

State of Wisconsin

Department of Transportation



WISCONSIN FY 2026 ANNUAL GRANT APPLICATION



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FFY 2026 Annual Grant Application

Section 1: Updates to Wisconsin's Triennial Highway Safety Plan

1.1 Adjustments to Countermeasure Strategy for Program Funds

The Triennial Highway Safety Plan (3HSP) was established in federal fiscal year (FFY) 2024 and details the countermeasure strategy for prioritized program areas identified. The countermeasure strategy supported by the FFY 2026 program funds listed in this application have not changed.

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

1.2 Changes to Performance Plan

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

1.3 Highway Safety Program Performance Target

Wisconsin will continue to implement program performance targets listed in the 3HSP.

Section 2: Project and Subrecipient Information

The following scope of work change was made for all grant types and activities as of March 27, 2025: Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).



2.1 Planning and Administration (PA)

Planning and Administration Management	
<i>Project Name & Description</i>	<p>Funding staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.</p> <p>Overall management and planning of bureau activities are made possible through federal and state funds. State funds cover salary and fringe of the bureau director, section chief, and two full-time program and policy analysts. Federal funds cover salaries, benefits, out-of-state travel, printing, postage supported, materials and supplies, data processing, and training for the following staff: Grants Management Supervisor, Program and Policy Supervisor, two full-time equivalent (FTE) Operations Program Associates, one 0.5 FTE office associate (vacant), and one 0.5 FTE office operations associate (vacant).</p> <p>Planning and Administration staff have a positive impact on Wisconsin's traffic safety and have the following responsibilities:</p> <ul style="list-style-type: none"> • Prioritize the state's most significant highway safety challenges • Apply for federal funding and write the state's Highway Safety Plan • Act as a representative for the state of Wisconsin as the Highway Safety Coordinator • Participate on committees and task forces • Target effective law enforcement grants • Promote highway safety in Wisconsin • Develop internal controls; monitor and analyze policies • Ensure grant shells have proper contract language • Manage the process of grant reimbursement requests from grant partners and reimbursement requests to the federal government • Organize and host the Governor's Conference on Highway Safety • Report on results of funding to NHTSA • Prepare a report of grants subject to the Federal Funding Accountability and Transparency Act <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>
<i>Performance Measure</i>	On-time submission of the Highway Safety Plan and the Annual Report.
<i>Countermeasure Strategy</i>	Planning and Administration (PA)

<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	402 PA – Planning and Administration			
<i>Funding Information</i>	<i>Location</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	Statewide	IIJA 402 PA & Supplemental	\$378,000.00	PA-2026-10-01-01
	Statewide	State 562	\$550,000.00	WI-2026-10-01-01
Status Update: No changes or adjustments have been made for 2026.				

2.2 Occupant Protection (OP) Program

In FFY 2024, BOTS was not on track to meet the performance target for performance measure B-1, observed seat belt use for passenger vehicles, and front seat outboard occupants. In response, Wisconsin adjusted its countermeasure strategy for programming funds titled “decrease unrestrained injuries, fatalities, and crashes” in its occupant protection program area.

In FFY 2025, BOTS planned and did emphasize occupant protection activities in high-risk communities from data analysis and community feedback. This planned activity undertaken for the current fiscal year has adjusted the countermeasure for programming funds in the occupant protection program area. The survey conducted as a result of the *Click It or Ticket* Mobilization project provided more information on the effectiveness of the mobilization that will inform future mobilizations. Wisconsin paid special attention to its unbelted passengers for this observational survey and Wisconsin is pleased to report a 94% seat belt use rate for 2025 compared to 89.3% seat belt use rate for 2024, a 4.7% increase.

In FFY 2026, Wisconsin has targeted the top 30 counties for priority funding based upon overall ranking. Thereafter, projects that have not previously received grant funds will have the opportunity to request and be offered funding based off their capacity and available funding.

Occupant Protection Program Management

<i>Project Name & Description</i>	<p>Funding will provide wage, fringe, data processing, materials and supplies, training and travel, printing, and postage support for this position. This position will work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate occupant protection efforts, encourage safe and effective high-visibility enforcement and participation in mobilizations.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance targets C-1, C-2, C-4, and B-1.

<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.			
<i>Organization Type</i>	State			
<i>Eligible Use of Funds</i>	402 OP – Safety Belts			
<i>Funding Information</i>	<i>Location</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	Statewide	IIJA 402 OP & Supplemental	\$90,000.00	OP-2026-20-01-01
Status Update: The countermeasure strategy has been updated for this program area.				

Child Passenger Safety (CPS) Stations and CPS Tablets

<i>Project Name & Description</i>	This project will change the behavior of those who transport children, providing child safety seats, installation, and occupant protection education to low-income families. In addition, \$1,000 grants will be used to provide tablets to agencies allowing them to digitally perform car safety checks while also tracking car seat data among those served. The effect of these projects will be more car seats reaching high-need families and a greater ability to perform car seat checks. Planned unobligated projects are for any agency that requests a tablet or if a new agency requests funding in 2026.			
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance targets C-1, C-2, C-4, and B-1.			
<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.			
<i>Organization Type</i>	County and Local Health			
<i>Eligible Use of Funds</i>	402 CR – Child Restraint B1 CPS_US - 405b High Underserved CPS Programs B2 CPS_US - 405b Low Underserved CPS Programs M1 CSS - 405b High CSS Purchase/Distribution M2 CSS - 405b Low CSS Purchase/Distribution			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>	
	IIJA 402 CR & Supplemental	\$15,000.00	CR-2026-20-06-02	
	IIJA B1 CPS_US & Supplemental	\$358,000.00	B1 CPS-2026-25-06-01	
<i>Location (County)</i>	<i>GTS Project #</i>	<i>ID Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Adams		\$2,000.00	Adams County Public Health; County, Child Seat Program	TBD

Ashland		\$3,000.00	Ashland County Fire Dept.; City, Child Seat Program	TBD
Barron		\$4,000.00	Barron County Public Health; County, Child Seat Program	TBD
Brown		\$11,000.00	Center For Childhood Safety with Brown County HHS; County, Child Seat Program	TBD
Burnett		\$2,500.00	Burnett County Family Resource Center; County, Child Seat Program	TBD
Buffalo		\$2,000.00	Buffalo County Health Dept.; County, Child Seat Program	TBD
Calumet		\$2,000.00	Calumet County Health Division; County, Child Seat Program	TBD
Chippewa		\$6,000.00	Chippewa County Health Dept.; County, Child Seat Program	TBD
Clark		\$5,000.00	Clark County Health Dept.; County, Child Seat Program	TBD
Columbia		\$4,000.00	Columbia County Health Dept; County, Child Seat Program	TBD
Dane		\$8,000.00	American Family Children's Hospital - Special Needs; Non- profit, child Seat Program	TBD
Dane/Sauk/ St. Croix, Green, Fond du Lac		\$40,000.00	American Family Children's Hospital – CPS Task Force; Non-Profit, Child Seat Program	TBD
Dodge		\$7,000.00	Dodge County Health Dept.; County, Child Seat Program	TBD
Dunn		\$4,000.00	Dunn County Health Dept.; County, Child Seat Program	TBD
Eau Claire		\$8,000.00	Eau Claire City/County Health Dept.; County, Child Seat Program	TBD
Forest		\$3,000.00	Forest County Health Dept.; County, Child Seat Program	TBD
Grant		\$5,500.00	Grant County Health Dept.; County, Child Seat Program	TBD
Green Lake		\$2,000.00	Green Lake Health and Human Services; County, Child Seat Program	TBD
Jefferson		\$4,000.00	Jefferson County Health Dept.; County, Child Seat Program	TBD
Juneau		\$2,000.00	Juneau County Public Health Dept.; County, Child Seat Program	TBD



Kewaunee		\$4,000.00	Kewaunee County Public Health Dept.; County, Child Seat Program	TBD
Kenosha		\$10,000.00	NJM Management Services, Inc. Non-profit, Child Seat Program	TBD
La Crosse		\$7,000.00	Gundersen Medical Foundation; Non-profit, Child Seat Program	TBD
Manitowoc		\$5,000.00	Manitowoc Co Human Services Dept.; County, Child Seat Program	TBD
Marathon		\$8,000.00	Aspirus Health Foundation - Safe Kids Marathon County; Non-Profit, Child Seat Program	TBD
Marinette		\$4,000.00	Marinette County Public Health.; County, Child Seat Program	TBD
Milwaukee		\$6,000.00	Children's Hospital and Health System; Non-profit, Child Seat Program	TBD
Milwaukee		\$20,000.00	Children's Hospital and Health System; Non-profit, Child Seat Program	TBD
Milwaukee		\$8,000.00	COA Youth & Family Centers; Non-profit, Child Seat Program	TBD
Milwaukee		\$2,000.00	Cudahy Health Dept.; City, Child Seat Program	TBD
Milwaukee		\$3,000.00	Greenfield Fire Dept.; City, Child Seat Program	TBD
Milwaukee		\$8,000.00	Oak Creek Health Dept.; City, Child Seat Program	TBD
Milwaukee		\$6,000.00	City Of South Milwaukee Public Health; City, Child Seat Program	TBD
Milwaukee		\$8,000.00	West Allis Health Dept./ Southwest Suburban Health Dept.; City, Child Seat Program	TBD
Milwaukee		\$8,000.00	Bellies And Babees; Non-profit, Child Seat Program	TBD
Milwaukee		\$8,000.00	Milwaukee Police Dept.; City, Child Seat Program	TBD
Milwaukee		\$8,000.00	Sixteenth Street Community Health Center; Non-Profit, Child Seat Program	TBD
Waukesha		\$5,000.00	Waukesha Family Practice; Medical, Child Seat Program	TBD



Monroe		\$5,000.00	Monroe County Health Dept.; County, Child Seat Program	TBD
Oconto		\$4,000.00	Oconto County HHS.; County, Child Seat Program	TBD
Oneida		\$4,000.00	Oneida County Health Dept.; County, Child Seat Program	TBD
Outagamie		\$9,000.00	Outagamie County Dept. of Health and Human Services; County, Child Seat Program	TBD
Outagamie		\$5,000.00	Appleton Health Department; City, Child Seat Program	TBD
Washington/ Ozaukee		\$8,000.00	Washington/Ozaukee Public Health Dept.; County, Child Seat Program	TBD
Pierce		\$4,000.00	Pierce County Health Dept.; County, Child Seat Program	TBD
Rock		\$8,000.00	Janesville Fire Dept.; City, Child Seat Program	TBD
Portage		\$6,000.00	Stevens Point Child Safety Center, Inc.; Non-profit, Child Seat Program	TBD
Racine		\$8,000.00	City of Racine; City, Child Seat Program	TBD
Rusk		\$3,000.00	Indianhead Community Action Agency; Non-Profit, Child Seat Program	TBD
St. Croix		\$5,000.00	Hudson Hospital; Non-Profit, Child Seat Program	TBD
Taylor		\$3,000.00	Taylor County Health Depart.; County, Child Seat Program	TBD
Trempealeau		\$3,000.00	Trempealeau County Health Dept.; County, Child Seat Program	TBD
Vernon		\$4,000.00	Vernon County Health Department; County, Child Seat Program	TBD
Walworth		\$9,000.00	Walworth County Health and Human Services; County, Child Seat Program	TBD
Waupaca		\$5,000.00	Waupaca County Health and Human Services; County, Child Seat Program	TBD
Waushara		\$3,000.00	Waushara County Health Dept.; County, Child Seat Program	TBD
Wood		\$5,000.00	Wood County Health Dept.; County, Child Seat Program	TBD

Tribal		\$4,000.00	Lac Courte Oreilles Health Center; Tribe, Child Seat Program	TBD
Statewide	CR-2026-20-06-02	\$15,000.00	BOTS; State, Child Seat Program	TBD
Total		\$373,000.00		

Status Update: The countermeasure strategy has been updated for this program area. Project list has been updated to reflect current targeting list used to create projects for 2026. **Note:** Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.

Child Passenger Safety Programming

<i>Project Name & Description</i>	<p>Funding will provide support and administrative costs for statewide CPS Advisory Committee. Will enter a partnership with a contractor named through a state-sanctioned request for proposal to support and administer statewide CPS Technician Training including recruitment, training, education, and retention rates to address the level of need in Wisconsin.</p> <p>Funding will also support the statewide Teen Driving Program to promote the prevention of traffic-related loss in teens along with train-the-trainer workshops to provide education using evidence-based practices. Work will be performed with various community members, local injury prevention coalitions, schools, and community-based organizations.</p> <p>If requested, travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	CPS Programing funding will help in reaching performance targets C-1, C-2, C-4.		
<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local Health		
<i>Eligible Use of Funds</i>	402 TSP - Teen Safety Program M1 CPS - 405b High Community CPS Services M2 CPS - 405b Low Community CPS Services		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA M2 CPS & Supplemental	\$300,000.00	M2-2026-25-04-02
	IIJA 402 TSP & Supplemental	\$215,000.00	TSP-2026-20-04-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>

Statewide: Grant Targeting Data pages 103-108	\$300,000.00	Children's Hospital of Wisconsin	M2-2026-25-04-02
Statewide: Grant Targeting Data pages 103-108	\$215,000.00	Children's Hospital of Wisconsin	TSP-2026-20-04-01
Status Update: The countermeasure strategy has been updated from the prior year.			

High-Visibility Enforcement (HVE), Saturation Patrols, and Integrated Occupant Protection Driving Enforcement

<i>Project Name & Description</i>	<p>Funding will encourage law enforcement agencies to make occupant protection a priority demonstrated by writing citations, sponsoring media events, and working overtime in geographical areas where low safety belt use is prevalent. The program will plan statewide participation, encourage voluntary participation, and provide overtime funding for high-visibility and sustained enforcement task forces for occupant protection, including nighttime enforcement, accompanied by media. All funded occupant protection grants will provide sustained enforcement for the entire fiscal year, along with HVE task forces consisting of multiple law enforcement agencies that coordinate enforcement efforts during the same time frame. All grantees are required to participate in the National <i>Click It or Ticket</i> (CIOT) HVE mobilization.</p> <p>The State Patrol occupant protection grant will focus on the top overall 30 counties and prioritize counties which do not currently have any task force members. Match requirements are met with traffic enforcement conducted on straight time by the Wisconsin State Patrol.</p> <p>Projects listed below are funded year-round and include agencies located where at least 70% of occupant fatalities occurred. <i>See Attached Section 6: Appendices addition of OP Fatalities Appendix Section 6.pdf</i></p>		
<i>Performance Measure</i>	Occupant Protection performance targets C-1, C-2, C-4, and B-1.		
<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.		
<i>Organization Type</i>	County and Local Health		
<i>Eligible Use of Funds</i>	402 OP – Safety Belts, M1 HVE – 405b High HVE, and M2HVE – 405B Low HVE		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 OP & Supplemental	\$1,452,500.00	OP-2026-20-05-02
	IIJA 405 M2 HVE & Supplemental	\$407,000.00	M2-2026-25-05-02

<i>Location (County)</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Adams	\$17,000.00	Adams County Sheriff; County, Law Enforcement	OP TBD
Barron	\$11,000.00	Barron County Sheriff; County, Law Enforcement	OP TBD
Brown	\$129,000.00	Green Bay Police Dept.; City, Law Enforcement	OP TBD
Clark	\$17,000.00	Clark County Sheriff; County, Law Enforcement	OP TBD
Columbia	\$24,000.00	Columbia County Sheriff; County, Law Enforcement	OP TBD
Dane	\$118,000.00	Dane County Sheriff; County, Law Enforcement	OP TBD
Dane	\$61,000.00	Monona Police Dept; County, Law Enforcement	OP TBD
Dodge	\$37,000.00	Dodge County Sheriff; County, Law Enforcement	OP TBD
Door	\$6,000.00	Door County Sheriff; County, Law Enforcement	OP TBD
Fond du Lac	\$75,000.00	Fond du Lac County Sheriff; County, Law Enforcement	OP TBD
Grant	\$21,000.00	Grant County Sheriff; County, Law Enforcement	OP TBD
Green	\$12,000.00	Belleville Police Dept; City, Law Enforcement	M2 TBD
Jefferson	\$33,000.00	Jefferson County Sheriff; County, Law Enforcement	OP TBD
Kenosha	\$32,000.00	Kenosha Police Dept.; City, Law Enforcement	OP TBD
Manitowoc	\$80,000.00	Manitowoc Police Department; City, Law Enforcement	OP TBD
Marathon	\$24,000.00	Marathon County Sheriff; County, Law Enforcement	M2 TBD
Marinette	\$37,000.00	Marinette County Sheriff; County, Law Enforcement	OP TBD
Milwaukee	\$49,000.00	Cudahy Police Dept.; City, Law Enforcement	OP TBD
Milwaukee	\$28,000.00	Franklin Police Dept.; City, Law Enforcement	OP TBD
Milwaukee	\$68,000.00	Milwaukee Police Dept.; City, Law Enforcement	OP TBD
Milwaukee	\$81,000.00	River Hills Police Dept.; City, Law Enforcement	OP TBD
Milwaukee	\$23,000.00	West Milwaukee Police Dept.; City, Law Enforcement	OP TBD



Pepin	\$15,000.00	Pepin County Sheriff; County, Law Enforcement	M2 TBD
Polk	\$4,000.00	Polk County Sheriff; County, Law Enforcement	OP TBD
Portage	\$10,000.00	Portage County Sheriff; County, Law Enforcement	OP TBD
Racine	\$53,000.00	Racine County Sheriff; County, Law Enforcement	OP TBD
Racine	\$63,000.00	Mount Pleasant Police Dept. - Village of; Village, Law Enforcement	OP TBD
Rock	\$53,000.00	Rock County Sheriff; County, Law Enforcement	OP TBD
Sauk	\$55,000.00	Sauk County Sheriff; County, Law Enforcement	M2 TDB
Sawyer	\$5,000.00	Sawyer County Sheriff; County, Law Enforcement	OP TBD
Shawano	\$49,000.00	Shawano Police Dept.; City, Law Enforcement	M2 TDB
Sheboygan	\$58,000.00	Sheboygan County Sheriff; County, Law Enforcement	OP TBD
Trempealeau	\$25,000.00	Trempealeau County Sheriff; County, Law Enforcement	M2 TBD
Walworth	\$37,000.00	Walworth County Sheriff; County, Law Enforcement	OP TBD
Waukesha	\$29,000.00	Waukesha County Sheriff; County, Law Enforcement	OP TBD
Waukesha	\$21,000.00	New Berlin Police Dept.; City, Law Enforcement	OP TBD
Waukesha	\$32,000.00	Summit Police Dept. – Village of; Village, Law Enforcement	OP TBD
Waupaca	\$36,000.00	Waupaca County Sheriff; County, Law Enforcement	M2 TDB
Waushara	\$12,000.00	Waushara County Sheriff; County, Law Enforcement	OP TBD
Winnebago	\$56,000.00	Winnebago County Sheriff; County, Law Enforcement	OP TBD
Wood	\$22,000.00	Wood County Sheriff; County, Law Enforcement	OP TBD
Statewide	\$191,000.00	Wisconsin State Patrol; State, Law Enforcement	M2 TBD
Rusk St. Croix Taylor Washington	\$50,000.00	BOTS; State Programs; Future Enforcement Activities [See Note]	OP TBD
Total	\$1,859,000.00		

Status Update: The countermeasure strategy has been updated for this program area. Project list has been updated to reflect the top thirty counties based on targeting. Also included are grantees that have historically participated in speed grants over the last three years. Counties that made the top thirty but have not participated in recent years are listed as planned unobligated. **Note:** Wisconsin is aware of, and agrees with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.

Click It or Ticket (CIOT) Mobilization Post Observational Surveys

<i>Project Name & Description</i>	The contract for CIOT Mobilization Post Observational Surveys will include June Observational Surveys. Participation in CIOT national enforcement mobilization is a requirement for receiving federal funds, and the survey conducted as a result of this project will provide more information on the effectiveness of this mobilization that will inform future mobilizations.		
<i>Performance Measure</i>	CIOT mobilization post observational surveys will allow us to assess performance target B-1.		
<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M1 OP – 405b OP Information System M2 OP – 405b Low OP Information System		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	IIJA 405B M2OP & Supplemental	\$134,000.00	
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$134,000.00	UW-Whitewater; State, Data Collection	M2-2026-25-09-03
Status Update: The countermeasure strategy has been updated for this program area.			

