STATE OF WISCONSIN FFY 2013

Highway Safety Performance Plan

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State of Wisconsin
Federal Fiscal Year 2013
Highway Safety Performance Plan

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SECTION I

Highway Safety Performance Plan

STATE OF WISCONSIN

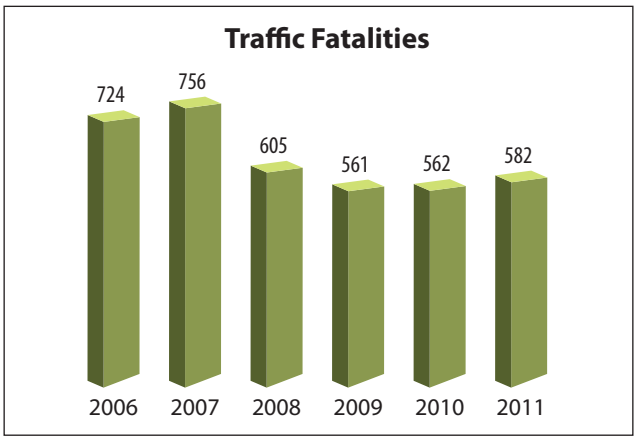
FFY 2013

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; as a society we should 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.

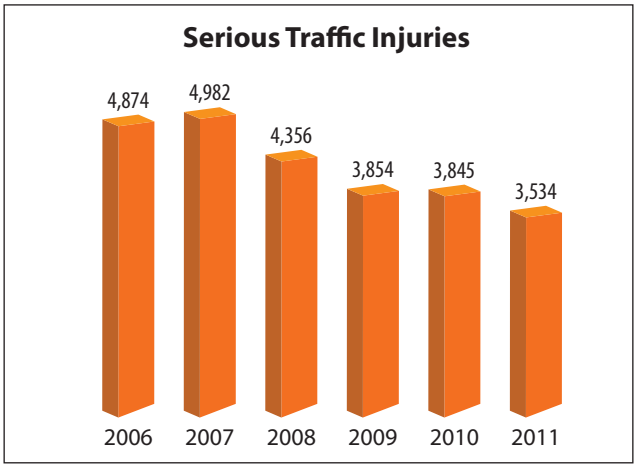


Traffic Fatalities (FARS)*

GOAL

C1. To decrease traffic fatalities 5 percent from the 2006-2010 calendar year rolling average of 644 to 611 by December 31, 2012.

*Fatality Analysis Reporting System



Serious Traffic Injuries (State Crash Data Files)

GOAL

C2. GOAL To decrease serious traffic injuries 5 percent from the 2006–2010 calendar year rolling average of 4,382 to 4,163 by December 31, 2012.

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 funds, 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 high risk behavior; 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 leaders, professionals, and organizations.

GOALS AND MEASURES

The Governors Highway Safety Association (GHSA) and NHTSA agreed to a minimum set of performance measures to be used in the development of Highway Safety Performance Plans (HSPP). The agreed upon performance measures rely heavily on fatal 'K' crashes. While tracking fatalities is valuable, other severity (A, B, C, etc.) crashes can provide useful insight into the state's problem. We have included the recommended measures in this document in addition to measures we have been developing over the last few years. The additional goals and measures were developed in conjunction with the larger state Strategic Highway Safety Plan and can be found in the individual program areas. Note that FARS data was not finalized at the time of our planning so those numbers are preliminary.

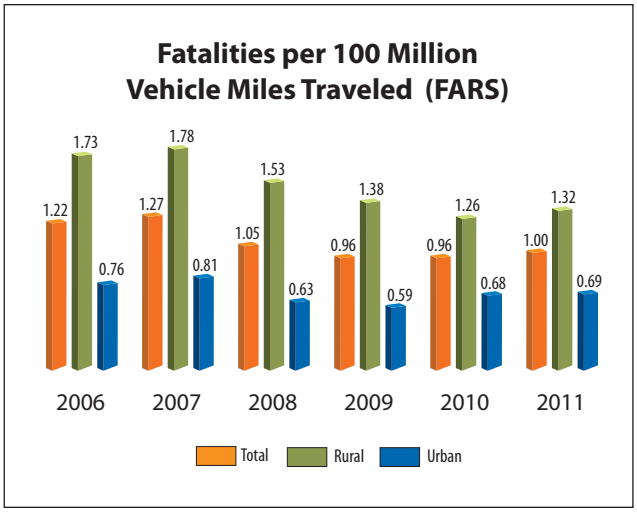
As the graph indicates, the number of deaths trends slightly downward since 2006 in Wisconsin. 2011 was a slight increase over the prior year but much lower than the baseline of the prior (2006–2010) 5-year moving average of 644.

Serious injury crashes have steadily decreased since 2006 as well. 2011 is much lower than the prior 5-year average of 4,382 from 2006 to 2010.

Note in the Fatalities/VMT graph that the rates are calculated using corresponding VMT rates–rural fatal-

ities are over rural VMT, urban fatalities over urban VMT. Wisconsin continues to strive to maintain 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. Wisconsin met the national goal in 2009 with a rate of 0.96 and so far has maintained it.

The following chart provides the remaining performance measures and goal statements developed by the GHSA and NHTSA.



GOALS

C3a. To decrease total fatalities/VMT, by 5 percent from the 2006-2010 calendar year rolling average of 1.092 to 1.04 by December 31, 2012.

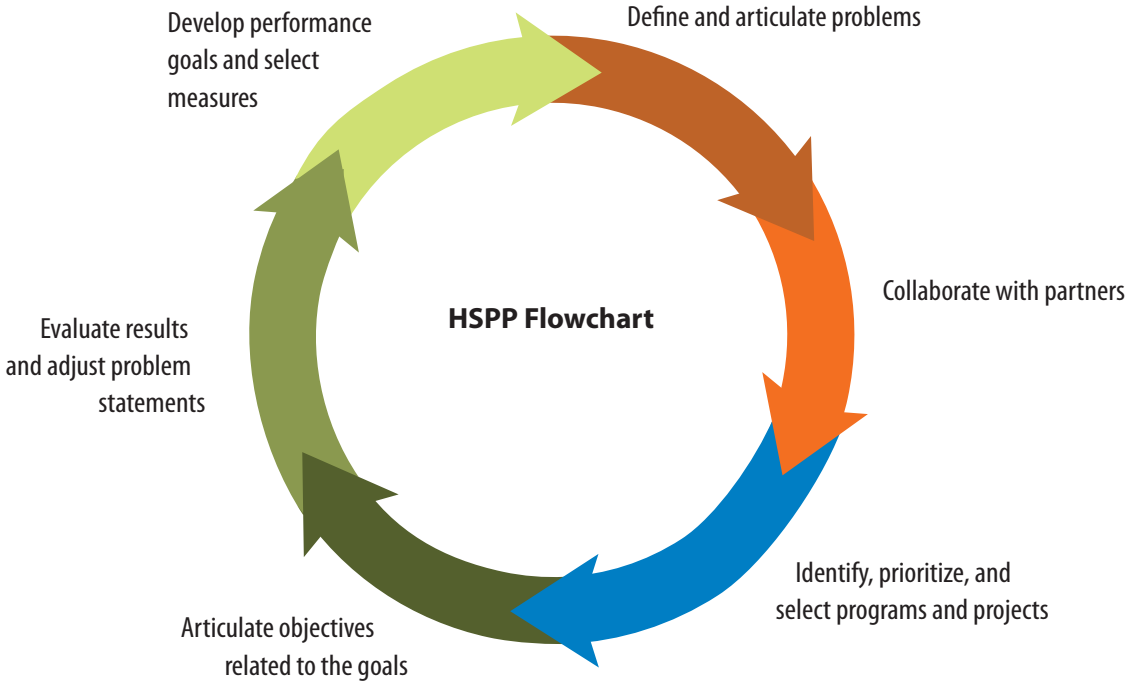
C3b. To decrease rural fatalities/VMT, by 5 percent from the 2006-2010 calendar year rolling average of 1.536 to 1.46 by December 31, 2012.

C3c. To decrease urban fatalities/VMT, by 5 percent from the 2006-2010 calendar year rolling average of 0.694 to 0.66 by December 31, 2012.

MEASURE	2006	2007	2008	2009	2010	2011	2006-2010 AVG	2012 GOAL
C4. Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	296	298	222	231	178	185	**245**	**233**
C4. GOAL To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2006-2010 calendar year rolling average of 245 to 233 by December 31, 2012.								
C5. Alcohol Impaired Driving Fatalities (FARS)	307	314	205	209	205	218	**248**	**236**
C5. GOAL To decrease alcohol impaired driving fatalities 5 percent from the 2006-2010 calendar year rolling average of 248 to 236 by December 31, 2012.								
C6. Speeding Related Fatalities (FARS)	283	279	198	203	202	195	**233**	**221**
C6. GOAL To decrease speeding-related fatalities 5 percent from the 2006-2010 calendar year rolling average of 233 to 221 by December 31, 2012.								
C7. Motorcyclist Fatalities	93	109	89	84	105	95	**96**	**91**
C7. GOAL To decrease motorcyclist fatalities 5 percent from the 2006-2010 calendar year rolling average of 96 to 91 by December 31, 2012.								
C8. Un-helmeted Motorcyclist Fatalities (FARS)	69	79	68	55	82	81	**71**	**67**
C8. GOAL To decrease un-helmeted motorcyclist fatalities 5 percent from the 2006-2010 calendar year rolling average of 70 to 67 by December 31, 2012.								
C9. Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	141	144	114	92	91	83	**116**	**111**
C9. GOAL To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2006-2010 calendar year rolling average of 116 to 111 by December 31, 2012.								
C10. Pedestrian Fatalities (FARS)	55	58	53	38	52	61	**51**	**49**
C10. GOAL To reduce pedestrian fatalities 5 percent from the 2006-2010 calendar year rolling average of 51 to 49 by December 31, 2012.								
B1. Seat Belt Use Rate (Observed Seat Belt Use Survey)	75.43%	75.3%	74.2%	73.8%	79.2%	79.9%	**75.6%**	**79.4%**

HIGHWAY SAFETY PLANNING PROCESS

The highway safety planning process is 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

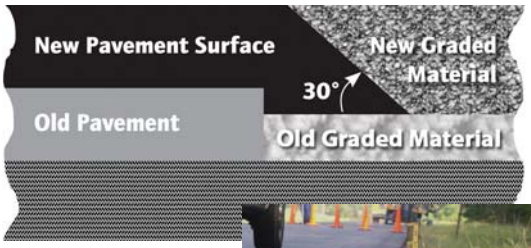
November to January

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

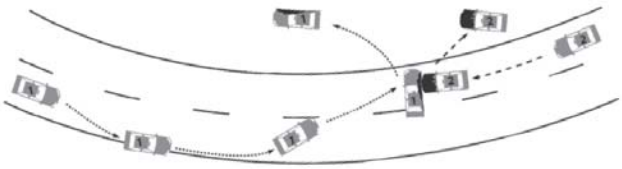
Wisconsin is unique in that we have a law (s. 83.013, Wis. Stat.) that requires all 72 of its counties to have a Traffic Safety Commission. The law further defines who is supposed to participate at the quarterly meetings. A commission is required to include: Chief traffic law enforcement officer, Highway Safety Coordinator, Highway Commissioner, a DOT engineer from the regional office, the Regional Program Manager from BOTS, a State Patrol Trooper/Inspector, as well as a representative from education, medicine, and legal professions. We recognize what a fantastic opportunity this requirement gives us to reach out and solicit ideas and input into our planning process, and we utilize this opportunity. In addition, each State Program Manager (SPM) 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 2: Partners, Committees, and Organizations).* 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's 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 and trends for each program area. At the end of May, BOTS utilizes the data to generate targeting lists for enforcement grants. *(See Appendix 3: Targeting used for Speed and Alcohol Enforcement Grants).*



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. Recommendations from state program assessments are integrated into program objectives and funded activities. A committee of the Bureau of Transportation Safety discusses project ideas suggested and determines which are feasible and will be included in this year's HSPP.

The annual HSPP is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the WisDOT Strategic Highway Safety Plan. The ten items of highest priority in the Department's 2011-13 Strategic Highway Safety Plan are listed in priority order below (HSPP-related goals bolded):

1. Improve Design and Operation of Intersections
2. **Reduce Speed-Related Crashes**
3. Reduce Head-On and Cross-Median Crashes, Prevent/Mitigate Roadway Departure Crashes
4. Create Safer Work Zones
5. **Reduce Alcohol/Drug Impaired Driving**
6. **Improve Driver Alertness, Reduce Driver Distraction**
7. **Improve Occupant Protection**
8. **Improve Teen Driver Performance, Ensure Drivers are Licensed and Competent, Sustain Proficiency in Older Drivers**
9. **Improve Motorcycling Safety**

10. **Create More Effective Safety Decision Processes, Improve Incident Management/Safe Travel in Bad Weather**

A topic that is not ranked as a high priority is not necessarily deemed unimportant, and it should not be assumed that WisDOT will discontinue planned or on-going initiatives and programs relating to that topic. Initiatives such as curbing aggressive driving, **enhancing EMS to Increase Survivability**, making walking/street crossing safer, making truck travel safer, **ensuring safer bicycle travel**, and reducing deer and other animal crashes will still be pursued.

Ongoing

Feedback from NHTSA management reviews, such as the Traffic Records Review 2010, 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 2006-2009 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.

End of August

Internal approval of the plan is received and the HSPP is submitted to NHTSA.

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.

