

State of Wisconsin

Highway Safety Program

2007 Annual Report



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Frank J. Busalacchi, Secretary

Major Dan Lonsdorf, Director

State Patrol Bureau of Transportation Safety



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December 28, 2007

I am pleased to present the State of Wisconsin's Annual Report of federal fiscal year 2007 Highway Safety program activities.

Each section of this 2007 Annual Report describes a national priority safety program and includes information about Wisconsin's progress toward achieving its long-term goals and short-term safety objectives. The Report describes strategies selected and activities funded with Highway Safety funds, activities undertaken by our safety partners as well as legislative changes that support our safety program goals.

The challenges we face in developing effective countermeasures require meticulous research, based on solid up-to-date data. The tragedies that occur on our highways provide insight as to how users of the state's transportation system interact with their environment, and with each other. Human behavior is unpredictable at times, with complex arrays of information used in varying degrees throughout the decision-making process.

Advances in highway infrastructure and automobile safety design far outpace the progress made toward diminishing the risky behavior drivers are willing to demonstrate behind the wheel. Whether it is from alcohol impairment, aggression, distractions, lacking a driver's license, or something as simple as protecting oneself with a seat belt, the human element alone determines what level of risk is acceptable to them.

Unfortunately, far too often these decisions result in needless injury and death to either themselves or others. We are encouraged in knowing that nearly every one of these tragedies is preventable through effective management of behavior. While no easy task, progress, as detailed in this Report offers evidence of how research, planning, along with partnerships and application of resources work toward that end.

Sincerely,

Major Daniel W. Lonsdorf, Director
Bureau of Transportation Safety

**2007 Annual Report
Table of Contents**

<u>SECTION</u>	<u>PAGE NUMBER</u>
Cover Letter	1
Introduction	3
Planning & Administration Program	4
Occupant Protection Program	5
Impaired Driving Program	9
Youth Alcohol & EUDL Program	14
Traffic Law Enforcement – Speed Program	17
Traffic Records Improvement	20
EMS Improvement	23
Motorcycle Safety Program	25
Pedestrian & Bicycle Safety Program	28
Community Traffic Safety Program	32
Large Truck and Bus Safety Program MCSAP	34
Fiscal Summary	36



FORWARD

The Wisconsin Highway Safety Program is administered by the Bureau of Transportation Safety (BOTS), which is within the Wisconsin State Patrol. The Wisconsin State Patrol is a Division of the Wisconsin Department of Transportation (WisDOT). The Secretary of Transportation, Frank Busalacchi, is the Governor's Highway Safety Representative and Major Dan Lonsdorf, Director of BOTS, is the State Highway Safety Coordinator.

Mission

The mission of the Bureau is the coordination of statewide behavioral highway safety programs, making effective use of all highway safety funds and other resources. To provide leadership, partnership, innovation, and program support for Wisconsin's traffic safety activists, professionals, and organizations to decrease crashes, deaths, and injuries on all of Wisconsin's roadways.

Highway Safety Planning and Administration functions are performed by state- and federal-funded Bureau of Transportation Safety staff, with the assistance of other safety professionals within WisDOT and throughout the state, in planning meetings and work groups. Planning and Administration functions overlap with Traffic Records functions, as well as with WisDOT planning; jointly they produce high-quality data-driven reports, fact sheets, and other publications including the Highway Safety Performance Plan as well as this document, which reports on the fiscal performance of the office and its adherence to the Highway Safety Performance Plan.

Funds

More than \$12.5 Million of federal Highway Safety formula grant, incentive grant, and other penalty transfer funds were programmed during federal fiscal year 2007. These include:

- Section 402 State and Community Highway Safety Grant Funds
- Section 408 Data Program Funds
- Section 410 Alcohol Incentive Funds
- Section 157 Safety Belt Incentive Funds
- Section 163 0.08 Per Se Alcohol Transfer Funds
- Section 405 Child Passenger Safety Funds

The WisDOT is the designated state agency for managing nearly \$685,000 USDODJ Office of Juvenile Justice Delinquency Prevention Program Enforcing Underage Drinking funds.

The Bureau of Transportation Safety also administers more than \$2 million in State of Wisconsin funds for required administrative match, transportation safety planning and policy analysis, pedestrian and bicycle safety, the Safe Rides, Pretrial Intensive Supervision, and the State Motorcycle Rider Education programs.

Goal

Goals for this Federal Fiscal Year 2007 Annual Report are set and committed to in the 2007 Highway Safety Performance Plan. The goals of that document and results laid out in this document both use 2006 calendar year data.

PLANNING & ADMINISTRATION PROGRAM

Goal and Performance Measures

Stated Goal 1: Federal highway safety and related funds will be distributed into activities most likely to decrease the burden of crashes, deaths, and injuries on Wisconsin roadways and the effectiveness of funded and non-funded activities in meeting national, state, and priority program goals. Programs will be evaluated and the results will be incorporated into future planning.

Objective 1: Produce timely, accurate, and complete plans and reports by December 2007.

Objective 2: Administer planned activities by end of Federal Fiscal Year 2007.

Objective 3: Incorporate budget liquidation plan into Highway Safety Plan planning process and spend down set-aside funds in a timely manner.

Program Management

Planned Activities:

Support Assistant to Director, Program Supervisor, Program Assistant and student LTE. Support the Governor's Representative for Highway Safety and the State Highway Safety Coordinator in the planning, administration and delivery of Wisconsin's Highway Safety Program.

Administer the highway safety program, coordinate safety planning, activities and resources with partners, monitor and manage budget, develop and administer policies & procedures, support out-of-state travel and produce all required documents.

Funds	Budget Account	Planned	Expended
402	07-01-01-PA	\$335,000	\$268,012
State	562	\$336,000	\$471,500

Accomplishments:

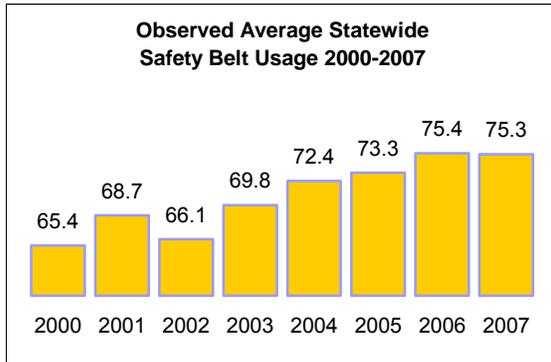
Produced all required documents. Unable to complete new Policy & Procedure Manual (in draft form), because new management procedures are still being developed and tested. Program administration software not purchased because of lengthy State IT development process.

Planning & Administration Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Planned</i>	<i>Expended</i>
07-01-01-PA	402	Program Management	\$335,000	\$268,012
562	State	BOTS Planning	\$336,000	\$471,500
Program Total			\$671,000	\$739,512

OCCUPANT PROTECTION PROGRAM

Goal and Performance Measures



Stated Goal: The Performance Goal described in the 2007 Highway Safety Plan was to encourage consistent seat belt use and correct child passenger safety equipment use for all occupants of motor vehicles on Wisconsin roadways. More specifically, to increase statewide average seat belt use to 76% by 2006, 81% by 2008 and 83% by 2010.

2000 baseline: 65.4% usage rate.

2006 status: 75.4% usage rate.

2007 status: 75.3% usage rate.

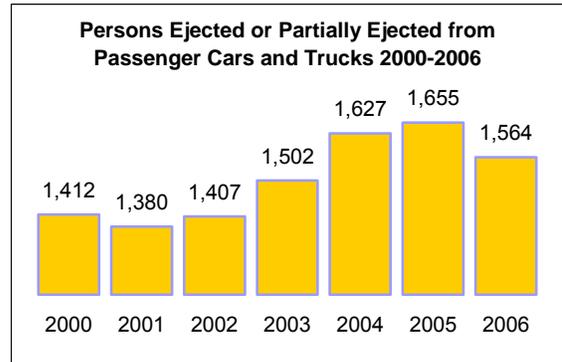
Through the efforts of the past two years, Wisconsin has experienced a more even usage rate across the state, eliminating "pocket" areas of usage rates far below the statewide average.



Objective 1: A key measure in the 2007 HSP used to evaluate progress was to reduce the percent of occupants killed or incapacitated who were not belted to 34% in 2006.

2000 baseline: 40.1% of occupants killed or incapacitated who were not belted.

2006 status: 39.1% of occupants killed or incapacitated who were not belted.



Objective 2: a second measure related to the number of persons ejected or partially ejected from passenger vehicles. Number of persons will decrease to 1,093 in 2006, 986 in 2008, and 937 in 2010.¹

2000 baseline: 1,412 persons ejected or partially ejected.

2006 status: 1,564 persons ejected or partially ejected.

Objective 3: Number of students certified in the correct installation of child safety seats will increase by 75 in 2006. The 2005 status was 115 students certified, so the prior goal was far exceeded.

2002 baseline: 210 students certified.

2005 status: 593 students certified.

2007 status: 1,040 students certified.

Objective 4: In 2006, 12 training sessions were held for a total of 174 new students to be trained as technicians. The goal for 2007 was to train 75 new certified technicians.



¹ These numbers are estimates.

HSP to more accurately state the persons ejected or partially ejected.

OCCUPANT PROTECTION PROGRAM ACTIVITIES

Program Management

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
402	07-02-01-OP	\$5,000	\$0

Accomplishments:

While no specific funds were expended, activities were in place to expand the outreach to communities, non-profit, advocacy and business groups supporting occupant protection issues. All grantees were requested to work together with community groups to develop and implement joint earned media activities to support Wisconsin's Click it or Ticket (CIOT) enforcement efforts.

Public Information & Education

Planned Activities:

Review and update information regarding child passenger safety, safety belt print materials and other items in both Spanish and English. Create state-specific occupant protection message using CIOT message. Review and update web-based information for accuracy and to reduce printing and duplication costs. Continue working with NHTSA on Graduated Driver License Demonstration Grant and incorporate findings into information campaigns.

Funds	Budget Acct	Planned	Expended
402	07-02-02-OP	\$100,000	\$7,364

Accomplishments:

Duplicated CIOT tapes to be used in radio and TV ads during CIOT, provided seat belt message for Dane County Fair program, provided funding to develop a seat belt message for minority community in the Milwaukee area.

Overtime Enforcement and Equipment

Planned Activities:

Plan statewide participation, voluntary overtime and overtime-funded enforcement for the national high-visibility CIOT Mobilization. Overtime enforcement rural initiative (April/May/November). Non-Overtime equipment grants.

Funds	Budget Acct	Planned	Expended
402	07-02-03-OP	\$510,000	\$237,720

Accomplishments:

Wisconsin expanded the rural initiative to include more incentive-based volunteer law enforcement agencies. More funding was made available for equipment grants to non-funded agencies. Lastly, in support of the national CIOT mobilization period, enforcement efforts were conducted by 353 law enforcement agencies including, the Wisconsin State Patrol, local sheriff's departments and many municipal law enforcement agencies. The Law Enforcement Liaisons (LELs) continued to contact law enforcement agencies and made a concerted effort to make contacts with agencies that had not registered to participate in the CIOT mobilization.