Occupant Protection Media

<i>Project Name & Description</i>	<p>The goal of this program is increased awareness of occupant protection efforts. The anticipated impact of this countermeasure strategy is a decrease in unbelted fatalities. Paid advertising provides the ability to control message content, timing, placement, and repetition.</p> <p>All HVE programs include communications and outreach strategies that use some combination of earned media (news stories and social media) and paid advertising. Communications and outreach will be conducted at the local, county and state level.</p> <p>Heatstroke/Unattended Passenger education will be done in August 2026 based on the state fatality data. Social media announcements will be made during the national awareness month. This is required to use IIJA NHTSA 402 funds.</p> <p>The media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar for FY 2026 and address other needs as they evolve.</p>		
<i>Performance Measure</i>	This countermeasure's performance will be tracked by performance measures C-1 and C-4.		
<i>Countermeasure Strategy</i>	Decrease unrestrained injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	402 PM – Paid Advertising M1 HVE – 405b High HVE M2 HVE – 405b Low HVE 402 UNATTD – Heatstroke/Unattended Passenger Education		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA M1 – HVE & Supplemental	\$120,0000.00	PM-2026-20-07-03
	IIJA M2 HVE & Supplemental	\$440,000.00	M2-2026-25-07-04
	IIJA 402 UNATTD Heatstroke/ Unattended Passenger Education & Supplemental	\$75,000.00	UNATTD-2026-20-07-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: Grant Targeting Data pages 103-108 Media Program:	\$120,000.00	BOTS- Contract Vendors Affirm Marketing, TBD; State, Education and Media	PM-2026-20-07-03

Buckle Up, Phone Down			
Statewide: Grant Targeting Data pages 103-108 Media Program: Click It or Ticket, Donald Driver contract for OP program	\$440,000.00	BOTS- Contract Vendors Affirm Marketing, TBD; State, Education and Media	M2-2026-25-07-04
Statewide: Grant Targeting Data pages 103-108 Media Program: Heatstroke Prevention	\$75,000.00	BOTS- Contracted Vendor Affirm Marketing, TBD; State, Education and Media	UNATTD-2026-20-07-01
Total	\$635,000.00		
Status Update: The countermeasure strategy has been updated for this program area. List of projects and funding levels have been updated to reflect updates to the media plan.			

2.3 Impaired Driving Program

Impaired Driving Program Notes:

Holiday Safe Ride Event

BOTS will not be conducting this project in 2026, as a workable partnership with Uber and Lyft has not been secured.

Medication Education

BOTS has not created material for this project and will not conduct this project in 2026, due to staffing and other commitments.

Impaired Driving Program Management

<i>Project Name & Description</i>	<p>Funding will provide support for wage, fringe, data processing, materials and supplies, training and travel, printing, and postage for the work of this position. The position will work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate impaired driving efforts, encourage safe and effective sustained enforcement and participation in mobilizations. It will also work directly with the drug recognition expert (DRE) program coordinator to support of the Wisconsin Drug Evaluation and Classification program.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-4, C-5, C-7, C-10, C-11.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	AL – Impaired Driving		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 AL & Supplemental	\$92,000.00	AL-2026-30-01-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$92,000.00	BOTS; State, Program Management	AL-2026-30-01-01
<p>Status Update: No changes or adjustments to the project have been made in 2026.</p>			

Tavern League Safe-Ride Program

<i>Project Name & Description</i>	Collaborate with the Tavern League of Wisconsin in administering WisDOT's Safe-Ride grant program throughout the state. State funding also allows for the advertising of the Safe-Ride program. All advertising is reviewed and approved prior to placement. Due to the success of the Safe Rides during the NFL draft week in Green Bay, BOTS and the Tavern League may partner to provide Safe Rides at other large events within the State of Wisconsin.		
<i>Performance Measure</i>	Provide additional safe rides throughout the state.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	Private Foundation		
<i>Eligible Use of Funds</i>	State Funded AL – Impaired Driving		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	State Funds 53100	\$1,500,000.00	State Funded
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$1,500,000.00	Tavern League of Wisconsin	WI-2026-39-04-01
Status Update: Project totals have increased due to the available funds and allowing for additional events.			

Bar Buddies Safe Ride Program

<i>Project Name & Description</i>	Promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcohol beverages to their home will result in a decrease in alcohol-related crashes. Funds will be provided to nonprofit organizations or law enforcement to coordinate alternative transportation in communities without access to sustained public transportation. Funding will be offered for the Bar Buddies Safe Ride program to support communities statewide with limited public transportation. This will help reduce impaired driving in their community and surrounding area.		
<i>Performance Measure</i>	Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C-5.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local and County Agencies		
<i>Eligible Use of Funds</i>	State Funded		

Funding Information	Source	Amount	GTS Project Number
	State Funds 53100	\$70,000.00	State Funded
Location	Amount	Subrecipients	STAR Project ID
Baraboo, WI	\$10,000.00	Baraboo Police Dept.	WI-2026-39-03-02
Lodi, WI	\$10,000.00	Lodi Police Dept.	WI-2026-39-03-02
Sauk City, WI	\$10,000.00	Sauk Prairie Police Dept.	WI-2026-39-03-02
Spring Green, WI	\$10,000.00	Spring Green Police Dept.	WI-2026-39-03-02
Reedsburg, WI	\$10,000.00	Reedsburg Police Dept.	WI-2026-39-03-02
Statewide	\$20,000.00	Planned Unobligated Activity	WI-2026-39-03-02
Total	\$70,000.00		
Status Update: Bar Buddies will be funded with 53100 state funds starting with state fiscal year 2026.			

Safe Ride Event Grants

<i>Project Name & Description</i>	<p>Promote transportation alternatives for intoxicated persons by providing short-term alternative transportation (vans, buses, or vehicles) to transport community members from local events to their homes. Grants are local in nature such as a beer tent or annual fundraiser where alcohol is legally served. Grants also cover limited marketing and advertising costs as it relates to responsible drinking. There must be sufficient evidence that a safe-ride program has the potential of reducing risk due to drinking and driving. Funds are targeted to communities that have demonstrated a need based on impaired driving crashes and known risks around events in their communities.</p> <p>Funds will be provided to expand this program outside the current recipients, offering funding for Safe Ride Event grants to communities statewide and year-round with short-term alternative transportation during events to help reduce impaired driving in their community and surrounding area.</p>		
<i>Performance Measure</i>	Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C-5.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local and County Agencies		
<i>Eligible Use of Funds</i>	AL – Impaired Driving		
Funding Information	Source	Amount	GTS Project Number
	IIJA 402 AL & Supplemental	\$56,000.00	AL-2026-30-03-01
Location	Amount	Subrecipients	Project ID Number
Watertown, WI	\$15,000.00	Watertown Police Dept.; City, AL Intervention	AL - TBD

Barron County	\$10,000.00	Barron County Sheriff; County, AL Intervention	AL - TBD
Crawford County	\$15,000.00	Crawford County Sheriff; County, AL Intervention	AL - TBD
Darlington, WI	\$6,000.00	Darlington Police Dept.; City, AL Intervention	AL - TBD
Statewide	\$10,000.00	BOTS; State; Planned Unobligated AL Interventions	AL - TBD
Total	\$56,000.00		

Status Update:

Project list has been updated to reflect available funding amounts. Subrecipients are the agencies that have requested funding in the past.

HVE, Saturation Patrols, and Integrated Impaired Driving Enforcement

<i>Project Name & Description</i>	<p>This program encourages law enforcement agencies to make OWI enforcement a priority by writing citations, sponsoring media events, and working overtime in geographical areas where impaired driving is highest. The program plans statewide participation, encourages voluntary participation, and provides overtime funding for enforcement and task forces for impaired driving, including nighttime enforcement. In most cases, these task forces will consist of multiple law enforcement agencies that coordinate their enforcement efforts during the same time frame.</p> <p>Enforcement provides a deterrent effect on a person's decision to operate a motor vehicle while intoxicated. Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through saturation patrols. Special enforcement directed primarily at other offenses, such as speeding or seat belt nonuse, offer an additional opportunity to detect impaired drivers, especially at night, as impaired drivers often speed or fail to wear seat belts. The goal of this strategy is to decrease the incidence of OWI.</p> <p>Targeting methodology can be found in the Appendices. In addition, a law enforcement agency that wants to gauge the size of the drugged driving population can include roadside collection in their impaired driving enforcement. Due to the new, expanded method of targeting enforcement grants, agencies that may not have qualified in the past may now qualify for impaired driving enforcement funding.</p>
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-4, C-5, C-7, C-10, C-11.
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.
<i>Organization Type</i>	County and Local Health

<i>Eligible Use of Funds</i>	405d Low - FDLHVE – HVE 405d Mid - M5HVE – HVE		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405d Mid HVE, IIJA 405d FDLHVE Low & Supplementals	\$1,963,000.00	M5-2026-31-05-01 FDL-2026-31-05-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Adams	See Note	Planned unobligated	TBD
Barron	\$20,000.00	Barron County SO; County, Law Enforcement	TBD
Brown	\$222,000.00	Green Bay PD; City, Law Enforcement	TBD
Buffalo	\$12,000.00	Buffalo County SO; County Law Enforcement	TBD
Chippewa	See Note	Planned unobligated	TBD
Columbia	\$22,000.00	Columbia County SO; County, Law Enforcement	TBD
Dane	\$179,000.00	Dane County SO; County, Law Enforcement	TBD
Dane	\$23,000.00	Middleton PD; City, Law Enforcement	TBD
Dane	\$50,000.00	Monona PD; City, Law Enforcement	TBD
Dodge	\$11,000.00	Dodge County SO; County, Law Enforcement	TBD
Douglas	See Note	Planned unobligated	TBD
Dunn	\$15,000.00	Dunn County SO; County, Law Enforcement	TBD
Fond du Lac	\$12,000.00	Fond du Lac SO; County, Law Enforcement	TBD
Jackson	\$14,000.00	Jackson County SO; County, Law Enforcement	TBD
Kenosha	\$27,000.00	Kenosha PD; City, Law Enforcement	TBD
La Crosse	See Note	Planned unobligated	TBD
Manitowoc	\$66,000.00	Manitowoc PD; City, Law Enforcement	TBD
Marathon	\$61,000.00	Marathon County SO; County, Law Enforcement	TBD
Marinette	\$38,000.00	Marinette County SO; County, Law Enforcement	TBD
Milwaukee	\$78,000.00	Milwaukee PD; City, Law Enforcement	TBD



Milwaukee	\$34,000.00	Wauwatosa PD; City, Law Enforcement	TBD
Milwaukee	\$36,000.00	Greenfield PD; City, Law Enforcement	TBD
Milwaukee	\$85,000.00	River Hills PD; City, Law Enforcement	TBD
Milwaukee	\$17,000.00	Cudahy PD; City, Law Enforcement	TBD
Outagamie	\$155,000.00	Outagamie County SO; County, Law Enforcement	TBD
Polk	\$7,000.00	Polk County SO; County, Law Enforcement	TBD
Portage	\$10,000.00	Portage County SO; County, Law Enforcement	TBD
Racine	\$84,000.00	Racine County SO; County, Law Enforcement	TBD
Racine	\$56,000.00	Mount Pleasant PD; City, Law Enforcement	TBD
Rock	\$72,000.00	Beloit PD; City, Law Enforcement	TBD
Sauk	\$64,000.00	Sauk County SO; County, Law Enforcement	TBD
Sawyer	See Note	Planned unobligated	TBD
Shawano	\$25,000.00	Shawano PD; City, Law Enforcement	TBD
Sheboygan	See Note	Planned unobligated	TBD
St. Croix	See Note	Planned unobligated	TBD
Vernon	See Note	Planned unobligated	TBD
Vilas	See Note	Planned unobligated	TBD
Walworth	\$28,000.00	Walworth County SO; County, Law Enforcement	TBD
Waukesha	\$50,000.00	Oconomowoc PD; City, Law Enforcement	TBD
Waukesha	\$10,000.00	New Berlin PD; City, Law Enforcement	TBD
Waupaca	\$39,000.00	Waupaca County SO; County, Law Enforcement	TBD
Waushara	See Note	Planned unobligated	TBD
Winnebago	\$77,000.00	Winnebago County SO; County, Law Enforcement	TBD
Statewide	\$164,000.00	Wisconsin State Patrol; State, Law Enforcement	TBD
Statewide	\$100,000.00	BOTS; State, Unobligated planned enforcement activity	
Total	\$1,963,000.00		



Status Update:

Project list has been updated to reflect the top thirty counties based on targeting and includes grantees that have historically participated in impaired driving enforcement grants over the last three years. Counties that made the top thirty but have not participated in recent years are listed as planned unobligated. **Note:** Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.

Drug Evaluation and Classification (DEC) Program

<i>Project Name & Description</i>	<p>BOTS will support a contracted DRE State Coordinator position to provide the professional and technical services of a DRE coordinator. The coordinator will manage the efforts of the statewide Drug Evaluation and Classification (DEC) program; provide oversight and coordination of the DEC program following current International Association of Chiefs of Police program standards. This position will also oversee the continuous training and re-certification for new and existing DREs.</p> <p>BOTS will support instructor expenses and travel costs related to programs, including Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (eight-hour block), Standard Field Sobriety Testing (SFST) and DRE Physiology training. Expenses will include continuous training and re-certification for existing DREs. DRE expenses, including instructor wages, travel, conferences registration, conference travel, supplies, printing, postage, lodging, and meals. Participants may ask for reimbursement of expenses for wages, travel, conferences registration, conference travel, lodging, meals, and other contractual costs during training to lessen the burden on the agency per available funding. BOTS will also support DRE callouts to assist other agencies where a DRE evaluation is needed. When synthetic cannabinoids are suspected, BOTS will pay for the cost of the test.</p> <p>BOTS will support program expenses to train new DREs during DRE school. Expenses covered include instructor/participant wages, travel cost (such as lodging for instructors and students), supplies (including DRE kits and classroom supplies) and printing. BOTS is planning to hold two DRE Schools per year with a minimum of 12 students per class. All expenses and supplies will be purchased according to state contract requirements and follow state purchasing guidelines for allowable costs.</p> <p>BOTS will support the Chem Test Section in a project to purchase and train law enforcement agencies on the use of Evidential Breath Testing Instruments. The training started in 2024 and will continue through 2026.</p>
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11

<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M5OT or M6OT - Other impaired driving activities based on problem identification; FDLBAC or B5BAC - Improving blood alcohol concentration testing and reporting		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IJA 405d Low or Mid & Supplemental	\$1,105,000.00	M5/M6-2026-31-03-02
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$500,000.00	BOTS – Current Certified DRE State Coordinator and Program Instruction; State, Impaired Driving Enforcement	M5/M6-2026-31-03-02
Statewide	\$425,000.00	BOTS – Contract suppliers, instructors, and participating agencies – DRE School Instruction; State, Impaired Driver Enforcement Education	M5/M6-2026-31-03-02
Statewide	\$180,000.00	BOTS – Chem Test Section; State, Impaired Driving Enforcement Equipment	M5/M6-2026-31-03-02
Total	\$1,105,000.00		
<i>Status Update:</i> Project list has been updated to reflect available funding amounts.			

Toxicology State Coordinator and Program

<i>Project Name & Description</i>	<p>A contracted Toxicology State Coordinator position will be created for two activities:</p> <p>1) to provide professional and technical services, oversight, and coordination for toxicologists statewide. This position will: provide the DRE program with technical support and education of best practices and standards and develop and establish best practices and workflows for the Law Enforcement Phlebotomy program. It will oversee the continuous training of toxicologists on the most current industry standards.</p> <p>2) to oversee the phlebotomy program pilot program that started in 2024. The project will continue with additional selected law enforcement officers from agencies within the same county. The program will use a technical college's approved phlebotomy training program and adhere to all admission and successful completion criteria. Tuition for the law enforcement officers, training, and supplies will be purchased with the funding from this grant. Any supplies purchased will be disseminated to the agencies with trained phlebotomists from the pilot. After the completion of the pilot, any costs associated with the program will be covered by the agency. BOTS may offset some of the costs to the agency once the pilot is complete.</p> <p>The program will be conducted through Madison College (MATC) using the approved phlebotomy program and the college's established admission criteria. Candidates will be selected later based off criteria set forth by MATC.</p> <p>The Hygiene Lab will test 1,000 samples each year that would have normally been canceled due to a high enough BAC. This project will help increase data collection for the type and level of drug impairment of individuals who have also been drinking.</p>		
	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	<p>405d low - B6BAC - Improving blood alcohol concentration screening, testing and reporting</p> <p>405d mid - B5BAC - Improving blood alcohol concentration screening, testing and reporting</p>		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405d ID Low or High & Supplemental	\$254,000.00 \$12,000.00	B5/B6-2026-31-03-04
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>

Statewide	\$254,000.00	Wisconsin State Laboratory of Hygiene; State, Impaired Driver Training and Education, Enforcement Training	B5/B6-2026-31-03-04
Statewide	\$12,000.00	Wisconsin State Laboratory of Hygiene; State, Impaired Driver Data Collection	B5/B6-2026-31-03-04
Total	\$266,000.00		
Status Update: Updated funding codes. No changes or adjustments to the project have been made in 2026.			

Comparing DRE Opinions to Toxicology Results

<i>Project Name & Description</i>	<p>This project aims to couple detailed toxicology results, including consideration of several biological matrices, with DRE evaluations. Impairment observations will be recorded from law enforcement officers undergoing DRE certification. Part of the DRE curriculum includes drug recognition field certification with persons under the influence of drugs.</p> <p>This project is a continuation from FY2025 and will engage participants from the DRE field certification cohort, seeking volunteers willing to provide biological specimens and complete additional tasks related to impairment detection. Biological specimens considered will include blood, oral fluid, dried blood spots and urine. Blood specimens will be divided into two aliquots and plasma will be isolated from one, allowing for whole blood and plasma analysis. Biological specimens will be analyzed at the Wisconsin State Laboratory of Hygiene using our routine forensic toxicology workflow (screening and quantification). Impairment detection related tasks include a device that monitors and assesses eye movements.</p> <p>Success has been demonstrated from the work performed in FY2025. First, the comparison of whole blood to all other matrices, including dried blood spots, has never been done before. Using the DRE evaluation information from the DRE students allows the research team to draw a direct comparison of the observed impairment and drug concentrations in several matrices. Highway safety partners have grappled with the ability to define impairment and draw any sort of conclusions to the toxicology results. This project will be able to answer the ultimate question, "Can you correlate a drug concentration to the observed impairment?"</p>
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.
<i>Organization Type</i>	State

<i>Eligible Use of Funds</i>	B5BAC – 405d Mid BAC Testing/Reporting		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA B5BAC & Supplemental	\$73,000.00	B5-2026-31-09-05
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$73,000.00	Wisconsin State Laboratory of Hygiene; State, Impaired Driver Data Collection	B5-2026-31-09-05
Status Update: Updated eligible funding source. Project will continue to allow for additional review of samples and draw a direct comparison of the observed impairment and the drug concentrations.			

Traffic Safety Resource Prosecutors

<i>Project Name & Description</i>	<p>This planned activity includes salary and fringe for two statewide Traffic Safety Resource Prosecutors acting as a resource on legal issues surrounding OWI and the prosecution of those offenders. They will provide specialized training to prosecutors, judges, law enforcement, and others in the state. They will also conduct outreach at county traffic safety commissions. These positions also provide technical assistance to a wide variety of professionals such as law enforcement officers, DREs, blood and alcohol testing staff, and policy development staff.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	402 TC – Judicial and Court Services		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 TC & Supplemental	\$420,000.00	TC-2026-30-03-01
<i>Location</i>	<i>Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$420,000.00	Wisconsin DOJ; State, Adjudication of Impaired Drivers	TC-2026-30-03-01

Status Update:

No changes or adjustments to the project have been made.

OWI Court Training Travel

<i>Project Name & Description</i>	<p>This planned activity will provide funding for travel costs for agencies to participate in training offered by National Center for DWI Courts (NCDC). These training sessions are a partnership between NCDC, NHTSA, and the state highway safety offices. BOTS will be the subrecipient of this grant and will use the funding to reimburse travel costs of agencies attending NCDC training and other in-state classes or conferences. By attending trainings, classes, or conferences court members will receive current program information and training.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	405d – Judicial and Court Services		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405d FDLCS, IIJA 405d B5CS & Supplemental	\$20,000.00	FDL/B5-2026-31-03-06
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$20,000.00	BOTS – Agencies that apply to NCDC for training; State, ID Adjudication Training	FDL/B5-2026-31-03-06
Status Update: Updated funding information. Project amounts have been updated to reflect overall available funding amounts.			