SECTION II

2013 Highway Safety Performance Plan by Program Area

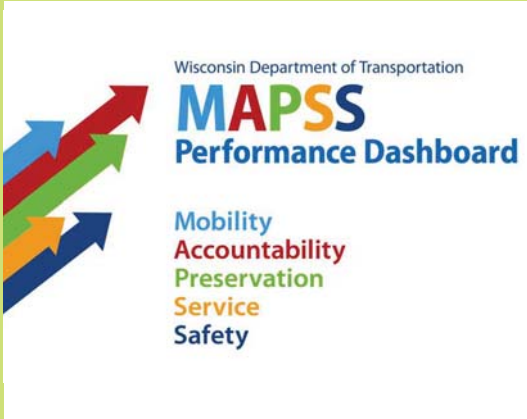
JUSTIFICATIONS, GOALS AND MEASURES, ACTIVITIES, AND BUDGETS

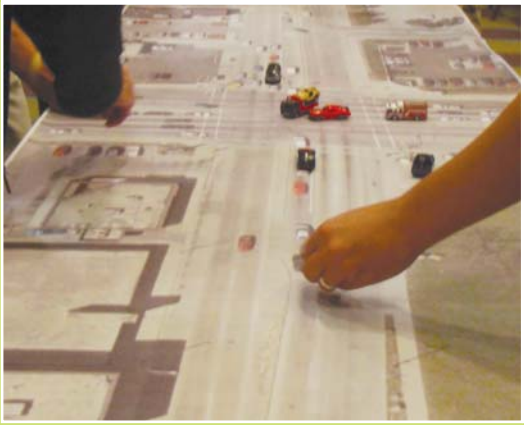
STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

Planning & Administration





STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE 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 permit only 10% of total 402 fund expenditures to support the planning and administration of the program. States must match federal funds to support its Planning and Administration Program.

Performance Goals and Measures

Federal highway safety and state funds are distributed based on data-driven justification and in collaboration with many partners. We target areas and activities that are most likely to decrease the burden of crashes, deaths and injuries in Wisconsin. The activities are 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.

- Produce timely, accurate and complete plans and reports.
- Make proper application for funds throughout the year.
- Administer planned activities by end of FFY2013.
- Incorporate budget liquidation plan into HSPP planning process and spend down set-aside funds in a timely manner.
- Document financial management and program management.

Program Management/Analysis

- Wage and fringe for Grant Program Supervisor, Policy & Program Supervisor, Program Assistant, two Limited Term Employees (LTE), and one intern, 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. Data processing costs, training, travel, printing, and postage.

(402)2013-10-01-PA **$297,000**

- Wage and Fringe for Director, Section Chief, a half-time LTE, and for two full-time Analysts.

(State) 2013-19-01 **$530,000**

PLANNING AND ADMINISTRATION—BUDGET SUMMARY			
2013-10-01-PA	402	Planning & Administration	$297,000
2013-19-01	562	Appropriation 562 Planning, Administration	$530,000
		Program Total	**$827,000**

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.

Occupant Protection Program Plan

STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

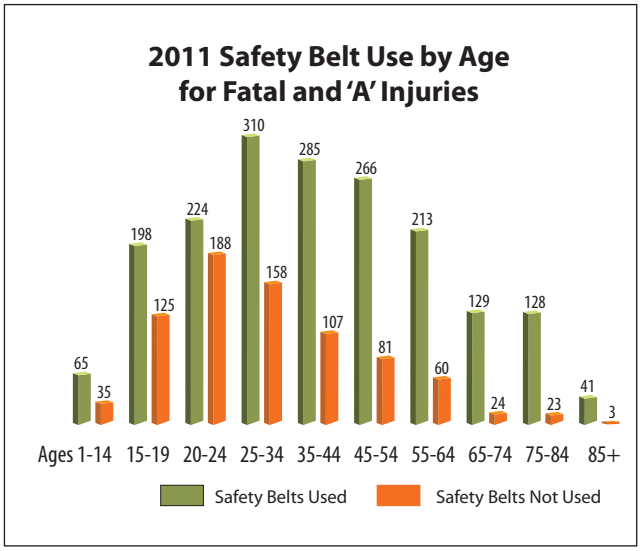
PROGRAM JUSTIFICATION, PERFORMANCE GOALS AND MEASURES

Justification

In 2000 (base year), Wisconsin observed: an average statewide safety belt use of 65.4%; 1,148 persons were ejected or partially ejected in crashes; 40.5% of crash victims who were not belted were either killed or incapacitated ('A' Injury).

In 2011, observed average statewide safety belt use was 79.9%. There were 84,751 convictions for failure to fasten safety belts (that is a 29% decrease from 2010) and 3,874 convictions for child restraint violations (12% decrease from 2010) entered in Wisconsin driver records in 2011.

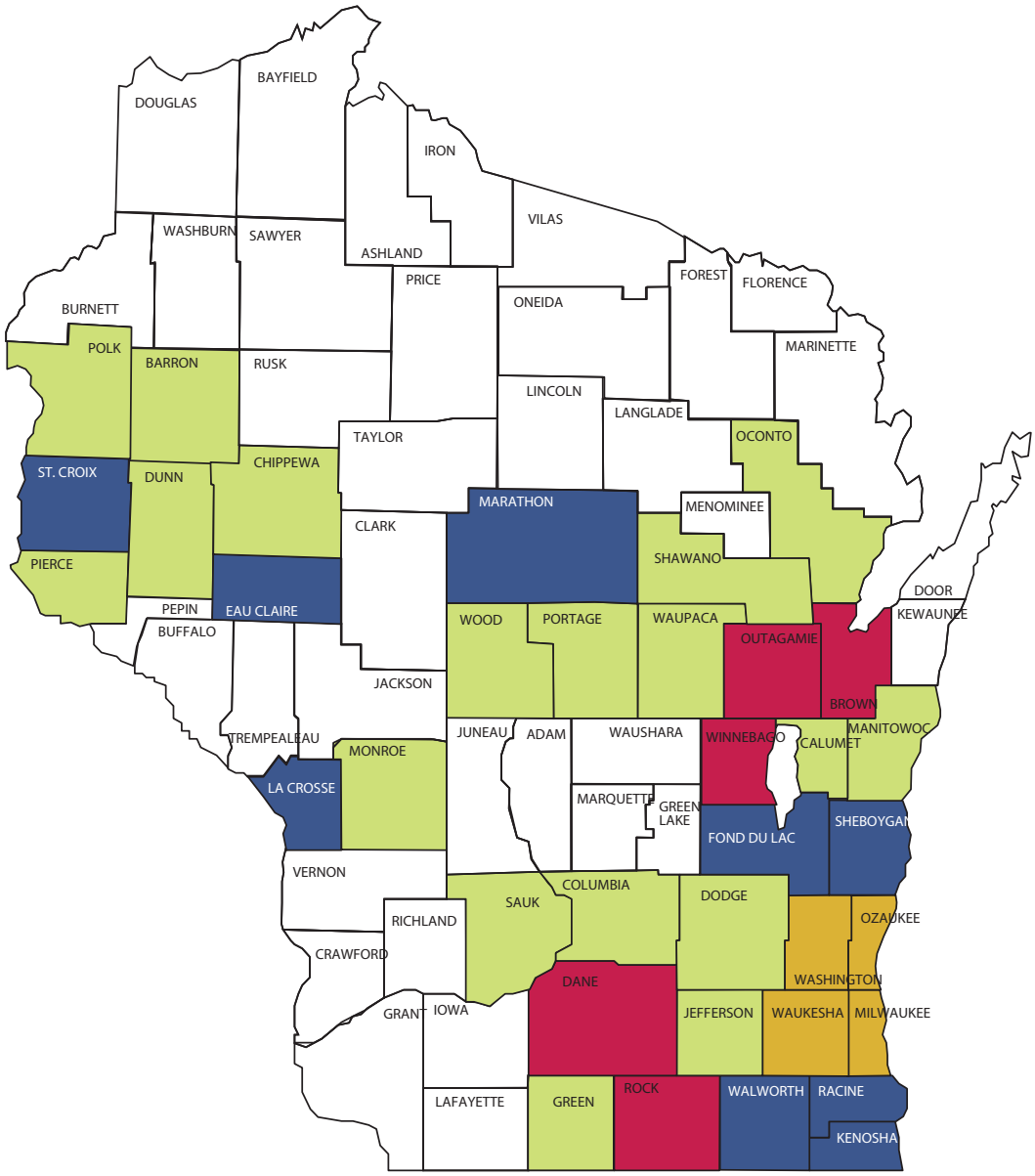
If you were in a fatal or injury crash for the period 1994-2011, and were not using safety equipment, you were 48.5 (7.96% vs. 0.16%) times more likely to be either partially or totally ejected from the vehicle. In addition, you were 11.8 (13.63% vs. 1.15%) times more likely to be killed than someone who was wearing a shoulder and lap belt at the time of the crash. A 13.63% fatality rate equates to approximately a one in seven chance of being killed, given the constraints.



The graph above 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 2011. Safety belt usage lags with the most inexperienced drivers/occupants: those between the ages of 15 and 34. After that point, usage rates increase for each age group, and occupants in serious crashes are much more likely to be wearing their safety belts. The information below is from all occupants of passenger vehicles and utility trucks during 2011.

BELT USE BY REGION – SUMMER 2011

Belt use varies by 13.3% across the state. The Stratum 2 area is highest at 85.1%, and the Stratum 1 area is lowest at 71.8% Regions are defined by a combination of population and Vehicle Miles Traveled (VMT).



Strata	Belt Usage 2011 (%)
Stratum 1	71.8
Stratum 2	85.1
Stratum 3	74.5
Stratum 4	82.9

Stratum 1: Milwaukee, Ozaukee, Washington, and Waukesha Counties

Stratum 2: Brown, Dane, Outagamie, Rock, and Winnegabo Counties

Stratum 3: Eau Claire, Fond du Lac, Kenosha, La Crosse, Marathon, Racine, Sheboygan, St. Croix, and Walworth Counties

Stratum 4: Barron, Calumet, Chippewa, Columbia, Dodge, Dunn, Green, Jefferson, Manitowoc, Monroe, Oconto, Pierce, Polk, Portage, Sauk, Shawano, Waupaca, and Wood Counties

Source: WisDOA Demographic Services

PERFORMANCE GOALS AND MEASURES

Average Belt Use and Child Safety Seat Use	
2000 Baseline	65.4%
2011 Current	79.9%
2012 Goal	83.9%

Ejection Rate/Fatal and Injury Crashes	
2006-10 Baseline	1.80%
2011 Current	1.51%
2012 Goal	1.71%

Unbelted Fatalities and 'A' injuries	
2006-10 Baseline	2.08/100M VMT
2011 Current	1.39/100M VMT
2012 Goal	1.97/100M VMT

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 2012.

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.

(402)2013-20-01-OP **$90,000**

REGULATION AND POLICY

Work with employers through the Wisconsin Compensation Rating Bureau and the Wisconsin Department of Workforce Development to encourage safety belt use for their employees by making it a work rule. Encourage law enforcement agencies that receive Federal Highway Safety program funds to develop and enforce an employee safety belt use policy.

(405)2013-25-02-K2 **$75,000**

LAW ENFORCEMENT

Plan for statewide participation, voluntary, and overtime-funded enforcement for the national high-visibility "Click It or Ticket" Mobilization, expanded mobilizations, and nighttime enforcement and pilot programs. Plan and implement multi-agency corridor projects providing overtime funding increasing enforcement of Wisconsin's primary seat belt law.

(406)2013-24-05-K4 **$562,300**

(405)2013-25-05-K2 **$2,330,000**

Non-overtime Equipment Grants

(402)2013-20-06-OP **$175,000**

COMMUNICATION PROGRAM

- Review and update information regarding child passenger safety, safety belt materials and other items in both Spanish and English.
- Create state-specific occupant protection message using CIOT, Zero in WI and messages targeted at the unbuckled motor vehicle occupant.
- Duplicate print and video materials for distribution to the public.
- Review and update web-based information and materials for accuracy and to reduce printing and duplication costs.

(405) 2013-25-02-K2 $100,000

(2011) 2013-24-02-K3 $100,000

Plan and contract for Paid Media for "Click It or Ticket" Mobilization, and a sustained safety belt media campaign reflecting the safety belt message.

Funding for Paid Media will be found in the Community Programs section.

CHILD PASSENGER SAFETY (CPS)

Includes support and administrative cost for statewide Child Passenger Safety Advisory Committee; partnership with Wisconsin Information Network for Safety (WINS) to support and administer statewide CPS Training; work with WINS also to provide additional CPS training materials to community partners and local events.

(2011)2013-24-03-K3 $130,000

Grants for child safety restraints.

(2011)2013-24-06-K3 $200,000

OUTREACH PROGRAM

Maintenance and upkeep for seatbelt and Rollover and upkeep, travel and 0.5 LTE.

(405)2013-25-02-K2 $40,000

CPS training for law enforcement agencies, judges and other safety partners.

(405)2013-25-03-K2 $75,000

Youth and senior safety belt initiatives.

(405)2013-25-03-K2 $250,000

DATA AND PROGRAM EVALUATION

Contract for CIOT Mobilization Pre/Post Observational Surveys to include April/May/June Observational Surveys.

