

**Outreach Program**

- Targeted single- or multiple-issue local programs in targeted communities.  
*(402) 09-10-03-CP \$300,000*

**Public Information and Education**

- Community PI & E (development, reproduction, mailing).  
*(402) 09-10-02-CP \$160,000*
- Contract with CESA #2 for production of Traffic Safety Reporter, Web design and mailing costs.  
*(402) 09-10-02-CP \$110,000*

**Conferences and Meetings**

- Governor's Conference on Highway Safety.  
*(402) 09-10-04-CP \$52,000*
- Volunteer Outreach Wisconsin Association of Women Highway Safety Leaders (WAWHSL).  
*(402) 09-10-04-CP \$17,000*
- Annual Meeting of Wisconsin Highway Safety Coordinators Association (WHSCA).  
*(402) 09-10-04-CP \$6,000*
- Forums and other meetings that address cross-disciplinary traffic safety issues.  
*(402) 09-10-04-CP \$105,000*

COMMUNITY TRAFFIC SAFETY PROGRAMS			
09-10-01-CP	Program Management - Community Outreach/Monitoring	\$340,000	402
09-10-02-CP	Public Information	\$270,000	402
09-10-03-CP	Outreach - Community Safety Programs	\$300,000	402
09-10-04-CP	Conferences and Meetings	\$180,000	402
	Program Total	\$1,090,000	

## LARGE TRUCK AND BUS SAFETY PROGRAM PLAN MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP)



*The Large Truck Crash Causation Study, published in March of 2006, found that driver behavior is ten times more likely to be the cause of the crash than other factors such as weather, road conditions, and vehicle performance. Wisconsin must continue to increase its focus on the behaviors of both Commercial Motor Vehicle (CMV) and non-CMV drivers to reduce the incidence of serious crashes. Federal Motor Carrier Safety Administration (FMCSA) has identified that more than 50% of CMV-related fatalities occur on rural roads rather than urban roads. From 2005 through 2007, Wisconsin averaged 69 CMV fatal crashes on rural roads and 15 CMV fatal crashes on urban roads. That equates to over 80% of CMV fatal crashes occurring on Wisconsin's rural roads.*

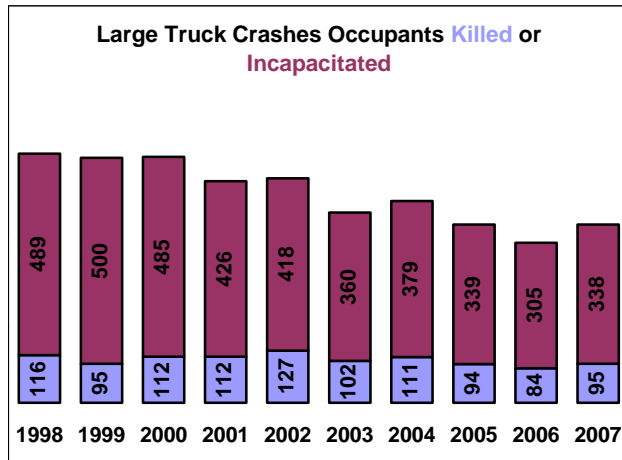
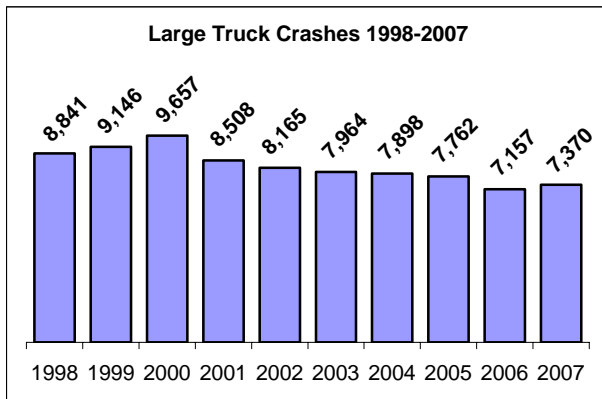
*FMCSA's "Large Truck Crash Causation Study" found that 48% of large truck crashes had a critical reason assigned to the driver of the large truck. Critical reasons included: Recognition, defined as the ability to judge distance and change in distance; Decision, defined as the ability to determine when a situation requires action and what action is appropriate; and Performance, defined as the ability to respond quickly to a signal. Though no real surprise, researchers reported that "... in general, the driving actions leading to fatal car-truck crashes are the same that lead to fatal car-car crashes. Common driver errors resulting in both types of fatal crashes included failing to keep in lane, failing to yield right-of-way, driving too fast for conditions, disobeying traffic controls and laws, and inattention. These driver mistakes and misbehaviors account for about two-thirds of both car-truck and car-car fatal crashes."*

*As reported by AAA in "Identifying Unsafe Driver Actions that Lead to Fatal Car-Truck Crashes" (April, 2002), in collisions between cars and large trucks, "... the structural properties and greater mass of large trucks put the occupants of the cars at a disadvantage – 98% of the deaths in fatal two-vehicle crashes involving a car and a large truck were among occupants of the car."*

## Program Justification, Performance Goals and Measures

The purpose of the Motor Carrier Safety Assistance Program (MCSAP) is to reduce both the number and severity of CMV-involved crashes. MCSAP is a national grant program. 80% of program funds are provided through the Federal Motor Carrier Safety Administration with the remaining 20% provided from the State. MCSAP has evolved over the past 23 years – starting as a basic large truck driver/vehicle inspection program to a complex one that includes education, investigations, and many enforcement components. A key enforcement component has become traffic enforcement of CMV drivers driving recklessly; and of auto drivers, who are driving recklessly in the vicinity of a CMV. In addition, inspections and audits of large trucks provide opportunities to educate drivers.