Judicial Outreach Liaison Program

<i>Project Name & Description</i>	<p>BOTS applied to the American Bar Association (ABA) through the NHTSA cooperative agreement to help establish a State Judicial Outreach Liaison (SJOL). This project is to assist in establishing the SJOL for Wisconsin and potentially take over fiscal responsibility. This planned activity includes salary and fringe for one SJOL acting as a resource on legal issues surrounding OWI. The position will provide specialized training to judges, law enforcement, and others in the state. They will also conduct outreach at county traffic safety commissions. This position provides technical assistance to a variety of professionals such as law enforcement officers, DREs, blood and alcohol testing staff, municipal judges and policy development staff.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The OWI Courts and Adjudication will support the state in attaining performance target C-5.		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	B5CS - 405d Mid Court Support		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405d B5CS & Supplemental	\$120,000.00	B5-2026-31-03-07
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$120,000.00	BOTS – Contracted JOL; State, Judicial Training	B5-2026-31-03-07
<p>Status Update: Previously funded by NHTSA directly to American Bar Association through 2025. Beginning in 2026, funding change to BOTS 405d.</p>			

Impaired Driving Traffic Professional Training

<i>Project Name & Description</i>	<p>Providing training and education to traffic safety professionals involved with the Impaired Driving program to ensure they are provided with up-to-date standards and practices within their program area. Reimbursement for training and education costs will be available for BOTS staff, Chemical Testing Section staff, State Lab of Hygiene staff, and law enforcement officers to attend trainings related to Impaired Driving. Other WisDOT staff or other state agency staff may be added later.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	M5OT - 405d Mid Other Based on Problem ID		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA M5 OT & Supplemental	\$50,000.00	M5-2026-31-03-08
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$50,000.00	BOTS-WisDOT-Chem Test Section, State Lab of Hygiene; State, Impaired Driver Technical Training	M5-2026-31-03-08
<p>Status Update:</p> <p>No changes or adjustments to the project have been made.</p>			

Section Sober/Sober Green Bay

<i>Project Name & Description</i>	<p>Sober Green Bay (SGB) will cultivate sober friendly spaces within Brown County communities. The goal is to reduce the use of harmful substances and welcome all who support a healthy lifestyle. Section Sober has selected to address this issue with a public awareness campaign adjacent to or in sporting venues in Brown County and eventually across Wisconsin.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C11		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	B5 PEM - 405d Mid Media/ID Training/Enforcement Related Experience		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA B5 PEM & Supplemental	\$85,000.00	B5-2026-31-07-09
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Number</i>
Brown County	\$85,000.00	Section Sober, Inc.; Non-Profit, Impaired Driver Diversion and Education	B5-2026-31-07-09
<p>Status Update: Project amounts have been updated to reflect overall available funding amounts.</p>			

MADD Wisconsin Prevention Specialist

<i>Project Name & Description</i>	<p>Through creating community partnerships and presenting our 'Power of' suite, Mothers Against Drunk Driving (MADD) Wisconsin will help decrease the number of Wisconsin adolescents using alcohol and cannabis. Through education, MADD Wisconsin will also decrease the number of adolescents driving drunk and/or impaired. MADD will collaborate with local community and state coalitions, community-based youth service departments, schools and parent support groups, PTA and sports groups, guidance departments and school resource officers, driver education schools, and law enforcement officials and agencies to present Power of Parents and Power of You(the) presentations and workshops, and coordinate community-based material distribution events (both in person and virtually) during orientations, community and school event forums, community sponsored events and conferences, and trainings throughout Wisconsin.</p> <p>Part-time MADD Court Monitoring (4 Stars)</p> <p>The most successful methods for controlling convicted DWI offenders and reducing recidivism have the common feature that they monitor offenders closely. Note that while these methods monitor sobriety, they do not actually prevent someone from drinking and/or driving the vehicle. Close monitoring can be accomplished at various levels and in various ways, including a formal intensive supervision program, home confinement with electronic monitoring, and dedicated detention facilities. The goal is to ensure that consequences for violations are swift and certain.</p>		
<i>Performance Measure</i>	The impaired driving performance targets are C-1, C-2, C-3, C-5, C-7, C-10, C-11		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M5OT – 405D Mid Other Based on Problem ID		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405d M5OT & Supplemental	\$215,000.00	M5-2026-31-04-10
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$215,000.00	MADD Wisconsin; Non-Profit, Court Support Program	M5-2026-31-04-10
<p>Status Update:</p> <p>Project amounts have been updated to reflect overall available funding amounts.</p>			

Impaired Driving Media			
<i>Project Name & Description</i>	<p>BOTS will continue to develop statewide public information and education campaigns to reduce impaired driving injuries and fatalities based on NHTSA's goals and objectives.</p> <p>BOTS will:</p> <ul style="list-style-type: none"> • use various methods such as the web, print, and television. • obtain services for products 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. • collaborate with community prevention organizations to assist them in developing successful evidence-based prevention programs. <p>The media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar for FY 2026 and address other needs as they evolve.</p>		
<i>Performance Measure</i>	Mass media performance will impact the outcomes of performance measures C-1 and C-5		
<i>Countermeasure Strategy</i>	Decrease impaired driving injuries, fatalities, and crashes.		
<i>Organization</i>	State		
<i>Eligible Use of Funds</i>	B5 PEM - 405d Mid Media/ID Training/Enforcement Related Experience 402 PM – Paid Advertising		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA B5 PEM & Supplemental	\$700,000.00	B5-2026-31-07-11
	PM Paid Advertising & Supplemental	\$100,000.00	PM-2026-30-07-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide: Grant Targeting Data pages 103-108	\$700,000.00	BOTS- Contract Suppliers Affirm Marketing and Wisconsin Broadcasters; State, Media and Education	B5-2026-31-07-11
Statewide: Grant Targeting Data pages 103-108	\$100,000.00	BOTS- Contract Suppliers Affirm Marketing; State, Media and Education	PM-2026-30-07-01
Total	\$800,000.00		
<p>Status Update: List of projects and funding levels have been updated to reflect updates to the media plan.</p>			



2.4 Police Traffic Safety Programs

HVE, Sustained, Saturation and Integrated Enforcement			
<i>Project Name & Description</i>	High-visibility enforcement campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the HVE model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished. The presence of law enforcement provides a deterrent effect upon a person's decision to break the law. Enforcement increases the perception of the risk of being ticketed. This strategy will decrease the incidence of fatalities.		
<i>Performance Measure</i>	Enforcement of the law prohibiting speeding and inattentive driving will provide support to the state in reaching performance target C-1, C-2, and C-6.		
<i>Countermeasure Strategy</i>	Decrease speeding and distracted driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	County and Local		
<i>Eligible Use of Funds</i>	SC – Speed Management		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 SC & Supplemental	\$1,956,000.00	SC-2026-40-05-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Adams County	\$8,000.00	Adams County SO; County, Law Enforcement	SC - TBD
Brown County	\$65,000.00	Green Bay PD; City; Local Law Enforcement	SC - TBD
Buffalo County	\$26,000.00	Buffalo County SO; Law Enforcement	SC - TBD
Clark County	See Note	Planned unobligated	SC - TBD
Columbia County	\$15,000.00	Columbia County SO; Law Enforcement	SC - TBD
Crawford County	\$120,000.00	Crawford County SO; Law Enforcement	SC - TBD
Dane County	\$105,000.00	Dane County SO; County, Law Enforcement	SC - TBD
Dane County	\$26,000.00	Middleton PD; City, Law Enforcement	SC - TBD
Dane County	\$21,000.00	Monona PD; City, Law Enforcement	SC - TBD

Dodge County	\$10,000.00	Dodge County SO; County, Law Enforcement	SC - TBD
Douglas County	See Note	Planned unobligated	SC - TBD
Eau Claire County	\$20,000.00	Altoona PD; City, Law Enforcement	SC - TBD
Fond du Lac County	\$63,000.00	Fond du Lac SO; County, Law Enforcement	SC - TBD
Forest County	\$23,000.00	Forest County SO; County, Law Enforcement	SC - TBD
Green County	\$53,000.00	Belleville PD; City, Law Enforcement	SC - TBD
Iowa County	\$25,000.00	Iowa County SO; County, Law Enforcement	SC - TBD
Jefferson County	\$49,000.00	Jefferson County SO; County, Law Enforcement	SC - TBD
Juneau County	\$8,000.00	Wisconsin State Patrol; State, Law Enforcement	SC - TBD
Kenosha County	\$19,000.00	Kenosha PD; City, Law Enforcement	SC - TBD
La Crosse County	See Note	Planned unobligated; County, Law Enforcement	SC - TBD
Lincoln County	\$17,000.00	Wisconsin State Patrol; State, Law Enforcement	SC - TBD
Milwaukee County	\$65,000.00	Milwaukee PD; City, Law Enforcement	SC - TBD
Milwaukee County	\$20,000.00	West Allis PD; City, Law Enforcement	SC - TBD
Milwaukee County	\$48,000.00	River Hills PD; City, Law Enforcement	SC - TBD
Milwaukee County	\$32,000.00	Cudahy PD; City, Law Enforcement	SC - TBD
Milwaukee County	\$30,000.00	Wisconsin State Patrol; State, Law Enforcement	SC - TBD
Milwaukee County	\$11,000.00	Wisconsin State Patrol; State, Law Enforcement	SC - TBD
Monroe County	\$10,000.00	Monroe County SO; County, Law Enforcement	SC - TBD
Oneida County	\$14,000.00	Oneida County SO; County, Law Enforcement	SC - TBD
Outagamie County	\$106,000.00	Outagamie County SO; County, Law Enforcement	SC - TBD
Polk County	\$7,000.00	Polk County SO; County, Law Enforcement	SC - TBD
Portage County	\$43,000.00	Portage County SO; County, Law Enforcement	SC - TBD
Racine County	\$63,000.00	Racine County SO; County, Law Enforcement	SC - TBD



Racine County	\$30,000.00	Mount Pleasant PD - Village of; Village, Law Enforcement	SC - TBD
Rock County	\$60,000.00	Janesville PD; County, Law Enforcement	SC - TBD
Sauk County	\$19,000.00	Sauk County SO; County, Law Enforcement	SC - TBD
Sawyer County	\$12,000.00	Sawyer County SO; County, Law Enforcement	SC - TBD
Shawano County	\$25,000.00	Shawano PD; City, Law Enforcement	SC - TBD
Sheboygan County	\$10,000.00	Sheboygan County SO; County; Law Enforcement	SC - TBD
Sheboygan County	\$6,000.00	Wisconsin State Patrol; State; Law Enforcement	SC - TBD
Vilas County	See Note	Planned unobligated; County; Law Enforcement	SC - TBD
Walworth County	\$50,000.00	Walworth County SO; County; Law Enforcement	SC - TBD
Waukesha County	\$44,000.00	Oconomowoc Lake PD; City; Law Enforcement	SC - TBD
Waukesha County	\$15,000.00	Waukesha County SO; County; Law Enforcement	SC - TBD
Waukesha County	\$25,000.00	New Berlin PD; City, Law Enforcement	SC - TBD
Waupaca County	\$15,000.00	Waupaca County SO; County; Law Enforcement	SC - TBD
Waushara County	\$10,000.00	Planned unobligated See Note	SC - TBD
Winnebago County	\$43,000.00	Winnebago County SO; County; Law Enforcement	SC - TBD
Statewide – Aerial Enforcement	\$430,000.00	Wisconsin State Patrol; State; Law Enforcement	SC - TBD
Statewide	\$40,000	BOTS; State, Unobligated planned enforcement activities [See Note]	
Totals	\$1,956,000.00		

Status Update:

Project list has been updated to reflect the top thirty counties based on targeting and includes grantees that have historically participated in speed grants over the last three years. Counties that made the top thirty but have not participated in recent years are listed as planned unobligated. **Note:** Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.

Predictive Analytics

<i>Project Name & Description</i>	<p>Recent advances in crash data collection and management in Wisconsin have afforded the opportunity to improve the effectiveness of traffic safety enforcement activities through data driven resource allocation. Initial predictive analytics decision support capabilities were developed and rolled out statewide during the 2017 project year in the form of a new heat map enabled crash analysis interface in the Community Maps system and as user selectable crash map layers in the Wisconsin State Patrol MACH system. Building on this initial set of tools, an automated hot spot detection algorithm was developed during 2018 and rolled into the Community Maps crash analysis interface in early 2019 to complement the heat map capability. The hot spot detection capability has been continually improved since the initial rollout to provide a highly scalable and accessible tool that now serves as an integral component of Wisconsin's strategy for law enforcement traffic safety resource allocation. BOTS will identify counties for full predictive analytics, using community maps and the predictive analytics elements. The counties will use that information and data to:</p> <ul style="list-style-type: none"> • Inform the county Traffic Safety Commission (TSC) of areas of concern and collaboratively develop local strategies to address the areas. • Plan law enforcement details in the recommended hot spot target areas, coordinating deployments with local, county and State Patrol assets. • Use TSCs membership to conduct outreach, and education. • Use local traffic safety engineers to assess areas that law enforcement and TSC members identify for proposing low-cost/high impact traffic safety mitigations. 		
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance target C-1 and C-4.		
<i>Countermeasure Strategy</i>	Decrease speeding and distracted driving injuries, fatalities, and crashes.		
<i>Organization Type</i>	County and Local		
<i>Eligible Use of Funds</i>	PT – Traffic Enforcement Services, SC – Speed Management		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 PT, IIJA 402 SC & Supplemental	\$100,000.00	PT/SC-2026-40-05-02
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Vernon County	\$0.00	Vernon County Sheriff's Office; County, Law	TBD

		Enforcement and Equipment	
Portage County	\$0.00	Stevens Point PD; City, Law Enforcement and Equipment	TBD
Oneida County	\$0.00	Oneida County Sheriff's Office; County, Law Enforcement and Equipment	TBD
Statewide	\$100,000.00	BOTS: State, Planned Unobligated Law Enforcement and Equipment Projects [See Note]	TBD
Total	\$100,000.00		

Status Update: No new funds will be given to Vernon County, Stevens Point PD, and Oneida County. These projects must complete their enforcement activity that started in 2025. Planned unobligated is for any new agency that applies for funding in fiscal year 2026. **Note:** Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.

2.5 Traffic Records Improvement Program

BOTS Data Analysts

<i>Project Name & Description</i>	<p>Highway safety analysts are an essential component to improve traffic safety in the state of Wisconsin. These positions work with partner agencies, including but not limited to law enforcement, technical colleges, private businesses, advocacy groups and other BOTS staff to coordinate traffic safety awareness efforts that aim to reduce fatalities and injuries as indicated by crash and injury data. Management of the community traffic safety program will be of service to the state of Wisconsin to help achieve performance target C-1, to decrease traffic fatalities. These positions are essential for continuing coordination of Wisconsin's programs, associated grants, and outreach efforts.</p> <p>This project supports three federally funded analysts and two state funded analysts. They work to improve highway safety by providing statistics to local TSCs, the wider population, and federal, state, and local partners. Funded activities include wage and fringe, data processing costs, materials and supplies, training, travel, printing, and postage.</p>		
<i>Performance Measure</i>	Traffic records coordination and management will impact C-1 and C-3		
<i>Countermeasure Strategy</i>	Traffic Records System Management		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	402 TR – Traffic Records		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 TR	\$294,000.00	TR-2026-50-01-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$294,000.00	BOTS; State, Data Analysis Activities	TR-2026-50-01-01

Traffic Safety Records Project Summary

Project Title	Database	Attribute	Baseline	Quantifiable Measure	Budget
1. DOT/DBSI Safety PROJECTS	Roadway	Integration	0	Link 8 datasets	\$371,000
2. DOT/DTIM ARNOLD Initiative	Roadway	Accessibility/ Integration	6	Make 8 additional Roads & Highway-related products accessible	\$300,000
3. DHS-DPH-OPEHC Emergency Medical Services WARDS and Trauma Care Facility Data Collection	EMS/ISS	Accessibility/ Timeliness	80% patients entered in 60 days after discharge	Reach 96% of hospitals submissions	\$110,000
4. Crash Outcomes and Data Evaluation System (CODES)	EMS/ISS	Completeness	0	30% of crashes identified get manual review	\$140,000
5. WiSTAR Traffic Safety Records Data Management	Crash/ Citation or Adjudication	Integration	35	80 participating law enforcement agencies	\$145,000
6. Traffic Records System Planning and Coordination	Crash/ Citation or Adjudication	Integration	0	Integrate 4 additional linkages to roadway data elements	\$250,000
7. Community Maps	Crash	Accessibility	239 average monthly users	10% increase; 263 avg monthly users	\$150,000
8. Improving Work Zone Information for DT4000 Crash Data	Crash/ Roadway	Integration	0	25% between DT4000 and work zone data elements	\$70,000

Project Title	Project Title	Project Title	Project Title	Project Title	Project Title
9. Data Cleansing Automation for Accessible Crash Database Narrative Extracts	Crash	Accessibility	0	25 narrative extracts for prior years and processing future narratives	\$70,000
10. Crash Database MMUCC 6 Upgrade	Crash	Uniformity	75%	90% alignment to MMUCC 6 across all elements and categories	\$250,000
11. Scalable and Cost-effective Pedestrian Facility Detection Model from Street-level View Imagery	Roadway	Completeness	0	12,000 detected or inventory of pedestrian signs, traffic control devices of other facilities; pilot most high-risk VRU areas	\$125,000
12. Wisconsin Integrated Network for Active Mobility and Exposure Data (WiCount)	Roadway	Completeness	0	3 permanent counts; expand VRU counting network	\$125,000
13. Breath Alcohol Database (BrAD)	Citation/Adjudication	Accessibility	0	25% development of BrAD system and interface with an online website	\$250,000
14. Place of Last Drink (POLD) Project	Citation/Adjudication	Uniformity	0	Support up to 10 pilot intervention agencies participating in POLD	\$222,500
15. Examination of the Feasibility for Automating the Import of Toxicology Data into Crash Data	Crash	Completeness	0	25% improvement linking impaired driving crashes to toxicology report	\$7,000
Total					\$2,585,500



DOT/DBSI Safety Data Management Platform Project

<i>Project Name & Description</i>	<p>WisDOT generates, collects, and curates datasets across multiple safety programs. Business process, tools and applications provide the necessary structure to maintain, process and utilize these data sets. Examples of safety data and tools/applications currently at the Department's disposal include crash data, rail crossings inventory, roadway data, intersection inventory data, and a traffic volume database.</p> <p>WisDOT has an opportunity to capture the full potential of the datasets and business processes by increasing shared access and linking the datasets together to improve transportation safety analysis capabilities across the department. The Safety Data Management Platform project's model supports the U.S. DOT's National Roadway Safety Strategy by providing safety experts across the department with greater access and usability to transportation safety-related data to identify and address safety issues on Wisconsin's transportation system through a proactive analysis approach. The data linkage platform will benefit the department's efforts around the Safe System Approach.</p> <p>The project will improve the Roadway database capabilities through the linkage platform with other databases (e.g., crash and vehicle).</p>		
<i>Database</i>	Roadway		
<i>Attribute</i>	Integration		
<i>Quantifiable Measure</i>	Link 8 datasets.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c M3DA & Supplemental	\$371,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$371,000.00	DOT/DBSI; State, Data Integration	M3- TBD

DOT/DTIM ARNOLD Initiative

<i>Project Name & Description</i>	<p>WisDOT's linear referencing systems (LRS) no longer supports WisDOT evolving business needs. One example is highway safety. Both state and federal requirements call for having an all-roads perspective when making highway safety decisions. WisDOT has an LRS for state roads and one for local roads, and these legacy LRS's make it very difficult to pull data together to create the information to support these decisions. WisDOT has established the ARNOLD (All Roads Network of Linear-referenced Data) Initiative to dramatically improve WisDOT LRS's, and it requires an investment in technology that can effectively integrate the state and local LRS's into a single, simpler, more modern LRS.</p> <p>The ARNOLD Initiative is a multi-year, multi-phase effort to significantly improve WisDOT's legacy linear reference systems to effectively meet federal requirements and support DOT business programs. ARNOLD is a FHWA term for a Linear Reference System. A LRS is part of a transportation agency's GIS platform and is used to locate objects and events along roadways. WisDOT has two separate LRS's: one for the state roads (STN LCM) and one for the local roads (WISLR LCM).</p>		
<i>Database</i>	Roadway		
<i>Attribute</i>	Accessibility and Integration		
<i>Quantifiable Measure</i>	Make 8 additional Roads & Highway-related products accessible.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$300,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$300,000.00	DOT/DTIM; State, Data Accessibility	M3- TBD

DHS-DPH-OPEHC Emergency Medical Services Wisconsin Ambulance Run Data System and Trauma Care Facility Data Collection

<i>Project Name & Description</i>	<p>The continuity of the Wisconsin Ambulance Run Data System (WARDS) for Emergency Medical Services in the State of Wisconsin is essential. WARDS is reported into by all ambulance services providers in the State of Wisconsin within 7 days of the run. A WARDS report is a patient health record that many ambulance agencies use as their primary source to track their run and responses and have linked to their billing systems to generate bills. WARDS data is also used by ambulance agencies for quality of care and other quality metrics related to their quality improvement initiatives. WARDS is tied to the License Management System to control who has access. There are approximately 20,000 licensed EMS personnel in Wisconsin with about 70,000 ambulance runs occurring each month. This impacts both urban and rural ambulance services.</p> <p>Injury surveillance through EMS data is done consistently on the national, state, and local level. Through the National EMS Information System (NEMSIS), data on EMS runs is utilized for a variety of dashboards. Specifically, there are dashboard regarding nonfatal drug overdose, public motor vehicle crash, and NHTSA motor vehicle crash severity. In addition to monitor call volumes, the data collected is utilized for monitor crash outcome data. In 2021, it was reported that 40% of patients were alive when first responders arrived but later died. On a state level, there was 21,962 EMS responses to 19,007 patients that involved motor vehicle crash or pedestrian injuries. This is 2.6% of all EMS runs and 21% of all EMS runs for injuries. Locally, EMS agencies can utilize their data to monitor total runs and look for specific injury trends in their area. The WARDS data manager and licensing coordinator will attend the National Association of State EMS Officials (NASEMSO) conference in spring 2026. The purpose of this travel is to meet and collaborate with other state officials, particularly other state data managers. This meeting offers an opportunity to learn about various EMS initiatives both at the state and federal level. It also serves as an opportunity to learn from other states as well as share our own experiences. The data manager meeting serves as a working session where data managers are able to problem solve and work on data initiatives in real time.</p> <p>The Wisconsin Department of Health Services (DHS) was invited by WisDOT to submit a grant application for support of projects in Wisconsin directly tied to the aims of this federal funding. Within the Division of Public Health (DPH), the "Emergency Medical Services Wisconsin Ambulance Run Data System" project, and the "Trauma Care Facility Data Collection" project will be managed by the Office of Preparedness and Emergency Health Care (OPEHC). A 24-month project period is proposed.</p>
<i>Database</i>	EMS or Injury Surveillance System
<i>Attribute</i>	Accessibility and Timeliness