Surveys

Planned Activities:

Contract for CIOT Mobilization pre/post observation and attitude surveys and evaluation.

Funds	Budget Acct	Planned	Expended
402	07-02-04-OP	\$250,000	\$124,419

Accomplishments:

UW-Whitewater was contracted to perform safety belt observational studies in 480 pre-selected sites throughout Wisconsin. The process included a baseline, mid-term and final observational study. Wisconsin's statewide safety belt use rate remained materially unchanged at 75.4% UW-Milwaukee was contracted to perform the statewide phone surveys and to analyze the DMV survey information.

Community Activities, Convincer Support

Planned Activities:

Convincer support for maintenance and upkeep, travel and 0.5 LTE

Funds	Budget Acct	Planned	Expended
402	07-02-05-OP	\$40,000	\$33,200

Accomplishments:

The "Rollover Convincer" was used to inform the public of the physical mechanics involved in rollover motor vehicle crashes with unrestrained occupants. There were 44 safety demonstrations presented to a total of 13,350 observers. Audiences included high-school aged children, teachers and members of the general public.

Paid Media

Planned Activities:

Plan and contract for Paid Media for CIOT Mobilization, and a sustained safety belt media campaign reflecting the CIOT message.

Funds	Budget Acct	Planned	Expended
157	07-02-10-57PM	\$0	\$171,486
402	07-02-06-PM	\$750,000	\$20,992

Accomplishments:

Aired 2,668 TV times in six key media areas of Wisconsin including 2,562 TRPs, Brewer Network airtime, and 2,380 radio airtimes in eight media areas including 3,406 TRPs. Conducted 4 press conferences, 95 TV news stories, five radio news stories and 220 print news stories.

Section 405 Plan

Planned Activities:

Contract for development of new CPS materials to reflect law changes. Grants for child safety restraints for qualified low-income families. Grants to communities for new fitting stations. Additional activities as directed.

Funds	Budget Acct	Planned	Expended
405	07-02-07-K2	\$661,518	\$213,094

Accomplishments:

Funding was provided for WINS to manage toll free telephone number, fitting station grants and child passenger training sessions. A total of 3,642 telephone inquiries were answered as a result of the toll-free number support, 13 Child Passenger training sessions were held for a total of 176 new child passenger safety technicians. Two new instructors and 2 instructor-candidates were added. In addition, 14 technicians received special needs training courses. Funded five additional child passenger safety seat fitting stations and 26 grants to provide child safety seats to low income families.

Child Passenger Safety

Planned Activities:

Contract for CPS Outreach and Education. Support and Administer CPS Training. Grants to new CPS Fitting Stations.

Funds	Budget Acct	Planned	Expended
2011	07-02-08-K8	\$0	\$0
2003b	07-02-09-J3		\$4,223

Accomplishments:

Wisconsin did not qualify for Section 2011 because the law had a warnings only period till January 1, 2007.

GDL Demonstration Grant

Planned Activities:

Complete demonstration of “social marketing” as defined by NHTSA to encourage WI youth subject to GDL penalties to increase belt use.

Funds	Budget Acct	Planned	Expended
403	07-43-02-DX	\$100,000	\$154,380

Accomplishments:

The Graduated Driver License Demonstration grant was finalized. No significant increase in seat belt use was realized in Jefferson or Wood Counties. There were significant increases in the knowledge of law enforcement officers and public awareness of the GDL law in both counties. Fear of receiving a citation for failure to wear a seat belt by young drivers under the GDL law rose only 2%. Safety was the primary reason for wearing a seat belt. Public information materials and a PSA using NASCAR driver Matt Kenseth were developed and used in the campaign.

LEGISLATION

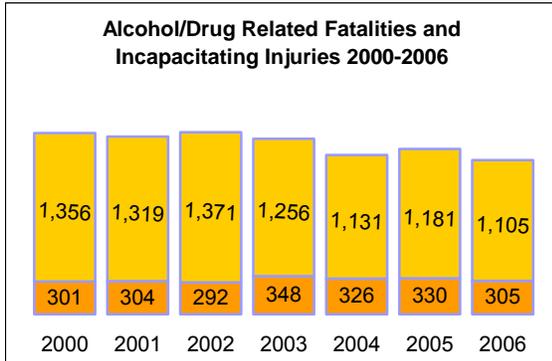
Booster Seat Bill was introduced to repeal the child booster seat law that went in to effect in June, 2006.

Occupant Protection Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Planned</i>	<i>Expended</i>
07-02-01-OP	402	Program Management/Delivery	\$5,000	\$0
07-02-02-OP	402	PI&E	\$100,000	\$7,364
07-02-03-OP	402	Enforcement-CIOT Mobilization, Rural	\$510,000	\$237,720
07-02-04-OP	402	Evaluation - Surveys	\$250,000	\$124,419
07-02-05-OP	402	Community Activities, Convincer	\$40,000	\$33,200
07-02-06-PM	402	CIOT Paid Media	\$750,000	\$20,992
07-02-10-57PM	157	CIOT Paid Media	\$0	\$171,486
07-02-07-K2	405	Section 405 Child Passenger Safety	\$661,518	\$213,094
07-02-08-K3	2011	Child Passenger Safety – Booster Funds	\$0	\$0
07-43-02-DX	403	GDL Demonstration	\$100,000	\$154,380
07-02-09-J3	2003b	Child Passenger Safety	\$0	\$4,223
		Total 402OP	\$905,000	\$402,703
		Total 402PM	\$750,000	\$20,992
		Total 157	\$0	\$171,486
		Total 405	\$661,518	\$213,094
		Total 2011	\$0	\$0
		Total 403	\$100,000	\$154,380
		Program Total	\$2,416,518	\$966,878

IMPAIRED DRIVING PROGRAM

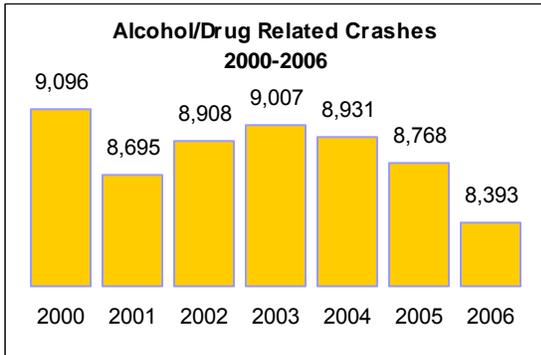
Goal and Performance Measures



Stated Goal: The Goal described in the 2007 Highway Safety Plan was to decrease alcohol and drug related motor vehicle crashes that result in death to 320 deaths by 2006, 300 by 2008, and 280 by 2010.

2000 baseline: 301 alcohol/drug related deaths.

2006 status: 305 alcohol/drug related deaths.



Three key measures were used in addition to the above Performance Goal. These Performance Measures included:

Objective 1: Decrease the number of alcohol and drug related motor vehicle crashes to 8,750 crashes for 2006 and 8,600 crashes for 2008.

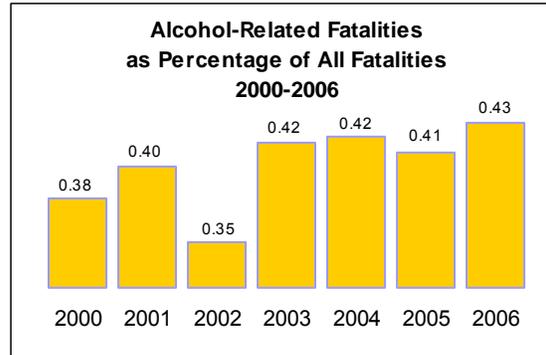
2000 baseline: 9,096 alcohol/drug related crashes.

2006 status: 8,393 alcohol/drug related crashes.

Objective 2: Decrease the number of fatalities and incapacitating injuries that occur as the result of alcohol/drug related crashes to 1,357 for 2006 and 1,257 in 2008. See first alcohol/drug related graph illustrating fatalities and incapacitating injuries.

2000 baseline: 1,657 fatalities and incapacitating injuries.

2006 status: 1,410 fatalities and incapacitating injuries.



Objective 3: The final measure is to decrease the proportion of alcohol/drug related fatal crashes relative to total fatal crashes in the state to 35% in 2006 and 30% in 2008.

2000 baseline: 38% of total fatalities alcohol/drug related.

2006 status: 43% of total fatalities alcohol/drug related.



PROGRAM ACTIVITIES

Program Management

Planned Activities:

Alcohol and Youth Alcohol Program Managers coordinate, plan and manage the state Impaired Driving programs, with assistance of 0.5 FTE state support. Enhance volunteer agency participation, increase community involvement, and work with community organizations and non-profit programs. Expand interaction with agencies, organizations, and non-profit programs interested in impaired driving activities and efforts. Enhance the identity of BOTS as the voice of change. Encourage state and local input into the HSP development process. Wage and fringe, DP costs, M&S, training and travel, printing and postage.

Funds	Budget Acct	Planned	Expended
402	07-03-01-AL	\$185,000	\$164,698

Accomplishments:

Planned and managed the Impaired Driving program.

Public Information and Education

Planned Activities:

Develop statewide public information and education campaign to reduce OWI injuries and fatalities based on NHTSA's new slogan and support high-visibility enforcement annual "Crackdown" and Saturation Patrols. With partners, revise and update all information, identify needs, target information, include Spanish versions of some information and use Internet to reduce production costs. Develop and disseminate "Best Practices" information. Contractual services for product and placement, printing and postage.

Funds	Budget Acct	Planned	Expended
402	07-03-02-AL	\$300,000	\$0
410	07-41-01-K8	\$210,000	\$0

OWI Summit: In partnership with the UW Resource Center and MADD, host a summit of law enforcement personnel, prosecutors and judges to explore enforcement strategies and challenges of battling impaired driving in Wisconsin.

Funds	Budget Acct	Planned	Expended
410	07-41-01-K8	\$20,000	\$0

Intervention Outreach: In partnership with medical leaders, directors of large HMOs and other health community offices, print and distribute a poster encouraging the public to speak with physicians about drinking issues, and educate medical staff in Emergency and Urgent Care centers about the benefits of alcohol screening.

Funds	Budget Acct	Planned	Expended
410	07-41-01-K8	\$20,000	\$0

Accomplishments:

Participated in the National *Over the Limit. Under Arrest* campaign. A Spanish version was put on the web site. The development of new alcohol related materials was delayed so BOTS could review the existing materials and to find out what would be beneficial in providing. BOTS did provide news releases to law enforcement agencies to use in the "Crackdown" as part of an expanded earned media effort for alcohol enforcement activities. Information links were provided to the public to access alcohol related information. The OWI summit was not conducted because there was not enough change in the level of activity to warrant another summit. An event is being planned in the future that will include improvements and measurements since the last summit.