In Calendar year 2007, there were 7,370 large truck crashes reported in Wisconsin. These crashes resulted in 95 deaths and 2,545 injuries – of which 338 were 'A' (incapacitating) injuries. As illustrated below, overall large truck crashes had been decreasing on average over 5% for the previous five years up to 2007.



Crashes resulted in 95 deaths and 2,545 injuries – of which 338 were 'A' (incapacitating) injuries. Using Department figures, this equates to nearly a quarter billion dollars in economic loss.

### Performance Goals and Measures

Large Truck crashes

2002-06 Baseline	7,789
2007 Current	7,370
2009	6,651
2011	6,003

Combined fatalities and serious 'A' injuries

2002-06 Baseline	464
2007 Current	433
2009	391
2011	353

Fatalities

2002-06 Baseline	104
2007 Current	95
2009	86
2011	77

Other Goals

36,293 MCSAP Inspections 2/3rds or 24,195 done as a mobile Level II or Level III inspection.
--

**Law Enforcement**

- o Conduct 37,500 MCSAP Inspections.
- o Perform 300 Compliance Reviews and 900 New Entrant Audits
- o Increase by 20% the number of mobile MCSAP inspections (with traffic enforcement when warranted) in counties where there are a higher than average number of truck crashes – counties are: Brown, Columbia, Dane, Dodge, Dunn, Eau Claire, Fond du Lac, Jefferson, Juneau, Kenosha, Marathon, Milwaukee, Outagamie, Racine, Rock, Sauk, St. Croix, Walworth, Washington, Waukesha, and Winnebago.
- o Conduct two thirds of inspections as a mobile inspection with traffic enforcement when warranted. Mobile inspections shall be done on rural roads or bypass routes; in high crash areas, or other areas directed by data or experience. All mobile inspections shall include a traffic enforcement component when applicable.
- o Enforce laws related to drug trafficking and possession, including the use of MCSAP canine activities.

*(MCSAP) \$4,643,671*

**Education**

- o Provide outreach to local agencies on the proper completion of the crash report.
- o Provide educational opportunities to the public and industry through media campaigns, handouts, posters, presentations, conferences, and other outreach.
- o Make education a part of every enforcement stop.
- o Partner with the safety community, at large, to educate others on CMV issues.
- o Provide classroom training and manuals to WSP staff as needed.
- o Educate the judiciary by providing expert testimony in court cases.
- o Educate new motor carriers through the New Entrant Program.

*(MCSAP) \$20,000*

**Evaluation/Data Improvements**

- o Develop reporting processes that provide comprehensive, accurate, and timely reports for evaluation, reporting, and planning.
- o To assure completeness and accuracy, provide training manuals to staff on how to properly complete reports.
- o Provide technologies to assist officers in doing their duties – this includes tint-meters, radar detector-detectors, CVIEW.
- o Improve data linkage capabilities within WSP and WisDOT.

*(MCSAP) \$100,000*

LARGE TRUCK & BUS SAFETY – Budget Summary			
	Law Enforcement	\$4,643,671	MCSAP
	Education	\$20,000	MCSAP
	Evaluation/Data Improvement	\$100,000	MCSAP
	Total	\$4,763,671	

## Wisconsin Bureau of Transportation Safety Paid Media Plan

The Bureau of Transportation Safety (BOTS) will utilize the **Click It or Ticket** and **Drunk Driving. Over the Limit. Under Arrest**, logos as designed by NHTSA. We will try to use them on materials that are developed for the May Mobilization and August Crackdown.

BOTS will follow the NHTSA schedule of May 18 - May 31, 2009 for paid media for the May Mobilization and August 21 - September 7, 2009 for the Alcohol Crackdown. BOTS will contract with an agency to purchase the media time for these two events. A Request for Services will be issued to agencies that have the capabilities of providing this service. BOTS will provide the agency with information and demographics on the target audience, based on NHTSA guidelines, for each period. This will coincide with the major enforcement efforts that are planned. Radio and TV messages will be utilized during this time. BOTS will also explore methods to reach the 16-24 year old age group as they tend to use computers and electronic devices for information and messages. BOTS will also consider using paid media with other selected highly visible enforcement efforts scheduled at other times throughout the year.