<i>Quantifiable Measure</i>	Reach 96% of hospital submissions		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$110,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$110,000.00	Wisconsin Department of Health Services (DHS); State, Data Accessibility	M3- TBD

Crash Outcomes and Data Evaluation Systems (CODES)

<i>Project Name & Description</i>	The availability of data that combines crash-related information with health outcomes data is critical for the evaluation of the traffic safety related efforts by federal and state transportation agencies, as well as for state and local public health and law enforcement officials. Without linked traffic/health outcomes data, it is difficult to fully evaluate the impact of motor vehicle crashes on the health and safety of communities and the success of traffic safety projects and demonstrations.		
<i>Database</i>	EMS or Injury Surveillance System		
<i>Attribute</i>	Completeness		
<i>Quantifiable Measure</i>	Complete matching of hospital and trauma records to crash records where 30% of crashes identified get manual review.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$140,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$140,000.00	UW-Madison; TOPS Lab; State, Data Completeness	M3- TBD

WiSTAR Traffic Safety Records Data Management

<i>Project Name & Description</i>	<p>Recent improvements to crash data collection and management in Wisconsin have afforded the opportunity to develop linkages from the Wisconsin crash database to external data sources to enhance overall safety analysis capabilities. The underlying conceptual model for these linkages forms the basis for an idealized Traffic Records System whereby crash data is at the center of a honeycomb of integrated or linked core datasets consisting of vehicle, driver, roadway, citation/adjudication, and EMS/injury surveillance data.</p> <p>Realizing the full potential of this opportunity is a multiyear undertaking that will require planning, agency coordination, and iterative development. This project will build upon technical planning and development from project periods by linking citation/adjudication data, which represents an important first step towards building longer term traffic records data warehouse capabilities to support traffic safety analysis and research in Wisconsin. With the rollout of law enforcement agency pilot testing that started in 2024, this system has now been branded as the Wisconsin Safety and Transportation Analysis Resource (WISTAR).</p>		
<i>Database</i>	Crash and Citation or Adjudication		
<i>Attribute</i>	Integration		
<i>Quantifiable Measure</i>	Reach and engage 80 participating law enforcement agencies.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$145,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$145,000.00	UW-Madison; TOPS Lab; State, Data Integration	M3- TBD

Traffic Records System Planning and Coordination

<i>Project Name & Description</i>	<p>Each year thousands of Wisconsin residents are injured and killed in traffic crashes. To help work towards Wisconsin's vision of a safer transportation system with zero preventable fatalities, the TOPS Laboratory at the University of Wisconsin-Madison has partnered with BOTS on various transportation safety planning and coordination efforts that advance the Traffic Records Coordinating Committee (TRCC) strategic plan and promote a Safe System approach to roadway safety in Wisconsin.</p> <p>Efforts cover a range of technical investigation, coordination, and planning activities in collaboration with the BOTS Program and Policy Section that fall outside the scope of current TRCC funded technical projects.</p>		
<i>Database</i>	Crash and Citation or Adjudication		
<i>Attribute</i>	Integration		
<i>Quantifiable Measure</i>	Integrate crash and citation or adjudication data. Increase the integration by 4 additional linkages to roadway data elements.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$250,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$250,000.00	UW-Madison; TOPS Lab; State, Data Integration	M3- TBD

Community Maps

Project Name & Description

Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. To prevent these tragedies, the legislature established a Traffic Safety Commission (TSC) in every county. These commissions are charged, per Wisconsin statute 83.013 (1), to maintain a map of traffic crashes within their county and to review those crashes on a quarterly basis for general awareness and to provide recommendations for corrective action, as appropriate. Because of the complexity of traffic crashes, the legislature required a breadth of expertise to serve on these commissions. TSC membership creates a collaboration of stakeholders dedicated to reducing injuries and death on their roadways locally, regionally and statewide.

In support of the TSC mission, the Community Maps system was developed by the Wisconsin Department of Transportation (WisDOT) Bureau of Transportation Safety (BOTS) in partnership with the Wisconsin Traffic Operations and Safety (TOPS) Laboratory at the University of Wisconsin-Madison to provide an accessible and timely map of traffic crashes for each county. Community Maps is updated on a nightly basis from the WisDOT crash database management system and includes a record of all police reported crashes in Wisconsin for which geo-coded locations are available. Crash records that have not been geo-coded are included in the total number of crashes for a given jurisdiction but are not displayed on the map. The Community Maps system serves as an integral component of the County TSC quarterly meetings and as a vital information resource for ongoing collaborative efforts at all levels of government and within local communities to address traffic safety needs.

A major update to the Community Maps system was rolled out in January 2018 to integrate the WisTransPortal DT4000 crash data as the primary data source in Community Maps. This roll out was coordinated with a significant outreach effort to the County TSCs and Wisconsin State Patrol regional dispatch centers. Community Maps is now updated on a nightly basis and includes crash records for all injury severity levels and roadways with over 99.5% total crashes mapped. The DT4000 data source integration represented a significant update to Community Maps in terms of the quantity of crash data available through the system, as well as the size, frequency, and complexity of queries that were subsequently required by stakeholders. Since then, the system has been continually updated to take advantage of the improved crash data, including a Predictive Analytics interface in 2019 and a comprehensive review and update to the Community Maps Crash Flags in 2023. The FFY26 project will continue development of the new Dynamic Layers feature that was started in FFY25 for traffic citations and warnings to support additional traffic safety data sources. Additional project tasks will include regular stakeholder outreach and training through the monthly Community Maps “Virtual Office Hours” and conference presentations, and ongoing technical planning and improvements to support long-term growth and performance of the system.

<i>Database</i>	Crash		
<i>Attribute</i>	Accessibility		
<i>Quantifiable Measure</i>	Increase number of users accessing the data via Community Maps by 10%, from 239 average monthly users to 263 average monthly users.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$150,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$150,000.00	UW-Madison; TOPS Lab; State, Data Accessibility	M3- TBD



Improving Work Zone Information for DT4000 Crash Data

<i>Project Name & Description</i>	Effective work zone safety analysis requires comprehensive and accurate data on crashes, work zones, and other factors. Prior phases of this project in FY24 & FY25 developed a method to integrate crash and work zone records utilizing the Wisconsin Lane Closure System (WisLCS) and DT4000 crash database to evaluate the accuracy of work zone crash reporting. The FY26 project will build upon the integration algorithm that was developed to systematically link DT4000 crash data and corresponding work zone records. An automated process to generate this linkage will be developed in the WisTransPortal, along with data quality control methods. Such readily available linkage between the two data sets will serve as the foundation to streamline future business processes and analysis applications.		
<i>Database</i>	Crash and Roadway		
<i>Attribute</i>	Integration		
<i>Quantifiable Measure</i>	25% between DT4000 and work zone data elements		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$70,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$70,000.00	UW-Madison; TOPS Lab; State, Data Integration	M3- TBD

Data Cleansing Automation for Accessible Crash Database Narrative Extracts

<i>Project Name & Description</i>	<p>Recent advancements in crash data processing and machine learning have opened new possibilities for enhancing the accessibility and utility of crash report narratives in Wisconsin. In Phase 1 of this project, the research team successfully explored and evaluated several automated approaches, including both tools like Microsoft Presidio and in-house models based on local large language models (LLMs), to detect and redact personal identifying information (PII) and other sensitive content from crash narratives. These narratives provide critical context and insight beyond structured crash report elements, supporting improved crash data quality review, safety analysis, and public awareness efforts. Phase 2 will implement and scale the most effective PII-cleansing method(s) to process historical and future crash narratives, to enable routine public release while meeting WisDOT data governance standards.</p> <p>Building on Phase 1, Phase 2 will focus on implementing and scaling the most effective PII-cleansing method(s) to process both historical and future crash narratives. This project aims to integrate the selected cleansing methods into routine data processing workflows, enabling broader data sharing while maintaining compliance with WisDOT's data governance and privacy standards.</p>		
<i>Database</i>	Crash		
<i>Attribute</i>	Accessibility		
<i>Quantifiable Measure</i>	Make 25% development of BrAD system and interface with an online website.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$70,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$70,000.00	UW-Madison; TOPS Lab; State, Data Accessibility	M3- TBD

Crash Database MMUCC 6 Upgrade

<i>Project Name & Description</i>	<p>Wisconsin Crash Database and Resolve System was developed by the Wisconsin Department of Transportation (WisDOT) in collaboration with the Traffic Operations and Safety Laboratory at the University of Wisconsin-Madison (UW TOPS) to support WisDOT's objectives to modernize the collection and management of Wisconsin crash data and to achieve greater adherence to national performance measures for traffic safety data systems. This system, which went into production on January 1, 2017, now serves as the central repository and system of record for all new police reported (DT4000) and driver reported (DT4002) crashes in Wisconsin. The system also manages an automated transmission of all police reported crash records to the USDOT National Highway Traffic Safety Administration (NHTSA) FARS Electronic Data Transfer (EDT) system. The Crash Database is one of WisDOT's mission critical data sources that support transportation safety objectives, program planning, and federal reporting including Wisconsin TRCC and Strategic Highway Safety Plan (SHSP) objectives.</p> <p>The current crash database was built to the 4th Edition of the Model Minimum Uniform Crash Criteria Guideline (MMUCC 4). Over time, a limited set of MMUCC 5 elements have been added. However, to achieve MMUCC 6 compatibility and associated Wisconsin crash data improvements, a larger, multi-year project is proposed to upgrade the underlying data model, database management system, and police crash report. This will also enable improvements to the FARS EDT process to align with NHTSA's objectives for crash data collection and integration at the national level.</p>		
<i>Database</i>	Crash		
<i>Attribute</i>	Uniformity		
<i>Quantitative Measure</i>	90% alignment to MMUCC 6 across all elements and categories.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$250,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>

Statewide	\$250,000.00	UW-Madison; TOPS Lab; State, Data Uniformity	M3- TBD
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Scalable and Cost-effective Pedestrian Facility Detection Model from Street-level View Imagery

<i>Project Name & Description</i>	<p>In Wisconsin, pedestrian safety treatments such as Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), and other pole-mounted signs and traffic control devices have been installed to improve safety at uncontrolled crossings, trail intersections, and school zones.</p> <p>However, documentation of where and how these treatments have been deployed is incomplete, inconsistent, and sometimes inaccurate. The quality of inventory varies substantially between jurisdictions and across state and local levels. The lack of reliable information hinders our ability to evaluate safety effectiveness, prioritize maintenance, and proactively plan safety improvements, especially for vulnerable road users. To address this gap, we propose developing an automated feature extraction method using artificial intelligence (AI) and machine learning (ML) computer vision. The primary focus will be on improving the roadway component of the state's core safety database. While our primary goal is to enhance data completeness, this project will also improve other key data attributes. Transportation agencies have started adopting computer vision techniques with street-level imagery for similar purposes. For example, Oregon DOT has piloted machine learning models to extract lighting infrastructure¹. Arizona DOT and Vermont DOT have contributed their street-level imagery to Mapillary to support the development of computer vision models that detects and geotags traffic signs and signals. Our proposed study will target pole-mounted pedestrian signs and safety treatments such as RRFBs to support statewide safety analysis and risk modeling. This project aims to deliver a scalable, cost-effective method for inventorying critical roadway features and fill a significant data completeness gap in the state's traffic records system.</p>
<i>Database</i>	Roadway
<i>Attribute</i>	Completeness
<i>Quantifiable Measure</i>	12,000 detected or inventory of pedestrian signs, traffic control devices of other facilities pilot most high-risk VRU areas.
<i>Countermeasure Strategy</i>	Data and Information Quality Projects
<i>Organization Type</i>	University
<i>Eligible Use of Funds</i>	M3DA – Data Program

<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$125,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$125,000.00	UW-Milwaukee – IPIT; State, Data Completeness	M3- TBD

Wisconsin Integrated Network for Active Mobility and Exposure Data (WiCount)

<i>Project Name & Description</i>	<p>The 2023-2027 Wisconsin Strategic Highway Safety Plan (SHSP) identifies "Improving Non-Motorist Safety" and "Improving Safety Culture, Safety Data, and Safety Technology" as two of its eleven emphasis areas. Achieving both goals depends heavily on addressing a critical gap: the lack of complete, reliable data for vulnerable road users (VRUs), particularly pedestrians and bicyclists.</p> <p>Despite being overrepresented in serious injuries and fatalities, data collection efforts for pedestrians and bicycles remain substantially underdeveloped and underfunded in Wisconsin's statewide safety datasets. VRU exposure is a foundational metric for calculating crash risk and conducting safety performance analysis. Yet, according to the newest "Vulnerable Road User Safety Assessment" appended to the SHSP, most surveyed agencies in Wisconsin reported the absence of a comprehensive or continuous data collection program for VRUs. This limitation directly impedes state's ability to conduct robust VRU Safety Assessments under 23 U.S.C. 148(l) and to implement evidence-based countermeasures aligned with the Safe System Approach.</p> <p>Building on this momentum, our proposed project aims to expand towards a robust, integrated VRU count network. Establishing such a network will enable consistent collection of high-quality data, forming the foundation for identifying high-risk areas, informing targeted safety interventions, meeting FHWA requirements, and enhancing the state's traffic safety culture.</p>
<i>Database</i>	Roadway
<i>Attribute</i>	Completeness
<i>Quantifiable Measure</i>	Complete 3 permanent counts; expand VRU counting network.
<i>Countermeasure Strategy</i>	Data and Information Quality Projects
<i>Organization Type</i>	University
<i>Eligible Use of Funds</i>	M3DA – Data Program

<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IJA 405c, M3DA & Supplemental	\$125,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$125,000.00	UW-Milwaukee – IPIT; State, Data Completeness	M3- TBD

Breath Alcohol Database

<i>Project Name & Description</i>	<p>The Chemical Test Section currently does not have a laboratory information management system (LIMS). The database that currently maintains the breath alcohol records is on one computer at the Madison central office. The field staff do not have remote access to the database. The database is maintained by one LTE employee on a part time basis with reports sent out on a weekly basis. Timely remote access of the breath testing records is needed for the toxicologists in the field. These records are also needed for open records requests. The permits and training records for breath testing operators is only accessible to four Chemical Test Section employees. Access for all staff is needed for permit look up and training scheduling.</p> <p>The Chemical Test Section is responsible for the maintenance and certification of the breath alcohol instruments. The project will include development and implementation of a breath alcohol database (BrAD) system to allow the section to streamline the process for inspection and certification of instruments throughout Wisconsin. The software facilitates the tracking of instrument locations, maintenance, breath alcohol results, and other administrative information. The Section is also responsible for the training and permitting of breath test operators. The database will also allow better management of training permits of breath test operators with access to all Chemical Test Section staff. BrAD will also interface with an online website, that will be accessible to the public, such that maintenance/service records can be found. This would mostly be used by prosecutors and defense attorneys and should lessen the number of discovery requests the Chemical Test Section receives for instrument records.</p>
<i>Database</i>	Citation or Adjudication
<i>Attribute</i>	Accessibility
<i>Quantifiable Measure</i>	Improve by 25% the development of the BrAD system and interface with an online website. This will enable more accessibility to the public.
<i>Countermeasure Strategy</i>	Data and Information Quality Projects
<i>Organization Type</i>	University
<i>Eligible Use of Funds</i>	M3DA – Data Program

<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IJA 405c, M3DA & Supplemental	\$250,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$250,000.00	DOT/DSP/Chemical Test Section; State, Data Accessibility	M3- TBD

Place of Last Drink Project (POLD)

<i>Project Name & Description</i>	<p>This project will focus on developing a standardized approach for implementing POLD in law enforcement agencies across Wisconsin, including creating uniform standards and training on POLD data collection, entry, and analysis, and creating reports that can be utilized by law enforcement agencies, public health, traffic safety commissions (TSC), or other entities focused on reducing of excessive alcohol use particularly as it relates to traffic safety. It could also be used for predictive analytics to investigate how POLD is best implemented at the community/law enforcement level and to develop implementation standards based on the results from pilot communities. Understanding implementation may be key to the effectiveness of POLD as a prevention strategy.</p> <p>The goal of this project is to use POLD to improve our understanding of where impaired drivers are coming from, as the prevention of overservice is critical to creating safe users in the safe systems approach. The approach is building on the current effort to collect POLD data through a new form in the Badger Traffic and Criminal Software (TraCS), which most law enforcement agencies in WI currently utilize for various types of data collection and would help to simplify data collection by supporting the replication of data across multiple forms. The POLD data will then be added and integrated into WiSTAR, as an existing repository of multiple forms of traffic-related data, to support the analysis and reporting of POLD data both on its own, as well as in relation to other data sources. The Medical College of Wisconsin will also routinely download the data for analysis and reporting across jurisdictions that are participating in POLD. The combination of these changes will help improve Wisconsin's traffic databases. This project will create data reporting that can be used at the local, county, regional and state level so a more comprehensive approach and analysis can be developed and tests practices in data collection, analysis, reporting, and implementation strategies and the association with overall results across participating communities.</p>
<i>Database</i>	Citation or Adjudication
<i>Attribute</i>	Uniformity
<i>Quantifiable Measure</i>	Support up to 10 pilot intervention agencies participating in POLD. This will enable the building of POLD data in TraCS and improve uniformity across systems.

<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	University		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$222,500.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$222,500.00	Medical College of Wisconsin; State, Data Uniformity	M3- TBD

Examination of the Feasibility for Automating the Import of Toxicology Data into Crash Data

<i>Project Name & Description</i>	<p>The Wisconsin Strategic Highway Safety Plan (SHSP) 2023-2027 emphasizes reducing alcohol and drug-impaired driving. An essential step in making progress in this area is comprehensive data collection. Forensic toxicology testing plays a crucial role in understanding the full impact of alcohol and drug-impaired driving. However, there is a lack of consistent data entry and linkages between fatal crashes and toxicology results.</p> <p>The U.S. Centers for Disease Control and Prevention (CDC) acknowledges the need to track better and identify the alcohol and drugs that are present in drivers involved in crashes (1). The CDC guidance document discusses the key components for data linkages in nonfatal crashes. However, during an extensive review by the Association of Traffic Safety Information Professionals (ATSIP) Impaired Driving Task Force (IDTF) 2, no state is successfully integrating toxicology results into fatal crash data from law enforcement. The Fatal Analysis Reporting System (FARS) 3 is a mechanism states use to capture toxicology results in fatal crashes. However, limitations in the data exist, as does the ability to automate the transfer of information into the law enforcement crash data.</p> <p>In addition to highlighting the reduction of alcohol and drug impaired driving, the SHSP 2023-2027 identifies the need to enhance the completeness and quality of safety data. This project seeks to address these gaps by examining the feasibility of implementing an automated data transfer of toxicology results into law enforcement crash data. It will convene a group of subject matter experts from the Wisconsin State Laboratory of Hygiene and the UW Madison Traffic Operations and Safety Laboratory (TOPS).</p>
<i>Database</i>	Crash
<i>Attribute</i>	Completeness

<i>Quantifiable Measure</i>	Complete 25% of linkages of impaired driving crashes to toxicology report.		
<i>Countermeasure Strategy</i>	Data and Information Quality Projects		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M3DA – Data Program		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405c, M3DA & Supplemental	\$7,000.00	M3-2026-58-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$7,000.00	Wisconsin State Laboratory of Hygiene; State, Data Completeness	M3- TBD

2.6 Emergency Medical Services

Emergency Medical Services Notes:

Rural EMS Retention and Recruitment Status Update:

BOTS offered funding for Retention and Recruitment to DHS; however, DHS has not responded to the offer and has not conducted grant activity. This project will not be conducted in 2026.

First Responder Roadside Digital Alerting

<i>Project Name & Description</i>	<p>Digital alerting functions as a medium-range warning method delivered digitally from an equipped responder vehicle directly to motorists inside their vehicles with both auditory and visual alerts. Digital alerts transverse terrain barriers that emergency lighting cannot, such as road grade, road elevation, and other hazards on the route of travel not within line of sight. Alerts are received inside vehicles through a growing number of systems, including popular vehicle and application navigation systems, and cellular connected vehicle dashboards from manufacturers. Many of these systems require no specific actions or registrations from motorists for alerts to be received. Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents.</p> <p>This is an innovative project for the state. The bureau will analyze crash data involving first responders (fire, EMS, and law enforcement) to assess the number of crashes per agency in a three-year period (2019-2021). The data will follow the weighting and scaling from the master targeting. Agencies with more than the mean average number of crashes will be targeted for this grant. Rural agencies will be given higher priority.</p> <p>This project will purchase software and devices to be connected to first responder vehicles. The alerts will notify drivers on the roadway of an incident scene ahead, giving the drivers notice to move over and comply with current law. To support the roll out of this technology solution to prevent roadside injuries, the state will have a media campaign with which it is associated.</p>		
<i>Performance Measure</i>	The impact of using digital alerting technology will aid in reducing performance measure C-10.		
<i>Countermeasure Strategy</i>	Increase Emergency Medical Services response times and prevent first responder crashes, injuries, and fatalities.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	M12BDAT-Digital Alert Technology		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405h M12BDAT & Supplemental	\$136,000.00	M12-2026-65-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Sauk County	\$26,000.00	Lake Dalton PD; City, Enforcement Safety	TBD
Statewide	\$70,000.00	Wisconsin State Patrol; State, Enforcement Safety	TBD

TBD	\$40,000.00	BOTS; State; Unobligated Planned Enforcement Safety [See Note]	TBD
Total	\$136,000.00		
Status Update: No changes or adjustments to the project have been made. Note: Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects <u>prior to</u> the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.			