Education – Paid Media

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
410PM	07-41-07-K8PM	\$250,000	\$250,000
402PM	07-03-06-PM	\$400,000	\$100,291

Accomplishments:

Planned and contracted for Paid Media for the national *Over the Limit. Under Arrest* Labor Day mobilization. Aired 2,240 TV times in six key media areas of Wisconsin including 3,940 TRPs, Brewer and Packer Network airtime, and 3,290 radio airtimes in eight media areas including 3,717 TRPs. Completed two 30-second ads and one live mention during each of the 12 regular season Badger football and one Bowl game during statewide radio broadcasts, one 30 second ad during 13 Badger Sports Talk radio shows, and one electronic text message on the video matrix board at each of the six home Badger football games. Conducted three press conferences, 28 TV news stories, six radio news stories and 201 print news stories.

OWI Education – Training

Planned Activities:

Coordinate the partnership with Department of Justice and Department of Transportation for the Standardized Field Sobriety Testing (SFST) certification for the 520-hour training curriculum; support SFST training – instructor wages, printing, postage and alcohol workshops, until DOJ takes over. Alcohol Program Advisory Committee – travel, meals and lodging. Pay all costs of mandatory recertification for SFST Instructors and DREs (Drug Recognition Expert), and training/conference attendance for coordinators and instructors.

Funds	Budget Acct	Planned	Expended
410	07-41-02-K8	\$148,800	\$88,422

Drug Recognition Expert (DRE) Program oversight and instruction. Consultant fee, travel materials and DP equipment and materials for trained former enforcement officer. Materials to support the DITEP (Drug Impairment Training for Educational Professionals) program. DRE and SFST 8 Hour Drug Block Training instructor wages, printing, postage, lodging and meals for instructors and students. SFST Advisory Committee – travel, meals and lodging. Training costs for state and local advocates and professionals to attend impaired driving and youth high-risk driving training.

Funds	Budget Acct	Planned	Expended
410	07-41-03-K8	\$167,000	\$61,559

UW Law School Resource Center on Impaired Driving – costs for services provided by legal, support and administration staff, law students, office materials, printing, postage and indirect fees. Communicate law changes and regulations with statewide partners. Train Resource Prosecutors and assist OWI Prosecution when requested. Inform prosecutors and judges of law changes and regulations through training or publications

Funds	Budget Acct	Planned	Expended
410	07-41-04-K8	\$190,000	\$199,965

Accomplishments:

SFST – Program working very successful with Wisconsin police academies, and technical colleges. BOTS has completed the Memorandum Of Understanding between DOT/BOTS and DOJ. Program registration is handled by DOJ. BOTS has established policy and procedures for class sizes and number of approved instructors. The DRE Program was successful in graduating a class of 19 Wisconsin law enforcement officers as certified DRE officers. Tracking website is being utilized by Wisconsin DRE officers. The DITEP Program continues to provide drug recognition training to educational professions in Wisconsin. The Department of Public Instruction continues to work with Wisconsin CESAs to schedule future training. The UW Law School conducted the 13th annual Wisconsin Prosecutor’s Seminar on OWI; annual Traffic and Impaired Driving Program with 100 people attending earning 11.5 CLU credits. The 8th Wisconsin Prosecutor’s Seminar on OWI for prosecutors was held with 102 people attending for 13 CLE. Regional legal updates were held for prosecutors and law enforcement at 12 events with an average of 30 participants per event. Each event earned 8.0 CLE. The Traffic Beat newsletter is issued quarterly and technical assistance is provided through the Center’s website. Youth High-Risk Driving Training – BOTS funding provided to state and local advocates and professionals to attend national leadership training.

Enforcement

Planned Activities:

Plan statewide participation, encourage voluntary participation and provide overtime funding for the high-visibility Labor Day alcohol enforcement crackdown. Encourage enforcement agencies to make OWI enforcement a priority. Plan and provide overtime and equipment funding for the high-visibility sustained “**Alcohol Saturation Patrols**” – consisting of at least monthly overtime enforcement and publicity in targeted jurisdictions.

Funds	Budget Acct	Planned	Expended
402	07-03-04-AL	\$300,000	\$165,673
410	07-41-06-K8	\$575,000	\$16,943
410	07-41-10-J8	\$0	\$524,562

Pilot test roadside evidentiary testing using portable breath testing devices – determine efficiencies and quality of results in comparison with fixed testing stations.

Funds	Budget Acct	Planned	Expended
410	07-41-06-K8	\$75,000	\$0

Accomplishments:

Wisconsin campaign *Drunk Driving. Over the Limit. Under Arrest.* was conducted August 15 - September 3 resulting in 41 participating **funded** agencies. A total of 748 officers were deployed writing 4,023 citations and 2,034 warnings with 5129 hours of enforcement. There were 298 OWI arrests and 502 OAR/OAS. **Unfunded** agencies participated in the *Drunk Driving. Over the Limit. Under Arrest Crackdown* that included 165 agencies reporting with 19,662 hours of enforcement with 13,783 traffic stops and 17,013 citations and written warnings. From those stops there were 891 OWI arrests and 2,998 speeding tickets issued. Alcohol enforcement grants were awarded to 30 municipalities. Monthly activity reports were completed by all agencies outlining warning and citations and type. Roadside testing was put on hold because we could not get a vendor that had state of the art technology for effective program implementation.

Community Activities

Planned Activities:

Road Crew community-based, business-based ride service Expansion Yr 2 into 4 rural communities.

Funds	Budget Acct	Planned	Expended
402	07-03-03-AL	\$285,000	\$152,472

Four Diverse Community and Young Adult alcohol driving programs located in communities with diverse populations and proven local leadership willing to employ one or more evidenced-based strategies and projects known to decrease alcohol use and impaired driving.

Funds	Budget Acct	Planned	Expended
410	07-41-05-K8	\$400,000	\$0

OWI Drug Courts. Encourage TSRP (Traffic Safety Resource Prosecutor) to develop regional training programs for prosecutors and judges using NHTSA Courses

Funds	Budget Acct	Planned	Expended
410	07-41-05-K8	\$385,000	\$153,327

ISP (Intensive Supervision Programs)

Funds	Budget Acct	Planned	Expended
410	07-41-05-K8	\$100,000	\$0
State	568	\$779,400	\$779,400

Tavern League Safe Ride Program

Funds	Budget Acct	Planned	Expended
State	531	\$170,097	\$119,971

Accomplishments:

Road Crew services were provided in Barron, Polk, Grant, Iowa, Brown and LaCrosse counties including one new service provider in Kaukauna. As of January 1, 2007 more than 65,000 rides were given. A conference held in June with 25 participants outlining the program. The ISP has 11 participating counties. Monthly reports show activities, referrals, admissions, recidivism rates,

and discharges. An Annual ISP Report is published outlining accomplishments in each of the 11 county programs. OWI Drug Courts continued a multi year demonstration project to test the effectiveness and cost effectiveness of a model OWI Treatment Court in decreasing OWI recidivism. OWI citations and OWI crashes, injuries and deaths. The Tavern League of Wisconsin manages the Safe Ride program which provided 37,182 rides throughout 49 groups or leagues.

Evaluation

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
402	07-03-05-AL	\$70,000	\$23,000

Evaluate the Safe Ride and Intensive Supervision Programs.

Funds	Budget Acct	Planned	Expended
		State Match	

Determine the number and characteristics of first and repeat offenders convicted under s. 346.63(1)(b), with an AC of 0.08 to 0.099.

Accomplishments:

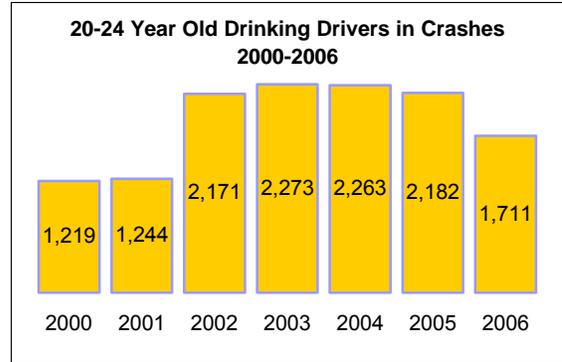
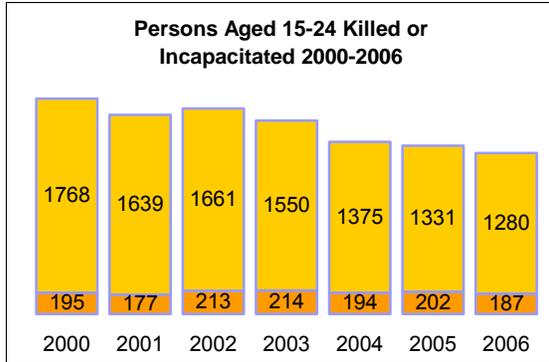
UW Milwaukee conducted a pre and post survey on impaired driving in conjunction with the *Drunk Driving. Over the Limit. Under Arrest* Campaign during August and September, 2007 to compare attitudinal and behavioral measure before and after the effort.

Impaired Driving Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Planned</i>	<i>Expended</i>
07-03-01-AL	402	Program Management/Delivery	\$185,000	\$164,698
07-03-02-AL	402	PI&E – 402 Funded	\$300,000	\$0
07-03-03-AL	402	Community Activities	\$285,000	\$152,500
07-03-04-AL	402	Enforcement	\$300,000	\$165,673
07-03-05-AL	402	Evaluation - Surveys	\$70,000	\$23,000
07-03-06-PM	402	Paid Media	\$400,000	\$100,291
07-41-01-K8	410	PI&E, OWI Summit, Intervention	\$250,000	\$0
07-41-02-K8	410	Training – SFST, Recertification	\$148,800	\$88,422
07-41-03-K8	410	DRE DITEP Training and Support	\$167,000	\$61,559
07-41-04-K8	410	UW Law School CID	\$190,000	\$199,965
07-41-05-K8	410	OWI/Drug Courts/Prosecutors	\$385,000	\$153,327
	410	Diverse Communities	\$400,000	\$0
	410	Intensive Supervision	\$100,000	\$0
07-41-06-K8	410	Saturation Patrol/Crackdown/Evidentiary	\$650,000	\$16,943
07-41-10-J8	410	410 Alcohol TEA 21	\$0	\$524,562
07-41-07-K8-PM	410	Paid Media	\$250,000	\$250,000
State	568	Pre-Trial Intervention Community Project	\$779,400	\$779,400
State	531	Tavern League Safe Ride Program	\$170,097	\$119,971
		Total 402AL	\$1,140,000	\$505,843
		Total 402 PM	\$400,000	\$100,291
		Total 410K8	\$2,229,800	\$520,216
		Total 410 J8 Carryover		\$524,562
		Total 410K8PM	\$250,000	\$250,000
		Total State	\$949,497	\$899,371
		Program Total	\$5,030,297	\$2,800,283

YOUTH ALCOHOL & ENFORCING UNDERAGE DRINKING LAWS (EUDL) PROGRAM

Goal and Performance Measures



Stated Goal: Decrease the number of 15 to 24 year old occupants killed in motor vehicle crashes to 205 in 2006, to 193 in 2008, and to 180 in 2010.
 2000 baseline: 195 15-24 year old occupants killed in crashes.
 2006 status: 187 15-24 year old occupants killed in crashes.