The contractor will work with BOTS and The Tombras Group or other designated NHTSA media contractor to ensure that each media buy meets NHTSA's requirements for demographic audience, reach and frequency of messages. BOTS will submit the paid media plans to the NHTSA Regional office for review and comment prior to the purchase of broadcast time.

BOTS will contract with an evaluator to provide a phone evaluation of Wisconsin residents on the radio and TV messages that are aired. This will be similar to the ones that have been conducted in the past. Surveys will be conducted at motor vehicle stations at several locations to gain additional information on the messages during the two campaigns.



## Partners, Committees, and Organizations (not an exhaustive list)

AAA <a href="http://www.autoclub.com">www.autoclub.com</a>	MADD <a href="http://www.madd.org">www.madd.org</a>	Wisconsin Department of Children and Families <a href="http://dcf.wi.gov/">http://dcf.wi.gov/</a>
AARP <a href="http://www.aarp.org">www.aarp.org</a>	Marshfield Clinic – Center for Community Outreach <a href="http://www.marshfieldclinic.org/patients/?page=cco">www.marshfieldclinic.org/patients/?page=cco</a>	Wisconsin Clearinghouse for Prevention Resources <a href="http://wch.uhs.wisc.edu/">http://wch.uhs.wisc.edu/</a>
Alcohol and Other Drug Abuse Program <a href="http://dpi.wi.gov/sspw/aodaprogram.html">http://dpi.wi.gov/sspw/aodaprogram.html</a>	Medical College of Wisconsin - Injury Research Center	Wisconsin Department of Health Services <a href="http://dhs.wisconsin.gov">http://dhs.wisconsin.gov</a>
Bicycle Federation of Wisconsin <a href="http://www.bfw.org/">http://www.bfw.org/</a>	National Highway Traffic Safety Administration <a href="http://www.nhtsa.dot.gov">www.nhtsa.dot.gov</a>	Wisconsin Juvenile Officers Association <a href="http://www.wjoa.com">www.wjoa.com</a>
The Century Council <a href="http://www.centurycouncil.org">www.centurycouncil.org</a>	OWI Town Hall Meetings with MADD and UWRC	Wisconsin Department of Justice <a href="http://www.doj.state.wi.us/">http://www.doj.state.wi.us/</a>
DOT- Division of Motor Vehicles	Pacific Institute for Research and Evaluation <a href="http://www.pire.org">www.pire.org</a>	Wisconsin Office of Justice Assistance <a href="http://oja.state.wi.us">http://oja.state.wi.us</a>
DOT-Planning	Safe Routes to School <a href="http://www.dot.wisconsin.gov/localgov/aid/saferoutes.htm">http://www.dot.wisconsin.gov/localgov/aid/saferoutes.htm</a>	Wisconsin Department of Natural Resources <a href="http://www.dnr.state.wi.us">www.dnr.state.wi.us</a>
Driving Skills for Life – The Ford Motor Company <a href="http://www.drivingskillsforlife.com">www.drivingskillsforlife.com</a>	State Council On Alcohol and other Drug Abuse <a href="http://www.scaoda.state.wi.us">www.scaoda.state.wi.us</a>	WI-PAN (Wisconsin Partnership for Activity and Nutrition)
Federal Highway Administration <a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>	Substance Abuse and Mental Health Services Administration <a href="http://www.samhsa.gov/index.aspx">www.samhsa.gov/index.aspx</a>	Wisconsin Safety Patrol Congress
Office of Juvenile Justice and Delinquency Prevention <a href="http://ojjdp.ncjrs.org">http://ojjdp.ncjrs.org</a>	Tavern League of Wisconsin <a href="http://www.tlw.org">www.tlw.org</a>	Wisconsin Safety Patrols, Inc.
Law Enforcement Agencies	Traffic Records Coordinating Committee	Wisconsin State Lab of Hygiene <a href="http://www.slh.wisc.edu">www.slh.wisc.edu</a>
Governor's Bicycle Coordinating Council	UW Milwaukee	Wisconsin Technical College System
Governor's Council Subcommittee	UW Resource Center on Impaired Driving <a href="http://www.law.wisc.edu/rcid">www.law.wisc.edu/rcid</a>	Wisconsin Department of Tourism <a href="http://www.agency.travelwisconsin.com">www.agency.travelwisconsin.com</a>
HSP stakeholder input: April and May, 2008	University of Wisconsin System Administration	Wisconsin Walks <a href="http://www.wisconsinwalks.org/">http://www.wisconsinwalks.org/</a>
ISP granting agencies	WE Bike <a href="http://www.bfw.org">www.bfw.org</a>	
La Crosse OWI Treatment Court <a href="http://www.co.la-crosse.wi.us/humanservices/js/owi.htm">http://www.co.la-crosse.wi.us/humanservices/js/owi.htm</a>		

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**INTEROFFICE MEMORANDUM**

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**TO:** DENNIS HUGHES  
**FROM:** NEIL MAY  
**SUBJECT:** TARGETING WISCONSIN LOCATIONS TO RECEIVE FFY08-09 SPEED FUNDS  
**DATE:** 8/19/2008  
**CC:** DAN LONSDORF, DON HAGEN, TOM KNOOP

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Accompanying this cover letter please find a list of Wisconsin municipalities, grouped by population and displayed by descending degree of apparent speed crash problem within those groups. Before using the list, please take a moment to review the following, which summarizes the larger steps taken in generating that list.