First Response Training - Motorcycle

<i>Project Name & Description</i>	<p>The first person at the scene of a motorcycle crash is usually another motorcyclist as motorcyclists often travel in groups. Given the gap in time between when a crash occurs and when EMS arrives, training motorcyclists with first responder skills will increase the chances of positive outcome.</p> <p>The Accident Scene Management program teaches a Motorcycle specific First Response class called "A Crash Course for the Motorcyclist". The class is accredited through the Commission on Accreditation for Prehospital Continuing Education (CAPCE) and approved for 6.0 CEHs for EMS. It is an 8-hour class taught by instructors who have qualified for and are trained in proper first response actions at the scene of a crash until professional help arrives. All lead instructors are motorcyclists, medically trained to be an EMT or higher. A lead instructor must be present at all classes taught using the ASM name. The crash course for the motorcyclist covers crash scene safety and how to treat life-threatening injuries.</p>		
<i>Performance Measure</i>	Investment of recruitments, education, equipment will aid Wisconsin in achieving reducing C-1 and C-3.		
<i>Countermeasure Strategy</i>	Increase Emergency Medical Services response times and prevent first responder crashes, injuries, and fatalities.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	EM- Emergency Medical Services		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 EM & Supplemental	\$90,000.00	EM-2026-60-04-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$90,000.00	Accident Scene Management; EMS Training, Critical 1 st Aid	EM-2026-60-04-01

Status Update: The grantee requested additional funding to conduct more classes in 2026 due to the increased interest and requests from groups for training.

2.7 Motorcycle Safety Program (MSP)

Motorcycle Safety Program Management

<i>Project Name & Description</i>	<p>This state program manager position will coordinate, plan, and manage the Wisconsin Motorcycle Safety Program (WMSP) to include assisting the Wisconsin rider education program and WMSP through continued clerical support to training sites. This activity will include wage and fringe, data processing costs, materials and supplies, training and travel, printing and postage, and National Association of State Motorcycle Safety administrator membership dues.</p> <p>The annual WMSP Spring Kick-Off is a meeting that brings all the motorcycle program training providers together. We currently have 32 motorcycle safety training providers in Wisconsin. This meeting allows collaboration among peers in the industry. BOTS staff can introduce new initiatives and goals of the State program to those that provide the services. Training providers can easily express thoughts and ideas and ask questions, decreasing the risk of misinterpretation. Our meeting facilitates more effective communication, helps build strong relationships and increases engagement.</p>		
<i>Performance Measure</i>	State transportation safety funds are used to support the management of the Wisconsin Motorcyclist Safety funds, which will benefit the state in reaching performance measure C-1, C 2, C-7, and C-8.		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	State Funded 56200 402 MC – Motorcycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	State Funded 56200	\$90,000.00	State Funded
	IIJA 402 MC & Supplemental	\$3,000.00	MC-2026-70-04-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$90,000.00	BOTS	WI-2026-79-01-01
Statewide	\$3,000.00	BOTS; State, Education and Training	MC-2026-70-04-01
<p>Status Update: No changes or adjustments to the project have been made.</p>			

Rider Coach Preparation

<i>Project Name & Description</i>	<p>WMSP plans to coordinate two RiderCoach Preparation Courses (RCP). WMSP uses a customized online learning management system (LMS) developed specifically for the motorcycle industry. Due to the structure and content of the material covered within the LMS, the amount of time needed for in-person instruction has decreased while also providing instructor candidates a more comprehensive practicum experience. Prior to attending RCP in person, candidates spend a minimum of 10-15 hours completing independent course work and are also provided a minimum of six 90-minute online, live opportunities to expand their curriculum knowledge.</p> <p>These online workshops are recorded for candidates who are not able to attend the scheduled session while also allowing candidates to replay discussions as desired. Project costs will include the LMS, mentoring, planning, host site fees as well as consultant instructional costs and travel expenses.</p> <p>If requested, travel costs (mileage, lodgings, meals) include attendee wages and fringe benefits while attending educational or training events (IE: conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	Funding for motorcycle rider education and training will aid the state in attaining performance targets C-1, C-2, C-3, C-4, C-7, and C-8.		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State and Local		
<i>Eligible Use of Funds</i>	State Funded 56200 402 MC – Motorcycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	State Funded 56200	\$60,000.00	State Funded
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Statewide	\$60,000.00	BOTS	WI-2026-79-01-02
<p>Status Update: The Circuit Rider Course Certification was a one-time project and will not be continued in 2026.</p>			

Motorcycle Rider Training

<i>Project Name & Description</i>	<p>Motorcycle rider training will only occur at sites with a certified motorcycle driving range; therefore, students are able to select the training site that works best for them.</p> <p>Rider education classes held at technical colleges or certified motorcycle driving ranges allows students to gain awareness of potential traffic hazards and the physical skills necessary for safe operation of a motorcycle. Students also gain knowledge of how to mitigate the risks of riding through use of proper safety gear and the effects of impairment which can lead to fatal crashes. Rider education programs provide an in-depth self-assessment of rider risk and limitations and aim to teach motorcyclists control skills, how to recognize potential road hazards, and the reasons safety gear is encouraged.</p> <p>Licensing requires motorcyclists to have basic knowledge of the safe operation of a motorcycle along with demonstrating basic knowledge of traffic laws. Road testing is conducted at local Division of Motor Vehicles centers.</p>		
<i>Performance Measure</i>	Providing funding for motorcycle rider education and training will aid the state in attaining performance targets C-1, C-2, C-3, C-4, C-7, and C-8.		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State and Local		
<i>Eligible Use of Funds</i>	State Funded, NHTSA's Countermeasures That Work		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	State Funded 56200	\$290,000.00	State Funded
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Marathon, Wood	\$9,000.00	Mid-State Technical College	WI-2026-79-04-03
Ashland, Barron, Douglas, St Croix	\$18,000.00	Northwood Technical College	WI-2026-79-04-03
Brown, Door	\$15,000.00	Northeast Wisconsin Technical College	WI-2026-79-04-03
Dane, Sauk	\$72,000.00	Madison Area Technical College	WI-2026-79-04-03
Eau Claire	\$21,000.00	Chippewa Valley Technical College	WI-2026-79-04-03

Fond du Lac	\$16,000.00	Moraine Park Technical College	WI-2026-79-04-03
Grant	\$4,000.00	Southwest Technical College	WI-2026-79-04-03
Jackson	\$2,000.00	ABATE of WI Safe Rider	WI-2026-79-04-03
Kenosha	\$7,000.00	Gateway Technical College	WI-2026-79-04-03
Manitowoc	\$18,000.00	Lakeshore Technical College	WI-2026-79-04-03
Langlade, Marathon, Price, Taylor	\$31,000.00	Northcentral Technical College	WI-2026-79-04-03
Oneida	\$15,000.00	Nicolet Area Technical College	WI-2026-79-04-03
Outagamie	\$36,000.00	Fox Valley Technical College	WI-2026-79-04-03
Rock	\$3,000.00	Blackhawk Technical College	WI-2026-79-04-03
Waukesha	\$23,000.00	Waukesha County Technical College	WI-2026-79-04-03
Total	\$290,000.00		
<i>Status Update:</i> Supplemental DMV Road testing has been discontinued due to a lack of demand.			

Motorcycle Program Outreach and Training Oversight

<p><i>Project Name & Description</i></p>	<p>BOTS will use the “<i>Ride On Wisconsin</i>” campaign that encourages individuals to participate in training courses and asks experienced riders to become a Rider Coach. During outreach events the program provides printed materials and resource documents. The program is looking into providing wraps for the trailers used during transport to and during events. The program will continue to source and create other materials to enhance delivery of safety messages.</p> <p>Community outreach activities will include attending events providing direct communication to individuals about misconceptions and challenges related to motorcycles on the roadway. Including topics such as right of way collisions, conspicuity, appropriate safety gear, rider education opportunities, and mechanical issues related to motorcycles that can present safety hazards to all roadway users.</p> <p>WMSP will include the public in riding skills improvement events alongside RiderCoaches. This allows for additional recruitment for qualified RiderCoach Candidates and technical skills improvement for those community members who are already motorcyclists. BOTS consultants or Be Crash Free will offer MSF’s Circuit RiderCourse for these events.</p> <p>WMSP’s Operations and Training Specialist (OTS) will continue coordination of responses to recruitment inquiries, licensing questions, program delivery improvement planning with stakeholders, and curricula support. Additionally, the OTS will review consultants’ wage/travel reimbursement invoices, coordinate consultant assignments, and oversee training locations’ MSF applications and renewals along with RiderCoach license applications and renewals.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<p><i>Performance Measure</i></p>	<p>Providing funding for motorcycle communications and outreach will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7</p>		
<p><i>Countermeasure Strategy</i></p>	<p>Decrease motorcycle injuries, fatalities, and crashes.</p>		
<p><i>Organization Type</i></p>	<p>State</p>		
<p><i>Eligible Use of Funds</i></p>	<p>402 MC – Motorcycle Safety</p>		
<p><i>Funding Information</i></p>	<p><i>Source</i></p>	<p><i>Amount</i></p>	<p><i>GTS Project Number</i></p>
	<p>IIJA 402 MC & Supplemental</p>	<p>\$91,000.00</p>	<p>MC-2026-70-03-02</p>

<i>Location</i>	<i>Subrecipients</i>	<i>Funding Amount</i>	<i>STAR Project ID</i>
Statewide	BOTS	\$16,000.00	TBD
Statewide	BOTS	\$75,000.00	TBD
<i>Status Update:</i> This project has been updated to include Outreach and Training Oversight as well as Circuit RiderCourse events.			

Motorcycle Mass Media

<i>Project Name & Description</i>	<p>The ability to communicate directly with individual constituents allows for targeted discussions on misconceptions and challenges related to motorcycles on the roadway. This includes topics such as right of way collisions, conspicuity, appropriate safety gear, rider education opportunities, and mechanical issues related to motorcycles that can present safety hazards to all roadway users. Increasing motorist awareness of motorcyclists with “Share the Road” and “Watch for Motorcyclists” messaging at key times during the riding season, along with the consistent messaging that the specialty license plates provide, will result in a safer riding environment for motorcyclists, leading to fewer motorcycle crashes.</p> <p>The newly created “Ride On, Wisconsin” campaign will continue using 402 funds to encourage individual riders to participate in training courses as well as asks experienced riders to share their knowledge by becoming a RiderCoach. The funding for this media is included in the Community Safety Mass Media section on page 85.</p>		
<i>Performance Measure</i>	Providing funding for motorcycle mass media will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	405F M9MA - Motorcyclist Awareness (lowest 25%) State Funded 53500		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405F M9MA and Supplemental	\$130,000.00	M9-2026-72-07-01
	State Funded 53500	\$80,000.00	<i>State Funded</i>

<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: Grant Targeting Data pages 103-108 Media programs: Driver Awareness of motorcycles; High crash months, Share the Road	\$130,000.00	BOTS, contracted vendors: Affirm Marketing; TBD; State, Media and Education	M9-2026-72-07-01
Statewide: Grant Targeting Data pages 103-108	\$80,000.00	BOTS, contracted vendors: Affirm Marketing and Wisconsin Broadcasters Association (WBA); State, Media and Education	WI-2026-79-07-04
Total	\$210,000.00		
<i>Status Update:</i> List of projects and funding levels have been updated to reflect updates to the Media plan.			



Motorcycle Safety Program Evaluation

<i>Project Name & Description</i>	<p>Proper delivery of the approved curriculum materials will ensure that students gain additional knowledge of potential traffic hazards and gain the physical skills necessary for safe operation of a motorcycle. This countermeasure involves rider education and training courses provided by states, rider organizations, the U.S. military, and others. This training can be required for all motorcycle operators or those under a specified age. The Quality Assurance Team aims to visit each training location at least once during the season then targeted visits upon need, the request of the provider or an individual coach.</p> <p>Lead Rider Coach mentoring program will provide at least four hours of mentoring time to each new RiderCoach after completion of RiderCoach Prep. Additional engagement with the Quality Assurance Team will allow the team to respond more quickly to critical needs while also reducing the amount of less serious concerns, known as “instructor drift,” to be corrected.</p> <p>To maintain the highest standards state-wide, WMSP will coordinate professional development workshops (PDWs) to disseminate the most current information to stakeholders within the rider training community. A minimum of six training sessions will be held throughout the calendar year. Activities will include in-person training events, live streamed training sessions, and recorded video/audio programs supporting accurate curriculum delivery. Project costs will include updated curriculum materials as well as expenses incurred by consultants delivering the updated information.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance target C-7.		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	405F M9MC – Motorcyclist curricula (lowest 25%) 405F M11MC – Motorcyclist curricula		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405F M9MC; M11MC & Supplemental	\$116,000.00	M9/M11-2026-72-09-02
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>



Ashland, Barron, Brown, Columbia, Dane, Door, Douglas, Eau Claire, Fond Du Lac, Grant, Jackson, Jefferson, Kenosha, Langlade, Manitowoc, Marathon, Milwaukee, Oneida, Outagamie, Ozaukee, Price, Rock, Shawano, Sheboygan, St Croix, Taylor, Waukesha, Winnebago, Wood	\$116,000.00	BOTS, qualified consultants; State, Program Compliance	M9/M11-2026-72-09-02
Status Update: This project funding has been increased to allow for mentoring activities with the new instructors trained in 2025 and additional QA visits.			

Rider Safety Training Summits

<i>Project Name & Description</i>	<p>Training summit(s) will be coordinated by an outside entity in 2026. A request for proposal will be distributed to seek an approved vendor/consultant to lead this project. All anticipated expenses will be itemized in the proposal for approval and to verify if eligible for reimbursement. All registration costs will be used for expenses not covered with federal funds.</p> <p>Focus will be recruitment, safe rider workshops, range demonstrations and skills learning exercises allowing for attendees to participate in as much or as little of the event as they choose. This format allows for additional flexibility in content delivery benefitting presenters as well as attendees.</p>		
<i>Performance Measure</i>	Providing funding for motorcycle mass media will aid the state in attaining Performance Targets C-1, C-2, C-3, C-4, C-7		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	402 MC – Motorcycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 MC Motorcycle Safety & Supplemental	\$26,000.00	MC-2026-70-04-04
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>

Dane Co	\$26,000.00	BOTS – Contracted Vendor; State, Rider Safety Education	MC-2026-70-04-04
Status Update: The scope of the project has not changed. Going forward the event will be held by a contracted vendor.			

Be Crash Free: MOTORS Pilot Project

<i>Project Name & Description</i>	This three-year pilot program incorporates Be Crash Free: MOTORS to provide a robust data and analytic capability to the WMSP programming. MOTORS is a comprehensive Customer Relationship Management (CRM) platform designed with training, testing, and licensing providers in mind. With robust features, seamless integrations, and intuitive tools, MOTORS streamlines operations, enhances user experience, and maximizes organization's impact. A key feature of this software is the comprehensive data reporting and analytics available. Through the training providers ability to use this software WMSP would have real time data and analytics for many of its processes. MOTORS implementation to date includes student registration, student fee payment, fleet tracking, class scheduling, and is accessible by both RiderCoaches and training site administrators. Currently WMSP and MOTORS staff are focused on student completion data-entry refinements as well as new features and refinement of current features next in line for completion.		
<i>Performance Measure</i>	Program evaluation will help the state in reaching performance target C-7.		
<i>Countermeasure Strategy</i>	Decrease motorcycle injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	402 MC – Motorcycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 MC Motorcycle Safety	\$100,000.00	MC-2026-70-09-05
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Dane Co	\$100,000.00	BOTS; State, Student and Trainer Learning Management System	MC-2026-70-09-05
Status Update: Project will continue into year two of the three-year pilot project.			

2.8 Vulnerable/Non-Motorized Safety Program

Vulnerable/Non-Motorized Safety Program Notes:

Bicycles for Bike Rodeos and Kid's Bike Education

BOTS will not be offering funding for this project in 2026

Temporary Traffic Calming Pop-Ups

BOTS did not offer in 2025 and will not offer funding for this project in 2026

Vulnerable Road Users Program Management			
<i>Project Name & Description</i>	This state program manager position will positively impact traffic safety in Wisconsin by coordinating, planning, and managing the bicycle and pedestrian program. The purpose of this position is to develop meaningful relationships with communities, educate communities on vulnerable road user safety, promote grant opportunities, offer or coordinate technical assistance for programs, and develop new initiatives that will have a positive impact on vulnerable road user safety in Wisconsin.		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-1, C-3, C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	State Funded 56200		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	
	State Funded 56200	\$90,000.00	
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$90,000.00	BOTS	WI-2026-89-01-01
Status Update: No changes or adjustments to the project have been made.			

NHTSA has notified Wisconsin as being eligible for non-motorized safety grants due to the combined non-motorized road user fatalities exceeding 15% of the total annual crash fatalities based on the most recent calendar year's final FARS data.

Wisconsin will utilize IIJA 405G funds, in part, for the projects below to focus on decreasing vulnerable road user injuries, fatalities, and crashes.

Bicycle and Pedestrian Safety Messaging and Media			
<i>Project Name & Description</i>	<p>Wisconsin Bike Fed will provide public safety messaging targeted to high crash rate communities based on analysis and meaningful public engagement. Multiple formats of communication including print, digital, radio, television, and other evolving formats will be used. The expected outcome of this project is to promote safe behaviors for vulnerable road uses and provide resources to partners around the state to expand the reach of the materials and information.</p> <p>VRU messaging will be targeted to at-risk communities based on targeting analysis and meaningful public engagement. The expected outcome of this project is to promote safe behaviors for vulnerable road uses.</p>		
<i>Performance Measure</i>	Providing funding for mass media will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	405G BGPE – Public Education		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405G BGPE & Supplemental	\$100,000.00	BG-2026-80-02-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Counties: TBD by crash data	\$100,000.00	Wisconsin Bike Federation; Non-Profit, Bicycle and Pedestrian Safety Media and Education	BG-2026-80-02-01
<p>Status Update: Updated funding for Bike Fed to include publishing of educational materials and outreach in Wisconsin counties that have the highest Ped and Bike crash numbers.</p>			

Bicycle and Pedestrian Safety Training

<i>Project Name & Description</i>	Bicycle and Pedestrian safety workshops will be provided in the Wisconsin counties with the top ten highest rates of Vulnerable User involved crashes. Classes will be offered to residents, as well as “train-the-trainer” style courses designed for participants interested in providing youth and adult cycling and walking safety instructions. These classes will be targeted towards teachers, non-profit organizations, law enforcement, community groups, and youth groups. Classes based on the accredited League of American Cyclists (LAB): Smart Cycling and League Certified Instructor Course will help to develop local champions across the state to further disseminate information, teach classes and share best practices. In addition to classes for people biking and walking, the LAB Bicycle Friendly Driver course will be an available class option to communities. Workshop instruction and course administration is led by Wisconsin Bicycle Fed.		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	405G BGTR – Training		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405G BGTR and Supplemental	\$160,000.00	BG-2026-80-04-02
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Counties: TBD by crash data	\$160,000.00	Wisconsin Bike Federation; Non-Profit, Bicycle and Pedestrian Safety Training	BG-2026-80-04-02
Status Update: Updated funding for more wage/travel for train-the-trainer style classes and other bike safety and pedestrian education efforts in counties with high Ped and Bike crash numbers.			

MilWALKee Walks

<i>Project Name & Description</i>	MilWALKee Walks is a safety coalition that partners with residents and community organizations to provide outreach, education, and engagement aimed at reducing pedestrian involved crashes along the high injury street networks in the City of Milwaukee and Milwaukee County. Milwaukee leads the state in the number of pedestrian involved crashes. Communication and campaign materials developed for this project will focus on reducing vehicle speeds, yielding to pedestrians, and promoting pedestrian safe actions. All materials will be posted electronically, printed for distribution, and made publicly available. MilWALKee Walks is managed and developed by Wisconsin Bike Fed.		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	IIJA 402 PS – Pedestrian/Bicycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 PS and Supplemental	\$175,000.00	PS-2026-80-04-03
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Milwaukee County	\$175,000.00	Wisconsin Bike Federation; Non-Profit, Pedestrian Safety Training	PS-2026-80-04-03
Status Update: Updated funding for Bike Fed for program expansion.			

Training for Planners and Engineers

<i>Project Name & Description</i>	The National Highway Institute (NHI) and FHWA provide various courses (in-person and virtual) that center around pedestrian/bicycling facility design and planning as well as Americans with Disabilities Act (ADA) compliance. Training for WisDOT staff and other external partners is needed to ensure pedestrian, bicycling and ADA issues are taken into consideration in the future as part of design and planning. This project will have a positive impact on highway safety by reducing exposure through environmental countermeasures.		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	405G BGTR – Training		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 405G BGTR and Supplemental	\$20,000.00	BG-2026-80-03-04
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Virtual, Milwaukee and Madison	\$20,000.00	BOTS; State, Training and Education	BG-2026-80-03-04
Status Update: No changes or adjustments to the project have been made.			