Objective 2: 20-24 year old drinking drivers in crashes will decrease to 1,748 in 2006 and 1,223 in 2008.
 2000 baseline: 1,219 20-24 year old drinking drivers in crashes.
 2006 status: 1,711 20-24 year old drinking drivers in crashes.

Three key measures were used in addition to the above stated goal.

Objective 3: The availability of alcohol to underage drinkers will decrease as a result of 300 compliance checks in 2006 and 400 in 2008.
 2000 baseline: 50 compliance checks.
 2006 status: 828 compliance checks performed by 508 enforcement officers statewide.

Objective 1: 15 to 24 year old drivers and passengers killed or seriously injured in all traffic crashes will decrease to 1,409 in 2006 and 1,239 in 2008.
 2000 baseline: 1,963 15-24 year olds killed or seriously injured.
 2006 status: 1,467 15-24 year olds killed or seriously injured.

Youth Alcohol Program Activities

Program Management

This section is included in the Impaired Driving Program Plan.

Public Information and Education/Outreach

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
410	07-41-01-K8	\$250,000	\$0
EUDL	07-44-01-JX	\$135,000	\$46,400

Accomplishments:

The 2007 edition of the motivational multimedia presentation was presented to over 25,000 students in up to 150 high schools throughout the State of Wisconsin. All elements of the show

reinforce the safety/prevention messages. BOTS provided various PI&E materials to the public and community organizations for various youth issues including impaired driving, GDL issues, alcohol laws, safety belt and safe choices. Reproduction of existing materials. Researched current issues and worked with local organizations to provide need-based youth development program planning and/or implementation resources.

Community Programs/Social Norms Marketing

Planned Activities:

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

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

Funds	Budget Acct	Planned	Expended
410	07-41-08-K8	\$250,000	\$35,090

Accomplishments:

BOTS continues to work with the University of Wisconsin System Administration (all UW campuses), Wisconsin Technical Colleges, and private Wisconsin colleges on science-based programs - data driven problem identification. All campuses working with the Center for College Health and Safety have reviewed their existing AODA program guidelines including their current policies and procedures (with a strong focus on impaired driving issues, underage drinking and environmental strategies). Policy and procedure analysis to be provided to each campus for their review.

The Marshfield Medical Research Foundation/Center for Community Outreach conducted a workshop that addressed knowledge and attitude changes, related to underage drinking and the sale of alcohol to underage youth, from community partnerships and ethnic communities for community youth and their adult partners.

Enforcement (CARD, Compliance Checks)

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
EUDL	07-44-02-JX	\$200,000	\$208,104

Accomplishments:

Provided grant funding to enforcement/community programs to: Grant County, Wood County, City of La Crosse, City of North Hudson, City of Hudson, Racine County, Marquette County, City of Oshkosh, City of Somerset, Dane Count, City of Rice Lake, Rock County Townships, Waushara County, Dunn County, City of Wausau/Rothschild/Everest Metro, Jefferson County and City of Antigo. Program continues to work and is very successful in Wisconsin. **Program Stats:** Wisconsin enforcement officers issued 1,596 underage drinking citations and warnings in 2007. Youth contact continues to grow each year.

Evaluation

Planned Activities:

Work with current and former grant recipients to evaluate their progress and results. Presently evaluating the number of current crashes, fatalities, and injuries compared to previous years data;

the effectiveness of the funding provided, to determine if the fatalities, injuries, and crashes have been reduced in the funded areas; and tracking the use of the safety materials provided, researching new materials and eliminating obsolete materials.

Funds	Budget Acct	Planned	Expended
EUDL	07-44-03-JX	\$15,000	\$0
410	07-41-09-JX	\$10,000	\$0

Accomplishments:

No evaluation funding spent in calendar year 2007. BOTS will be working with procurement unit to develop a combined RFP for all program evaluations for the next calendar year.

Notable Activities

City of La Crosse Police Department CARD Grant

The City of La Crosse Police Department (three college campuses within its jurisdiction) has a successful program. Environmental strategies are working. Program includes compliance checks and underage age drinking/alcohol related program strategies to deal with current community issues. They continue to support the River Front with extra uniform foot patrols around the bar establishments and city/campus officers worked party patrols. Alcohol related problems continue as “high profile” cases. The grant funding allows the police department to form a 4th shift team of officers to focus on alcohol related issues and work with community representatives. There has been a drop in the number of issued underage drinking violations. The drop is attributed to the use of the compliance check program making retailer establishments sell more responsibly. Another method utilized is the interception of the alcohol sale by the establishment/outlet before it gets to the house parties through their proactive traffic stops after large alcohol purchases. City of La Crosse team has attended the National Leadership Conference on Underage Drinking Enforcement and works in Wisconsin with other law enforcement and community representatives on underage drinking related local ordinances.

Youth Alcohol & Enforcing Underage Drinking Laws (EUDL) Program Summary

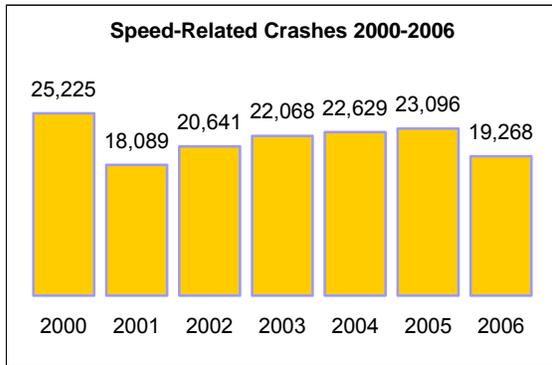
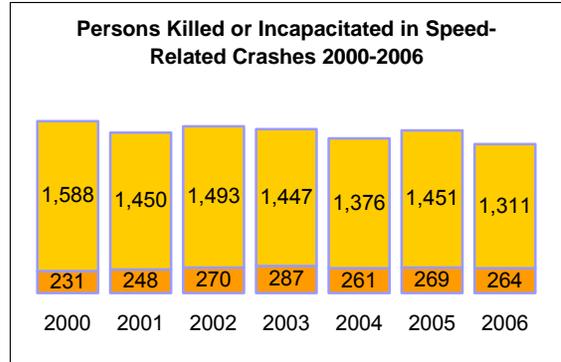
<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Programmed</i>	<i>Expended</i>
07-41-01-K8	410	PI&E	\$250,000	\$0
07-41-08-K8	410	Social Norms Marketing	\$75,000	\$35,090
	410	Community Youth Programs	\$175,000	\$0
07-41-09-K8	410	Evaluation	\$10,000	\$0
07-44-01-JX	EUDL	Outreach	\$135,000	\$46,400
07-44-02-JX	EUDL	Enforcing Underage Drinking	\$200,000	\$208,104
07-44-03-JX	EUDL	Evaluation	\$15,000	\$0
		Total 410	\$510,000	\$35,090
		Total USDOJ-EUDL	\$350,000	\$254,504
		Program Total	\$860,000	\$289,594



TRAFFIC LAW ENFORCEMENT PROGRAM SPEED and AGGRESSIVE DRIVING PLAN

Goal and Performance Measures

Stated Goal: The Goal described in the 2007 Highway Safety Plan was to decrease the number of people killed in speed or driver aggression-related crashes to 250 by the end of calendar year 2010 by encouraging stepped-up, targeted traffic enforcement programs and by supporting training and technology resources for traffic law enforcement. In order to achieve that goal there were three objectives identified as key measures.



Objective 1: Speed-related crashes will decrease to 23,000 by the end of calendar year 2006, to 22,770 by the end of calendar year 2008, and to 22,542 by the end of calendar year 2010.
2000 baseline: 25,225 speed-related crashes.
2006 status: 19,268 speed-related crashes.

Objective 2: The number of people killed or incapacitated in speed-related crashes will decrease to 1,605 by the end of calendar year 2006, to 1,546 by the end of calendar year 2008, and to 1,489 by the end of calendar year 2009.

2000 baseline: 1,819 persons killed or incapacitated in speed-related crashes.
2006 status: 1,575 persons killed or incapacitated in speed-related crashes.

Objective 3: Driver's perception of the risk of being ticketed for a speed violation will increase and speed will drop from the second most common driver contributing cause of crashes in 2000 to only 10% of driver contributing cause of crashes by 2010.

2000 baseline: speed represented 14% of driver PCCs.
2006 status: speed again represented 14% of driver PCCs

Speed Program Activities

Program Management

Planned Activities:

Coordinate, plan and manage the state speed and aggressive driving program. Continue to work with and expand the agencies and organizations interested in decreasing speeding and aggressive driving through increased and improved traffic enforcement. Investigate the traffic team concept. DP costs, M&S training and travel, printing and postage.

Funds	Budget Acct	Planned	Expended
402	07-04-01-PT	\$5,000	\$10,934

Accomplishments:

Hired a new Law Enforcement Program Manager to manage all the law enforcement grants.

Public Information, Education and Outreach

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
402	07-04-02-PT	\$250,000	\$141,444

Accomplishments:

Law Enforcement Liaisons provided outreach to law enforcement agencies to participate in the CIOT & DDOLUA enforcement efforts. Increased the number of participating agencies. Provided outreach to the public at various community events, safety fairs, motorcycle events and law enforcement organization conferences.

Aggressive Driving Paid Media

Planned Activities:

Provide targeted media in support of aggressive driving demonstration project.

Funds	Budget Acct	Planned	Expended
402	07-04-06-PM	\$250,000	\$250,000

Accomplishments:

Aired 1748 times radio messages relating to speed with 1735 GRPs. Aired 1148 TV times with 1749 GRPs. This was targeted to the I90/94 corridor from Racine/Kenosha to Columbia County and from Beloit to Madison.

Training and Capacity Building

Planned Activities:

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

Funds	Budget Acct	Planned
402	07-04-03-PT	\$10,000

Accomplishments

No training was provided in 2007



Speed Enforcement

Planned Activities:

Plan statewide participation, encourage voluntary participation the speed and aggressive driving enforcement campaign.

Funds	Budget Acct	Planned	Expended
402	07-04-04-PT	\$550,000	\$741,587

Accomplishments:

The Interstate 90-94 corridor Speed and Aggressive Driving project provided funding to 10 county sheriffs and the State Patrol, running from the Illinois state line through Juneau County. There were just under 9,000 speeding citations written during this period. The corridor project included media events and corridor-wide enforcement days, encouraging motorists to follow the posted speed limit.

In addition to the corridor project, 15 law enforcement agencies received speed and aggressive driving grants in their respective districts, resulting in approximately 6,500 speeding citations.

Law enforcement agencies were selected based on a 3-year analysis of speed related crashes that identified places of opportunity to reduce crashes.

Evaluation

Planned Activities:

Contract for surveys and evaluation of speed and/or aggressive driving activities.