The Division of Motor Vehicles' Traffic Accident files were queried for instances of speed-related crashes, as noted on the MV4000 crash report form, in Wisconsin cities, villages and townships during calendar years 2005, 2006, and 2007. Three years of data were collected to disguise some of the natural fluctuations from year to year. Not all locations in Wisconsin have recorded speed-related crashes during the past three years; those locations were immediately excluded from further investigation. Also excluded were property damage-only speed-related crashes involving deer.

Reported crashes on public roads were matched with the people involved in the crashes, after assigning numeric weights to reported injuries. The numeric weights assigned were:

Fatal injury = 20  
Incapacitating injury = 20  
Non-incapacitating injury=10  
Possible injury = 5  
Unknown or no injury = 1

Numeric weights of the injuries were summed by crash and by city, village or township. That value was named *Calculated Score for Injuries*. A *Normalized Score* for injuries was calculated by matching the *Calculated Score for Injuries* with final January 1, 2007 population estimates (per 1,000), as released by the Wisconsin Department of Administration's Demographic Services Center. Population estimates are based on the 2000 census and an analysis of more current data such as housing units and automobile registrations. 2007 population data was used because it is the most recent available.

Cities, villages, and townships were assembled into three peer groups. Those with populations under 5,000 are in the *small* group, places with populations equal to or greater than 25,000 are in the *large* group, all others are in the *medium* group.



The *Normalized Score* determines the display rank of each location within its population group. The average *Normalized Score* for each of the three population groups is printed just below the lowest-ranking location in each population group. Locations with normalized scores that fall outside one standard deviation from the population group's average are displayed against a lightly shaded background. Locations with normalized scores that fall outside two standard deviations from the population group's average are displayed against a more darkly shaded background.

The procedures used to produce this analysis exactly replicate those used last year with one exception: 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 "MuniInMultiCounties", in the MS Excel file named "09 spdtrgt.xls".

Let me know if further clarification is needed about the structure of the report. Also, I am available to supply more detail about the procedures used to acquire and process the data.

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**INTEROFFICE MEMORANDUM**

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**TO:** DENNIS HUGHES  
**FROM:** NEIL MAY  
**SUBJECT:** TARGETING WISCONSIN LOCATIONS TO RECEIVE FFY08-09 ALCOHOL FUNDS  
**DATE:** JUNE 13, 2008  
**CC:** DAN LONSDORF, DON HAGEN, TOM KNOOP, BLINDA BEASON, JANET NODORFT

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Accompanying this cover letter please find a list of Wisconsin municipalities, grouped by population and displayed by descending degree of apparent alcohol crash problem within those groups. Before using the list, please take a moment to review the following, which summarizes the larger steps taken in generating that list.

The Division of Motor Vehicles' Traffic Accident files were queried for instances of alcohol-related crashes, as noted on the MV4000 crash report form, in Wisconsin cities, villages and townships during calendar years 2005, 2006, and 2007. Three years of data were collected to disguise some of the natural fluctuations from year to year. Not all locations in Wisconsin have recorded alcohol-related crashes during the past three years; those locations were immediately excluded from further investigation. Also excluded were property damage-only alcohol-related crashes involving deer.

Reported crashes on public roads were matched with the people involved in the crashes, after assigning numeric weights to reported injuries. The numeric weights assigned were:

Fatal injury = 20  
Incapacitating injury = 20  
Non-incapacitating injury=10  
Possible injury = 5  
Unknown or no injury = 1

Numeric weights of the injuries were summed by crash and by city, village or township. That value was named *Calculated Score for Injuries*. A *Normalized Score* for injuries was calculated by matching the *Calculated Score for Injuries* with final January 1, 2007 population estimates (per 1,000), as released by the Wisconsin Department of Administration's Demographic Services Center. Population estimates are based on the 2000 census and an analysis of more current data such as housing units and automobile registrations. 2007 population data was used because it is the most recent available.

Cities, villages, and townships were assembled into three peer groups. Those with populations under 5,000 are in the *small* group, places with populations equal to or greater than 25,000 are in the *large* group, all others are in the *medium* group.

The *Normalized Score* determines the display rank of each location within its population group. The average *Normalized Score* for each of the three population groups is printed just above the highest-ranking location in each population group. Locations with normalized scores that fall outside one standard deviation from the population group's average are displayed against a lightly shaded background. Locations with normalized scores that fall outside two standard deviations from the population group's average are displayed against a more darkly shaded background.

The procedures used to produce this analysis exactly replicate those used last year with one exception: 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 "MuniInMultiCounties", in the MS Excel file named "09 alctrgt.xls".