Vulnerable Road User Enforcement

<i>Project Name & Description</i>	<p>Collaborate with law enforcement agencies to increase the number and improve the quality of enforcement initiatives that impact pedestrians and bicyclists. Enforcement should focus on behaviors that lead to crashes: failure to yield, red light violations, speeding in advance of marked and unmarked crosswalks, sudden pedestrian movement, bicyclist violation of stop signs and stop lights.</p> <p>These grants will only supplement existing enforcement related to pedestrian and bicyclist safety. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.</p> <p>The current list of grantees is based on historical targeting for Ped/Bike enforcement as well as crash data. BOTS will continue to utilize targeting/crash data and may find additional grantees.</p>		
<i>Performance Measure</i>	Providing funding for program management will aid the state in attaining Performance targets C-10, and C-11.		
<i>Countermeasure Strategy</i>	Decrease vulnerable road user injuries, fatalities, and crashes.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 PS – Pedestrian/Bicycle Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 PS and Supplemental	\$295,000.00	PS-2026-80-05-05
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>STAR Project ID</i>
Appleton	\$15,000.00	Appleton PD; City, Law Enforcement	PS- TBD
Beloit	\$5,000.00	Beloit PD; City, Law Enforcement	PS- TBD
De Pere	\$7,500.00	De Pere PD; City, Law Enforcement	PS- TBD
Fond du Lac	\$5,000.00	Fond du Lac PD; City, Law Enforcement	PS- TBD
Green Bay	\$20,000.00	Green Bay PD; City, Law Enforcement	PS- TBD
Greenfield	\$5,000.00	Greenfield PD; City, Law Enforcement	PS- TBD
Janesville	\$5,000.00	Janesville PD; City, Law Enforcement	PS- TBD

Kenosha	\$10,000.00	Kenosha PD; City, Law Enforcement	PS- TBD
Madison	\$90,000.00	Madison PD; City, Law Enforcement	PS- TBD
Manitowoc	\$10,000.00	Manitowoc PD; City, Law Enforcement	PS- TBD
Milwaukee	\$25,000.00	Milwaukee PD; City, Law Enforcement	PS- TBD
Mount Pleasant	\$5,000.00	Mount Pleasant PD; City, Law Enforcement	PS- TBD
Oshkosh	\$10,000.00	Oshkosh PD; City, Law Enforcement	PS- TBD
Pleasant Prairie	\$7,500.00	Pleasant Prairie PD; City, Law Enforcement	PS- TBD
Racine	\$5,000.00	Racine PD; City, Law Enforcement	PS- TBD
Sheboygan	\$25,000.00	Sheboygan PD; City, Law Enforcement	PS- TBD
UW-La Crosse	\$5,000.00	UW-La Crosse PD; City, Law Enforcement	PS- TBD
Wauwatosa	\$5,000.00	Wauwatosa PD; City, Law Enforcement	PS- TBD
West Allis	\$20,000.00	West Allis PD; City, Law Enforcement	PS- TBD
Whitefish Bay	\$15,000.00	Whitefish Bay PD; City, Law Enforcement	PS- TBD
TOTAL	\$295,000.00		

Status Update:

Several updates to reflect an increase in funding for agencies that are requesting to expand Ped Bike Enforcement to year-round operations and expansion of participating agencies. *Wisconsin is aware of, and is in agreement with, the requirement to provide NHTSA with uniquely identified projects prior to the start of project activity implementation. Wisconsin will provide NHTSA with this required information as an amendment in accordance with federal guidance and procedures.*

2.9 Community Traffic Safety

Wisconsin has maintained and not adjusted the countermeasure strategy for Community Traffic Safety Program as the countermeasure fits for the program areas:

- Grant Management System (e-grant management system) – improvements to the system have been made to add project identification numbers which will enable better tracking of project expenses;
- two Regional Program Managers (RPM) and five contracted law enforcement liaisons (LEL) – filled a vacant RPM position for the northern part of the state which will provide support for prospective and current grantees;
- Traffic Safety Commission Improvement Program – in every county, meetings will allow LELs and RPMs to discuss crash hot spots in communities and other transportation safety concerns;
- Governor's Conference on Highway Safety – will gather stakeholders each year to bring transportation safety topics together for discussion among law enforcement, public health, community members, educators, lawyers and judicial representatives and the public together;
- Community and Traffic Safety Support – will support traffic safety awareness campaigns and conferences, gathering stakeholders each year to will provide updates to traffic safety strategies and countermeasures;
- Community Safety Messaging and Media – will support new creative materials, paid media placements and needs which are included in the Appendices; and
- Tribal Nations Traffic Safety Communications – in response to the needs of tribal nations, BOTS will promote safe behaviors for vulnerable road users. In addition, signage has been updated to include tribal language.

Grants Management System

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

<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 – Community Traffic Safety Programs		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 CP & Supplemental	\$100,000.00	CP-2026-90-03-01
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$100,000.00	BOTS; State, Program Management and Data Analysis	CP-2026-90-03-01
Status Update: No changes or adjustments to the project have been made.			

Law Enforcement Liaisons (LELs) and Regional Program Managers (RPMs)

<i>Project Name & Description</i>	<p>BOTS has two RPM positions and five contracted LELs who coordinate, plan, and manage the state Community Traffic Safety Program. Wage and fringe, data processing costs, materials and supplies, training, travel, printing, and postage are covered expenses. The LELs and RPMs will continue to provide leadership, training, information, and technical assistance as liaisons between law enforcement agencies, organizations, and non-profit programs involved in community traffic safety.</p> <p>Participation in TSCs is essential for outreach to law enforcement agencies for WisDOT policy and programs and is key to the state implementation of the SHSP. Participation by law enforcement agencies also allows WisDOT to have a better understanding of the traffic safety issues in local communities.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	Law Enforcement Liaisons and Regional Program Managers will be of service to the state of Wisconsin to help it achieve performance target C-1 through C-11.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 RS - Roadway Safety		
<i>Funding</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>

<i>Information</i>	IIJA 402 RS & Supplemental	\$600,000.00	RS-2026-90-01-02
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$600,000.00	BOTS; State, Law Enforcement Education and Community Service	RS-2026-90-01-02
Status Update: Increased funding from \$588,000 in 2025 to \$600,000 in 2026 due to increased wages for staff and increase in project costs.			

Traffic Safety Commission Improvement Program

<i>Project Name & Description</i>	Planning-to-action of a critical initiative aimed at enhancing and further developing the TSC in Dane County. Building upon the valuable research and experience gained in Dane County, this project seeks to create a model for other Wisconsin TSCs, enabling them to implement effective practices and initiatives proven to reduce traffic-related injuries and fatalities. Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).		
<i>Performance Measure</i>	Law Enforcement Liaisons and Regional Program Managers will be of service to the state of Wisconsin to help it achieve performance target C-1 through C-11.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 RS - Roadway Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 RS & Supplemental	\$135,000.00	RS-2026-90-03-03
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$135,000.00	Safe Community Coalition of Madison; City, Community Safety Education	RS-2026-90-03-03
Status Update: This was a stand-alone project that was included in regional outreach. This was moved for better clarification and review. There was no change in scope and project.			

Governor's Conference on Highway Safety

<i>Project Name & Description</i>	<p>The Governor's Conference on Highway Safety is an annual opportunity to network with law enforcement and other transportation safety stakeholders and partners. Sharing best practices, discussing new and emerging initiatives, and coordination of efforts is the top priority. Input from local partners for the state's programs and plans are key to implementing the SHSP and formulating the Wisconsin HSP application.</p> <p>This planned activity funds a peer led conference to promote and educate traffic safety partners on best practices, evolving issues, and general palpatory sessions to improve overall knowledge. The conference is a meeting of current and future partners. The conference has and will continue to improve inter-agency cooperation and collaboration. It will help the development of multi-jurisdictional HVE task forces across the state.</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	Providing funding for the conference and the luncheon enables transportation safety stakeholders around Wisconsin to meet and learn from each other, which will aid the state in reaching performance target C-1.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 CP – Community Traffic Safety Programs		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 CP & Supplemental	\$60,000.00	CP-2026-90-03-04
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$60,000.00	BOTS; State, Safety and Enforcement Education	CP-2026-90-03-04
<p>Status Update: No changes or adjustments to the project have been made.</p>			

Community and Traffic Safety Support

<i>Project Name & Description</i>	<p>This project is to support other traffic safety organizations with statewide conferences that provide opportunities to network with law enforcement and other transportation safety stakeholders and partners. Sharing best practices, discussing new and emerging initiatives, and coordination of efforts is the top priority. Activity funds peer led conferences to promote and educate traffic safety partners on best practices, evolving issues, and general palpatory sessions to improve overall knowledge.</p> <p>Currently, the only organization that has requested funds is Wisconsin Traffic Safety Officers Association (WTSOA).</p> <p>Travel costs (mileage, lodging, meals) include attendee wages and fringe benefits while attending educational or training events (i.e., conferences, meetings, workshops, summits, professional development seminars, community college credit course, etc.).</p>		
<i>Performance Measure</i>	Support of traffic safety partners in educational engagement conferences throughout Wisconsin will help achieve performance target C-1.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 RS – Roadway Safety		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IJA 402 RS & Supplemental	\$40,000.00	RS-2026-90-04-05
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide	\$40,000.00	BOTS; State, Safety and Enforcement Education	RS-2026-90-04-05
<p>Status Update: No changes or adjustments to the project have been made.</p>			

Community Safety Messaging and Media

<i>Project Name & Description</i>	<p>BOTS will employ a media plan that supports community education, high visibility enforcement, sustained enforcement, and integrated enforcement. The plan messages safety marketing during key deployments during the fiscal year and maintains a sustained behavioral messaging effort. BOTS will work in partnership with other agencies, organizations, and affiliates to deliver coordinated comprehensive media messages to address multiple traffic safety issues statewide and in minority communities. This will be done through print, radio, social media, digital streaming, and television. Community Safety messaging can include RiderCoach Recruitment, Buckle Up Phone Down, teen driving, vulnerable road users, and distracted driving.</p> <p>The Community Safety Messaging and Media plan will support new creative materials, paid media placements to support the NHTSA events in the communications calendar and address other needs as they evolve. A summary of the overall communications plan is attached in the Appendices.</p> <p>The Ride On, Wisconsin piece mentioned on under the Motorcycle Mass Media (page 68) with 402 funding is part of this project.</p>		
<i>Performance Measure</i>	Promoting awareness and education through mass media formats will help to achieve measures C-1, C-3, C-5, C-6, C-7, C-10, C-11, and B-1.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 PM – Paid Advertising		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 PM & Supplemental	\$621,710.00	PM-2026-90-07-06
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>Project ID Number</i>
Statewide: Grant Targeting Data pages 103-108	\$621,710.00	BOTS - Behavioral Norming and Enforcement; State, Media and Education	PM-2026-90-07-06
<p>Status Update: List of projects and funding levels have been updated to reflect updates to the Media plan.</p>			

Tribal Nations Traffic Safety Communications

<i>Project Name & Description</i>	<p>BOTS, in conjunction with the Wisconsin DOT Office of Tribal Affairs, will use multiple formats of communication, including print, digital, radio, television, and other evolving formats. Media formats will be heavily considered to address accessibility to the message due to the rurality of the tribal nations. Media campaigns will be developed and delivered to the communities in their tribal nation's native language and will reflect their culture. Messages will address safety needs that the tribal nations have determined as priority.</p> <p>BOTS will advise the Tribal Affairs Office and Nations of the traffic safety risks based on targeting analysis and meaningful public engagement. The expected outcome of this project is to promote safe behaviors for vulnerable road users.</p> <p>This project is an outcome of public engagement with the Inter-Tribal Taskforce (ITTF) and the Wisconsin Tribal Transportation Conference (WTTC).</p>		
<i>Performance Measure</i>	Promoting awareness and education through mass media formats will help to achieve measures C-1, C-3, C-5, C-6, C-7, C-10, C-11, and B-1.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	Local		
<i>Eligible Use of Funds</i>	402 PM – Paid Advertising		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 PM & Supplemental	\$200,000.00	PM-2026-90-07-07
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$200,000.00	BOTS; State, Tribal Safety Education	PM-2026-90-07-07
<p>Status Update: No changes or adjustments to the project have been made.</p>			

DMV 'Plain Language' Knowledge Test Translations

<i>Project Name & Description</i>	<p>DMV research found that 54% of adults have a literacy below sixth-grade level and 20% of adults fall below a fifth-grade level. (Craft) Additionally, 21% of American's aged 18 and older were found to be illiterate in 2022. (Zauderer)</p> <p>This, combined with an average declining pass rate in recent years, resulted in DMV evaluating the information within our Class D Motorist Handbook; making edits to adjust the readability to a fifth-grade literacy level, down from its previous twelfth grade literacy level.</p> <p>The Class D learner's permit knowledge exam is offered in 11 different languages. To pass each exam, the applicant must achieve a test score of 80% or greater. All exams are multiple choice with one correct answer and two distracter answers. There are no time limits for taking an exam. All exams can be taken using a touchscreen monitor or on paper (if requested).</p> <p>With communication to other state licensing agencies who have performed removed similar literacy barriers, DMV anticipates a 10-15% increase in the passing average once complete.</p>		
<i>Performance Measure</i>	Promoting safety through accessible testing materials will help to achieve measures C-1, C-3, C-5, C-6, C-7, C-10, C-11, and B-1.		
<i>Countermeasure Strategy</i>	Increase awareness of and access to highway safety information.		
<i>Organization Type</i>	State		
<i>Eligible Use of Funds</i>	402 DE – Driver Education		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>GTS Project Number</i>
	IIJA 402 DE & Supplemental	\$65,000.00	DE-2026-90-04-08
<i>Location</i>	<i>Funding Amount</i>	<i>Subrecipients</i>	<i>GTS Project Number</i>
Statewide	\$65,000.00	BOTS; State, Drivers Testing Accessibility	DE-2026-90-04-08
<p>Status Update: Project was moved from 2025 to 2026 due to delay with project start</p>			

2.10 FFY 2026 Financial Plan

See Attachment FFY 2026 Financial Plan

2.11 Law Enforcement Grant Targeting Methodology: As related to Alcohol, Speed and Occupant Protection Grants

INTRODUCTION

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

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

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

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

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

INITIAL SCORING

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

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

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

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

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

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

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

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

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

CRITERIA AT COUNTY LEVEL

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

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

CRITERIA AT MUNICIPAL LEVEL

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

- Weight ≥ 300
- Normal Score ≥ 50.00

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

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

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

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

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

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

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

Counties with a population greater than or equal to 500,000 will be targeted for all three categories of law enforcement grant types (alcohol, speed, and occupant protection), regardless of the grant distribution methodology selected for a given targeting year. Please note population was used as the metric, instead of VMT, because of the ongoing regularity and timeliness of annual population estimates (both state and federal) versus the unpredictability of when VMT data will become available for a given year.

After each county that has been selected for a particular type of grant (alcohol, speed, and occupant protection) we then drilled down to the municipal (city, village, or town) level to indicate the specific municipal entities that qualified the county for a grant. This will be achieved by measuring the Normalized Score for injuries and the Calculated Score for Injuries, for each of the municipalities against the criteria set for municipalities, in each of the grant types (alcohol, speed, and occupant protection) as described in Section I above. The county sheriff of a selected county, regardless of grant type, will always be considered for a grant, or the local law enforcement agency that has a selected municipality within its jurisdiction will be considered to implement a grant on behalf of the selected municipality.

Section 3: 405 Grant Applications

3.1 405 B Requirements

Participation in Click It or Ticket National Mobilization

Wisconsin will participate in the *Click It or Ticket* high-visibility national enforcement mobilization in 2024. The mobilization will have enforcement, paid media, and earned media components. Wisconsin has had good participation from law enforcement agencies throughout the state.

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

Adams County Sheriff's Office
Altoona Police Department
Antigo Police Department
Baraboo Police Department
Bayfield County Sheriff's Office
Bayside Police Department
Belleville Police Department
Bloomfield Police Department
Boscobel Police Department
Brodhead Police Department
Brown Deer Police Department
Buffalo County Sheriff's Office
Bureau of Transportation Safety
Calumet County Sheriff's Office
Campbellsport Police Department

Clintonville Police Department
Columbia County Sheriff's Office
Crawford County Sheriff's Department
Cudahy Police Department
Dane County Sheriff's Office
Darlington Police Department
DeForest Police Department
Dodge County Sheriff's Office
Dunn County Sheriff's Office
East Troy Police Department
Elkhart Lake Police Department
Elkhorn Police Department
Fond du Lac Police Department
Fond du Lac Sheriff's Office
Fontana Police Department
Footville Police Department
Fox Point Police Department
Fulton Town of Police Dept.
Grant County Sheriff's Office
Green Bay Police Department
Green County Sheriff's Office
Greenfield Police Department
Hobart/Lawrence Police Department
Iowa County Sheriff's Office
Jackson County Sheriff's Office
Janesville Police Department
Jefferson County Sheriff's Office
Kenosha Police Department
Lake Delton Police Department
Lancaster Police Department
Lannon Police Department
Linden Police Department
Madison Police Department
Manitowoc Police Department
Marathon County Sheriff's Office
Mequon Police Department
Milton Police Department - City Of
Milton Police Department - Town Of
Mondovi Police Department
Monona Police Department
Monroe County Sheriff's Office



Monroe Police Department
Monticello Police Department
Mosinee Police Dept.
New Berlin Police Department
New Glarus Police Department
Oconomowoc Lake Police Department
Oconomowoc Police Department
Oconto County Sheriff's Office
Onalaska Police Department
Outagamie County Sheriff's Department
Pepin County Sheriff's Department
Pittsville Police Department
Pleasant Prairie Police Department - Village Of
Plover Police Department
Portage County Sheriff's Office
Prairie du Chien Police Department
Pulaski Police Department
Reedsburg Police Department
Richland Center Police Department
Richland County Sheriff's Office
River Hills Police Department
Rock County Sheriff's Office
Sauk County Sheriff's Office
Sawyer County Sheriff's Office
Sharon Police Department - Village Of
Sheboygan County Sheriff's Office
Sheboygan Falls Police Dept
St. Francis Police Department
Stevens Point Police Department
Sturgeon Bay Police Department
Summit Police Department - Village of
Sun Prairie Police Department
Tomah Police Department
Trempealeau County Sheriff's Office
Two Rivers Police Department
UW - Whitewater Police Services
UW-Eau Claire Police Department
Verona Police Department
Walworth CO SO
Walworth County Sheriff's Office
Watertown Police Department

Waupaca County Sheriff's Office
Waupun Police Department
Wausau Police Department
Waushara County Sheriff's Department
Wauwatosa Police Department
West Milwaukee Police Department
Whitefish Bay Police Department
Williams Bay Police Department
Wisconsin State Capitol Police
Wood County Sheriff's Office

CPS Inspection Stations

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

Iowa	23,546	1	0	1	23%	14%	
Iron	5,687	1	1	0	15%	23%	Yes
Jackson	21,156	2	2	0	21%	21%	Yes
Jefferson	83,929	2	2	0	21%	14%	
Juneau	26,969	2	2	0	20%	23%	Yes
Kenosha	171,466	1	0	1	23%	18%	
Kewaunee	20,551	1	0	1	21%	12%	
La Crosse	117,941	4	0	4	20%	18%	Yes
Lafayette	16,644	0	0	0	24%	20%	
Langlade	19,048	2	2	0	20%	23%	Yes
Lincoln	27,353	2	2	0	19%	18%	
Manitowoc	78,879	1	1	0	21%	16%	
Marathon	136,505	1	0	1	23%	16%	Yes
Marinette	40,194	3	3	0	19%	21%	
Marquette	16,042	1	1	0	19%	18%	
Menominee	4,439	1	1	0	33%	36%	Yes
Milwaukee	941,997	19	0	19	24%	28%	Yes
Monroe	46,589	3	3	0	25%	19%	Yes
Oconto	38,248	1	0	1	20%	15%	Yes
Oneida	36,048	2	2	0	17%	15%	Yes
Outagamie	190,903	1	0	1	23%	13%	Yes
Ozaukee	89,707	4	0	4	21%	10%	
Pepin	7,236	1	1	0	21%	17%	
Pierce	43,240	2	0	2	20%	12%	
Polk	44,428	1	1	0	20%	16%	Yes
Portage	70,538	2	2	0	19%	18%	Yes
Price	13,333	0	0	0	17%	23%	
Racine	196,173	2	0	2	23%	20%	
Richland	16,817	0	0	0	22%	23%	Yes
Rock	164,794	2	0	2	23%	20%	
Rusk	14,382	0	0	0	20%	24%	
Saint Croix	93,684	1	0	1	23%	16%	Yes
Sauk	64,814	3	3	0	18%	24%	Yes
Sawyer	16,840	1	1	0	21%	19%	Yes
Shawano	41,283	0	0	0	22%	14%	
Sheboygan	115,661	1	0	1	24%	9%	
Taylor	20,280	0	0	0	24%	20%	
Trempealeau	30,114	1	1	0	25%	15%	Yes
Vernon	30,972	1	1	0	26%	24%	Yes
Vilas	22,996	2	2	0	16%	18%	Yes

Walworth	104,822	2	2	0	20%	16%	
Washburn	15,369	0	0	0	19%	23%	Yes
Washington	137,801	3	0	3	22%	9%	
Waukesha	409,226	4	0	4	21%	8%	
Waupaca	50,570	1	1	0	21%	16%	Yes
Waushara	24,971	1	1	0	18%	17%	
Winnebago	174,994	4	0	4	20%	18%	
Wood	73,134	3	3	0	22%	19%	Yes
Totals	5,867,518	118	52	66			
Percent of Total			44%	56%	21%	18%	

Certification

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

Child Passenger Safety Technician Training

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

3.2 405 C Requirements

Traffic Records Coordinating Committee

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

- 1) August 19, 2024;
- 2) February 20, 2025; and
- 3) April 17, 2025.