(405)2013-25-09-K2 $100,000

Contract for CIOT Knowledge, Attitude, and Behavior (KAB) telephone surveys to evaluate the effectiveness of paid media. and Performance Measure survey required for HSP

(405)2013-25-09-K2 $70,000

OCCUPANT PROTECTION—BUDGET SUMMARY			
2013-20-01-OP	402	Program Management/Delivery	$90,000
2013-24-02-K3	2011	CPS PI&E	$100,000
2013-25-02-K2	405	PI & E	$215,000
2013-24-03-K3	2011	Training & Support-Technical	$130,000
2013-25-03-K2	405	Training & Support-Technical	$325,000
2013-24-05-K4	406	Enforcement-CIOT Mobilization,	$562,300
2013-25-05-K2	405	Enforcement	$2,330,000
2013-20-06-OP	402	Equipment-LE	$175,000
2013-24-06-K3	2011	Equipment-CSR	$200,000
2013-25-09-K2	405	Evaluation – Surveys	$170,000
		Total 402	**$265,000**
		Total 2011	**$430,000**
		Total 405	**$3,040,000**
		Total 406	**$562,300**
		Program Total	**$4,297,300**

Impaired Driving and Youth Program

STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

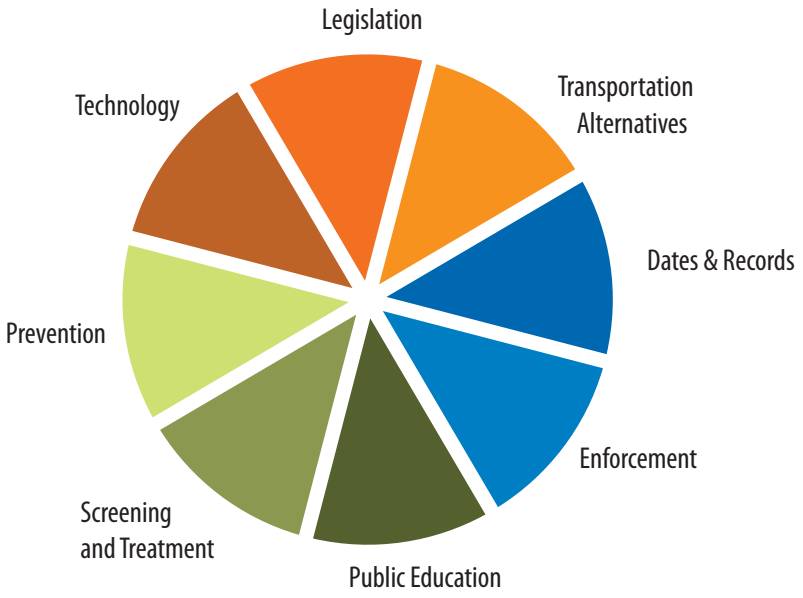
Program Justification, Performance Goals and Measures

As in years past, impaired driving continues to be a serious problem in Wisconsin.

The pie chart below continues to represent WisDOT's belief that no one solution for this problem exists. The pie chart 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.

The economic loss caused by impaired driving is high. Economic loss is determined using national cost estimates obtained from the National Safety Council (NSC). Latest estimates are from 2011. If you apply our 2011 crash statistics to the most recent economic loss estimates, the cost to our state is significant.

Comprehensive Approach to Addressing Impaired Driving



Average Economic Cost per Death, Injury, or Crash, 2011

STATEWIDE CRASHES	NUMBER	NSC $-VALUE	TOTAL
Killed	286	$1,431,000	$409,266,000
A-Injuried	572	$70,200	$40,154,400
B-injuried	1,527	$22,600	$34,510,200
C-injuried	1,137	$12,800	$14,553,600
PD events*	5,670	$9,000	$51,030,000
Total Economic Loss			**$409,266,000**

**Note that the injury categories are actual people injured, unlike the property damage crashes, which are events. All crashes—injury or not—have a property damage element. For a more complete explanation of items included in per occurrence estimates, visit www.nsc.org.*

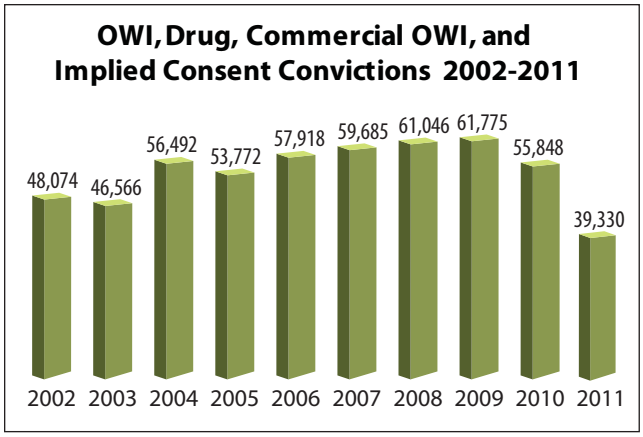
In 2001, (Wisconsin's base year), 8,695 alcohol related crashes resulted in 304 deaths (40% of all deaths) and 6,586 injuries. In 2011 Wisconsin didn't perform any better and 5,297 alcohol-related crashes resulted in 225 deaths (39.8% of all deaths) and 2,984 injuries.

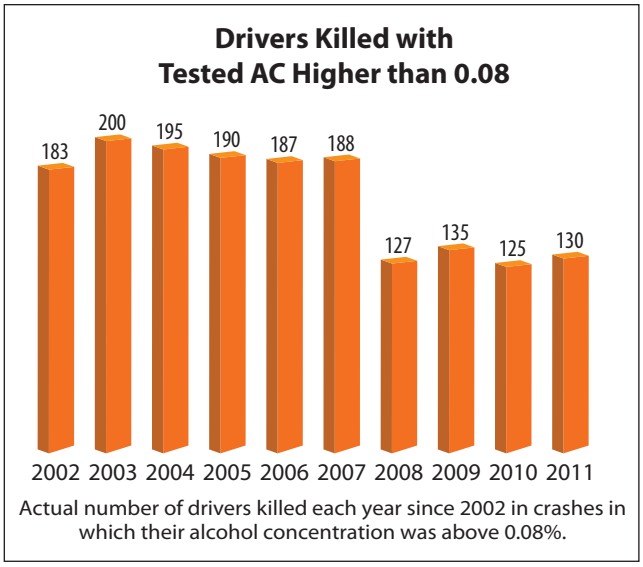
As the graph to the right illustrates, combined alcohol-related fatalities and incapacitating ('A') injuries have declined since 2002, with a significant decrease in fatalities in 2008, 2009, 2010 and 2011. In 2002, the alcohol fatality rate was 0.50 per 100M VMT compared to 0.39 per 100M VMT in 2011, a 22+ percent decrease.

The graph provides the actual number of drivers killed each year since 2002 in crashes in which their alcohol concentration was above 0.08.

A 5-year average, as displayed in the Performance Goals and Measures table *(see page 22)* , gives an idea of just how good a year Wisconsin had in 2011.

In 2011, 40.8% of all alcohol citations were for repeat offenders. In 2011, 39,330 convictions for operating a motor vehicle while intoxicated were entered into driver records, compared to 55,848 in 2010. Please note that the final





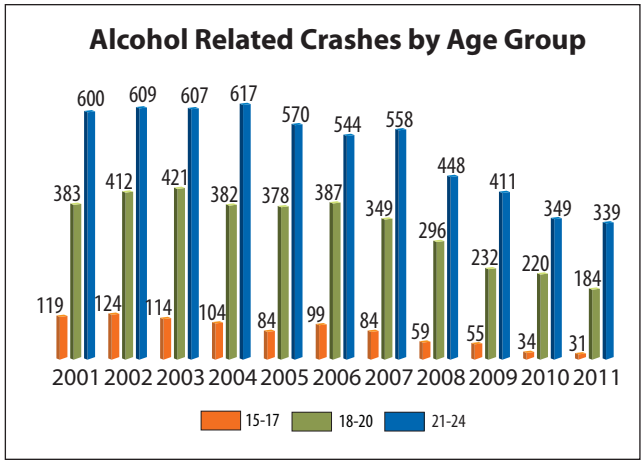
Alcohol and Drug Related Motor Vehicle Crashes	
2006-10 Baseline	12.82/100M VMT
2011 Current	9.74/100M VMT
2012	12.18/100M VMT

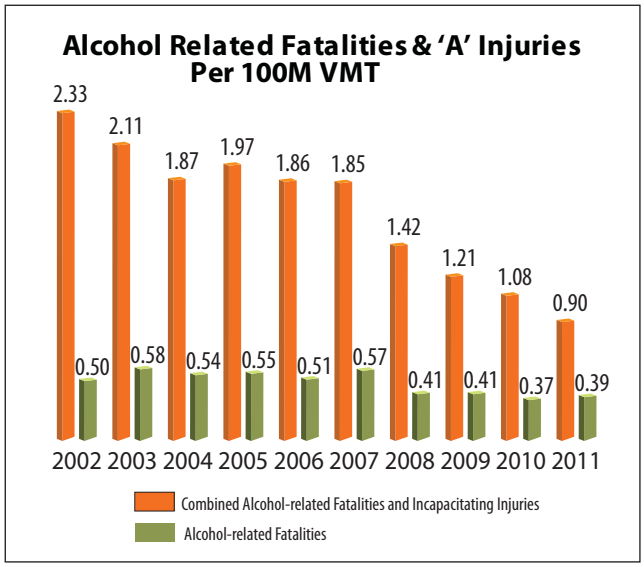
Resulting Deaths and A Injuries	
2006-10 Baseline	2.08/100M VMT
2011 Current	1.47/100M VMT
2012	2.08/100M VMT

Proportion of Alcohol and Drug Related Fatalities	
2006-10 Baseline	48.09%
2011 Current	50.62%
2012	45.68%

Proportion of Alcohol and Drug Related Fatalities and 'A' Injuries	
2006-10 Baseline	24.41%
2011 Current	20.93%
2012	23.19%

Crashes Involving Alcohol (15-24 year olds)	
2006-10 Baseline	293.30/100K pop.
2011 Current	202.47/100K pop.
2012	278.64/100K pop.





number of convictions in 2011 may yet increase, given the time it can take for the legal and technical processes to complete before the actual conviction is posted to the DMV database.

Underage drinking and driving is also a problem that warrants a special, more tailored approach. In 2011, teen drivers accounted for 7% of all drivers in crashes who were listed as had been drinking and 9% of those suspected of using other drugs.

Until recently 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 revealed that 65% of underage WI youth who drink obtain alcohol from family and friends. Only 7% of youth reported that they obtained alcohol from retailers who failed to check for identification. BOTS will continue to aggressively address underage drinking. BOTS will utilize remaining funding from the discontinued Enforcing Underage Drinking Laws (EUDL) block grant and continue to fund the Alcohol Policy Research Project, and to promote continued enforcement of age compliance checks and party patrol. Specialized community-specific underage drinking enforcement initiatives will be targeted.

Using NHTSA and USDOJ funding, BOTS will attempt to change the behavior of our youngest and most inexperienced driver population.

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Coordinate, plan, and manage the state impaired driving programs. 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)2013-30-01-AL **$180,000**

PREVENTION

Develop relationships with targeted high-risk occupations organizations and businesses to develop, design and implement a program focusing on the impact of employers who employ staff with drinking problems especially as it relates to impaired driving, missed work time, and additional health and societal costs as a result of drinking.

(402)2013-30-02-AL **$50,000**

Promote Transportation Alternatives

Safe Ride Program. Collaborate with the Tavern League of Wisconsin and other municipalities to administer the Safe Ride Program throughout the state of Wisconsin.

(State 531)2013-39-04 **$500,000**

As an enhancement to law enforcement grants and efforts, additional funds will be provided to law enforcement agencies that coordinate alternative transportation in communities. Covered activity includes publicity, transportation costs and advertising

including utilizing the "Zero in Wisconsin" campaign on all marketing and advertising materials. Targeted enforcement aimed to direct impaired event attendees to alternative transportation will also be considered. The UW Law School Resource Center on Impaired Driving provides checklists and assessment tools for communities to use when planning local festivals.

(410)2013-31-06-K8 $80,000

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. Provide overtime and equipment funding for sustained Alcohol Saturation Patrols consisting of at least monthly Highly Visibility Enforcement (HVE) overtime patrols, including nighttime enforcement, accompanied by media in targeted jurisdictions covering at least 65% of the state's population using 2011 population estimates.

Communities that can demonstrate an underage drinking problem that creates a threat to youth and the public at large on Wisconsin roadways will be invited to submit proposals to prevent underage drinking at driving. This could include funding for enforcement to patrol events at risk for underage drinking or to increase roadway enforcement where there is a demonstrated underage impaired driving problem.

(410) 2013-31-05-K8 $2,020,500

Provide equipment for agencies conducting enhanced year round enforcement including the Mobilization and Crackdown. Expand collaborative enforcement efforts between law enforcement agencies.

(410) 2013-31-06-K8 $165,000

DRE (Drug Recognition Expert). The DRE program supports a contracted coordinator position and includes expenses to train new DREs. In addition, costs are covered to provide continous training and re-certification for existing DREs. DRE expenses, including instructor wages, travel to conferences, supplies (such as DRE kits), printing, postage, lodging and meals for students and instructors are covered. BOTS also supports DRE callouts to assist other agencies where a DRE evaluation is needed. In the case of a DRE evaluation where synthetic cannabinoids are suspected, BOTS will pay for the cost of the test.

Funding covers related programs including Advanced Roadside Impaired Driving Enforement (ARIDE), Drugs that Impair Driving (8 hour drug block), and Drug Impairment Training for Educational Professional (DITEP), and Standard Field Sobriety Testing (SFST). For FY 2013, BOTS intends to expand the ARIDE program by increase the number of classes to accommodate demand and to align with this national focus.

(410)2013-31-03-K8 $300,000

Drug Testing and Procedure Development—fund one FTE to continue to develop a procedure to enhance the efficient use of LC-MS/MS instrument. Once the procedure is developed, the State Lab of Hygiene will be in a better position to decrease its backlog and keep current with blood samples they receive from law enforcement. Funding also includes travel and training for State Lab of Hygiene scientists and funding to outsource 400 TSC blood samples.

(410)2013-31-03-K8 $200,000

Publicizing High Visibility Enforcement

Plan and contract for paid media for the High Visibility Enforcement and National Alcohol Crackdown periods.

Funding for Paid Media will be found in the Community Programs Section.

Prosecution

UW Law School Resource Center on Impaired Driving. Provide professional expertise to partners, stakeholders and the public on legal matters related to impaired driving. Research evidence-based practices and best practices in alignment with Wisconsin laws. Establish court monitoring program to determine how cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed and compare results of numerous judges and courts, BAC levels in sentencing, and other related research as required. Provide assistance for youth alcohol programs through training and outreach. Provide legal services and support to partners, judges and others in the community as it relates to impaired driving issues. Communicate law changes and regulations to statewide partners.

(410)2013-31-03-K8 $180,000

Traffic Safety Resource Prosecutor

Salary and fringes for state expert as the statewide Traffic Safety Resource Prosecutor as it relates to legal issues, OWI and prosecuting those clientele. Provide specialized training to prosecutors, judges, law enforcement, and others in the community. The "Traffic Safety Resource Prosecutor," as defined by the federal rule, "means an individual or entity used by the State on a full-time basis to enhance the performance of a State's judicial system by providing education and outreach programs and technical assistance to enhance the capability of prosecutors to effectively prosecute across-the-State traffic safety violations." This position also provides technical assistance to a wide variety of professionals such as law enforcement officers, Drug Recognition Experts, blood and alcohol testing staff, and policy development staff.