Funds	Budget Acct	Planned	Expended
402	07-04-05-PT	\$80,000	\$29,500

Accomplishments:

UW-Milwaukee was contracted to do phone surveys of media and enforcement efforts.

Law Enforcement Equipment

This section has been moved to the Traffic Records Improvement Plan in the next section.

Speed and Aggressive Driving Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Programmed</i>	<i>Expended</i>
07-04-01-PT	402	Program Management	\$5,000	\$10,934
07-04-02-PT	402	PI&E and Outreach/LELs	\$250,000	\$141,444
07-04-03-PT	402	Training and Capacity Building	\$10,000	\$0
07-04-04-PT	402	Enforcement	\$550,000	\$741,587
07-04-05-PT	402	Evaluation	\$80,000	\$29,500
07-04-06-PT	402	Paid Media	\$250,000	\$250,000
Program Total			\$1,145,000	\$1,173,465

TRAFFIC RECORDS IMPROVEMENT PLAN



Goal and Performance Measures

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

Objective 1: The TRCC's 2006-2009 Strategic Plan will be followed to ensure that proper steps are being taken to implement a statewide, integrated data collection network available for highway safety stakeholder use.

Objective 2: Surveys will be completed and program baselines will be established or updated as part of the 2006-2009 Strategic Plan process.

Objective 3: Products of the 2006 and 2007 HSP, SHSP and TRSP will be distributed within a short time of being delivered and accepted.

Traffic Records Program Activities

Program Management

Planned Activities:

Coordinate, plan and manage the traffic records program. DP costs, M&S training and travel, printing and postage. Hire LTE support for traffic records projects, TRCC meetings, and strategic plan development. Coordinate with partners to implement TraCS e-crash and e-citation projects and communicate progress of OWI Model Data System with all partners and stakeholders. Develop automated and/or on-line activity reporting, evaluation, program, and project management.

Funds	Budget Acct	Planned	Expended
402	07-05-01-TR	\$25,000	\$11,428
163	07-78-02-HN10	\$300,000	\$0

Accomplishments:

Held four TRCC meetings. Developed 2007 408 application and updated Traffic Records Strategic Plan and trained ___ TRCC members at Traffic Records Forum. Maintained web of relationships with partners and stakeholders. TR support LTE unable to complete job due to illness. Met with software vendor used by other Region V states and also met with WisDOT IT staff. Could not purchase software without IT staff approval. State IBIS project management software must be evaluated before any vendor software can be approved.

Planning Analyst Support

Planned Activities:

Support 1.0 FTE planning analyst.

Funds	Budget Acct	Planned	Expended
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402	07-05-02-TR	\$75,000	\$67,919
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LE Data Automation/TraCS Implementation

Planned Activities:

Administer year two of roll-out of Badger TraCS Suite, including training and technical support, through grants to communities for TraCS-related equipment and programming. Program version 2 to include MCSAP and MMUCC requirements, including central file changes.

Funds	Budget Acct	Planned	Expended
402	07-05-03-TR	\$200,000	\$68,864
163	07-78-03-HN10	\$700,000	\$909,147

Accomplishments:

Programmed many changes to the Badger TraCS suite of software. Trained law enforcement officers and provided technical support to local agencies. Reprogramming MV4000 PCR held back until 2008-2009 to be incorporated into the total revision of the form. Thirty three grants to agencies and consortia. Crashes and citations were reported to the state electronically by these parties by the end of the year. Some grants awarded late in the year were not completed and activity will continue into 2008.

CODES Date Linkage

Planned Activities:

Support DH&FS and UW CHSRA linkages of 2003, 2004, and 2005 data, develop analyses, report, and Internet site. Participate in Crash Outcome Data System Data Network as part of cooperative agreement.

Funds	Budget Acct	Planned	Expended
402	07-05-04-TR	\$80,000	\$57,570
403	07-43-01-DX	\$65,000	\$43,067

Accomplishments:

Years 2003 and 2004 data was linked – ER, hospital discharge, and crash data was linked. Standard and ad hoc reports were generated. Motorcycle standards were developed. Standardized economic loss evaluations were done for 12 states.

Surveys, Analyses, Publications

Planned Activities:

Establish baselines for safety program areas through KAB injury surveys. Produce summary data publications as required. Plan, program and administer combined Speed/Motorcycle Observational Survey – year II (summer 2007 survey). Program PDAs and Tablets for survey and TraCS data collection and develop training in their use to decrease observation and other survey costs.

Funds	Budget Acct	Planned	Expended
402	07-05-05-TR	\$220,000	\$187,832

Accomplishments:

Hired UW-Whitewater to perform speed/Motorcycle Observational survey. Results returned to BOTS for analysis. No KAB baselines were established, no summary data publications were produced, and no automated belt or other observational surveys were programmed.

Training – Data Collection, Analysis, and Outreach

Planned Activities:

Provide TR training to data collectors and analysts.

Funds	Budget Acct	Planned	Expended
402	07-05-06-TR	\$10,000	\$0

Accomplishments:

Discussed training with vendor who produced and delivered Wisconsin's Commercial Vehicle crash training. Now in negotiations for 4-hour train-the-trainer training sessions based on D.16.1 and MMUCC. Analyst training not developed.

Law Enforcement Equipment

Planned Activities:

Provide traffic enforcement equipment to targeted high-risk jurisdictions and to small jurisdictions with high AADT and disproportionate crash rates. Other equipment as justified in terms of crash prevention or evaluation. Provide approved alcohol-enforcement equipment to targeted jurisdictions - includes carried over 2006 obligation.

Funds	Budget Acct	Planned	Expended
163	07-78-01-HN10	\$1,000,000	\$217,795

Accomplishments:

These funds were used for Milwaukee's innovative motorcycle traffic enforcement automation. Funds also used for programming safety data transmission linkages between DMV, DOJ, and the Office of Justice Assistance.

Highway Safety Information System Improvements

Planned Activities:

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

Funds	Budget Acct	Planned	Expended
408	07-05-07-K9	\$786,135	\$325,738

Accomplishments:

The following were begun or completed: Seven TraCS projects, State Safety Information Resource Guide, WisTransPortal, Local crash geo-coding, Google Mash-ups, hospital data archive, injury surveillance data analysis.

Traffic Records Program Summary

Account	Fund	Program Activity	Planned	Expended
07-05-01-TR	402	Program Management/Delivery	\$25,000	\$11,428
07-05-02-TR	402	Safety Analyst	\$75,000	\$67,919
07-05-03-TR	402	TraCS Implementation – Training/Support	\$200,000	\$68,864
07-05-04-TR	402	CODES Data Linkage/Analysis/Outreach	\$80,000	\$57,570
07-05-05-TR	402	Surveys, Analyses, MC, KAB, Publications	\$220,000	\$187,832
07-05-06-TR	402	TR Training, Data Collection Training	\$10,000	\$0
07-78-01-HN10	163	LE Equipment Grants	\$1,000,000	\$217,795
07-78-02-HN10	163	Develop Automated Grant Process	\$300,000	\$0
07-78-03-HN10	163	TraCS Implementation	\$700,000	\$909,147
07-05-07-K9	408	Strategic Plan Implementation	\$786,135	\$352,798
07-43-01-DX	403	CODES Data Network Cooperative Agree	\$65,000	\$43,067
		Total 402	\$610,000	\$393,613
		Total 403	\$65,000	\$43,067
		Total 408	\$786,135	\$325,738
		Total 163	\$2,000,000	\$1,126,942
		Program Total	\$2,461,135	\$1,889,360

EMS IMPROVEMENT PLAN

Goal and Performance Measures

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

Objective 1: Injury to death ratios in targeted rural portions of the state will improve and state average injury to death ratio will improve to 85 to 1 by 2008.

2000 baseline: statewide Injury to Death ratio was 79.8 to 1 and 24 counties had ratios of 35 to 1 or worse.

2006 status: statewide Injury to Death ratio was 70.6 to 1 and 22 counties had ratios of 35 to 1 or worse.

Objective 2: Response times for rural EMS to arrive at the scene of a motor vehicle crash will improve. No data are yet available –WARDS WI Ambulance Run Data System will be mandatory in January 2008 and will permit the development of measurable objectives.

Objective 3: Safety belt usage rate in rural media markets and usage rate in personal injury and fatal crashes will increase to 81% by 2008. July 2006 statewide average belt use was 75.4% and 2007 summer statewide belt use was 75.3%.

Objective 4: Number of EMTs recruited and retained in rural areas will increase as a result of funded materials. No data are yet available –WARDS WI Ambulance Run Data System will be mandatory in January 2008 and will permit the development of measurable objectives.

EMS Program Activities

Program Management

Planned Activities:

Coordinate, plan and manage the Injury Control-EMS program and oversee Ambulance Inspector. Enhance volunteer participation, increase community involvement, and work with community organizations and non-profit programs interested in transportation safety injury prevention and trauma system development.

Funds	Budget Account	Planned	Expended
402	07-06-01-EM	\$5,000	\$0

Accomplishments:

Wisconsin State Patrol lieutenant served as part-time EMS program manager for part of the year, and oversaw the work of the State Ambulance Inspector. Two-year backlog of ambulance inspections was eliminated. Little outreach to EMS, First Responder and Emergency Care and Public Health Communities occurred.

Publicity and Outreach (Emergency Response):

Planned Activities:

With DH&FS and WATS, develop an EMS PI&E Plan, educate the general population and emergency responders about the state Trauma System. Review and duplicate highway safety materials for EMS personnel for local distribution. Provide airbag and occupant restraint training for emergency responders.

Funds	Budget Account	Planned	Expended
402	07-06-02-EM	\$140,000	\$56,652

Accomplishments:

Collaborated with the annual Wisconsin Division, American Trauma Society to provide access to Internet materials, support of injury prevention activities and training for recertification credits for more than 100 primarily rural, predominantly volunteer EMTs and other trauma care providers. Collaborated with the Office of Justice Assistance, DHS, WI National Guard and other public safety and security agencies in support of Wisconsin's groundbreaking READY (Responding to Emergencies And Disasters with Youth) and SERT (Student Emergency Response Team) training. In four camps and 134 courses, 1,606 students were trained in public safety careers and

community leadership. DH&FS lost the State Trauma System Coordinator and other positions in EMS, so the integration of the State EMS Plan for outreach and training did not occur. No airbag and restraint training was requested.

First Responder Equipment and Training

Planned Activities:

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

Funds	Budget Account	Planned	Expended
402	07-06-03-EM	\$45,000	\$2,764

Accomplishments:

One rural First Responder group was trained and outfitted to respond to crash events. Outreach to rural emergency responder groups was limited.

Rural Emergency Response Programs

Planned Activities:

Support Bystander Care and recruitment and retention of EMS personnel.

Funds	Budget Account	Planned	Expended
402	07-06-04-EM	\$10,000	\$0

Accomplishments:

No activity.