Let me know if further clarification is needed about the structure of the report. Also, I am available to supply more detail about the procedures used to acquire and process the data.

HS217  
(Rev. 7/93)

"217PLAN"

**Highway Safety Program Cost Summary**

State: WISCONSIN  
FFY: 2009

Number: PLAN Estimate  
Highway Safety Plan

Date: August, 2008

Program Area	Aprvrd Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Bal	Incre/(Decre)	% Chng	Current Bal	
PA	675,000.00	335,000.00	340,000.00	0.00	335,000.00	0%	335,000.00	83,750.00
OP	1,765,000.00	1,145,000.00	620,000.00	0.00	1,145,000.00	0%	1,145,000.00	726,250.00
PM	1,527,000.00	1,250,000.00	277,000.00	0.00	1,250,000.00	0%	1,250,000.00	625,000.00
AL	2,013,500.00	1,205,000.00	808,500.00	0.00	1,205,000.00	0%	1,205,000.00	765,000.00
PT	2,786,000.00	1,770,000.00	1,016,000.00	0.00	1,770,000.00	0%	1,770,000.00	1,112,500.00
TR	1,627,000.00	1,220,000.00	407,000.00	0.00	1,220,000.00	0%	1,220,000.00	527,500.00
EM	274,000.00	210,000.00	64,000.00	0.00	210,000.00	0%	210,000.00	125,000.00
MC	730,500.00	595,000.00	135,500.00	0.00	595,000.00	0%	595,000.00	288,750.00
PS	550,000.00	295,000.00	255,000.00	0.00	295,000.00	0%	295,000.00	200,000.00
CP	1,599,000.00	1,090,000.00	509,000.00	0.00	1,090,000.00	0%	1,090,000.00	620,000.00
<b>Total 402</b>	<b>13,547,000.00</b>	<b>9,115,000.00</b>	<b>4,432,000.00</b>	<b>0.00</b>	<b>9,115,000.00</b>	<b>0.00</b>	<b>9,115,000.00</b>	<b>5,073,750.00</b>
405-K2	1,101,000.00	1,000,000.00	101,000.00	0.00	1,000,000.00	0%	1,000,000.00	640,000.00
408-K9	760,667.00	510,667.00	250,000.00	0.00	510,667.00	0%	510,667.00	383,000.00
1906	494,170.00	454,170.00	40,000.00	0.00	454,170.00	0%	454,170.00	113,543.00
2011-K3	490,000.00	400,000.00	90,000.00	0.00	400,000.00	0%	400,000.00	250,000.00
2010-K6	125,000.00	110,000.00	15,000.00	0.00	110,000.00	0%	110,000.00	27,500.00
410-K8	5,108,600.00	2,708,000.00	2,400,600.00	0.00	2,708,000.00	0%	2,708,000.00	1,797,850.00
<b>ALL FUNDS</b>	<b>21,626,437.00</b>	<b>14,297,837.00</b>	<b>7,328,600.00</b>	<b>0.00</b>	<b>14,297,837.00</b>	<b>0.00</b>	<b>14,297,837.00</b>	<b>8,285,643.00</b>

State Officials Authorized Signature:

Federal Official(s) Authorized Signature:

NAME \_\_\_\_\_

NHTSA - NAME \_\_\_\_\_

FHWA - NAME \_\_\_\_\_

TITLE \_\_\_\_\_

TITLE \_\_\_\_\_

TITLE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

Effective Date \_\_\_\_\_

**BUDGET -- ALL FUNDS**

18-Aug-08

W:/2009HSP/Detailed Budget

FFY 2009 HIGHWAY SAFETY PERFORMANCE PLAN BUDGET						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
<b>PLANNING &amp; ADMINISTRATION 01</b>						
09-01-01	Planning & Administrat	335,000	2,000	2,000	339,000	83,750
<b>402</b>	<b>(PA)</b>	335,000	2,000	2,000	339,000	83,750
State 562	402 Match	0	336,000	0	336,000	0
<b>State</b>	<b>(562)</b>	0	336,000	0	336,000	0
<b>TOTAL PLAN &amp; ADMIN FUNDS</b>		335,000	338,000	2,000	675,000	83,750
<b>OCCUPANT PROTECTION 02</b>						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-02-01	Program Mgmt	5,000	15,000	2,000	22,000	1,250
09-02-02	PI&E	190,000	40,000	120,000	350,000	95,000
09-02-03	CIOT Mobilization	550,000	5,000	100,000	655,000	412,500
	Unfunded Agency Equip	150,000	3,000	300,000	453,000	150,000
09-02-04	Observ Survey	135,000	5,000	5,000	145,000	33,750
	Survey Analysis	85,000	5,000	10,000	100,000	21,250
	KAB Survey	30,000	5,000	5,000	40,000	12,500
<b>402</b>	<b>(OP)</b>	1,145,000	78,000	542,000	1,765,000	726,250
09-02-05	Paid Media (402PM)	750,000	2,000	200,000	952,000	375,000
09-02-06	CPS Training	200,000	10,000	50,000	260,000	150,000
09-02-07	CPS Restraint Grants	100,000	10,000	20,000	130,000	100,000
	CPS Assessment	30,000	5,000	10,000	45,000	7,500
	CPS PI & E	65,000	5,000	20,000	90,000	32,500
	CPS Advisory Committee	5,000	1,000	3,000	9,000	1,250
<b>2011</b>	<b>(2011 - K3)</b>	400,000	20,000	70,000	390,000	250,000
09-02-08	CPS Outreach & Education	200,000	2,000	10,000	212,000	100,000
	CPS Training - LE & Judge	75,000	5,000	30,000	110,000	37,500
	CPS Fitting Stations	145,000	2,000	10,000	157,000	145,000
	Enforcement & Equip	300,000	5,000	10,000	315,000	225,000
	Assessments	30,000	5,000	10,000	45,000	7,500
	Youth SB Initiatives	250,000	2,000	10,000	262,000	125,000
<b>405 Incentive</b>	<b>(405-K2)</b>	1,000,000	21,000	80,000	1,101,000	640,000
<b>TOTAL OCC PROTECT FUNDS</b>		3,295,000	121,000	892,000	4,208,000	1,991,250
<b>IMPAIRED DRIVING - ALCOHOL and OTHER DRUGS (03)</b>						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-03-01	Program Mgmt	180,000	30,000	10,000	220,000	45,000
09-03-02	PI&E	300,000	5,000	150,000	455,000	150,000
	MADD/Hospitality/Business	80,000	12,500	75,000	167,500	40,000
09-03-03	Alcohol Community	125,000	5,000	100,000	230,000	62,500
09-03-04	Crackdown/Sat Patrol	300,000	10,000	100,000	410,000	300,000
	Unfunded Patrol Equip	150,000	2,000	300,000	452,000	150,000
09-03-05	Evaluation & Surveys	70,000	5,000	4,000	79,000	17,500
<b>402</b>	<b>(AL)</b>	1,205,000	69,500	739,000	2,013,500	765,000
09-03-06	Paid Media (402PM)	250,000	5,000	40,000	295,000	125,000
09-41-01	OWI Subcommittee	2,000	1,000	2,000	5,000	500
	Plan development	5,000	1,000	3,000	9,000	1,250
09-41-02	Alcohol PI&E	200,000	2,000	10,000	212,000	100,000
	Drugged driving	125,000	5,000	20,000	150,000	62,500
	Intervention/Outreach/Collab	50,000	1,000	5,000	56,000	25,000
09-41-03	Crackdown/Sat Patrol	825,000	100,000	200,000	1,125,000	618,750
09-41-04	SFST Training	70,000	5,000	889,600	964,600	35,000
	SFST Advisory	5,000	2,000	1,000	8,000	1,250
09-41-05	Drug Program Support	50,000	2,000	5,000	57,000	12,500
	DRE Advisory	5,000	2,000	1,000	8,000	1,250
	DRE, DITEP Training	20,000	5,000	85,000	110,000	10,000
09-41-06	Advocate Training Travel	25,000	5,000	5,000	35,000	12,500
09-41-07	UW LS RCID	251,000	10,000	67,000	328,000	87,850
09-41-08	OWI Drug Courts	150,000	12,000	120,000	282,000	150,000
09-41-09	Diverse Communities	150,000	10,000	400,000	560,000	150,000
<b>410</b>	<b>(K8)</b>	1,933,000	163,000	1,813,600	3,909,600	1,268,350
09-41-11	Paid Media - (410-K8PM)	250,000	5,000	10,000	265,000	125,000
State 568	Pre-trial Intervention	0	779,400	12,470	791,870	779,400
State 531	Safe Ride Programs	0	170,097	10,000	180,097	170,097
<b>State</b>	<b>(562, 531 and 568)</b>	0	949,497	22,470	971,967	949,497
<b>TOTAL IMPAIRED DRIVING FUNDS</b>		3,638,000	1,191,997	2,625,070	7,455,067	3,232,847