(410)2013-31-03-K8 $175,000

Dane County Special Prosecutor on Traffic Crimes

BOTS funds a specialized prosecutor to review, consult and prosecute serious and fatal crashes in Dane County. The dedicated prosecution team consists of members from the Dane County Sheriff's Office, Madison Police Department, Wisconsin State Patrol, DOJ Victim Services, the Dane Co. DA's Office, the Dane Co. Coroner's. The team also works in conjunction with the NHTSA funded Traffic Safety Resource Prosecutor. Coordination of efforts result in consistent procedures for investigation and prosecution of crashes involving criminal charges. The purpose of this program is to not only provide better service in Wisconsin, but to disseminate lessons learned throughout the state of Wisconsin through outreach and prosecutor trainings and conferences. This program also focuses heavily on earned and paid media to inform the public about the consequences of driving under the influence and other risky behaviors that could lead to prosecution for serious crimes.

(410)2013-31-03-K8 $150,000

Adjudication

Work with DHS to fund start-up costs for OWI/drug court and implementing the program. Utilize best practices and lessons learned from the LaCrosse OWI drug court. Work with DHS to create a judicial liason position modeled after the Traffic Safety Resource Prosecutor program. Partner with DHS to provide training for Screening and Brief Intervention and Treatment (SBIRT) practices targeting new and innovative programs.

(410) 2013-31-03-K8 $200,000

COMMUNICATION PROGRAM

Continue to develop a 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. Collaborate with partners, revise and update all information, identify specific needs, and target information to various audiences, including Spanish-speaking customers. Use the Website more to reduce production costs. Develop and disseminate "Best Practices" information. Provide up-to-date educational materials and current data to the public. Collaborate with community prevention organizations to assist them in developing successful evidence based prevention programs.

(402) 2013-30-02-AL $100,000

(410) 2013-31-02-K8 $100,000

ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Wisconsin Assessment of the Impaired Driver (WAID) assessment tool

BOTS will work with DHS to begin the process of evaluating the WAID tool.

(410)2013-31-03-K8 $20,000

Intensive Supervision Programs (ISP): This pretrial court intervention program provides funding to monitor, supervise and connect the repeat OWI offender with an assessment and treatment as soon as possible after the arrest and before conviction. Implement a standardized risk assessment tool at all agencies. Research how to decrease the workload by using continuous monitoring such as Scram or other technology.

(State 568) 2013-39-04 $731,600

PROGRAM EVALUATION AND DATA

Evaluate paid media through phone surveys.

(402) 2013-30-09-AL $30,000

YOUTH SPECIFIC PROGRAM

UW Law School Resource Center on Impaired Driving/DHS—Alcohol Policy support position—the role of this position has expanded to include the role public policy plays in shaping the alcohol environment as it relates to the underage drinker in Wisconsin. A large body of research indicates the public policy and private practices of a community exert significant influence over the amount and style of underage drinking within the community. Changes in public and private policies have proven effective in remediating drinking behaviors leading to drunk driving, specifically underage drinking and binge drinking. Shared position with DHS.

(EUDL)2013-37-03-JX $45,000

IMPAIRED DRIVING—BUDGET SUMMARY

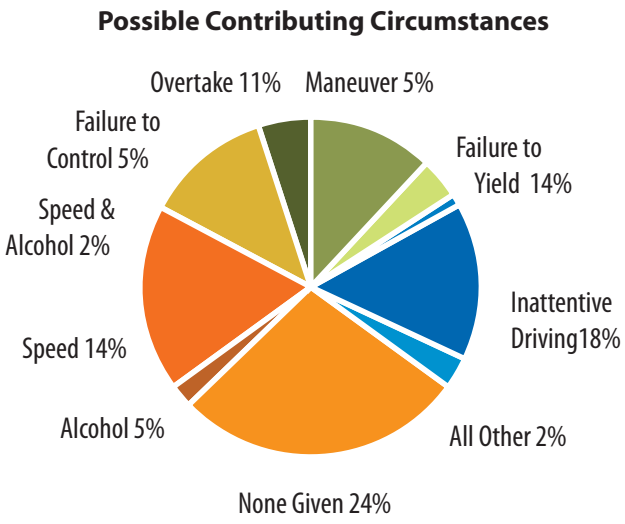
2013-30-01-AL	402	Program Management/Delivery	$180,000
2013-30-02-AL	402	PI&E – 402 funded	$150,000
2013-30-09-AL	402	Evaluate – Paid Media	$30,000
2013-31-02-K8	410	PI&E	$100,000
2013-31-03-K8	410	Training & Support Technical	$1,225,000
2013-31-05-K8	410	Enforcement	$2,020,500
2013-31-06-K8	410	Equipment	$245,000
2013-39-04-W8	568	Pre-trial Intervention Community Project	$731,600
2013-39-04-W1	531	Tavern League Safe Ride Program	500,000
2013-37-03-JX	EUDL	EUDL Training & Support Technical	$45,000
		Total 402	**$360,000**
		Total 410	**$3,590,500**
		Total State	**$1,231,600**
		Total EUDL	**$45,000**
		Program Total	**$5,227,100**

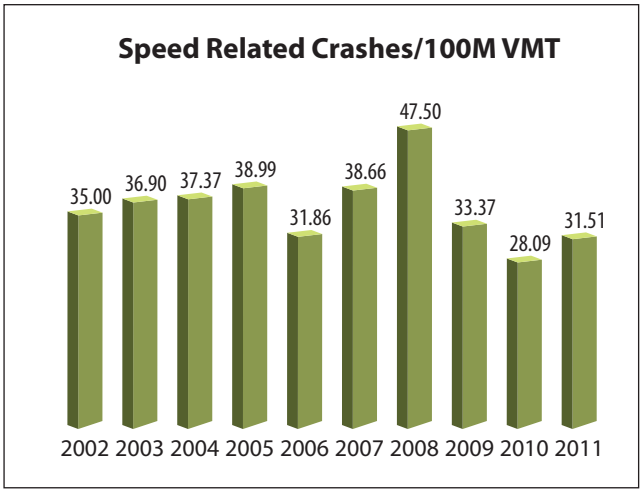
Police Traffic Program

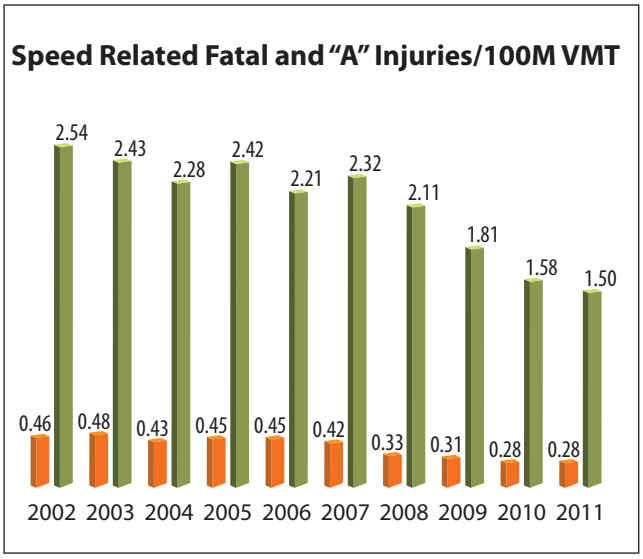
STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN







Currently, the number of crashes in which speed is recorded as a Possible Contributing Circumstance (see below) is thought to be very low. However, virtually all crashes have a speed component; otherwise, drivers would simply come to a stop to avoid a crash.

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.

PROGRAM JUSTIFICATION, PERFORMANCE GOALS AND MEASURES: SPEED CRASHES

Justification

When considering what a speed related crash is, a person should look at more than simply the "Speed" PCC alone when assessing problem. Other PCCs such as "Speed & Alcohol," "Failure to Control," "Overtake," and "Failure to Yield" also have the speed related implications.

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 29% of all deaths and 19% of all injuries in 2011. In addition, in 2011, 162 people died and 7,704 were injured in 18,358 speed-related crashes. There were 187,540 convictions for speeding violations entered into driver records in 2011.

As illustrated to the left, both speed related fatal injuries and 'A' injuries have been declining since 2002.

PROGRAM MANAGEMENT

Coordinate, plan, and manage the state Enforcement and Aggressive Driving Program. Wage and fringe, data processing costs, training and travel, printing and postage. Work with Regional Program Managers, Law Enforcement Liaisons, and law enforcement agencies of all sizes to coordinate enforcement efforts, encourage safe and effective High Visibility Enforcement, and participation in mobilizations.

(402) 2013-40-01-PT	**$75,000**
(State) 2013-49-01	**$11,000**

PERFORMANCE GOALS AND MEASURES

Speed Related Crashes	
2006-10 Baseline	35.83/100M VMT
2011 Current	31.51/100M VMT
2012	34.04/100M VMT

Combined Fatalities and Serious 'A' injuries	
2006-10 Baseline	2.36/100M VMT
2011 Current	1.78/100M VMT
2012	2.24/100M 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 2001 to only 15% of driver PCC by 2012.	
2001 Baseline	12.4% of driver PCCs
2011 Current	15.0% of driver PCCs
2012	14.2% of driver PCCs

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, other media campaigns and assure that information is up to date and meets needs. Develop aggressive driving PI&E and/or outreach materials.

Funding for PI&E will be found in Community Programs section.

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

(402)2013-40-02-PT	**$320,000**

TRAINING AND CAPACITY

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

(402)2013-40-03-PT **$50,000**

LAW ENFORCEMENT

Plan statewide participation, encourage voluntary participation, and provide overtime funding for the speed and aggressive driving enforcement campaign and encourage coordination between county and local LE by supporting HVE task-forces.

(402)2013-40-05-PT **$2,900,000**

Non-overtime Equipment Grants and Recognition for LE.

(402)2013-40-06-PT **$130,000**

PAID MEDIA

Paid media using speed message to targeted audiences. Following NHTSA guidelines, plan for statewide, intense broadcast media to increase perception of stepped up enforcement and likelihood of being cited for speeding, aggressive driving, and distracted driving.

Funding for Paid Media will be found in the Community Programs section.

EVALUATION PROGRAMS

Evaluate the number of crashes, fatalities, and injuries and compare to prior data. Identify counties that have low conviction rates for speeding tickets. Conduct surveys to determine program effectiveness and public knowledge and attitudes about the speed management program. Evaluate the effectiveness of the funding provided. Attempt to determine if speed related crashes were reduced in areas where agencies were funded.

Surveys included in CIOT and Alcohol surveys

POLICE TRAFFIC PROGRAM—BUDGET SUMMARY			
2013-40-01-PT	402	Program Management - Federal	$75,000
2013-49-01	State	Program Management - State	$11,000
2013-40-02-PT	402	PI&E	$320,000
2013-40-03-PT	402	Training & Support - Technical	$50,000
2013-40-05-PT	402	Enforcement	$2,900,000
2013-40-06-PT	402	Equipment	$130,000
		Total 402	**$3,475,000**
		Total State	**$11,000**
		Program Total	**$3,486,000**

Traffic Records Improvement Plan

Badger TraCS

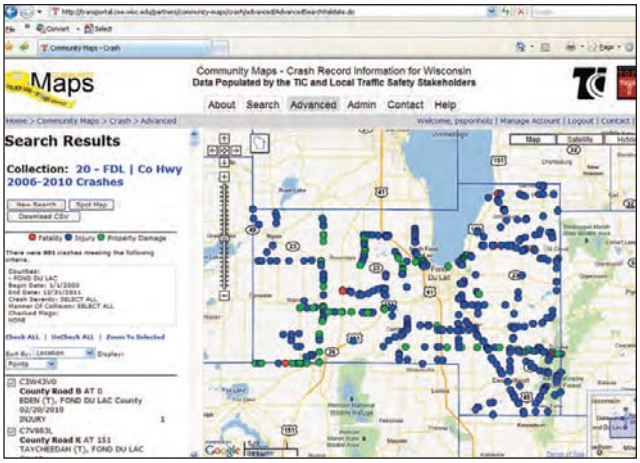
STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

PROGRAM JUSTIFICATION, PERFORMANCE GOALS AND MEASURES

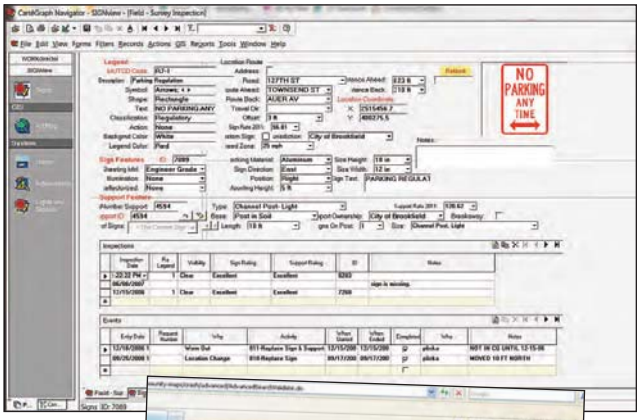
Justification



Wisconsin's most recent Traffic Records Assessment (TRA) in May 2010 recommended improvements. Wisconsin will work to improve the following items: evaluation and analysis of data, work with partners to implement TraCS (**Tra**ffic and **C**riminal **S**oftware Application) and citation tracking, including funding equipment and training for law enforcement agencies, support CODES data reports and analysis and work with DTIM on a laser scanning pilot project.

Wisconsin received a FFY 2010 Section 408 Highway Safety Information System Improvement Grant late in the FY and implemented it simultaneously with the FFY 2011 Highway Safety Plan. The June 2011 Traffic Records Strategic Plan incorporates the recommendations of the 2005 and 2010 TRA and will be coordinated with many of the Data and Decision Support Systems strategies in WisDOT's 2004-2008 Strategic Highway Safety Plan. Implementation of the 2011 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, Crash Outcomes Data Evaluation System (CODES) Report improvements, including working with Minnesota and Iowa on Wisconsin related crash data, and review and updating of crash data reports.