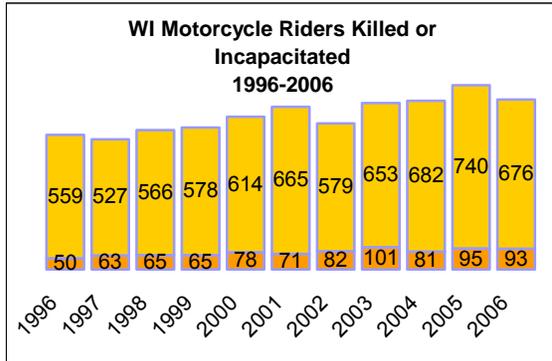
EMS Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Programmed</i>	<i>Expended</i>
07-06-01-EM	402	Program Management	\$5,000	\$0
07-06-02-EM	402	Publicity and Outreach	\$140,000	\$56,652
07-06-03-EM	402	First Responder Equipment and Training	\$45,000	\$2,764
07-06-04-EM	402	Rural Emergency Response Programs	\$10,000	\$0
		402 Program Total	\$200,000	\$59,416



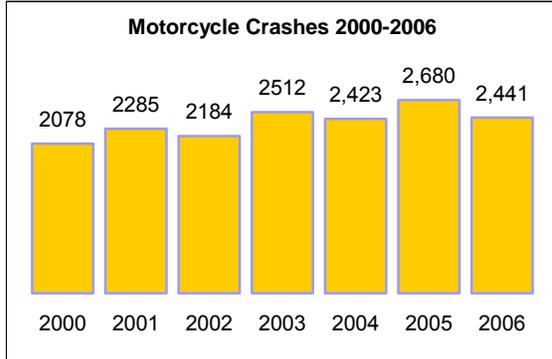
MOTORCYCLE SAFETY PROGRAM PLAN

Goal and Performance Measures



Stated Goal: The Performance Goal described in the 2007 Highway Safety Plan was to decrease the number of Motorcycle rider fatalities to 90 in 2006, to 75 in 2008, and to 65 in 2010. Final numbers in 2006 indicate that there were 93 motorcycle fatalities.

To accomplish this goal, five objectives were identified.

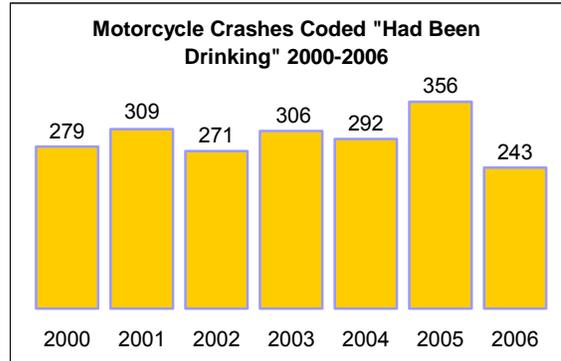


Objective 1: Motorcycle crashes will decrease to 2,340 in 2006 and 2,180 in 2008.

2000 baseline: 2,078 motorcycle crashes.
2006 status: 2,441 motorcycle crashes.

Objective 2: Motorcycle riders killed or incapacitated will decrease to 730 in 2006 and 680 riders in 2008. See first graph showing both killed and incapacitated.

2000 baseline: 692 riders killed or incapacitated.
2006 status: 769 riders killed or incapacitated.



Objective 3: Motorcycle crashes in which the rider had been drinking will decrease to 270 riders in 2006 and 230 riders in 2008. 2000 baseline: 279 had been drinking crashes.

2006 status: 243 had been drinking crashes.



Objective 4: Alcohol-related rider fatalities will decrease to 28 in 2006 and 24 in 2008. 2000 baseline: 29 alcohol-related rider fatalities.

2006 status: 32 alcohol-related rider fatalities.

Year	2000	2001	2002	2003	2004	2005	2006
Percent	16%	18%	12%	21%	17%	17%	23%

Objective 5: The percent of improperly licensed riders involved in crashes will decrease from 21% in 2003 to 17% in 2006 and 17% in 2008. These numbers were corrected.

PROGRAM ACTIVITIES

Program Management & Clerical Support

Planned Activities:

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

Funds	Budget Account	Planned	Expended
402	07-07-01-MC	\$47,000	\$48,516
State		\$100,000	\$98,567

Accomplishments:

Administrative assistant continued to support the Motorcycle Safety Program.

Public Information & Education Outreach

Planned Activities:

Update and reprint the Ride Straight-Sober, Share the Road brochures and reprint bumper and helmet stickers as needed during FFY 06-07. Promote "Share the Road" through a mailing to 1.5 million motor vehicle owners during the May – August vehicle registration sticker distribution: \$55,000. Involve up to 12 DSP motor officers in up to three statewide events and local officials in up to 12 regional or local events to increase OWI enforcement and awareness: \$100,000.

Funds	Budget Account	Planned	Expended
402	07-07-02-MC	\$155,000	\$96,197

Accomplishments:

Several brochures were updated and reprinted along with posters and helmet and bumper stickers. Enforcement and education efforts were provided at all three locations as planned.

Motorcycle Safety Training

Planned Activities:

Instructor Training – conduct one statewide conference of four to eight regional workshops to update instructors on curriculum issues, as required by MSF and Trans 129, in FFY 06-07. Provide scholarships for up to three chief instructors to attend SMSA or MSF annual national workshops during FFY 06-07. WI Motorcycle Rider Education Program Administer state-funded classroom and hands-on training program through the WI Technical College System and other approved vendors that meet MSF requirements for basic and experienced riders. Section 2010 Training and Outreach Incentive Grant to be used for purchase of training cycles or for 'Share the Road' expansion.

Funds	Budget Account	Planned	Expended
402	07-07-03-MC	\$10,000	\$3,776
State		\$554,000	\$474,166
2010	07-07-06-K6	\$120,350	\$0

Accomplishments:

One Rider Coach Prep was conducted and one Rider Coach Trainer was sent to the SMSA Conference in Buffalo, NY. The WMSD trained approximately 9,900 students in 921 courses during 2007. Fifteen motorcycles were purchased and 500 MSF Intersection DVDs were purchased with over 450 distributed to public and private drivers education providers.

Community Programs

Planned Activities:

Tri-County Motorcycle Coalition to implement three countywide motorcycle safety initiatives suggested in the National Agenda Motorcycle for Safety (NAMS) conference: \$25,000. Pilot test Safety Mentoring Initiative suggested at the NAMS conference: \$25,000.

Funds	Budget Account	Planned	Expended
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402 07-07-04-MC \$50,000 \$0

Accomplishments:

No funding activity with Tri-County. One Rider Coach Trainer looking at pilot testing mentoring program but no costs involved in 2007.

Motorcycle Program Evaluation

Planned Activities:

Evaluate Wisconsin's MREP training program by sampling the driver records of Rider Ed graduates and non-trained riders to determine which group is involved in more crashes and has more citations, perhaps by model of motorcycle.

Funds	Budget Account	Planned	Expended
402	07-07-05-MC	\$60,000	\$0

Accomplishments:

DOT records were not compatible in 2007, so unable to complete. It is being programmed to be so in 2008.

Motorcycle Safety Program Summary

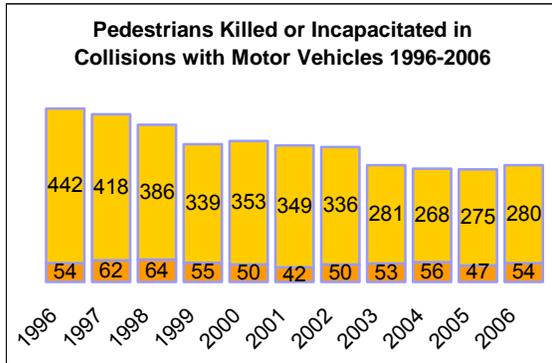
<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Planned</i>	<i>Expended</i>
07-07-01-MC	402	Program Support	\$47,000	\$48,516
07-07-02-MC	402	Public Information, social marketing	\$155,000	\$96,197
07-07-03-MC	402	Training – Instructor	\$10,000	\$3,776
07-07-04-MC	402	Tri-County Motorcycle Coalition	\$25,000	\$0
		Safety Mentoring Pilot	\$25,000	\$0
07-07-05-MC	402	Evaluation	\$30,000	\$0
07-07-06-K6	2010	s. 2010 Training/Outreach Incentive Grant	\$120,350	\$0
		402 Total	\$292,000	\$148,489
		Total State	\$654,000	\$572,733
		Program Total	\$1,054,393	\$721,222

LEGISLATION

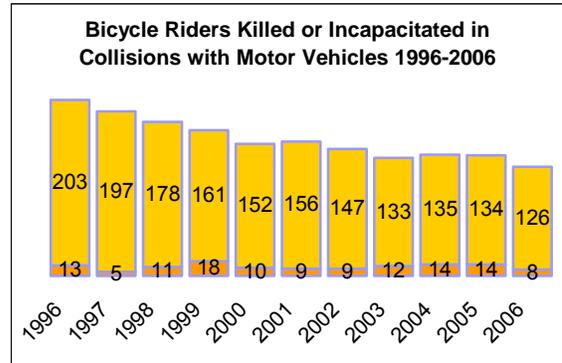
Act 466 was enacted effective October 1, 2006. There was much concern over the 45 second wait before turning on red with no green arrow, however, 2006/07 statistics have not shown that the legislation affected motorcycle fatalities.

PEDESTRIAN & BICYCLE SAFETY PROGRAM PLAN

Goals and Performance Measures

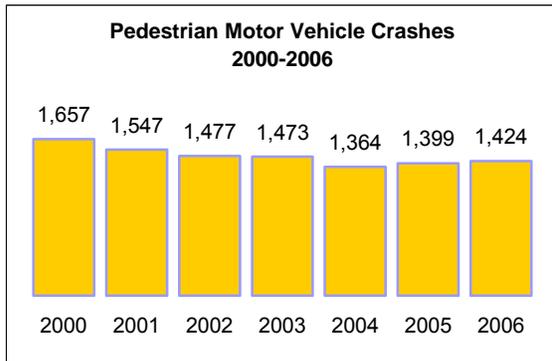


Stated Goal 1: Decrease pedestrian fatalities to 40 by 2006, 35 by 2008, and 30 by 2010.
 2000 baseline: 50 pedestrians killed.
 2006 status: 54 pedestrians killed



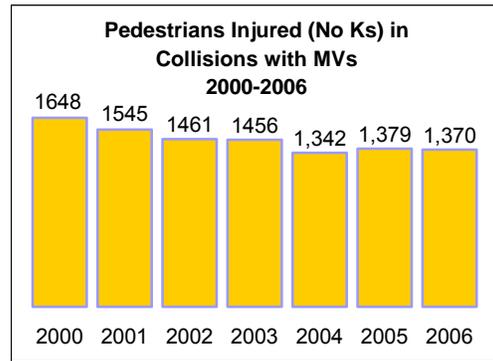
Stated Goal 2: Decrease bicyclist fatalities to 12 by 2006, 11 by 2008, and 10 by 2010.
 2000 baseline: 10 bicyclists killed.
 2006 status: 8 bicyclists killed.