## BUDGET -- ALL FUNDS

18-Aug-08

W:/2009HSP/Detailed Budget

FFY 2009 HIGHWAY SAFETY PERFORMANCE PLAN BUDGET						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
YOUTHFUL DRIVERS - IMPAIRED DRIVING (3Y)						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-41-02	Youth PI&E	200,000	15,000	20,000	235,000	100,000
09-41-03	EUDL- Enforcement	100,000	10,000	150,000	260,000	100,000
09-41-09	Social Norms/Community	200,000	10,000	118,000	328,000	200,000
09-41-10	Evaluation	25,000	55,000	35,000	115,000	6,250
<b>410</b>	<b>(K8)</b>	<b>525,000</b>	<b>90,000</b>	<b>323,000</b>	<b>938,000</b>	<b>406,250</b>
09-44-01	EUDL PI&E, Outreach	100,000	4,000	50,000	154,000	50,000
09-44-02	EUDL Enforcement	300,000	4,000	150,000	454,000	300,000
09-44-03	Evaluation	15,000	3,000	25,000	43,000	15,000
09-44-04	2008 funds	350,000	4,000	25,000	379,000	350,000
<b>USDOJ</b>	<b>(DOJ - 44)</b>	<b>765,000</b>	<b>15,000</b>	<b>250,000</b>	<b>1,030,000</b>	<b>715,000</b>
<b>TOTAL YOUTH FUNDS</b>		<b>1,290,000</b>	<b>105,000</b>	<b>573,000</b>	<b>1,968,000</b>	<b>1,121,250</b>
AGGRESSION, SPEED & TRAFFIC ENFORCEMENT (PTS) 04						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-04-01	Program Mgmt	65,000	11,000	2,000	78,000	16,250
09-04-02	Outreach/Education	250,000	20,000	25,000	295,000	125,000
	LELs	175,000	5,000	5,000	185,000	43,750
09-04-03	TLE Training/Encourage	50,000	18,000	50,000	118,000	25,000
09-04-04	Traffic Enforcement	1,000,000	135,000	400,000	1,535,000	750,000
	Unfunded Patrol Equip	150,000	3,000	300,000	453,000	112,500
09-04-05	Evaluation of Pd Media	80,000	7,000	5,000	92,000	40,000
<b>402-PT</b>	<b>402-PT</b>	<b>1,770,000</b>	<b>199,000</b>	<b>787,000</b>	<b>2,756,000</b>	<b>1,112,500</b>
09-04-07-PM	Aggression Pd Media	250,000	5,000	25,000	280,000	125,000
<b>TOTAL</b>	<b>SPEED/ AGGRESSION</b>	<b>2,020,000</b>	<b>204,000</b>	<b>812,000</b>	<b>3,036,000</b>	<b>1,237,500</b>
HIGHWAY SAFETY INFORMATION (Traffic Records) 05						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-05-01	Prog Mgmt/TRCC	30,000	5,000	5,000	40,000	7,500
09-05-02	1.0 FTE Analyst	80,000	5,000	1,000	86,000	20,000
09-05-03	TraCS Implementation II	200,000	75,000	200,000	475,000	200,000
09-05-04	Data Linkage	50,000	12,000	1,000	63,000	12,500
09-05-05	Incident location tool	30,000	10,000	3,000	43,000	7,500
09-05-06	Surveys, Publications	220,000	7,000	5,000	232,000	55,000
09-05-07	TR, Data Collect Training	10,000	3,000	10,000	23,000	50,000
	Automated Grant Tracking	500,000	10,000	30,000	540,000	125,000
	Crash data collection/maps	100,000	5,000	20,000	125,000	50,000
<b>402</b>	<b>(TR)</b>	<b>1,220,000</b>	<b>132,000</b>	<b>275,000</b>	<b>1,627,000</b>	<b>527,500</b>
09-05-07					0	0
<b>408</b>	<b>(K9)</b>	<b>510,667</b>	<b>100,000</b>	<b>150,000</b>	<b>760,667</b>	<b>383,000</b>
State 562	Policy Analysis	0	100,000	0	100,000	25,000
<b>State</b>	<b>(562)</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	<b>25,000</b>
	Racial Profiling	454,170	10,000	30,000	100,000	113,543
	<b>(1906)</b>	<b>454,170</b>	<b>10,000</b>	<b>30,000</b>	<b>494,170</b>	<b>113,543</b>
<b>TOTAL</b>	<b>RECORDS FUNDS</b>	<b>2,184,837</b>	<b>342,000</b>	<b>455,000</b>	<b>2,981,837</b>	<b>1,049,043</b>