PERFORMANCE GOALS AND MEASURES

Continue to improve and expand the 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 *2010-2014 Traffic Records Strategic Plan (TRSP)* is being 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. The TRCC has finalized the 2010-2014 Strategic Plan this federal fiscal year.

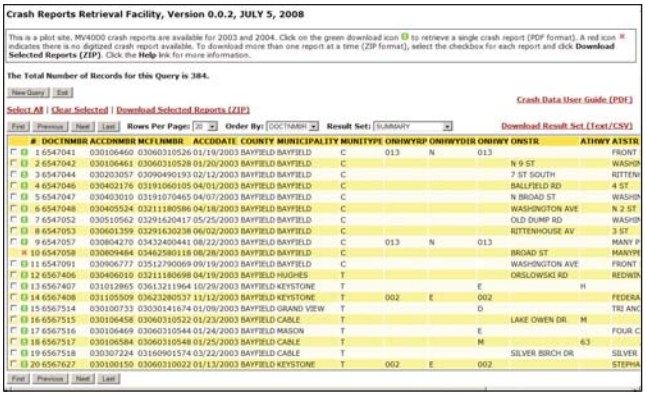
PROGRAM MANAGEMENT/ANALYSIS

Coordinate, plan and manage the traffic records program. Administer Integrated TRSP and SHSP Data Sections. TRCC Meetings and Strategic Plan Development and travel to national conference

(408) 2013-58-01-K9 $10,000

Program Evaluation Analyst 1.0 FTE

(406) 2013-54-01-K4 $92,000



AUTOMATION/ BADGERTRACS (TRAFFIC AND CRIMINAL SOFTWARE) IMPLEMENTATION

Administer Grants to local and state agencies for Badger TraCS Suite and acquisition and installation of equipment.

(1906) 2013-56-06-K10 $263,620

SAFETY RESOURCE DATA PORTAL

Update the Resource Guide organizing the six core types identified in the GAO report, adding a catch all category for other items. Build on the current Resource Guide, making the data more readily available and enhancing usability. Making the guide readily updatable, facilitate linkages with data contacts/resources, and providing web portal access for users.

(408)2013-58-03-K9 $24,600

SAFETY DATA SUMMIT

(408) 2013-58-03-K9 $50,000

CODES DATA LINKAGE

Support DHS linkage of 2011 data.

(408) 2013-58-03-K9 $10,000

Support 2011 CODES analyses, reports, and updates to Internet site.

(408) 2013-58-03-K9 $80,000

SAFETY DATA INFORMATION SYSTEM

UW TOPS Lab The WiRover would be able to facilitate the transmission of patient care to and from the hospital as well as providing video streaming of traffic conditions to help transport the patient quickly and safely to the nearest hospital. The Link Public Safety Information Service was initiated by the Wisconsin Department of Transportation (WisDOT) with the purpose of connecting local public safety agencies to regional traffic information. The project serves an ongoing effort to strengthen cooperation and enhance information sharing between agencies and WisDOT.

(408) 2013-58-03-K9 $150,000

UW TOPS Lab: Data Warehouse pilot and Automate Crash Facts book.

(408) 2013-58-02-K9 $150,000

UW-TIC: Expand roll-out of Community Maps as a tool for locals to gather information and frame their discussion at Traffic Safety Commissions.

(408) 2013-58-04-K9 $230,000

Integrate the data from the Trauma Registry with WARDS, purchase SAS software and obtain training allowing common data points to be identified between the trauma registry and WARDS and a single file created to be integrated into the DHS discharge data.

(408) 2013-58-03-K9 $4,600

Wisconsin Ambulance Run Data- training provided across the state to give instruction on proper procedure to map the data fileds of their software to the appropriate WARDS fields.

(408) 2013-58-03-K9 $13,000

Purchase of a software called Mobile Architecture & Communications Handling(MACH). MACH utilizes internet communications architecture which allows participating public safety agencies to share information for facilitating cooperation and organization during daily activities as well as emergency incidents.

(408) 2013-58-03-K9 $130,000

TRAFFIC RECORDS IMPROVEMENTS—BUDGET SUMMARY			
2013-58-01-K9	408	Program and Planning	$10,000
2013-54-01-K4	406	Evaluation Analyst	$92,000
2013-58-02-K9	408	PI&E	$150,000
2013-58-03-K9	408	Training and Support - Technical	$462,200
2013-58-04-K9	408	Training and Support - Community	$230,000
2013-58-06-K10	1906	TraCS Hardware-Equipment	$263,620
		406 Total	**$92,000**
		408 Total	**$1,052,200**
		1906 Total	**$263,620**
		Program Total	**$1,407,820**

EMS Improvement Plan

STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE 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.

Injury to Death Ratios	
2008-10 Statewide 3-year average Baseline	76.7 to 1
2011 Current	70.8 to 1
2011	80.5 to 1
Safety Belt Use Rate in personal injury and fatal crashes will increase.	
2000 Statewide Baseline	65.4%
2010 Statewide Usage	79.2%
2011	83.2%

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

Regional Program Managers will work with rural counties that have a low injury to death ratio to provide funding for training and equipping local first responders.

PUBLICITY AND OUTREACH (EMERGENCY RESPONSE)

With the Department of Health Services and the Wisconsin Division of the American Trauma Society (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)2013-60-02-EM **$25,000**

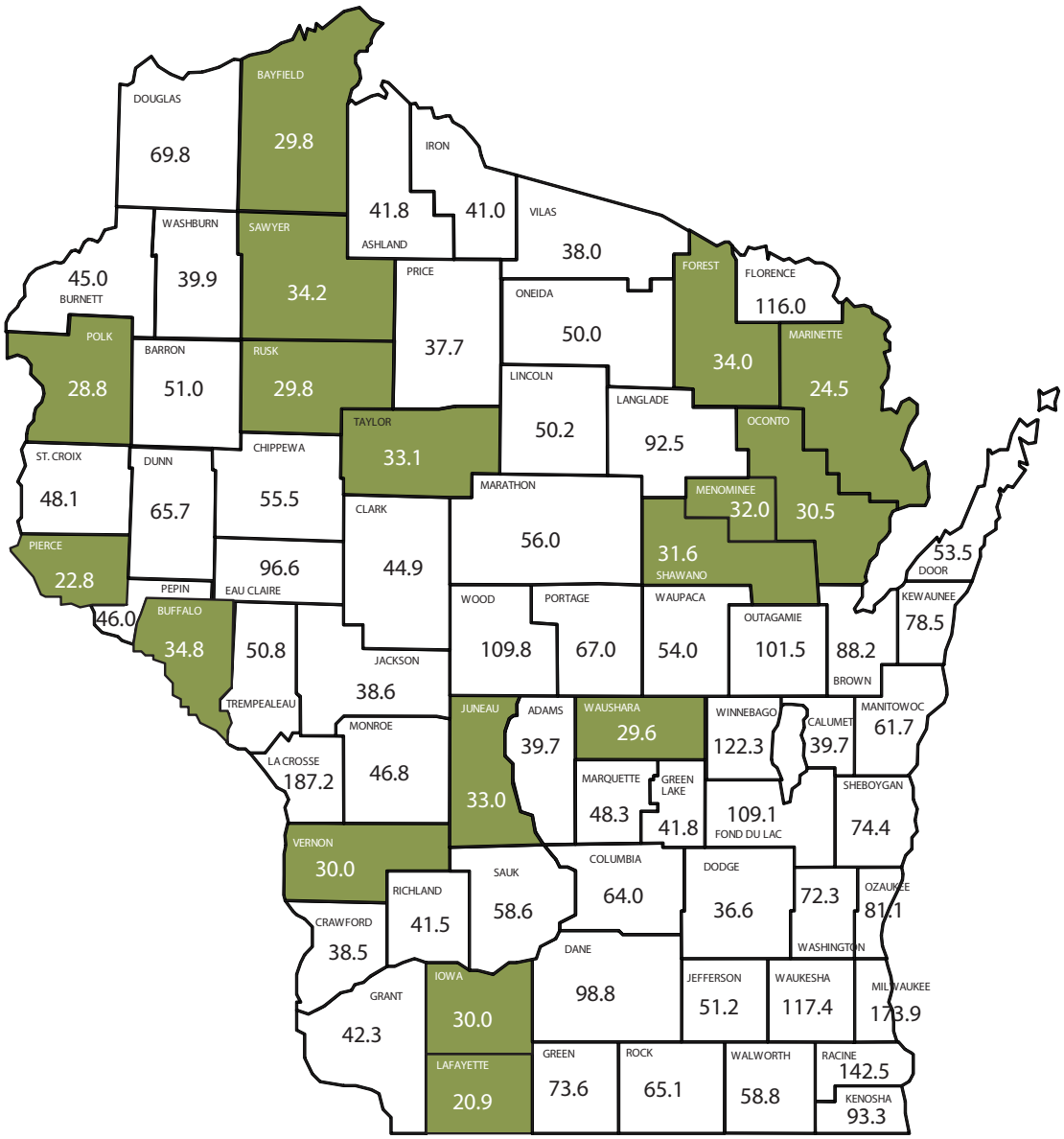
RURAL EMERGENCY RESPONSE PROGRAMS, EQUIPMENT & TRAINING

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

(402)2013-60-03-EM **$150,000**

EMERGENCY MEDICAL RESPONSE—BUDGET SUMMARY			
2013-60-02-EM	402	PI&E	$25,000
2013-60-03-EM	402	Training – Equipment	$150,000
		Program Total	**$175,000**

MAP 07-02:
2008-2010 3-YEAR AVERAGE INJURY-TO-DEATH RATIOS



State Average Injury-to-Death Ratio	
2011	70.8
2008-2010	76.7

Shaded counties averaged at least one death per every 35 injuries over the past three years.

Source: WisDOT Crash Database

Motorcycle Safety

STATE OF WISCONSIN

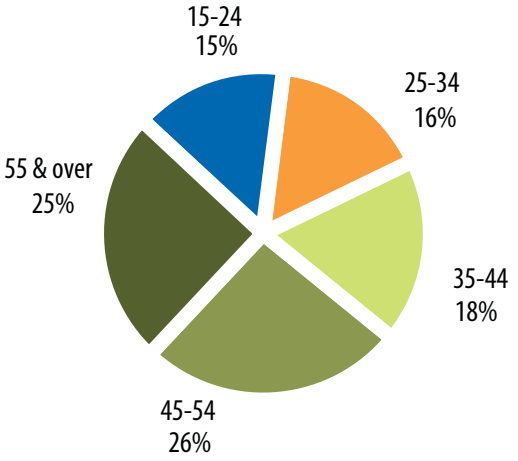
FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

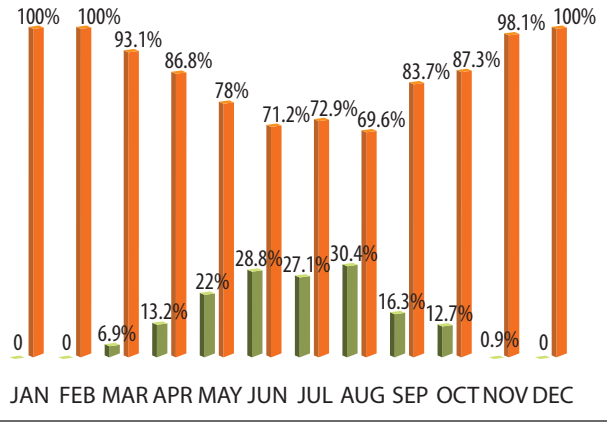
PROGRAM JUSTIFICATION, PERFORMANCE GOALS AND MEASURES

Using a five-year rolling average (2006-2010), 97 people have died and 736 people were seriously injured in motorcycle and moped crashes in Wisconsin. In 2011, 626 persons were seriously injured and 86 were killed in 2,581 reported crashes, involving motorcycles and mopeds. If you were a motorcyclist/mopedist in a reportable motorcycle or moped crash in 2011, you were most likely injured; only 392 motorcycle and moped crashes did not result in injury. The majority of these injuries are to people over the age of 35 years old. The chart below shows that 69% of the motorcycle fatalities and incapacitating injuries occur to individuals 35 years old and older.

2011 'K' & 'A' Injuries by Age Group



2011 Percentage of Motorcycle/MoPed Fatalities Compared to Other Fatalities by Month

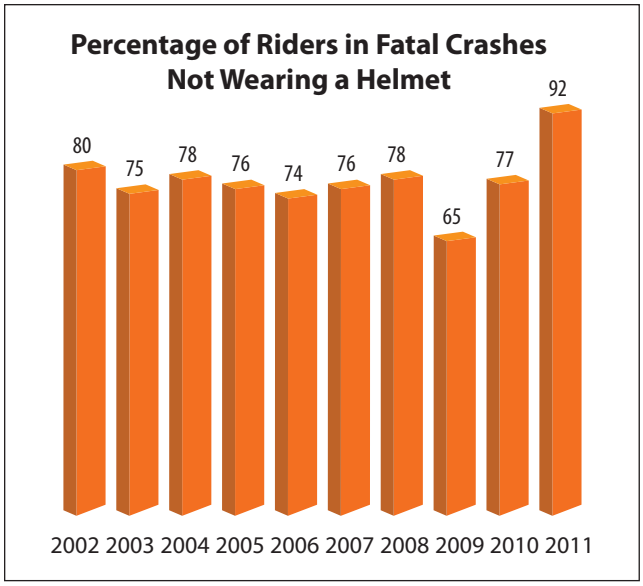


Motorcycling/Mopeding for the vast majority of riders is a seasonal endeavor. Very rarely does Wisconsin have a warm enough winter for even the most avid rider to continue around-the-year use. Motorcycle fatalities nonetheless accounted for 15% of total fatalities on Wisconsin roads in 2011. The preceding graph (left) shows when those fatalities occurred and illustrates what a large share of the total fatalities motorcyclists were during those months.