Pedestrian Program



Objective 1: Pedestrian-motor vehicle crashes will decrease to 1,260 (10%) by 2008 and 1,070 (15%) by 2010.
 2000 baseline: 1,657 pedestrian crashes.
 2006 status: 1,424 pedestrian crashes.

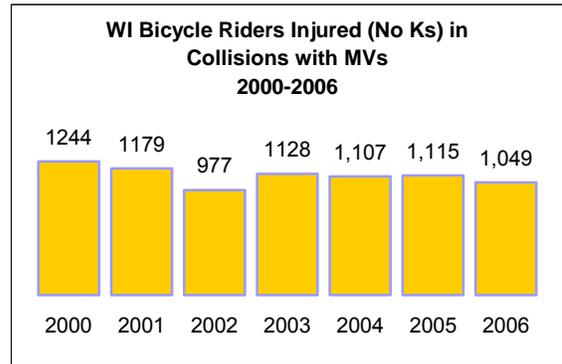
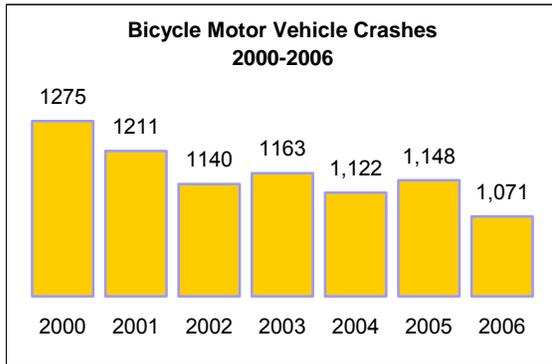
Objective 2: Combined fatalities and incapacitating injuries will decrease to 300 by 2006, 275 by 2008, and to 250 by 2010. See first pedestrian graph in Goals section.
 2000 Baseline 394 pedestrians killed or incapacitated.
 2006 Status: 344 pedestrians killed or incapacitated.



The chart above includes all injury types except fatal injuries.
Objective 3: Pedestrian injuries will decrease to 1,245 (10%) by 2008 and 1,175 (15%) by 2010.
 2000 baseline 1,648 pedestrians injured.
 2006 status 1,370 pedestrians injured.



Bicycle Program



Objective 1: Bicycle-motor vehicle crashes will decrease to 1,040 (10%) by 2008
 2000 baseline: 1,275 bicyclist crashes
 2006 status: 1,071 bicyclists crashes

Objective 2: Combined fatalities and incapacitating injuries will decrease to 135 by 2006; 125 by 2008; and to 115 by 2010.

2000 baseline: 162 bicyclists killed or incapacitated.

2006 status: 134 bicyclists killed or incapacitated.

See first bicycle graph in Goals section.

The chart above includes all injury types except fatal injuries.

Objective 3: Bicyclist injuries will decrease to 1,005 (10%) by 2006.

2000 baseline: 1,244 bicyclists injured.

2006 status: 1,049 bicyclists injured.

Program Activities

Program Management

Planned Activities:

Coordinate and manage the state pedestrian and bicycle safety program. Continue to educate and expand the agencies, organizations, and non-profit programs interested in pedestrian and bicycle education and training. Work very closely with all programs involved in the pedestrian/bicycle grant programs and the new SRTS participants.

Funds	Budget Account	Planned	Expended
402	07-09-01-PS	\$5,000	\$0
State	562	\$60,000	\$67,700

Accomplishments:

Plan and managed the State Pedestrian/Bicycle Safety Program. Worked with additional agencies and organizations to increase the number of people being trained and educated on pedestrian and bicycle safety and rules of the road. Continue to work with the Safe Routes to School program, including providing safety information, scoring SRTS grant applications and meeting with programs interested in pedestrian and bicycle safety.

Public Information and Education

Planned Activities:

Work with partners (SRTS, BFW, Wisconsin Walks, WE BIKE, Governor's Bicycle Council, etc.) to add information and up date current information which is useful, making sure all needs are met. Target information to the correct audiences. Put information on websites to reduce production costs. Revise and update all information that is critical to education, including adding Spanish versions of training information. Work with Drivers Education Programs to ensure beginning



drivers receive the correct pedestrian/bicycle training. Continue to work with DMV, AAA, law enforcement, and other programs that educate veteran motorists on pedestrian and bicycle laws. Update and target school bus safety information.

Funds	Budget Account	Planned	Expended
402	07-09-02-PS	\$100,000	\$27,865
State	562	\$42,500	\$10,335

Accomplishments:

Worked with partners, instructors, and programs that are currently using the educational/safety material, making sure the information targets the correct audience. Reviewed information, updating information, eliminating old information, and adding new information where needed. Currently printing Spanish versions of some of the more popular materials. In the process of putting educational/safety materials up on the website with links to existing bicycle/pedestrian sites. Regional Program Managers included bicycle and pedestrian information and DVD's to Driver Education Instructors at their regional meetings this summer. Mailed a bicycle education brochure with DMV renewal notices, will extend this to pedestrian brochure in the future.

Education – Training

Planned Activities:

Schedule Teaching Safe Bicycling workshops for: teachers, youth organizations, law enforcement, and other programs that will be instructing bicycle training courses. Work with school districts and law enforcement offices to include the Basics of Bicycling training and additional pedestrian training sessions in their Physical Education classes. Expand 2-day Bicycle/Pedestrian Safety training for engineers and planners to combined groups of local and WisDOT staff.

Funds	Budget Account	Planned	Expended
402	07-09-03-PS	\$35,000	\$10,244

Accomplishments:

Held four Teaching Safe Bicycling courses in different communities around the state. Educating teachers, youth organizations, after school programs, law enforcement personnel, and future bicycle rodeo instructors on teaching bicycle safety. Provided DVDs and educational materials to each participant to use in their course. Worked with the DOT-Planning Department to provide two 2-day Bicycle/Pedestrian training courses for engineers and planners. Trained/Educated state, city and county engineers/planners on planning and designing safe routes for bicyclists and pedestrians.

Enforcement

Planned Activities:

Partner with law enforcement agencies to increase quality pedestrian and bicycle safety enforcement and education. Market new Wisconsin Pedestrian & Bicycle Law Enforcement Training Course and print manuals and other information needed for training. Train law enforcement personnel so they can instruct the Wisconsin Pedestrian & Bicycle Law Enforcement Training Course.

Funds	Budget Account	Planned	Expended
402	07-09-04-PS	\$75,000	\$59,304

Accomplishments:

Provided funding and worked with communities with the highest number of either pedestrian or bicycle injuries and fatalities over the past three years (2003-2005), working to reduce/eliminate crashes, injuries, and fatalities. This resulted in 12 bicycle enforcement grants and 10 pedestrian enforcement grants, running from \$2,000-\$6,000 per grant. Completed development of a 2-day Wisconsin Pedestrian-Bicycle Law Enforcement Course. Printed manuals and additional information needed for the course. Provided the training course in Green Bay. Did not hold a course in Madison or Milwaukee to date, currently working on dates for this fiscal year.

Community Pedestrian and Bicycle Programs

Planned Activities:

Assist local communities in the organization and implementation of Walking Workshops. Encourage and work with local communities and organizations to hold bicycle training courses & rodeos. Milwaukee Older Pedestrian Safety targeted neighborhood model projects based on Walking Workshops, facilities mapping, the Street Share Program etc.

Funds	Budget Account	Planned	Expended
402	07-09-05-PS	\$50,000	\$3,448

Accomplishments:

Provided one Walking Workshop Grant to a central Wisconsin community for \$2,000, improving pedestrian and bicycle safety in three of their neighborhoods. Funded two communities that held Bicycle Safety Rodeos, teaching participants and their parents how to inspect their bicycle, the rules of the road and hands on bicycle safety. Provided Safe Routes to School funding to one community in the west central part of the state, allowing the community to include all but one of their elementary schools in the SRTS program.

Evaluation

Planned Activities:

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

Funds	Budget Account	Planned	Expended
402	07-09-06-PS	\$25,000	\$0

Accomplishments:

Did not complete the evaluation system this fiscal year.

Notable Activities:

BOTS has a staff member that sits on the Governors Bicycle Coordinating Council, the Wisconsin Safety Patrol Inc., Wisconsin Safety Patrol Congress, and the Wisconsin Partnership for Activity and Nutrition. Each of the programs is designed to increase/improve pedestrian and bicycle safety issues. Work with the Department of Health and Family Services encouraging more people to walk and bike, and recognize the people that have and continue to do a great job with pedestrian and bicycle safety in Wisconsin. BOTS worked with and continues to build on the number of partners including: Safe Routes to School, AAA, AARP, Bicycle Federation of Wisconsin, Wisconsin Walks, School Safety Patrol programs, non-profit organizations, local law enforcement agencies, and the general public. Providing assistance on pedestrian/bicycle training and educational information wherever needed.

Pedestrian & Bicycle Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Programmed</i>	<i>Expended</i>
07-09-01-PS	402	Program Management	\$5,000	\$0
07-09-02-PS	402	Public Information	\$100,000	\$27,865
07-09-03-PS	402	Training – TSB, BOB, Engineer/Planner	\$35,000	\$10,244
07-09-04-PS	402	Enforcement Programs	\$75,000	\$59,304
07-09-05-PS	402	Community Programs	\$50,000	\$3,448
07-09-06-PS	402	Evaluation	\$25,000	\$0
		402 Total	\$290,000	\$100,861
		State 562	\$102,500	\$78,035
		Program Total	\$392,500	\$178,896



COMMUNITY TRAFFIC SAFETY PROGRAM PLAN

Goal and Performance Measures

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

Objective 1: Bureau of Transportation Safety Staff will attend 90% of the County/City Traffic Safety Commission meetings scheduled in the 72 counties and the City of Milwaukee.

Objective 2: Bureau of Transportation Safety Staff will monitor 100% of law enforcement and other contracts entered into with local units of government.

Program Activities

Program Management – Community Outreach/Monitoring

Planned Activities:

Bureau of Transportation Safety Field Program and outreach.

Funds	Budget Account	Planned	Expended
402	07-10-01-CP	\$375,000	\$311,110

Accomplishments:

Attended more than 90% of county traffic safety commission meetings. Participated in wide variety of local community-based traffic safety initiatives. Monitored funded law enforcement activities and equipment contracts with local units of government. Coordinated special emphasis traffic law enforcement details in two major highway corridors (I-39/90/94 from Wisconsin Dells to Illinois State Line, and US 41 from Washington County to Marinette County).

General Public Information & Education:

Planned Activities:

Community PI & E (development, reproduction, mailing). Contract with CESA #2 for production of Traffic Safety Reporter, web design and mailing costs

Funds	Budget Account	Planned	Expended
402	07-10-02-CP	\$200,000	\$105,328

Accomplishments:

Duplicated videos and CD's for radio and TV ads, reprinted safety materials for the public, editing and printing of Traffic Safety Reporter newsletter and Governor's Conference materials and newspaper clipping services.