Traffic Records Coordinators

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

Traffic Records Coordination Committee Members

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

First Name	Last Name	Agency - Bureau	Database
Valerie	Payne	WisDOT WSP BOTS – Program and Policy Unit Supervisor	A
Vacant		WisDOT WSP BOTS – Programs Chief	A
Adam	Francour	UW TOPS Lab	
Kevin	Scopoline	WisDOT	E
Amy	Miles	UW School of Medicine and Public Health	C
David	Harvey	WisDOT WSP Technical Services	A
David	Malisch	WisDOT WSP TraCS Unit - Supervisor	A
Kelly	Scheldt	WisDOT DTIM BSHP Highway Data	E
Daniel	Brugeman	WisDOT	
Andrea	Bill	UW TOPS Lab	A, E
Steven	Parker	UW TOPS Lab	A, E
Constance	Kosetelac	Medical College of Wisconsin	A
TBD		Federal Motor Carrier Administration	A
Ashley	Bergeron	DHS-OPEHC	E
David	Jolicoeur	FHWA	A
Tara	Jenswold	DOJ	B
Andrea	Olson	COURTS	B
Reed	McGinn	WisDOT DMV	F
Reginald	Paradowski	WisDOT	D
Michael	Satteson	WisDOT CRU	A
Corey	Kleist	WisDOT DMV	F
Kimberly	Hicks	COURTS	B
Warren	Warrington	Menominee Indian Tribe	A
Tim	Berk	Onalaska Police Department	A
Dale	Halloway	Medical College of Wisconsin	E
Melissa	Kimball	WisDOT	C
Jeffrey	Merke	WisDOT	C
Jacquelyn	Irving	WisDOT	C
Stephanie	Arduini	WisDOT	B, C
Jan	Grebel	WisDOT	C
Bob	Schneider	UW-Milwaukee Urban Planning	E
Xiao	Qin	UW-Milwaukee Urban Planning	E
Randy	Wiessinger	WisDOT WSP BOTS	C
Shannon	Ryder	NHTSA	

Jera	Sullivan	WisDOT DTIM BSHP HSIP	E
Brad	Rollo	DOJ -Division of Management Services	B
Ann	Peacock	DOJ -Division of Management Services	B
Maureen	Busalacchi	MCW	
Jennifer	Broad	DHS	D
Kristine	Palmer	DHS	D

3.3 405 D Requirements

[2023 Wisconsin Statewide Impaired Driving Plan v.5.pdf](#)

3.4 405 F Requirements

County Name	Autocycles	Motorcycle	All Registrations	Training Sites	Courses
ADAMS	11	2,047	36,735		
ASHLAND	5	834	18,148	1	
BARRON	9	3,093	59,719	1	24
BAYFIELD	1	1,212	22,740		
BROWN	46	13,110	308,306	4	104
BUFFALO	8	1,083	19,509		
BURNETT	1	1,361	23,663		
CALUMET	14	3,269	59,385		
CHIPPEWA	11	4,331	83,641		
CLARK	8	1,946	42,287		
COLUMBIA	19	3,826	72,409	2	21
CRAWFORD	3	1,022	19,834		
DANE	56	18,035	520,892	2	111
DODGE	25	6,270	112,682		
DOOR	14	3,378	45,395	1	3
DOUGLAS	6	2,503	53,124	1	8
DUNN	14	2,573	51,674		
EAU CLAIRE	14	4,655	105,864	1	22
FLORENCE	0	363	7,729		
FOND DU LAC	15	6,502	122,279	1	25
FOREST	1	704	13,554		
GRANT	7	3,129	59,012	1	8
GREEN	14	2,754	46,519		

GREEN LAKE	6	1,290	25,417		
IOWA	8	1,461	31,242		
IRON	2	566	9,498		
JACKSON	6	1,449	30,136	1	30
JEFFERSON	17	5,975	102,688	1	0
JUNEAU	10	2,141	35,185		
KENOSHA	27	8,676	152,396	2	59
KEWAUNEE	4	1,747	27,927		
LA CROSSE	20	5,513	119,978		
LAFAYETTE	5	933	26,667		
LANGLADE	4	1,324	26,938		
LINCOLN	6	2,250	37,731	1	11
MANITOWOC	13	6,941	100,207	2	26
MARATHON	26	8,363	162,296	4	38
MARINETTE	10	3,367	60,163		
MARQUETTE	6	1,346	22,498		
MENOMINEE	0	80	2,002		
MILWAUKEE	92	23,583	633,076	3	73
MONROE	11	2,980	55,218		
OCONTO	12	3,653	54,967		
ONEIDA	7	3,115	51,526	1	16
OUTAGAMIE	31	11,368	214,017	2	76
OZAUKEE	2	5,460	92,181	1	15
PEPIN	2	514	10,502		
PIERCE	5	2,787	50,835		
POLK	8	3,323	59,755		
PORTAGE	10	3,614	80,421		
PRICE	4	1,159	20,219	1	0
RACINE	33	10,275	182,336	1	0
RICHLAND	6	1,133	20,821		
ROCK	29	8,555	175,087	1	24
RUSK	3	857	19,208		
SAUK	15	3,879	77,887	1	4
SAWYER	4	1,049	22,990		



SHAWANO	6	2,804	51,949	1	21
SHEBOYGAN	24	9,350	121,094	2	89
ST. CROIX	26	6,275	113,578	1	15
TAYLOR	6	1,431	28,533	1	6
TREMPEALEAU	6	2,077	45,382		
VERNON	4	1,722	34,108		
VILAS	4	2,065	35,461		
WALWORTH	31	8,136	133,471		
WASHBURN	0	1,198	23,229		
WASHINGTON	27	9,573	146,603		
WAUKESHA	67	21,654	420,721	3	126
WAUPACA	25	3,857	66,443		
WAUSHARA	5	2,107	36,073		
WINNEBAGO	31	9,443	181,958	1	54
WOOD	10	5,274	99,602	1	11
UNKNOWN	9	1523	59,130		
Total Registrations	1,027	317,215	6,296,450	46	1,023

Section 4: Media Plan and Targeting List

4.1 2026 Wisconsin Communications Paid Media Plan -

2026 Wisconsin Communications Plan Campaigns			
Program	Funding Source	Amount	
Occupant Protection [\$615,000]			
<i>Click or Ticket</i>	M2 405B	\$300,000	
<i>CPS Heatstroke Prevention</i>	UNATTD 402	\$75,000	
<i>Buckle Up, Phone Down</i>	402 PM	\$100,000	
Wisconsin Broadcaster Association	M2 405B	\$50,000	
Donald Driver	M2 405B	\$90,000	
Impaired Driving [\$915,000]			
<i>Drive Sober or Get Pulled Over</i>	M5 405D	\$300,000	
Sports Marketing			
University of Wisconsin Badger Sports	M5 405D	\$130,000	
Green Bay Packers	M5 405D	\$100,000	
Milwaukee Bucks	402 PM	\$100,000	
University of Marquette	M5 405D	\$80,000	
Milwaukee Brewers	402 PM	\$100,000	
Northwoods League	M5 405D	\$50,000	
Green Bay Gamblers	M5 405D	\$25,000	
Madison Capital	402 PM	\$15,000	
Madison Forward	M5 405D	\$15,000	
MC Safety [\$285,000]			
<i>Share the Road with MC</i>	WI 535 HD	\$50,000	
Driver Awareness of MC	M9 405F	\$50,000	
MC Summer Awareness	M9 405F	\$50,000	
MOSAC Rider Coach Recruitment and Rider Training	402 PM	\$75,000	
High Crash Months; Share the Road Awareness	M9 405F/ WI 535 HD	\$30,000/ \$30,000	
Teen Driving [\$140,000]			
Channel 47 MSG4TEENS	402 PM	\$50,000	
Wisconsin Interscholastic Athletic Association	402 PM	\$90,000	
Bike & Ped [\$114,750]			
<i>Wisconsin Bike Fed</i>	BG 405G	\$100,000	
Bike Fed Magazine (Print and Digital)	402 PM	\$4,750	
Division BMX	402 PM	\$10,000	
Distracted & Reckless Driving [\$210,000]			
Distracted Driving Month	402 PM	\$30,000	
Milwaukee Reckless Driving	402 PM	\$60,000	
Fall Buckle Up, Phone Down	402 PM	\$60,000	
Spring Buckle Up, Phone Down	402 PM	\$60,000	

Other Media [\$86,960]

UMOJA; African American	402 PM	\$4,000
Milwaukee Times Journal	402 PM	\$10,000
Spanish News Journal; Hispanic American	402 PM	\$10,000
State Fair DSP/DOT	402 PM	\$6,000
Right Brain Digital Media for Affirm CC service & TV editing	402 PM	\$5,000
Affirm Mthly Svc Fee	402 PM	\$39,000
Affirm Other – Media Admin Fee	402 PM	\$12,960
Total		\$2,366,710

4.2 Grant Target Data

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

County name	ESTIMATED POPULATION	KAB RATE PER 10,000 PERSONS	TOTAL CRASHES	TOTAL FATALITIES	TOTAL SUS SERIOUS INJURIES	KAB RATE PER 100M VMT	IMPAIRED RANKING	OP RANKING	SPEED RANKING	MOTORCYCLE RANKING	BIKE-PED RANKING	TEEN RANKING		OVERALL RANK (1 - 72)	Overall Equity Rank 1-72
Milwaukee	1	42	1	1	1	1	4	2	1	11	1	2		1	1
Rock	9	30	9	5	4	6	1	3	2	3	12	5		2	6
Racine	5	44	4	4	5	4	6	14	8	5	2	8		3	1
Kenosha	8	28	6	8	6	3	2	4	9	28	4	40		4	6
Polk	33	7	42	17	16	5	7	1	3	6	46	1		5	59
Fond du Lac	16	34	14	7	12	18	5	6	6	2	9	3		6	13
Walworth	15	39	16	12	9	21	9	12	5	1	27	9		7	27
Dodge	19	40	22	8	17	22	11	7	18	18	42	12		8	59
Sheboygan	13	5	13	17	27	16	20	28	4	37	22	29		9	27
Outagamie	6	63	5	17	7	12	24	32	14	8	11	18		10	27
Dane	2	72	2	2	2	46	10	17	12	33	3	28		11	27
Winnebago	7	59	7	10	10	29	25	21	29	14	6	23		12	13
Waukesha	3	68	3	3	3	56	26	16	19	13	14	26		13	44
Manitowoc	21	49	18	13	25	17	22	11	49	34	18	7		14	13

St. Croix	17	65	15	16	14	25	3	10	46	26	10	24		15	69
Brown	4	70	8	6	8	49	13	23	13	38	5	15		16	27
Wood	22	56	25	23	19	9	49	30	58	9	25	6		17	27
La Crosse	12	53	10	30	15	7	27	44	26	31	8	45		18	44
Columbia	26	18	23	21	20	53	39	19	27	7	37	13		19	69
Adams	51	2	55	26	49	2	16	24	23	30	44	56		20	6
Barron	30	24	39	22	29	36	12	26	31	17	31	20		21	6
Washington	11	61	11	10	13	43	33	25	32	20	17	43		22	59
Marathon	10	58	12	15	11	47	18	54	38	41	7	10		23	13
Wausara	47	6	45	39	42	15	14	5	7	19	55	34		24	13
Monroe	31	8	28	30	22	41	36	37	25	27	34	41		25	6
Sawyer	56	22	60	44	22	23	15	9	17	25	36	50		26	13
Clark	41	19	41	24	36	35	65	8	11	52	24	17		27	6
Grant	29	38	26	33	30	26	32	15	41	10	59	4		28	27
Sauk	25	60	20	14	18	55	47	43	35	21	60	22		29	13
Jefferson	20	62	19	17	28	51	34	13	22	43	20	33		30	44
Oneida	39	27	32	32	35	27	38	70	33	22	21	69		31	44
Eau Claire	14	64	17	27	20	39	41	53	16	51	16	39		32	44
Waupaca	28	46	36	39	32	32	8	36	10	48	39	21		33	59
Douglas	34	45	31	24	38	45	17	49	28	40	15	62		34	44
Portage	23	52	24	33	25	48	43	27	24	35	35	52		35	59
Vilas	49	11	50	56	47	13	19	33	21	44	56	54		36	44
Chippewa	24	43	27	33	24	59	23	40	57	36	53	27		37	44
Oconto	38	29	44	37	31	52	46	47	45	12	65	25		38	44
Iowa	48	12	49	44	44	38	61	31	34	29	61	14		39	69
Vernon	42	37	47	39	45	31	28	42	44	15	48	49		40	13
Pierce	35	57	43	56	39	8	45	65	59	4	26	44		41	72
Lincoln	45	15	33	28	45	57	40	50	64	39	51	66		42	13
Green	40	55	35	44	51	20	56	39	15	23	49	48		43	59
Door	44	23	30	47	41	44	50	20	52	65	28	61		44	59
Marinette	36	36	29	37	36	70	21	29	36	50	41	57		45	27
Juneau	46	3	38	52	34	69	37	59	30	56	30	47		46	27
Taylor	53	26	52	66	52	14	35	18	43	61	58	19		47	13
Calumet	27	69	37	39	42	30	58	69	47	64	19	11		48	44

Langlade	54	32	53	56	54	11	54	34	60	46	50	35		49	27
Shawano	37	35	40	28	60	61	30	35	54	32	13	59		50	1
Rusk	65	10	65	52	58	42	57	22	61	45	32	37		51	27
Richland	57	16	54	50	56	33	44	66	55	24	43	71		52	1
Marquette	64	1	57	71	48	24	55	51	50	54	57	42		53	27
Burnett	60	20	64	47	56	40	31	52	56	42	70	46		54	27
Jackson	50	9	45	33	53	71	51	45	37	67	66	63		55	6
Buffalo	67	21	66	47	60	62	48	55	20	16	68	16		56	44
Dunn	32	48	34	39	40	68	29	62	65	62	45	32		57	59
Pepin	69	13	71	64	68	10	62	64	66	49	72	58		58	59
Florence	71	4	70	66	70	34	71	46	62	59	54	31		59	44
Green Lake	55	47	56	64	60	28	67	57	40	66	33	36		60	1
Ozaukee	18	71	21	50	33	67	66	71	53	57	38	55		61	59
Forest	68	17	67	66	67	37	52	56	51	53	40	70		62	13
Trempealeau	43	51	48	56	49	66	42	38	39	60	67	38		63	27
Crawford	61	31	62	52	66	60	70	41	63	47	62	30		64	27
Lafayette	58	25	51	61	58	58	60	60	42	55	63	68		65	13
Washburn	59	14	59	61	54	64	68	68	71	58	52	67		66	44
Bayfield	62	41	63	52	63	72	63	61	70	68	64	53		67	27
Price	66	50	68	56	69	54	69	63	72	63	47	60		68	27
Ashland	63	54	61	63	64	63	53	58	69	69	23	72		69	13
Menominee	72	67	72	71	72	19	72	67	67	71	71	65		70	13
Kewaunee	52	66	58	69	65	50	59	48	48	72	69	51		71	44
Iron	70	33	69	69	71	65	64	72	68	70	29	64		72	44

Equity Scores by County - 2026		2022 Variable Name:												
		Notes: Yellow highlight indicates higher than statewide average. Red box in column indicates highest percentage of category.												
County Details		Equity Criteria - Percentage of County Population										Equity Results		
County	Population	Age 5-17	Age 65+	With Disability	People of Color	Below Poverty Level	People without Access a Vehicle	Linguistic Isolation: Little/No English	Educ. Attainment: No HS Diploma	Noncitizen, Foreign Born	Tribal Govt Area	Equity Total (0-10)	Equity Criteria %	Equity Rank
Adams	20,733	14%	31%	21%	12%	24%	5%	0.60%	12%	3%	Yes	6	60%	6
Ashland	15,851	21%	20%	17%	19%	26%	6%	0.30%	5%	2%	Yes	5	50%	13
Barron	46,856	21%	23%	14%	8%	22%	5%	0.70%	9%	2%	Yes	6	60%	6
Bayfield	16,174	17%	29%	17%	16%	18%	4%	0.20%	4%	1%	Yes	4	40%	27
Brown	274,899	23%	16%	11%	21%	16%	5%	2.30%	7%	6%	Yes	4	40%	27
Buffalo	13,234	20%	23%	14%	5%	15%	4%	0.50%	8%	1%	No	3	30%	44
Burnett	16,550	17%	30%	18%	10%	22%	3%	0.30%	7%	2%	Yes	4	40%	27
Calumet	56,203	23%	16%	10%	11%	11%	4%	0.90%	5%	4%	No	3	30%	44
Chippewa	67,801	22%	19%	11%	7%	18%	4%	0.60%	7%	2%	Yes	3	30%	44
Clark	35,001	30%	17%	12%	8%	22%	9%	2.40%	18%	3%	Yes	6	60%	6
Columbia	58,360	21%	19%	12%	9%	14%	4%	0.40%	6%	3%	Yes	1	10%	69
Crawford	16,197	20%	24%	12%	7%	21%	7%	0.60%	8%	2%	Yes	4	40%	27
Dane	599,930	20%	14%	9%	22%	16%	8%	1.30%	4%	9%	Yes	4	40%	27
Dodge	89,003	20%	18%	12%	11%	15%	4%	0.80%	8%	3%	No	2	20%	59
Door	30,885	16%	31%	12%	7%	15%	3%	0.80%	4%	3%	No	2	20%	59
Douglas	44,435	19%	19%	15%	10%	18%	8%	0.70%	6%	2%	No	3	30%	44
Dunn	45,693	19%	16%	13%	8%	20%	5%	0.90%	6%	3%	No	2	20%	59
Eau Claire	110,871	20%	16%	13%	12%	17%	6%	0.80%	4%	3%	Yes	3	30%	44

Florence	4,560	16%	27%	18%	5%	18%	3%	0.10%	9%	0%	No	3	30%	44
Fond du Lac	103,699	21%	19%	13%	12%	15%	6%	1.00%	8%	3%	Yes	5	50%	13
Forest	9,229	19%	24%	17%	22%	25%	4%	0.10%	10%	1%	Yes	5	50%	13
Grant	51,699	21%	18%	11%	6%	23%	5%	0.40%	8%	1%	No	4	40%	27
Green	37,364	22%	19%	12%	7%	13%	4%	0.80%	7%	2%	No	2	20%	59
Green Lake	18,994	22%	23%	15%	9%	22%	6%	0.90%	9%	2%	No	7	70%	1
Iowa	23,977	22%	19%	12%	7%	13%	3%	0.20%	5%	2%	No	1	10%	69
Iron	6,103	15%	32%	17%	6%	20%	4%	0.40%	4%	1%	Yes	3	30%	44
Jackson	21,337	22%	19%	14%	14%	21%	5%	0.70%	8%	2%	Yes	6	60%	6
Jefferson	86,855	20%	18%	12%	11%	13%	4%	1.10%	7%	4%	No	3	30%	44
Juneau	26,947	20%	21%	17%	12%	24%	3%	0.50%	11%	3%	Yes	4	40%	27
Kenosha	170,693	22%	15%	13%	27%	18%	5%	1.80%	9%	7%	No	6	60%	6
Kewaunee	20,578	21%	21%	12%	7%	12%	4%	0.60%	6%	3%	No	3	30%	44
La Crosse	123,232	20%	17%	11%	12%	18%	7%	0.70%	4%	3%	Yes	3	30%	44
Lafayette	16,668	24%	20%	11%	7%	19%	5%	1.80%	9%	4%	No	5	50%	13
Langlade	19,354	19%	25%	17%	7%	21%	5%	0.20%	10%	1%	Yes	4	40%	27
Lincoln	28,517	18%	23%	16%	6%	20%	5%	0.50%	8%	2%	No	5	50%	13
Manitowoc	80,932	21%	21%	12%	11%	17%	6%	1.40%	7%	3%	No	5	50%	13
Marathon	139,874	23%	18%	12%	13%	15%	5%	1.30%	7%	4%	Yes	5	50%	13
Marinette	41,690	19%	24%	16%	6%	19%	4%	0.20%	8%	2%	No	4	40%	27
Marquette	15,558	19%	25%	18%	8%	21%	5%	0.60%	9%	2%	No	4	40%	27
Menominee	4,272	32%	14%	16%	89%	27%	5%	0.00%	5%	0%	Yes	5	50%	13
Milwaukee	941,139	24%	14%	12%	51%	27%	13%	3.30%	11%	10%	Yes	7	70%	1
Monroe	46,574	25%	17%	14%	11%	22%	7%	0.80%	9%	2%	Yes	6	60%	6
Oconto	39,266	20%	22%	14%	6%	15%	3%	0.10%	8%	1%	Yes	3	30%	44
Oneida	37,912	17%	27%	15%	6%	18%	4%	0.20%	5%	1%	Yes	3	30%	44
Outagamie	195,388	23%	16%	11%	14%	12%	4%	1.00%	6%	4%	Yes	4	40%	27
Ozaukee	93,111	21%	21%	10%	10%	9%	4%	0.50%	2%	5%	No	2	20%	59
Pepin	7,360	22%	23%	12%	5%	15%	4%	0.60%	6%	2%	No	2	20%	59
Pierce	42,605	20%	16%	11%	8%	15%	4%	0.10%	5%	2%	No	0	0%	72
Polk	45,575	20%	22%	14%	6%	14%	3%	0.20%	7%	1%	Yes	2	20%	59
Portage	72,139	19%	18%	11%	10%	17%	5%	0.80%	5%	3%	Yes	2	20%	59
Price	13,932	18%	27%	17%	7%	22%	6%	0.20%	7%	2%	No	4	40%	27
Racine	198,781	23%	17%	13%	30%	18%	6%	1.30%	9%	5%	No	7	70%	1