As discussed in the Impaired Driving section, alcohol is also a significant concern in the motorcycle community. Of the 85 motorcyclist and mopedists killed in 2011, 32 (42%) of the operators had a positive Blood Alcohol Content (BAC). The most disturbing part about motorcycle crashes is the percentage that result in injuries, including fatalities: 86% over the previous five years.

Another interesting item that Wisconsin has been working on is the proper licensing of motorcyclists. As indicated below, the percent of improperly licensed motorcyclist/moped operators killed in fatal crashes has increased since last year.

Percentage of Known Improperly Licensed Motorcycle/Moped Operators Riders Killed in Fatal Crashes 2009-2011		
2009	2010	2011
37%	35%	39%



PERFORMANCE GOALS AND MEASURES

Motorcycle/MoPed Crashes	
2006-10 Baseline	2,771
2011 Current	2,581
2012	2,632
Combined Fatalities and Incapacitatiing Injuries in Motorcycle/MoPed Crashes	
2006-10 Baseline	833
2011 Current	712
2012	791
Motocycle/MoPed Injuries	
2006-10 Baseline	2,720
2011 Current	2,415
2012	2,584

Four RiderCoach Trainers, 42 Lead RiderCoaches and Quality Assurance Specialists, and over 200 RiderCoaches must be routinely updated and kept current on Motorcycle Safety Foundation (MSF) and Wisconsin Motorcycle Safety Program curriculum, policy and procedure changes, and quality improvement initiatives. Funding needed by local training sites is expected to increase, creating an additional workload for the Motorcycle Safety Program. 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.

The chart above indicates that the percentage of riders in fatal crashes that chose not to wear a helmet remains high.

PROGRAM MANAGEMENT

Coordinate, plan, and manage the Wisconsin Motorcycle Safety Program (WMSP). Assist the Wisconsin rider education program and WMSP through continued clerical support to training sites. Wage and fringe, data processing costs, materials & supplies, training and travel, printing and postage. SMSA Membership Dues and Insurance.

(State 562)2013-79-01 $180,000

PERSONAL PROTECTIVE EQUIPMENT, CONSPICUITY, AND MOTORIST AWARENESS

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

(402) 2013-70-02MC $25,000

Develop a new "May is Motorcyclist Awareness & Safety Month" media campaign to encompass the most active segment of the riding season. Aggressively promote motorists' awareness of motorcycles as well as motorcyclist conspicuity and riding within one's limitations.

(402) 2013-70-02-MC $100,000

MOTORCYCLE RIDER EDUCATION AND TRAINING

Expand rider education courses to address novice, intermediate, and seasoned motorcyclists.

(402)2013-70-03-MC $85,000

Professional development, conferences, and workshops.

(402)2013-70-03-MC $12,000

Wisconsin Motorcycle Safety Program/Rider Education Program: Administer classroom and hands-on rider training programs through the (WTCS) Wisconsin Technical College System/Funded training sites, Private/Non-Funded training sites, and Rider's Edge/Non-Funded training sites, that meet the MSF and WMSP requirements for basic motorcycle/scooter, new, seasoned, and advanced motorcycle riders.

(State 562)2013-79-04 $474,000

Section 2010 will be used for the purchase of training motorcycles, three-wheel motorcycles/trikes, scooters, traffic (motorcycle) simulators and/or other motorcycle trainers and/or traffic simulators, as well as new training and support equipment and materials.

(2010)2013-72-06-K6 $250,000

MOTORCYCLE OPERATION UNDER THE INFLUENCE OF ALCOHOL OR OTHER DRUGS

The *5=ZERO* program addresses five specific motorcycle related tasks that need to be accomplished by a rider to minimize the risk of a motorcycle crash. Further utilization of the THE REF (Transportable High-End Rider Education Facility) and an aggressive media campaign addressing the motorcycling community are key components to the success of this program.

Production of a motorcycle specific social marketing message that is designed to positively affect rider attitude toward risk reduction is also paramount to this program's success.

(402) 2013-70-02-MC **$250,000**

LAW ENFORCEMENT

Motorcycle crash investigation and crash reconstruction for Law Enforcement personnel.

(402) 2013-70-03-MC **$15,000**

Participate in (HVE) High Visibility Enforcement and deterrence activities where there is the highest occurrence of motorcycle crashes and fatalities. State, county, and local law enforcement agencies participate in statewide motorcycle events and activities promoting the ZERO in Wisconsin and 5=ZERO initiatives.

(402) 2013-70-05-MC **$100,000**

COMMUNICATION

Continue expansion of the role THE REF plays and the number of activities it participates in to promote all aspects of motorcycle awareness, safety, and rider education. Offer a variety of motorist and motorcyclist related training and awareness activities as well as promote appropriate Class M Endorsement for owners of all on-road motorcycles.

(402) 2013-70-04-MC **$300,000**

EVALUATION

Evaluate the effectiveness of grant funding provided. Develop a method by which activity levels can be measured. Require the reporting of rider education staff attendance at various grant funded activities and events.

(402)2013-70-09-MC **$15,000**

MOTORCYCLE SAFETY—BUDGET SUMMARY			
2013-79-01	562	Program Support - State	$180,000
2013-70-02-MC	402	Public Information, Social Marketing	$375,000
2013-70-03-MC	402	Training and Support Technical	$112,000
2013-70-04-MC	402	Training and Support Community	$300,000
2013-79-04	562	Training and Support Community - State	$474,000
2013-70-05-MC	402	Enforcement	$100,000
2013-72-06-K6	2010	Equipment	$250,000
2013-70-09-MC	402	Evaluation	$15,000
		Total 402	**$902,000**
		Total 2010	**$250,000**
		Total State 562	**$654,000**
		Total	**$1,806,000**

Pedestrian and Bicycle Safety

STATE OF WISCONSIN

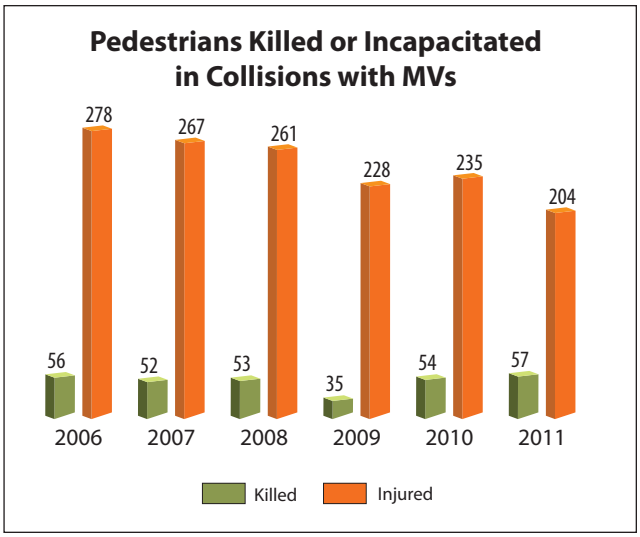
FFY 2013

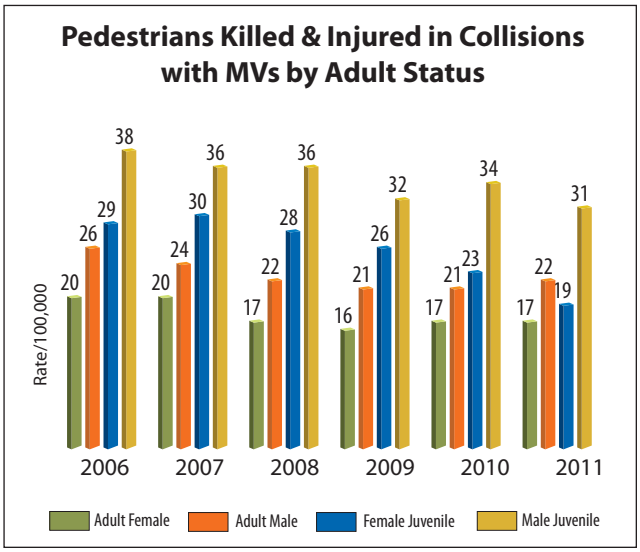
HIGHWAY SAFETY PERFORMANCE PLAN

Justification

In 2011, 57 pedestrians died in pedestrian-motor vehicle crashes. This is a 14.9% increase from the most recent 5-year average. Fatalities increased by 5.6% from 2010. As illustrated in the graph below, pedestrians killed or incapacitated in 2011 totaled 261 people. This represents a 13.5% 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 two times more likely to die in a serious accident than a person in an urban area. Likely, the combination of higher speeds and a delay in transport to a trauma center explains this difference.

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 usually most represented.





PERFORMANCE GOALS AND MEASURES

Pedestrian-Motor Vehicle Crashes	
2006-10 Baseline	23.13/100K pop.
2011 Current	21.05/100K pop.
2012	21.97/100K pop.

Combined Fatalities and Serious 'A' Injuries	
2006-10 Baseline	5.32/100K pop.
2011 Current	4.51/100K pop.
2012	5.06/100K pop.

Pedestrian Injuries	
2006-10 Baseline	23.20/100K pop.
2011 Current	21.19/100K pop.
2012	22.04/100K pop.

PROGRAM JUSTIFICATION, PERFORMANCE GOALS AND MEASURES BICYCLE CRASHES

Justification

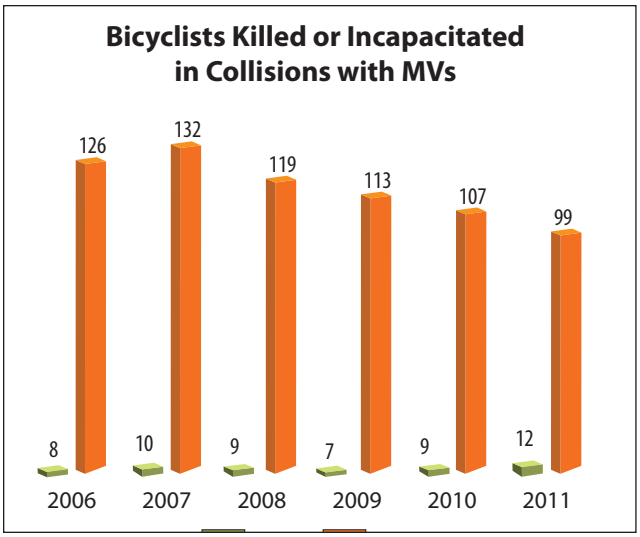
For motor vehicles, a rate is calculated using vehicle miles traveled (VMT); as for pedestrians, there is no reliable method for determining the activity rate for bicyclists. In setting goals and measures, a rate per 100,000 people was used.

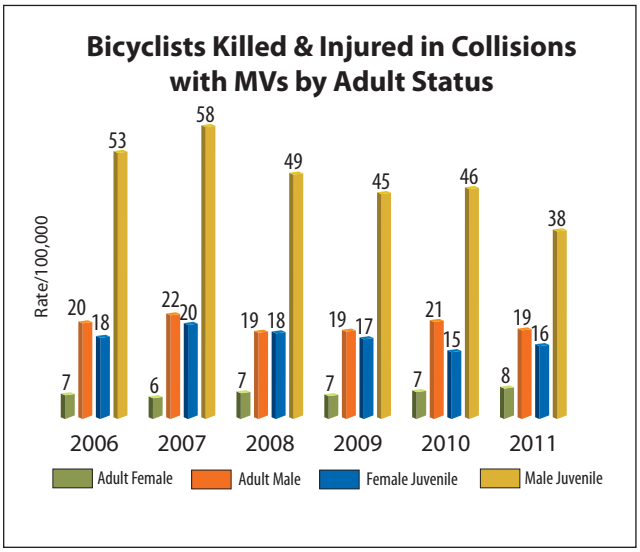
In 2011, 12 bicyclists died in bicycle-motor vehicle crashes. This is a 39.5% increase from the most recent 5-year average. Fatalities increased 33.3% from 2010. As illustrated in the graph to the right, bicyclists killed or incapacitated in 2011 totaled 111 people. This represents a 12.9% decrease from 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.

There were 964 total bicyclist injuries reported in 2011, which is a 6.9% reduction from the most recent 5-year average of 1,036 injuries.

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	
2006-10 Baseline	19.18/100K pop.
2011 Current	18.11/100K pop.
2012	18.22/100K pop.
Combined Fatalities and Serious 'A' Injuries	
2006-10 Baseline	2.25/100K pop.
2011 Current	1.92/100K pop.
2012	2.14/100K pop.
Bicycle Injuries	
2006-10 Baseline	18.43/100K pop.
2011 Current	16.87/100K pop.
2012	17.51/100K 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. Coordinate, plan, and manage the Traffic Records Program. Working closely with all agencies involved in traffic records grant funding that collect and make available crash data information. Manage the development of the annual 408 grant application, updating the projects and strategic plan on a regular basis.

(State) 2013-89-01 $75,000

PUBLIC INFORMATION AND EDUCATION

Work with partners to keep information up-to-date, add training brochures/information to DOT website. Continue to work with the variety of Drivers Education Programs to ensure beginning drivers receive the correct pedestrian/bicycle training.

(State) 2013-89-02 $11,000

Work closely with DMV, AAA, AARP, law enforcement, and other programs to educate veteran motorists, pedestrians, and bicyclists on pedestrian and bicycle laws.

(402) 2013-80-02-PS $10,000

Continue to develop new material that educates all people involved in pedestrian/bicycle safety. Work in cooperation with Share and be Aware to develop new training/educational materials.

(State) 2013-89-02 $30,000

(402) 2013-80-02-PS $70,000

TRAINING AND OUTREACH PROGRAM

Work with Teaching Safe Bicycling (TSB) instructors and the Safe Routes to School (SRTS) program to train elementary and middle school teachers on Bicycle and Pedestrian safety training sessions in their classes.

(402) 2013-80-03-PS $10,000

A Pedestrian/Bicycle Ambassador Program to improve traffic safety by educating pedestrians and bicyclists as to State Law and Municipal Ordinance that regulates the movement of pedestrians and bicyclists within the City of Madison. This program seeks to educate the public using a variety of approaches including, public events, neighborhood rides, youth education, SRTS and collaborating with local police departments for enforcement efforts.