Community Programs:

Planned Activities:

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

Funds	Budget Account	Planned	Expended
402	07-10-03-CP	\$350,000	\$0

Accomplishments:

No activity in FFY2007

Conferences and Meetings

Planned Activities:

Governor's Conference. Volunteer Outreach Wisconsin Association of Women Highway Safety Leaders (WAWHSL). Forums and other meetings that address cross-disciplinary traffic safety issues.

Funds	Budget Account	Planned	Expended
402	07-10-04-CP	\$78,000	\$12,039

Accomplishments:

Coordinated the annual Governor's Conference on Highway Safety, attended by over 300 participants. Attended every meeting of WAWHSL Executive Board, as well as WAWHSL annual training conference. Coordinated efforts of WAWHSL volunteers working the DOT traffic safety exhibit at Wisconsin Farm Technology Days exhibition, attended by over 50,000 people. Attended every meeting of the executive board of Wisconsin Association of Highway Safety Coordinators (WHSCA), as well as WHSCA annual meeting.

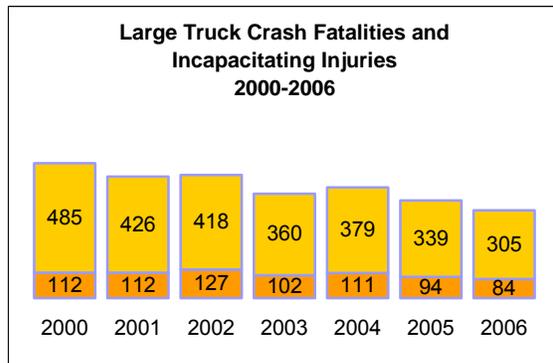
Community Traffic Safety Program Summary

<i>Account</i>	<i>Fund</i>	<i>Program Activity</i>	<i>Programmed</i>	<i>Expended</i>
07-10-01-CP	402	Community Outreach/Monitoring	\$375,000	\$311,110
07-10-02-CP	402	Public Information	\$200,000	\$105,328
07-10-03-CP	402	Community Safety Programs	\$350,000	\$0
07-10-04-CP	402	Conferences and Meetings	\$78,000	\$12,039
		Program Total	\$1,003,000	\$428,477

LARGE TRUCK AND BUS SAFETY PROGRAM Motor Carrier Safety Assistance Program (MCSAP)

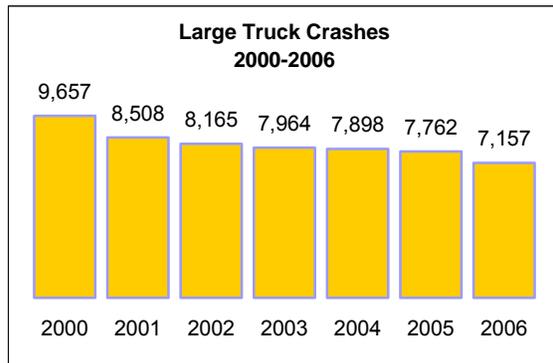
Background: Large truck and bus safety program activities are funded with FMCSA (Federal Motor Carrier Safety Administration) funds under the MCSAP (Motor Carrier Safety Assistance Program). The Basic MCSAP grant is funded at an 80%(Federal)/20% (State) funding level and for 2007 was approximately 4.6 million dollars. The New Entrant Grant is funded with 100% federal dollars through FMCSA and was approximately \$900,000. No NHTSA funds were used for MCSAP in 2007.

Goal and Performance Measures



Stated Goal: Increase highway safety by reducing large truck crashes and decreasing large truck crash-related deaths to 95 by 2008.

Three key measures were used in to affect the above performance goal.



Objective 1: Large truck-related crashes will decrease from the 5-year (1999-2003)

average of 8,688 to 7,600 by 2006 and to 7,400 by 2008 by performing activities that influence driver behavior.

2000 baseline: 9,657 Truck Crashes

2006 status: 7,157 Truck Crashes

Objective 2: Combined fatalities and incapacitating injuries will decrease to 470 by 2006; to 450 by 2008; and to 430 by 2010.

2000 baseline: 597 Fatal and incapacitating injuries.

2006 status: 389 Fatal and incapacitating injuries.

Objective 3: 35,000 MCSAP inspections with 40% or 14,000 done on rural roads, bypass routes, in high crash areas and other mobile locations.

FFY 2007 status: 38,036 MCSAP Inspections.

During 2007, the Motor Carrier Section used a performance-based approach to conduct appropriate inspections in appropriate locations. In addition to general MCSAP activities, 31 special projects were conducted to reduce truck crashes by addressing driver behavior on bypass routes, in identified high crash areas, and other targeted locations.

Education was a standard component of every enforcement contact or other contact.

Program Activities

Enforcement

Completed 38,036 inspections; 5.7% were hazardous material inspections. Of those, 24.5% were Level 1; 51%, Level 2; 20%, Level 3; 3.4%, Level 4; and 1%, Level 5. Traffic enforcement stops and mobile enforcement were emphasized. Also, 430 New Entrant Audits and 285 Compliance Reviews were completed.

Education

Provided an enforcement presence in high crash areas, areas not generally enforced, and other targeted areas. Educated safety partners and the general public through industry safety meetings; public safety forums such as the Wisconsin Truck Show, the Logging Congress, Farm Progress Days, and others. Combined education with every enforcement stop or inspection conducted. Provided an educational component during every Compliance Review and New Entrant Audit and included seat belt use a component of that education.

Evaluation/Data Improvements

Aspen, a MCSAP data collection package, was implemented statewide to standardize and automate the collection of inspections. Aspen provides the means to upload inspections immediately whether the inspector is at a fixed location or on the road.

FFY 2007 Fiscal Detail											
As of December 28, 2007											
Fund	Program	Description	Fed Obligated	Fed Expended	%Total	% Spent	Match	% Match	Tot Program	Local Ben	% Loc Ben
402	01-PA	Planning & Admin	335,000	268,012	4.4%	80.0%	471,500	175.9%	739,512	67,963	25.4%
	02-OP	Occupant Protection	1,160,000	402,703	15.4%	34.7%	64,066	15.9%	466,769	272,789	67.7%
	03-AL	Alcohol/Other Drugs	1,140,000	505,843	15.1%	44.4%	41,279	8.2%	547,122	279,070	55.2%
	04-PT	Police Traffic Services	1,175,000	923,464	15.6%	78.6%	280,042	30.3%	1,203,506	762,856	82.6%
	05-TR	Traffic Records	825,000	393,613	10.9%	47.7%	162,750	41.3%	556,363	110,486	28.1%
	06-EM	Injury Control - EMS	200,000	59,416	2.6%	29.7%	59,420	100.0%	118,836	31,090	52.3%
	07-MC	Motorcycle Safety	295,000	148,488	3.9%	50.3%	64,675	43.6%	213,163	94,502	63.6%
	09-PS	Pedestrian/Bicycle	290,000	100,861	3.8%	34.8%	106,876	106.0%	207,737	81,807	81.1%
	10-CP	Corridor/Community	928,204	428,477	12.3%	46.2%	25,076	5.9%	453,553	135,000	31.5%
	02-PM	OP Paid Media	750,000	20,991	9.9%	2.8%	0	0.0%	20,991	10,500	50.0%
03-PM	AL Paid Media	200,000	100,291	2.6%	50.1%	0	0.0%	100,291	50,000	49.9%	
04-PM	PT Paid Media	250,000	250,000	3.3%	100.0%	0	0.0%	250,000	99,391	39.8%	
Total	402	State/Community	7,548,204	3,602,160	100.0%	47.7%	1,275,684	35.4%	4,877,844	1,995,454	55.4%
405	K2	OP SAFETEA-LU (405)	661,518	213,094		0.0%	91,726	0.0%	661,518	161,844	75.9%
408	K9	Data Improvements (408)	786,135	325,738		0.0%	272,872	0.0%	786,135	298,543	91.7%
410	41-J8	Alcohol TEA-21	524,562	524,562		100.0%	188,795	36.0%	713,357	512,162	97.6%
	41-K8	Alcohol SAFETEA-LU	1,891,238	555,306		29.4%	98,390	0.0%	1,891,238	350,001	63.0%
	41-K8PM	Alcohol Pd Media SAFETEA-	250,000	250,000		100.0%	0	0.0%	250,000	125,000	50.0%
Total	410	Alcohol (410)	774,562	1,329,868	100.0%	171.7%	287,185	21.6%	2,854,595	987,163	74.2%
2010	K6	Motorcycle Safety Ed 2010	120,353	0		0.0%	0	0.0%	120,353	0	0.0%
2003(b)	J3	Child Passenger Safety 2003	4,223	4,223		100.0%	4,407	104.4%	8,630	4,223	100.0%
Incent	157PM	OP Paid Media -157	171,485	171,486		100.0%	0	0.0%	171,486	75,743	44.2%
TOTAL	USDOT	ALL GTS PROGRAMS	10,066,480	5,646,569		56.1%	1,931,874	34.2%	9,480,561	3,522,970	62.4%
Demo	403	CODES Data Network	59,227	43,067		72.7%	0		43,067	0	0.0%
Demo	403	GDL Demonstration	180,660	154,380		85.5%	20,285		174,666	1,400	0.9%
Demo	403	Region V LEL	199,250	106,085		53.2%	0		106,085	1,400	1.3%
HN10	163	0.08 Incentive (163)	2,111,792	909,147		43.1%	431,958		1,341,105	765,821	84.2%
TOTAL	USDOT	Non GTS PROGRAMS	2,550,929	1,212,679		47.5%	452,243	37.3%	1,664,923	768,621	63.4%
USDOJ	OJDP	Youth Alcohol Programs	685,000	254,543		37.2%	140,932	55.4%	395,475	201,743	79.3%
State	MREP	Motorcycle Rider Program	654,000	654,000		100.0%	0		654,000	640,000	97.9%
State	463	Pedestrian/Bicycle Safety	104,000	104,000		100.0%	0		104,000	20,000	19.2%
State	568	Alcohol Pre-Trial Supervision	779,400	751,514		96.4%	0		751,514	751,514	100.0%
State	531	Safe Ride Home	469,191	119,971		25.6%	0		119,971	119,971	100.0%
TOTAL		OTHER FUNDS	2,691,591	1,884,027		70.0%	140,932		2,024,959	1,073,227	57.0%
GRAND TOTAL		ALL FUNDS	15,308,999.64	8,743,275.02		57.1%	2,525,049.43		13,170,442.43	5,364,818.13	

2007 Fund Summary									
Fund	402	410-J8	410-K8	157OP	2003b	2010	405	408	163
Planned	6,870,000	669,300	2,141,502	200,000	25,000	108,393	661,518	786,135	2,300,000
Obligated	7,548,204	524,562	2,141,238	171,485	4,223	120,353	661,518	786,135	2,111,792
Contracts	4,537,538	524,562	976,031	171,486	4,223	0	350,487	631,885	1,504,136
Expended	3,602,160	524,562	805,306	171,486	4,223	0	213,094	325,738	909,147

282,827	55,607
241,735	18,993
150,000	36,614
91,735	