Richland	17,179	21%	24%	14%	7%	22%	7%	1.00%	9%	3%	Yes	7	70%	1
Rock	165,156	23%	17%	13%	19%	17%	6%	1.40%	8%	5%	No	6	60%	6
Rusk	14,171	20%	25%	17%	6%	22%	4%	0.20%	9%	1%	No	4	40%	27
Sauk	98,849	24%	15%	10%	7%	10%	3%	0.40%	4%	2%	Yes	1	10%	69
Sawyer	67,022	23%	19%	13%	11%	16%	5%	0.90%	8%	4%	Yes	5	50%	13
Shawano	18,286	18%	27%	15%	24%	22%	4%	0.30%	7%	1%	Yes	5	50%	13
Sheboygan	41,109	21%	22%	15%	14%	19%	5%	0.20%	8%	1%	No	7	70%	1
St. Croix	118,465	22%	19%	11%	18%	15%	5%	1.00%	6%	6%	No	4	40%	27
Taylor	20,150	23%	20%	12%	5%	19%	5%	1.10%	11%	2%	No	5	50%	13
Trempealeau	30,912	25%	19%	11%	12%	16%	5%	2.10%	8%	5%	Yes	4	40%	27
Vernon	31,140	26%	20%	11%	5%	22%	8%	1.40%	10%	1%	Yes	5	50%	13
Vilas	23,176	17%	31%	16%	15%	17%	4%	0.10%	5%	2%	Yes	3	30%	44
Walworth	106,571	20%	19%	12%	16%	16%	4%	1.80%	8%	6%	No	4	40%	27
Washburn	16,644	18%	27%	16%	7%	21%	4%	0.30%	7%	2%	Yes	3	30%	44
Washington	138,819	21%	19%	10%	9%	9%	4%	0.30%	5%	3%	No	2	20%	59
Waukesha	413,728	21%	20%	10%	13%	8%	3%	0.70%	3%	5%	No	3	30%	44
Waupaca	51,950	20%	21%	14%	7%	15%	5%	0.40%	7%	1%	Yes	2	20%	59
Waushara	24,550	18%	25%	16%	11%	18%	5%	0.80%	11%	3%	No	5	50%	13
Winnebago	172,943	20%	17%	12%	13%	18%	5%	0.80%	6%	3%	No	5	50%	13
Wood	73,846	22%	21%	15%	9%	19%	5%	0.50%	7%	2%	Yes	4	40%	27
Total Population	5,989,256	21%	21%	13%	12%	18%	5%	0.77%	7%	3%				

Section 5: Certifications and Assurances

5.1 NHTSA Appendix A to Part 1300 – See Attachments

5.2 NHTSA Appendix B to Part 1300 – See Attachments



Section 6: Appendices

6.1 405 B Occupant Protection Supporting Documents

Per 23 CFR 1300.21, below is Wisconsin's Occupant Protection targeting list used to identify counties selected for enforcement where at least 70% of the State's fatalities occurred.

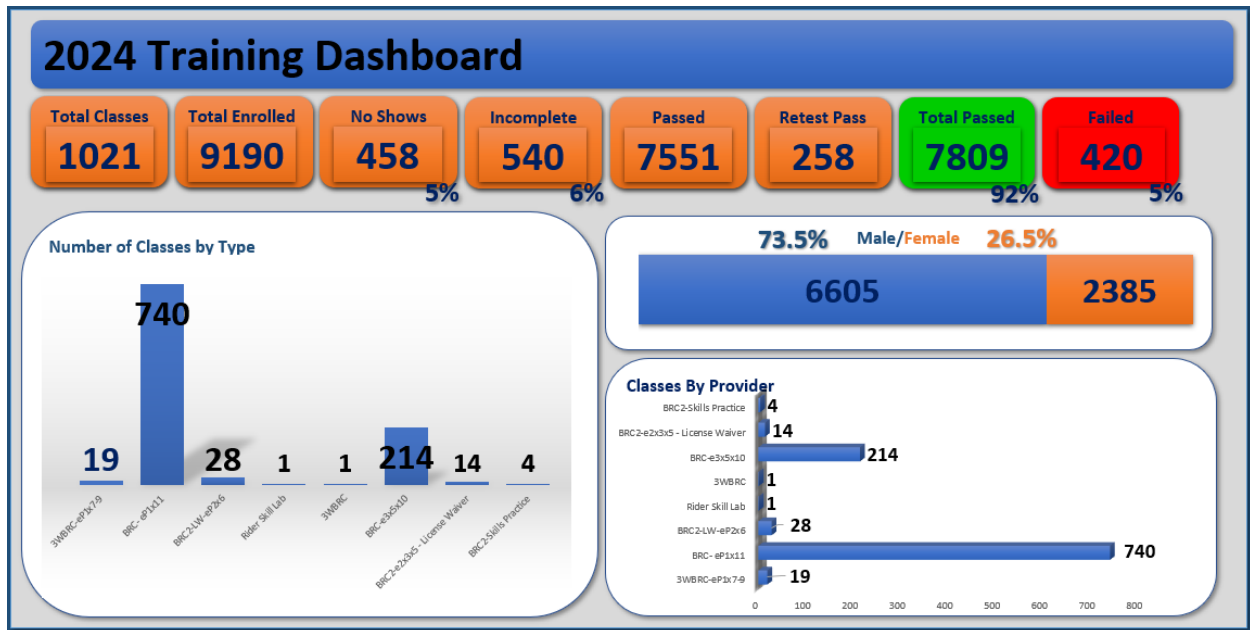
COUNTY	2022	2023	2024	Fatalities	Rank
Adams	4	2	3	9	18
Barron	2	1	1	4	38
Brown	4	2	8	14	6
Clark	2	1	4	7	23
Columbia	1	0	7	8	19
Dane	14	5	7	26	2
Dodge	5	2	9	16	4
Door	0	2	4	6	27
Fond du Lac	3	2	5	10	14
Grant	4	3	1	8	19
Green	1	2	1	4	38
Jefferson	3	5	4	12	9
Kenosha	8	4	3	15	5
Manitowoc	5	1	6	12	9
Marathon	1	3	0	4	38
Marinette	3	3	2	8	19
Milwaukee	27	20	30	77	1
Pepin	1	0	0	1	58
Polk	2	5	4	11	12
Portage	2	0	3	5	30
Racine	6	0	4	10	14
Rock	6	2	4	12	9
Sauk	4	1	2	7	23
Sawyer	0	2	1	3	43
Shawano	4	3	6	13	8
Sheboygan	2	1	2	5	30
Trempealeau	0	0	2	2	51
Walworth	3	3	1	7	23
Waukesha	3	8	6	17	3
Waupaca	2	0	1	3	43
Waushara	1	4	2	7	23
Winnebago	3	6	5	14	6
Wood	1	2	2	5	30
Ashland	0	1	0	1	58
Bayfield	3	0	0	3	43

Buffalo	0	2	1	3	43
Burnett	1	3	1	5	30
Calumet	0	1	0	1	58
Chippewa	0	3	3	6	27
Crawford	0	1	2	3	43
Douglas	1	3	2	6	27
Dunn	1	1	1	3	43
Eau Claire	1	1	3	5	30
Florence	2	0	0	2	51
Forest	0	0	0	0	68
Green Lake	1	1	0	2	51
Iowa	1	4	0	5	30
Iron	0	0	0	0	68
Jackson	6	2	2	10	14
Juneau	2	0	2	4	38
Kewaunee	1	0	0	1	58
La Crosse	3	1	1	5	30
Lafayette	0	1	0	1	58
Langlade	1	0	0	1	58
Lincoln	0	2	1	3	43
Marquette	0	0	0	0	68
Menominee	0	0	0	0	68
Monroe	0	2	2	4	38
Oconto	2	1	0	3	43
Oneida	0	0	0	0	68
Outagamie	4	3	4	11	12
Ozaukee	1	0	0	1	58
Pierce	0	1	0	1	58
Price	0	0	2	2	51
Richland	0	0	1	1	58
Rusk	0	1	1	2	51
Saint Croix	2	5	1	8	19
Taylor	0	1	0	1	58
Vernon	3	1	1	5	30
Vilas	1	1	0	2	51
Washburn	0	1	1	2	51
Washington	4	3	3	10	14

Total Fatalities	485
Total Highlighted	362
% of Total Fatalities	74.64%

6.2 405 F Supporting Documentation

Wisconsin Motorcycle Statewide Program Data



2024 Autocycle and Motorcycle Registrations, Training Sites and Courses by County

County Name	Autocycles	Motorcycle	All Registrations	Training Sites	Courses
ADAMS	11	2,047	36,735		
ASHLAND	5	834	18,148	1	
BARRON	9	3,093	59,719	1	24
BAYFIELD	1	1,212	22,740		
BROWN	46	13,110	308,306	4	104
BUFFALO	8	1,083	19,509		
BURNETT	1	1,361	23,663		
CALUMET	14	3,269	59,385		
CHIPPEWA	11	4,331	83,641		
CLARK	8	1,946	42,287		
COLUMBIA	19	3,826	72,409	2	21
CRAWFORD	3	1,022	19,834		
DANE	56	18,035	520,892	2	111
DODGE	25	6,270	112,682		
DOOR	14	3,378	45,395	1	3
DOUGLAS	6	2,503	53,124	1	8
DUNN	14	2,573	51,674		
EAU CLAIRE	14	4,655	105,864	1	22
FLORENCE	0	363	7,729		
FOND DU LAC	15	6,502	122,279	1	25
FOREST	1	704	13,554		
GRANT	7	3,129	59,012	1	8
GREEN	14	2,754	46,519		
GREEN LAKE	6	1,290	25,417		
IOWA	8	1,461	31,242		
IRON	2	566	9,498		
JACKSON	6	1,449	30,136	1	30
JEFFERSON	17	5,975	102,688	1	0
JUNEAU	10	2,141	35,185		
KENOSHA	27	8,676	152,396	2	59
KEWAUNEE	4	1,747	27,927		
LA CROSSE	20	5,513	119,978		
LAFAYETTE	5	933	26,667		
LANGLADE	4	1,324	26,938		
LINCOLN	6	2,250	37,731	1	11

MANITOWOC	13	6,941	100,207	2	26
MARATHON	26	8,363	162,296	4	38
MARINETTE	10	3,367	60,163		
MARQUETTE	6	1,346	22,498		
MENOMINEE	0	80	2,002		
MILWAUKEE	92	23,583	633,076	3	73
MONROE	11	2,980	55,218		
OCONTO	12	3,653	54,967		
ONEIDA	7	3,115	51,526	1	16
OUTAGAMIE	31	11,368	214,017	2	76
OZAUKEE	2	5,460	92,181	1	15
PEPIN	2	514	10,502		
PIERCE	5	2,787	50,835		
POLK	8	3,323	59,755		
PORTAGE	10	3,614	80,421		
PRICE	4	1,159	20,219	1	0
RACINE	33	10,275	182,336	1	0
RICHLAND	6	1,133	20,821		
ROCK	29	8,555	175,087	1	24
RUSK	3	857	19,208		
SAUK	15	3,879	77,887	1	4
SAWYER	4	1,049	22,990		
SHAWANO	6	2,804	51,949	1	21
SHEBOYGAN	24	9,350	121,094	2	89
ST. CROIX	26	6,275	113,578	1	15
TAYLOR	6	1,431	28,533	1	6
TREMPEALEAU	6	2,077	45,382		
VERNON	4	1,722	34,108		
VILAS	4	2,065	35,461		
WALWORTH	31	8,136	133,471		
WASHBURN	0	1,198	23,229		
WASHINGTON	27	9,573	146,603		
WAUKESHA	67	21,654	420,721	3	126
WAUPACA	25	3,857	66,443		
WAUSHARA	5	2,107	36,073		
WINNEBAGO	31	9,443	181,958	1	54
WOOD	10	5,274	99,602	1	11
UNKNOWN	9	1523	59,130		
Total Registrations	1027	317,215	6,296,450	46	1023

2024 MC Crashes by County Ranked High to Low

Total	2148
Milwaukee	280
Waukesha	144
Dane	110
Outagamie	89
Brown	78
Winnebago	78
Kenosha	77
Fond du Lac	67
Racine	64
Rock	64
La Crosse	60
Washington	54
Sheboygan	51
Walworth	47
Dodge	40
Columbia	38
St. Croix	36
Marathon	34
Monroe	30
Jefferson	28
Sauk	28
Manitowoc	27
Chippewa	26
Ozaukee	25
Wood	24
Eau Claire	23
Pierce	21
Vernon	21
Waupaca	21
Buffalo	20
Portage	20
Shawano	20
Douglas	19
Grant	19
Lincoln	18
Marinette	18
Barron	16
Juneau	16
Oconto	16
Calumet	15
Waushara	15

Green	14
Dunn	13
Richland	13
Burnett	12
Clark	12
Polk	12
Lafayette	11
Vilas	11
Adams	10
Door	10
Jackson	10
Marquette	10
Oneida	10
Sawyer	10
Crawford	9
Green Lake	9
Iowa	9
Langlade	8
Pepin	8
Trempealeau	8
Ashland	7
Rusk	5
Washburn	5
Bayfield	4
Forest	4
Kewaunee	4
Menominee	4
Price	4
Taylor	3
Florence	1
Iron	1

2024 MC Training Sites by County

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

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

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

State: Wisconsin

Fiscal Year: 2026

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

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

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

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

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

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



Signature Governor's Representative for Highway Safety

7/30/25

Date

Kristina Boardman, Secretary, Wisconsin DOT

Printed name of Governor's Representative for Highway Safety

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

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

State: _____

Fiscal Year: _____

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

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

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

ALL STATES

[Fill in all blanks below.]

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

LOWER SEAT BELT USE STATES ONLY

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

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
- ☐ The State's comprehensive occupant protection program is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

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

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))

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

ALL STATES

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

PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))

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

ALL STATES

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

MID-RANGE STATES ONLY

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

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

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 08/26/2024 (date) and continues to use this

plan. [*For fiscal year 2024 grant applications only.*]

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

HIGH-RANGE STATE ONLY

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

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

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

[For fiscal year 2024 grant applications only.]

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

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

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

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

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

○ *Legal citations:*

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

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

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

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

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

○ *Legal citations:*

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

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

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

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

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

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

[Fill in all blanks.]

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

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

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

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

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

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

DISTRACTED DRIVING LAW GRANTS

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

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

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

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

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

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

- ☐ **Prohibition on Viewing Devices While Driving**
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant
 - *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS ([23 CFR 1300.25](#))

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

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

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

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

☐ **Motorcyclist Awareness Program**

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

☐ **Helmet Law**

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

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

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

☐ **Impaired Motorcycle Driving Program**

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

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

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

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

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

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

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

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

Legal citation(s):

_____.

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

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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

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

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

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

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

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

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

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

☐ **Driver Education and Driving Safety Courses**

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

- Applying as a law State—
 - The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____.
- Applying as a documentation State—
 - The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ **Peace Officer Training Programs**

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

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

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

- *Legal citation(s):*

○ Applying as a documentation State—

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

_____ (location).

○ Applying as a qualifying State—

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

_____ (location).

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

_____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

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

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

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

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

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



Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

Project ID #	Agency	Grant Title/Type	2026 AGA	2026 CODE	2026 Grant
39509861001	BOTS	BOTS Planning and Administration	\$378,000.00	PA-2026-10-01-01	GFG-2026-BOTS-00316
39509862001	BOTS	Occupant Protection (OP) Program Management	\$90,000.00	OP-2026-20-01-01	GFG-2026-BOTS-00317
39509862002	BOTS	Occupant Protection Media - OP Safety Belts	\$120,000.00	PM-2026-20-07-03	GFG-2026-BOTS-00318
39509862003	BOTS	Occupant Protection Media - Unattended Passenger Education	\$75,000.00	UNATTD-2026-20-07-01	GFG-2026-BOTS-00319
39509862501	BOTS	Occupant Protection Media - M2 PE Low HVE	\$440,000.00	M2-2026-25-07-04	GFG-2026-BOTS-00320
39509863001	BOTS	Impaired Driving Paid Advertising 402	\$100,000.00	PM-2026-30-07-01	GFG-2026-BOTS-00321
39509863002	BOTS	Impaired Driving Program Management	\$92,000.00	AL-2026-30-01-01	GFG-2026-BOTS-00322
39509863101	BOTS	Impaired Driving Media 405d	\$700,000.00	B5-2026-31-07-11	GFG-2026-BOTS-00323
39509863102	BOTS	OWI/Drug Court Training FDLCS	\$20,000.00	FDL/B5-2026-31-03-06	GFG-2026-BOTS-00324
39509863103	BOTS	DEC Program Related Classes	\$500,000.00	M5/M6-2026-31-03-02	GFG-2026-BOTS-00325
39509863104	BOTS	DRE Training/DRE Schools	\$425,000.00	M5/M6-2026-31-03-02	GFG-2026-BOTS-00326
39509863105	BOTS	Impaired Driving Traffic Professional Training	\$50,000.00	M5-2026-31-03-08	GFG-2026-BOTS-00327
39509863106	BOTS/Section Sober	Section Sober Program	\$85,000.00	B5-2026-31-07-09	GFG-2026-BOTS-00328
39509863107	BOTS/Chem Test	EC/IR II Instrument Grant	\$180,000.00	M5/M6-2026-31-03-02	GFG-2026-BOTS-00329
39509865001	BOTS	BOTS Data Analysts	\$294,000.00	TR-2026-50-01-01	GFG-2026-BOTS-00330
39509867001	BOTS	Motorcycle Program Outreach (Motorcycle Program Outreach and Training Oversight)	\$75,000.00	MC-2026-70-03-02	GFG-2026-BOTS-00332
39509867004	BOTS	MSP RiderCoach Prep (CRC) (Motorcycle Program Outreach and Training Oversight)	\$16,000.00	MC-2026-70-03-02	GFG-2026-BOTS-00335
39509867002	BOTS	MSP Spring Kick Off	\$3,000.00	MC-2026-70-04-01	GFG-2026-BOTS-00333
39509867003	BOTS	Motorcycle Safety Rider Training Summits	\$26,000.00	MC-2026-70-04-04	GFG-2026-BOTS-00334
39509867005	BOTS	Motors Pilot Project-Be Crash Be Free	\$100,000.00	MC-2026-70-09-05	GFG-2026-BOTS-00336
39598067201	BOTS	Motorcycle Program Evaluation	\$116,000.00	M9-2026-72-09-02	GFG-2026-BOTS-00337
39509867202	BOTS	Motorcycle Safety Media	\$130,000.00	M9-2026-72-07-01	GFG-2026-BOTS-00338
39509868001	BOTS	Bicycle and Pedestrian Safety Training for Planners and Engineers	\$20,000.00	BG-2026-80-03-04	GFG-2026-BOTS-00339
39509869001	BOTS	Regional Outreach - LELs and RPMs	\$600,000.00	RS-2026-90-01-02	GFG-2026-BOTS-00340
39509869002	BOTS	Community Safety Messaging and Media	\$621,710.00	PM-2026-90-07-06	GFG-2026-BOTS-00341
39509869003	BOTS	Governor's Conference on Highway Safety	\$60,000.00	CP-2026-90-03-04	GFG-2026-BOTS-00342
39509869004	BOTS	Community And Traffic Safety Support	\$40,000.00	RS-2026-90-04-05	GFG-2026-BOTS-00343
39509869005	BOTS	Grants Management System (Agate Software)	\$100,000.00	CP-2026-90-03-01	GFG-2026-BOTS-00344
39509869006	BOTS/DMV	DMV Knowledge Test Translations	\$65,000.00	DE-2026-90-04-08	GFG-2026-BOTS-00345
39509868002	Wisconsin Bike Federatio	MilWALKee Walks 2026	\$175,000.00	PS-2026-80-04-03	GFG-2026-Bike Fed-0031
39509868402	Wisconsin Bike Federatio	Teaching Safe Bicycling-EDU 2026 (Bicycle and Pedestrian Training)	\$160,000.00	BG-2026-80-03-04	GFG-2026-Bike Fed-0031
39509868401	Wisconsin Bike Federatio	Media and PSA 2026	\$100,000.00	BG-2026-80-02-01	GFG-2026-Bike Fed-0031