(402) 2013-80-04-PS $20,000

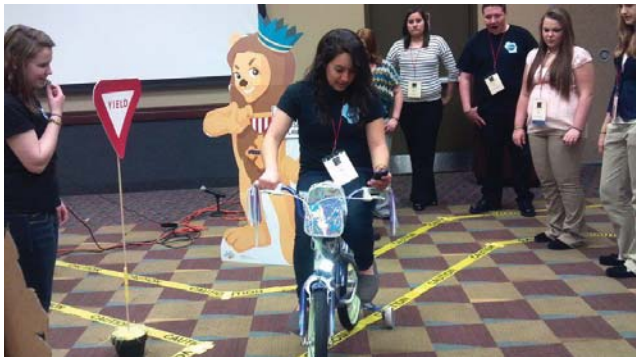
Schedule Teaching Safe Bicycling workshops for after school program facilitators, youth organizations, non-profits, law enforcement, and other programs that will be or have the opportunity to instruct bicycling training courses/rodeos.

(402) 2013-80-04-PS $15,000

Work with Safe Kids in Milwaukee to develop and pilot a pedestrian training program. Pilot program will work with 5 to 10 schools, including training materials, handouts and stop sign's, cross walk signals and other equipment. Program will be used to teach the teachers how to educate students on walking safely.

(402) 2013-80-03-PS $50,000

Work with the Department of Public Instruction to encourage schools to increase physical activity including biking and walking. Working with the Movin' and Munchin' program to take an innovative approach to the problem dealing with the lack of physical activity, encouraging increased physical activity and education.



(402) 2013-80-04-PS $15,000

Provide two or three training workshops on the organization and implementation of Walking Workshops. Train community members to organize and run walking workshops in their communities.

(402)2013-80-03-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 in communities that have not received the training to date.

(402)2013-80-03-PS $20,000

Work with local communities and organizations to provide bicycle training courses and rodeos.

(402)2013-80-04-PS $5,000

LAW ENFORCEMENT

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

(402)2013-80-05-PS **$80,000**

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

(402)2013-80-03-PS **$10,000**

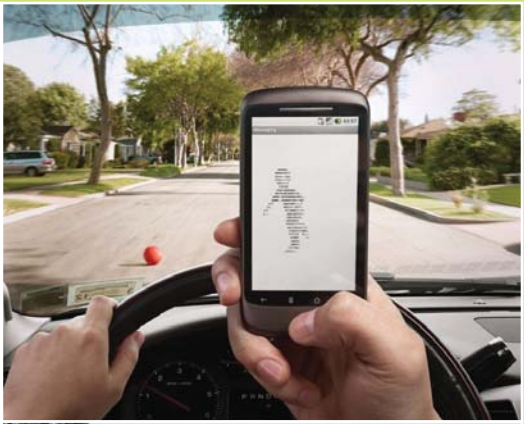
EVALUATION PROGRAMS

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.

(402)2013-80-09-PS **$5,000**

PEDESTRIAN & BICYCLE SAFETY—BUDGET SUMMARY			
2013-89-01	562	Program Management - State	$75,000
2013-80-02-PS	402	PI&E - Federal	$80,000
2013-89-02	562	PI&E - State	$31,000
2013-80-03-PS	402	Training and Support Technical	$100,000
2013-80-04-PS	402	Training and Support Community	$55,000
2013-80-05-PS	402	Enforcement	$80,000
2013-80-09-PS	402	Evaluation	$5,000
		402 Total	**$320,000**
		State	**$106,000**
		Program Total	**$426,000**

Community Traffic Safety



STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE 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.

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.

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.

PROGRAM MANAGEMENT

BOTS Field Program Outreach (4.0 FTE): coordinate, plan, and manage the state Community Traffic Safety Program. Wage and fringe, 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) 2013-90-01-CP **$340,000**

Grant Management System Maintenance and hosting.

(402) 2013-90-04-CP **$137,850**

OUTREACH PROGRAM

Targeted single- or multiple-issue local programs in communities.

(402) 2013-90-04-CP **$100,000**

PUBLIC INFORMATION AND EDUCATION

Contract for production of Wisconsin Traffic Safety Reporter, Web design and mailing costs.

(402) 2013-90-02-CP **$110,000**

CONFERENCES AND MEETINGS

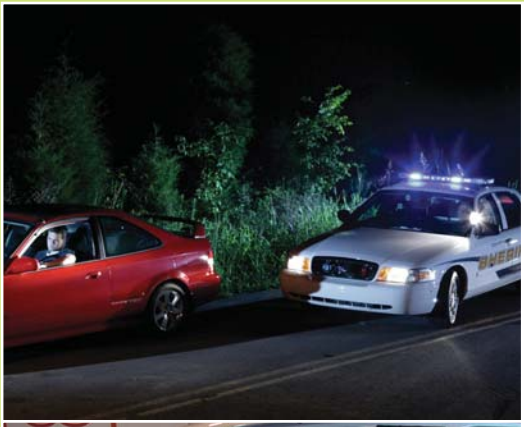
Forums and other meetings that address cross-disciplinary traffic safety issues. Support.

(402)2012-90-04-CP **$130,000**

COMMUNITY TRAFFIC SAFETY PROGRAMS—BUDGET SUMMARY			
2013-90-01-CP	402	Program Management - Community Outreach/Monitoring	$340,000
2013-90-02-CP	402	PI&E	$110,000
2013-90-04-CP	402	Training and Support - Community	$367,850
2013-90-07-PM	402PM	Paid Media for all Program Areas	$1,000,000
		402 Program Total	**$1,817,850**

SECTION III

Appendix



STATE OF WISCONSIN

FFY 2013

HIGHWAY SAFETY PERFORMANCE PLAN

APPENDIX 1:
PAID MEDIA PLAN
WisDOT BUREAU OF TRANSPORTATION SAFETY

The Bureau of Transportation Safety (BOTS) will utilize the **Click It or Ticket** and **Drive Sober** or **Get Pulled Over** 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 incorporate the Zero in Wisconsin brand with the ads that are used.

BOTS will follow the NHTSA 2013 schedule for paid media for the May Mobilization and the August Alcohol Crackdown. BOTS is scheduling other highly visible enforcement efforts throughout the FFY and will work to schedule paid media to coincide with those efforts. BOTS will contract with an agency to purchase the media time for these events. 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, TV, cinema, website and other media used by the target audience, will be utilized during these times. Urban and Spanish messaging will be included in the markets that fit these populations. BOTS will also explore methods to reach the 16-34 year old age group, as they tend to use electronic devices for information and messages.

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 messages that are aired. This will be similar to the ones that have been conducted in the past.

APPENDIX 2:
EQUIPMENT—PREAPPROVED AND NOT ALLOWABLE
Eligible, "Can"

All items listed are eligible for funding using State and Community Highway Safety funds (402).
Note: To verify equipment eligibility for your grant contact your SPM or RPM.

****Vests** Need to note to agency: "Vests must be worn during HVE as well as standard enforcement."

****Seatbelt Cutters**

Direction Flashlights/Light Batons

Cones Reasonable amount

Vehicles Vehicle purchases require: 1. BOTS to be added to the title 2. Proof of Insurance 3. Proper Disposal

On-site Pole Speed Sign

Speed Display Board

Radar IACP Approved Speed Enforcement RADAR/LIDAR Devices

Laser

***Lights** Emergency Vehicle Lighting, Light bars

***Standard Radios** (Approximately $2,000 a piece) Handheld and vehicle mounted

Multi-band Radios (Expensive: approximately $6,000) A quote is needed to determine what % will be used for enforcement

Mobile Digital Communicator (MDC)

Cage bars for squads

DL Scanners

TraCS Compatible Equipment

- Laptops: *Panasonic* "Tough Book" approximately $3,700
- Docking Station: and Power Supply, Mounting Hardware
- Thermal Printer: Printer Cables, Printer Mount
- GPS, **not on its own**; only with other TraCS items

***PBT**s

***Video** Digital Squad Video Recorders and Personal Recorders

***"Fatal Vision" Goggles**

**Can also be funded with Alcohol Enforcement funds (410)*
***Can also be funded with Seatbelt funds (405)*

Non-eligible, "Can't"

License Plate Reader
Parkas
Printer Paper for TRaCs Printers
Raincoats
Warranties
Emitters
Tire Deflation Devices (stop sticks or spike sticks)
Radio "Base" Station
Uniforms
Software, that is a RMS (Records Management System: i.e. *Visionare*)
Vehicle Window Tint Meter
Measuring Wheel
Gloves
Weapons & Ammo & Related Accessories
Rear plastic squad seats
Tasers
Bicycles
Uniforms
Hard mount LED pedestrian and stop signs

APPENDIX 3:
SAFETY: PARTNERS, COMMITTEES, AND ORGANIZATIONS

Not an exhaustive list.

AAA *www.autoclub.com*

AARP *www.aarp.org*

Alcohol and Other Drug Abuse Program *http://dpi.wi.gov/sspw/aodaprog.html*

Bicycle Federation of Wisconsin *http://www.bfw.org/*

The Century Council *www.centurycouncil.org*

DOT- Division of Motor Vehicles

DOT-Planning

Driving Skills for Life – The Ford Motor Company *www.drivingskillsforlife.com*

Federal Highway Administration *www.fhwa.dot.gov*

Office of Juvenile Justice and Delinquency Prevention *http://ojjdp.ncjrs.org*

Law Enforcement Agencies

Governor's Bicycle Coordinating Council Governor's Council Subcommittee

HSP stakeholder input: April and May, 2012

ISP granting agencies

La Crosse OWI Treatment Court *http://www.co.lacrosse.wi.us/humanservices/js/owi.htm*

MADD *www.madd.org*

Marshfield Clinic – Center for Community Outreach *www.marshfieldclinic.org/patients/?page=cco*

Medical College of Wisconsin – Injury Research Center

National Highway Traffic Safety Administration *www.nhtsa.dot.gov*

Pacific Institute for Research and Evaluation *www.pire.org*

Safe Routes to School *http://www.dot.wisconsin.gov/localgov/aid/saferoutes.htm*

State Council On Alcohol and other Drug Abuse *www.scaoda.state.wi.us*

Substance Abuse and Mental Health Services Administration *www.samhsa.gov/index.aspx*

Tavern League of Wisconsin *www.tlw.org*

Traffic Records Coordinating Committee UW Milwaukee UW Resource Center on Impaired Driving *www.law.wisc.edu/rcid*

University of Wisconsin System Administration WE Bike *www.bfw.org*

Wisconsin Department of Children and Families *http://dcf.wi.gov/*

Wisconsin Clearinghouse for Prevention Resources *http://wch.uhs.wisc.edu/*

Wisconsin Department of Health Services *http://dhs.wisconsin.gov*

Wisconsin Juvenile Officers Association *www.wjoa.com*

Wisconsin Department of Justice *http://www.doj.state.wi.us/*

Wisconsin Office of Justice Assistance *http://oja.state.wi.us*

Wisconsin Department of Natural Resources *www.dnr.state.wi.us*

WI-PAN (Wisconsin Partnership for Activity and Nutrition)

Wisconsin Safety Patrol Congress Wisconsin Safety Patrols,Inc.

Wisconsin State Lab of Hygiene *www.slh.wisc.edu*

Wisconsin Technical College System Wisconsin Department of Tourism *www.agency.travelwisconsin.com*

Wisconsin Walks *http://www.wisconsinwalks.org/*

INTEROFFICE MEMORANDUM

TO: LAURA ANDRÉASSON

FROM: NEIL MAY

SUBJECT:

TARGETING WISCONSIN LOCATIONS TO RECEIVE FFY13 ENFORCEMENT FUNDS

DATE: 8/14/2012

CC: MAJOR HUXTABLE, RANDY ROMANSKI

Accompanying this cover letter please find a list of Wisconsin municipalities, grouped by county and displayed by descending degree of apparent alcohol/speed/unbelted 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, speed, or unbelted crash experience, as noted on the MV4000 crash report form, in Wisconsin counties, cities, villages, and townships during calendar years 2008, 2009, and 2010. Three years of data were collected to disguise some of the natural fluctuations from year to year. Not all locations in Wisconsin have recorded relevant crashes during the past three years; those locations were immediately excluded from further investigation. Also excluded were property damage-only 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 for each crash and by county, 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, 2010 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. 2010 population data was used because it is the most recent available.

Counties were assigned a number 1 through 9 on a rural-urban scale used by the U.S Department of Agriculture. Municipalities were assigned a number 1 through 12 using the U.S. Department of Education scale. Peer groups on county and muni level produced a weighted average. The normalized score and the weighted score were scaled as follows for each of the three targeting lists:

Alcohol

Counties are targeted for alcohol enforcement funding if they meet any of the following criteria:

> Weight ≥ 3,000, or Score ≥ 50, or Select two previously unselected counties from rural-urban continuum categories 1-6, or Select one previously unselected county from rural-urban continuum categories 7-9

From the selected counties, municipalities were chosen if they met either of the following criteria:

Weight ≥ 500 or Score ≥ 50

Speed

Counties are targeted for speed enforcement funding if they meet any of the following criteria:

> Weight ≥ 7,000, or Score ≥ 80, or Select two previously unselected counties from rural-urban continuum categories 1-6, or Select one previously unselected county from rural-urban continuum categories 7-9

From the selected counties, municipalities were chosen if they met either of the following criteria:

Weight ≥ 500 or Score ≥ 80

Occupant Protection

Counties are targeted for alcohol enforcement funding if they meet any of the following criteria:

> Weight ≥ 3,000, or Score ≥ 40, or Weight ≥ 2,000 and Score ≥ 30

From the selected counties, municipalities were chosen if they met either of the following criteria:

> Weight ≥ 200 or Score ≥ 50

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.

Seasonal Targeting and Registered Pick-up Trucks

In an effort to target additional rural areas, the prior 5 calendar years were divided up into four seasons to see if areas which did not appear to hit targeting lists with an entire year of experience, but did have for example a busy summer tourist season. Finally, we analyzed the number of registered pick-up trucks per capita and compared to other registered vehicles in each county.