## BUDGET -- ALL FUNDS

18-Aug-08

W:/2009HSP/Detailed Budget

FFY 2009 HIGHWAY SAFETY PERFORMANCE PLAN BUDGET						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
INJURY CONTROL - EMERGENCY RESPONSE 06						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-06-01	EMS, Trauma Syst PI&E	65,000	7,000	10,000	82,000	32,500
	Recruitment & Retention	65,000	1,000	5,000	71,000	32,500
09-06-02	Crash Response Trning	10,000	1,000	5,000	16,000	5,000
09-06-03	First Responder Pjts	40,000	2,000	20,000	62,000	40,000
	Rural, Bystander Pjts	30,000	3,000	10,000	43,000	15,000
<b>402</b>	<b>(EM)</b>	<b>210,000</b>	<b>14,000</b>	<b>50,000</b>	<b>274,000</b>	<b>125,000</b>
MOTORCYCLE SAFETY 07						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-07-01	Prog Mgmt	55,000	10,000	20,000	85,000	13,750
09-07-02	PI&E	150,000	2,000	3,000	155,000	75,000
	LE Outreach MC Events	175,000	5,000	15,000	195,000	87,500
09-07-03	Instructor Training	10,000	3,000	15,000	28,000	5,000
09-07-04	SMSA Nat'l Conference	25,000	7,500	10,000	42,500	25,000
09-07-05	Evaluations & Studies	30,000	5,000	15,000	50,000	7,500
	Mobile Classroom	150,000	5,000	20,000	175,000	75,000
<b>402</b>	<b>(MC)</b>	<b>595,000</b>	<b>37,500</b>	<b>98,000</b>	<b>730,500</b>	<b>288,750</b>
09-07-06	MC Education	110,000	5,000	10,000	125,000	27,500
<b>s. 2010</b>	<b>(K6)</b>	<b>110,000</b>	<b>5,000</b>	<b>10,000</b>	<b>125,000</b>	<b>27,500</b>
State 562	MC Rider Education	0	544,000	200,000	744,000	
	MREP Admin	0	110,000	27,500	137,500	
<b>State</b>	<b>(562)</b>	<b>0</b>	<b>654,000</b>	<b>200,000</b>	<b>744,000</b>	<b>0</b>
<b>TOTAL</b>	<b>MOTORCYCLE FUNDS</b>	<b>705,000</b>	<b>696,500</b>	<b>308,000</b>	<b>1,599,500</b>	<b>316,250</b>
PEDESTRIAN, BICYCLE & SCHOOL BUS SAFETY 09						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-09-01	Program Management	5,000	2,000	10,000	17,000	1,250
09-09-02	PI&E	100,000	4,000	50,000	154,000	50,000
09-09-03	Training ,TSB, BOB	45,000	2,000	14,000	61,000	22,500
09-09-04	Walking workshops/Rodeos	50,000	2,000	70,000	122,000	50,000
09-09-05	Enforcement	70,000	10,000	60,000	140,000	70,000
09-09-06	Evaluation	25,000	1,000	30,000	56,000	6,250
<b>402</b>	<b>(PS)</b>	<b>295,000</b>	<b>21,000</b>	<b>234,000</b>	<b>550,000</b>	<b>200,000</b>
State 562	Program Management	0	60,000	0	60,000	0
State 562	PI&E & Bike Laws	0	42,500	0	42,500	0
<b>State</b>	<b>(562)</b>	<b>0</b>	<b>102,500</b>	<b>0</b>	<b>102,500</b>	<b>0</b>
<b>TOTAL</b>	<b>PED/BIKE FUNDS</b>	<b>295,000</b>	<b>123,500</b>	<b>234,000</b>	<b>652,500</b>	<b>200,000</b>
COMMUNITY TRAFFIC SAFETY 10 Community Activity						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
09-10-01	RPMs Community Outreach	340,000	75,000	25,000	440,000	170,000
09-10-02	Community PI&E	160,000	10,000	75,000	245,000	80,000
	TSR-Publication	110,000	10,000	10,000	130,000	55,000
09-10-03	Community Programs	300,000	5,000	200,000	505,000	225,000
09-10-04	Governor's Conference	52,000	8,000	20,000	80,000	26,000
	WAWHSL	17,000	2,000	17,000	36,000	8,500
	WHSCA	6,000	7,000	10,000	23,000	3,000
	Forums, Meetings	105,000	10,000	25,000	140,000	52,500
<b>402</b>	<b>(CP)</b>	<b>1,090,000</b>	<b>127,000</b>	<b>382,000</b>	<b>1,599,000</b>	<b>620,000</b>
LARGE TRUCK SAFETY 12						
Activity	Title	Fed	State	Local	Tot Prog	Loc Benefit
<b>MCSAP</b>	<b>MCSAP Plan</b>	<b>4,763,671</b>	<b>0</b>	<b>0</b>	<b>4,763,671</b>	<b>0</b>
<b>TOTAL</b>	<b>LARGE TRUCKS</b>	<b>4,763,671</b>	<b>0</b>	<b>0</b>	<b>4,763,671</b>	<b>0</b>
<b>Fund Totals</b>	<b>402 TOTAL</b>	<b>9,115,000</b>	<b>1,033,000</b>	<b>3,399,000</b>	<b>13,797,000</b>	<b>5,073,750</b>
	<b>410 TOTAL</b>	<b>2,708,000</b>	<b>258,000</b>	<b>2,146,600</b>	<b>5,112,600</b>	<b>1,443,350</b>

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

- ○ 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- ○ 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- ○ 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- ○ 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- ○ NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- ○ Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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



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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49

CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- k. 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;
- l. Establishing a drug-free awareness program to inform employees about:
  - 1. 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.
- m. 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).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1. 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.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. 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.
- o q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- o 18. 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.
- o 19. (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.

- o 20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

### **RESTRICTION ON STATE LOBBYING**

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

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

#### **Instructions for Primary Certification**

- o 21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- o 22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
- o 23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.



- 24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- 27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- 28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
- 29. 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.
- 30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

Instructions for Lower Tier Certification

- o 31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
- o 32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- o 33. 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.
- o 34. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR

- Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
- 35. 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.
  - 36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
  - 37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
  - 38. 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.
  - 39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

- o 41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

*Fred J. Buslaubi*  
\_\_\_\_\_  
Governor's Representative for Highway Safety

*8/26/08*  
\_\_\_\_\_  
Date