APPENDIX 5:

HIGHWAY SAFETY PROGRAM COST SUMMARY "217PLAN"

August 2012 • Number 13-01 • HW217 • FFY 2013

PROGRAM AREA	APPRVD PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS PREVIOUS BAL	INCRE/(DECRE)	CURRENT BAL	FEDERAL SHARE TO LOCAL
PA	297,000.00	530,000.00	265,000.00	32,000.00		74,250.00
OP	265,000.00	66,250.00	390,000.00	(125,000.00)		175,000.00
PM	1,000,000.00	0.00	1,000,000.00	0.00		135,000.00
AL	360,000.00	90,000.00	570,000.00	(210,000.00)		345,000.00
PT	3,475,000.00	868,750.00	3,345,000.00	130,000.00		3,073,750.00
TR	0.00	0.00	50,000.00	(50,000.00)		0.00
EM	175,000.00	43,750.00	215,000.00	(40,000.00)		87,500.00
MC	902,000.00	225,500.00	892,000.00	10,000.00		647,250.00
PS	320,000.00	80,000.00	245,000.00	75,000.00		178,750.00
CP	817,850.00	204,462.50	817,850.00	0.00		226,250.00
Total 402	**7,611,850.00**	**2,108,712.50**	**7,789,850.00**	**(178,000.00)**	**0.00**	**4,942,750.00**
405-K2	3,040,000.00	5,895,000.00	3,100,000.00	(60,000.00)		2,770,000.00
408-K9	1,052,200.00	214,950.00	583,300.00	468,900.00		789,150.00
1906-K10	263,620.00	187,250.00	0.00	263,620.00		131,810.00
2011-K3	430,000.00	555,000.00	555,000.00	(125,000.00)		340,000.00
2010-K6	250,000.00	0.00	250,000.00	0.00		250,000.00
410-K8	3,590,500.00	9,456,000.00	3,843,000.00	(252,500.00)		2,903,000.00
406-K4	654,300.00	0.00	342,000.00	312,300.00		654,300.00
ALL FUNDS	**16,892,470.00**	**18,416,912.50**	**16,121,150.00**	**117,020.00**	**0.00**	**12,781,010.00 0**

State Officials Authorized Signature:

NAME

TITLE

DATE

Federal Official(s) Authorized Signature:

NHTSA - NAME

TITLE

DATE

EFFECTIVE DATE

FHWA - NAME

TITLE

DATE

APPENDIX 6:

DETAILED BUDGET

FFY 2012 HIGHWAY SAFETY PERFORMANCE PLAN BUDGET

20 August 2012• W:/2013HSP/Detailed Budget

ACTIVITY	TITLE	FED	STATE	TOT PROG	LOC BENEFIT
PLANNING & ADMINISTRATION 10					
13-10-01-PA	Planning & Administration	297,000			74,250
402	(PA)	297,000			74,250
13-19-01	402 Match		530,000		
State	(562)		530,000		
TOTAL PLAN & ADMIN FUNDS 297,000		**530,000**		**827,000**	**74,250**

OCCUPANT PROTECTION 20					
13-20-01-OP	Program Mgmt	90,000			43,750
13-20-06-OP	Equipment	175,000			175,000
402	**(OP)**	**265,000**		**265,000**	**175,000**
13-24-02-K3	PI&E	100,000			75,000
13-24-03-K3	Training - Technical	130,000			65,000
13-24-06-K3	CPS Equipment	200,000			200,000
2011	**(2011 - K3)**	**430,000**	**0**	**430,000**	**340,000**
13-25-02-K2	PI&E	215,000			107,500
13-25-03-K2	Training - Technical	325,000			162,500
13-25-05-K2	Enforcement	2,330,000			2,330,000
13-25-09-K2	Evaluation	170,000			170,000
405 Incentive	**(405-K2)**	**3,040,000**		**3,040,000**	**2,770,000**
13-24-05-K4	Enforcement	562,300			
406 Incentive		**562,300**			**562,300**
TOTAL OCC PROTECT FUNDS		**4,297,300**	**0**	**4,297,300**	**3,847,300**

ACTIVITY	TITLE	FED	STATE	TOT PROG	LOC BENEFIT
IMPAIRED DRIVING— Youth Program Plan (30)					
13-30-01-AL	Program Mgmt	180,000			45,000
13-30-02-AL	PI&E	150,000			75,000
13-30-09-AL	Evaluation	30,000			15,000
402	**(AL)**	**360,000**	**0**	**360,000**	**135,000**
13-31-02-K8	PI&E	100,000			25,000
13-31-03-K8	Training- Technical	1,225,000			612,500
13-31-05-K8	Enforcement	2,020,500			2,020,500
13-31-06-K8	Equipment	245,000			245,000
410	**(K8)**	**3,590,500**			**2,903,000**
State 568	Pre-trial Intervention		731,600		
State 531	Safe Ride Programs		500,000		
State			1,231,600		
TOTAL IMPAIRED/YOUTH DRIVING FUNDS		**3,950,500**	**1,231,600**	**5,182,100**	**3,038,000**

POLICE TRAFFIC SERVICES (PTS) 40					
13-40-01-PT	Program Mgmt	75,000			18,750
13-40-02-PT	PI & E	320,000			
13-40-03-PT	Training - Technical	50,000			25,000
13-40-05-PT	Enforcement	2,900,000			2,900,000
13-40-06-PT	Equipment	130,000			130,000
402-PT	402-PT	3,475,000	0	3,475,000	3,073,750
13-49-01	Program Mgmt				
11,000					
TOTAL	**Total PTS**	**3,475,000**	**11,000**	**3,486,000**	**3,073,750**

ACTIVITY	TITLE	FED	STATE	TOT PROG	LOC BENEFIT
HIGHWAY SAFETY INFORMATION (Traffic Records) 50					
13-58-01-K9	Program Mgmt	10,000			2,500
13-58-02-K9	PI&E	150,000			75,000
13-58-03-K9	Training - Technical	462,200			231,100
13-58-04-K9	Training - Community	230,000			230,000
13-58-06-K9	Equipment	200,000			200,000
408	(K9)	1,052,200	0	1,052,200	789,150
13-54-01-K4	Program Mgmt	92,000			23,000
406	(K4)	92,000			23,000
13-56-06-K10	Equipment	263,620			263,620
1906	(K10)	263,620			263,620
TOTALRECORDS FUNDS	**1,407,820**	**0**	**1,407,820**	**1,075,770**	

INJURY CONTROL—EMERGENCY RESPONSE 60					
13-60-02-EM	PI & E	25,000			12,500
13-60-03-EM	Training - Technical	150,000			75,000
402	**(EM)**	**175,000**	**0**	**175,000**	**87,500**

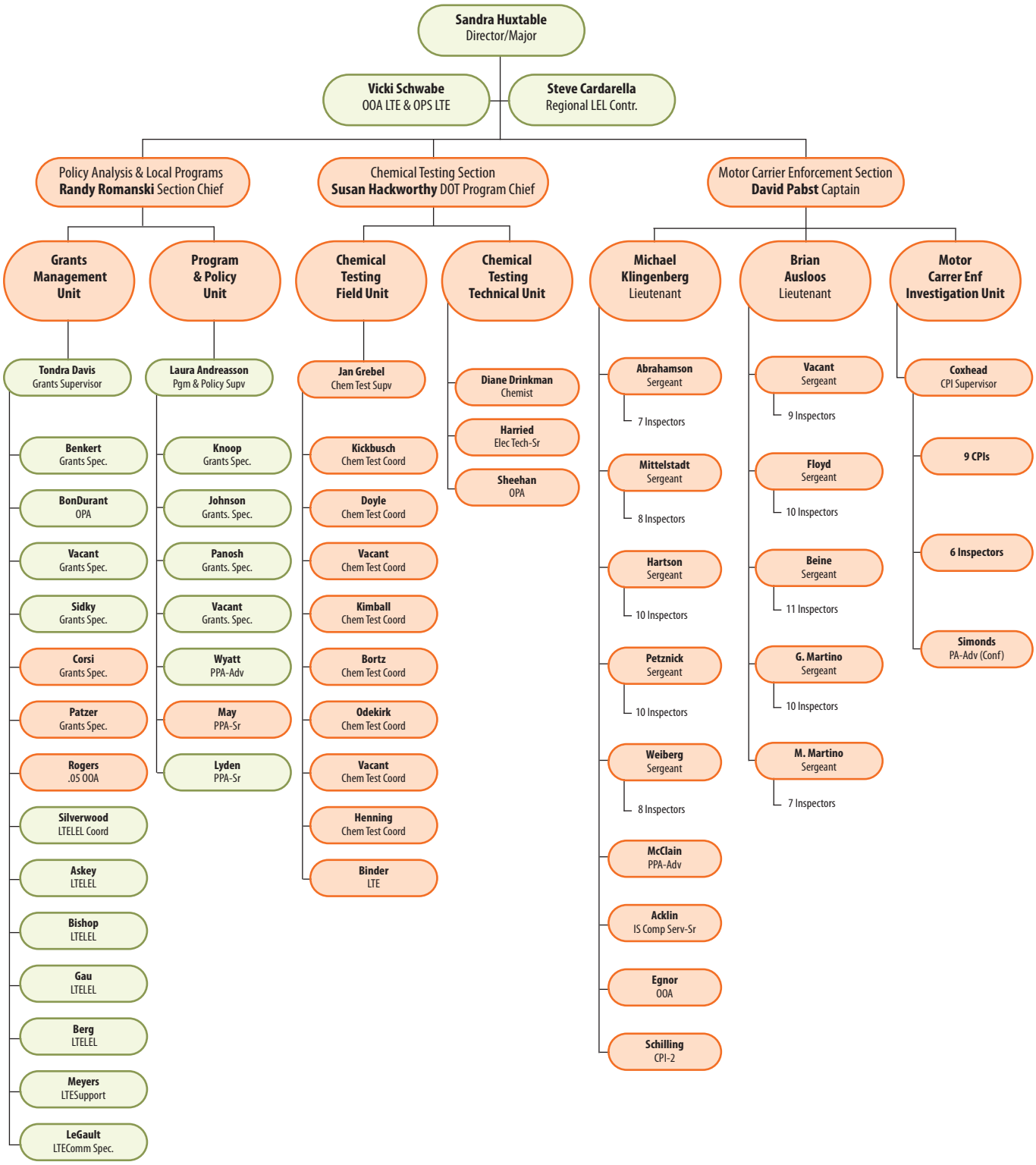
ACTIVITY	TITLE	FED	STATE	TOT PROG	LOC BENEFIT
MOTORCYCLE SAFETY 70					
13-70-02-MC	PI&E	375,000			187,500
13-70-03-MC	Training - Technical	112,000			56,000
13-70-04-MC	Training - Community	300,000			300,000
13-70-05-MC	Enforcement	100,000			100,000
13-70-09-MC	Evaluation	15,000			3,750
402	**(MC)**	**902,000**	**0**	**902,000**	**647,250**
13-72-06-K6	Equipment	250,000			250,000
2010	**(K6)**	**250,000**	**0**	**250,000**	**250,000**
13-79-01	Program Mgmt		180,000		
13-79-04	Training - Community		474,000		
State	(562)		654,000		
TOTAL	**MOTORCYCLE FUNDS**	**1,152,000**	**654,000**	**1,806,000**	**897,250**

PEDESTRIAN, BICYCLE & SCHOOL BUS SAFETY 80					
13-80-02-PS	PI&E	80,000			40,000
13-80-03-PS	Training - Technical	100,000			50,000
13-80-04-PS	Training - Community	55,000			55,000
13-80-05-PS	Enforcement	80,000			80,000
13-80-09-PS	Evaluation	5,000			1,250
402	**(PS)**	**320,000**	**0**	**0**	**226,250**
13-89-01	Program Management		75,000		
13-89-02			31,000		
State	**(562)**		**106,000**		
TOTAL	**PED/BIKE FUNDS**	**320,000**	**106,000**	**426,000**	**226,250**

ACTIVITY	TITLE	FED	STATE	TOT PROG	LOC BENEFIT
COMMUNITY TRAFFIC SAFETY 90 Community Activity					
13-90-01-CP	Program Mgmt	340,000			170,000
13-90-02-CP	PI & E	110,000			55,000
13-90-04-CP	Community Programs	367,850			275,888
13-90-07-PM	Paid Media	1,000,000			
402	**(CP)**	**1,817,850**	**0**	**1,817,850**	**500,888**

Fund Totals					
	402 TOTAL	7,611,850			4,919,888
	410 TOTAL	3,590,500			2,903,000
	2011 Total	430,000			340,000
	405 Total	3,040,000			2,770,000
	408 Total	1,052,200			789,150
	2010 Total	250,000			250,000
	406 Total	654,300			23,000
	1906 Total	263,620			263,620
	TOTAL NHTSA FUNDS	**16,892,470**			**12,258,658**

APPENDIX 7:
ORGANIZATIONAL CHART



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
- 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

Section 402 Requirements (as amended by Pub. L. 112-141)

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;

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));

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988 (41 U.S.C. 702;):

The State will provide a drug-free workplace by:

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

b. Establishing a drug-free awareness program to inform employees about:

   1. The dangers of drug abuse in the workplace.
   2. The grantee's policy of maintaining a drug-free workplace.
   3. Any available drug counseling, rehabilitation, and employee assistance programs.
   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

   1. Abide by the terms of the statement.
   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

   1. Taking appropriate personnel action against such an employee, up to and including termination.
   2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, **Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:**

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—

a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).

_____

Governor's Representative for Highway Safety

_____

State or Commonwealth

_____

For Fiscal Year

_____

Date

STATE OF WISCONSIN

FFY 2013

Highway Safety Performance Plan

WISCONSIN DEPARTMENT OF TRANSPORTATION

STATE OF WISCONSIN FFY 2013

Highway Safety Performance Plan

Scott Walker
Governor of Wisconsin

Mark Gottlieb, P. E.
Governor's Representative for Highway Safety

Major Sandra Huxtable
Highway Safety Coordinator