

**STATE OF WISCONSIN
FEDERAL FISCAL YEAR 2022
HIGHWAY SAFETY PLAN**

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**State of Wisconsin
Federal Fiscal Year 2022
Highway Safety Plan**

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Mission Statement

Our mission is simple: Zero fatalities on Wisconsin’s roadways.

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system. Wisconsin citizens, state and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many, and we must work toward preventing as many injuries and saving as many lives as possible using the resources available. 2020 was a challenging year on many fronts. While our law enforcement partners' participation was sometimes impacted by the pandemic and other community needs, our commitment to safety enforcement and awareness remained steadfast.

Executive Summary

The Wisconsin Department of Transportation’s Bureau of Transportation Safety (BOTS) coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA), state funds and other resources. Funds are primarily used to change system users' behaviors by:

- enforcing traffic laws
- increasing drivers' perception of the risk of being ticketed for non-compliance
- increasing public awareness of the dangers of high-risk behavior
- informing system users of the best way to avoid or reduce the severity of a crash

Through data analysis and targeted use of resources, BOTS provides leadership, innovation, and program support in partnership with state, county, and community traffic safety leaders, professionals, and organizations.

Figure 1 uses Fatality Analysis Reporting System (FARS) fatality data (preliminary) until 2020. The number of traffic fatalities has trended slightly downward over the last five years.

The 609 fatalities Wisconsin recorded in 2020 represents an increase from the prior year and is also above the five-year (2016-2020) moving average of 596. There were 609 fatalities on Wisconsin roads in 2020: up from 566 fatalities in 2019.

As Figure 2 indicates, serious injury crashes spiked to 3,492 in 2017. There were 3,030 serious injuries in 2020 according to preliminary figures from Wisconsin’s state crash data files.

Wisconsin achieved the national goal of one fatality per 100 million Vehicle Miles Traveled (VMT) in 2009, two years ahead of the national target date. As Figure 3 indicates, Wisconsin fatalities per 100 million Vehicle Miles Traveled (VMT) increased to 1.06 in 2020.

The lead state agency for any grant type is the Wisconsin Department of Transportation (WisDOT). Match for maintenance of effort is achieved using the following table.

405b	Division of State Patrol (DSP) traffic enforcement
405c	DSP Traffic and Criminal Software (TraCS) staff, a BOTS safety data analyst, DSP Mobile Architecture for Communications Handling (MACH) and TraCS support, and MACH MiFi hardware expenditures

Goal C1: To decrease traffic fatalities 2% each year from the 2016-2020 5-year rolling average to 596.6 by December 31, 2022.

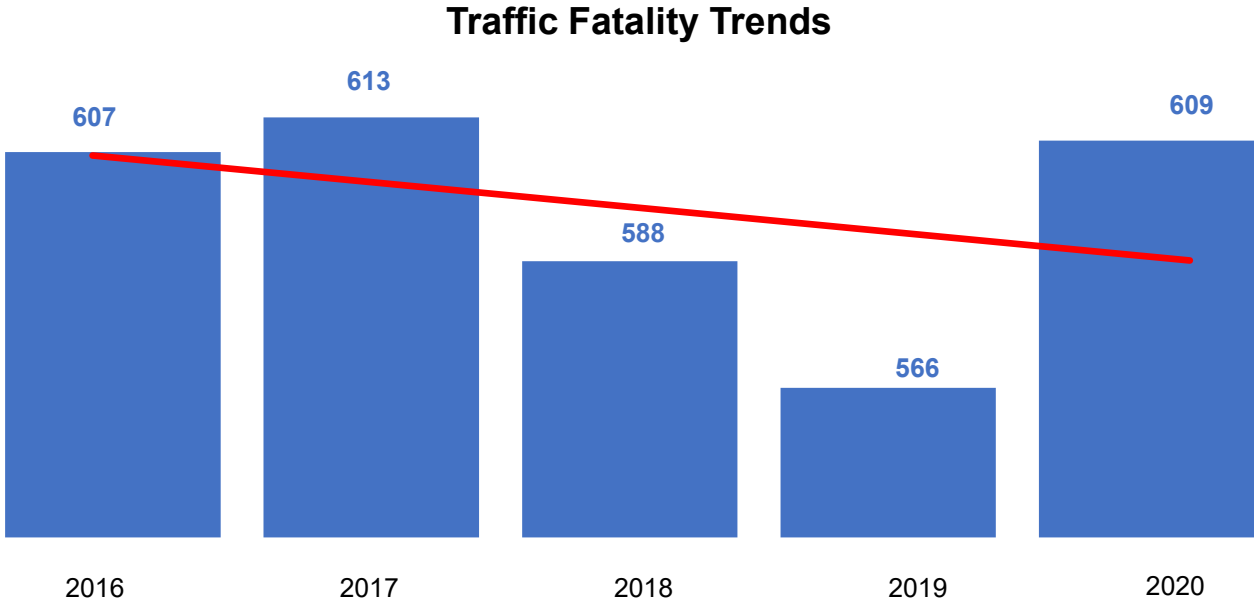


Figure 1: Traffic Fatalities (FARS until 2020)

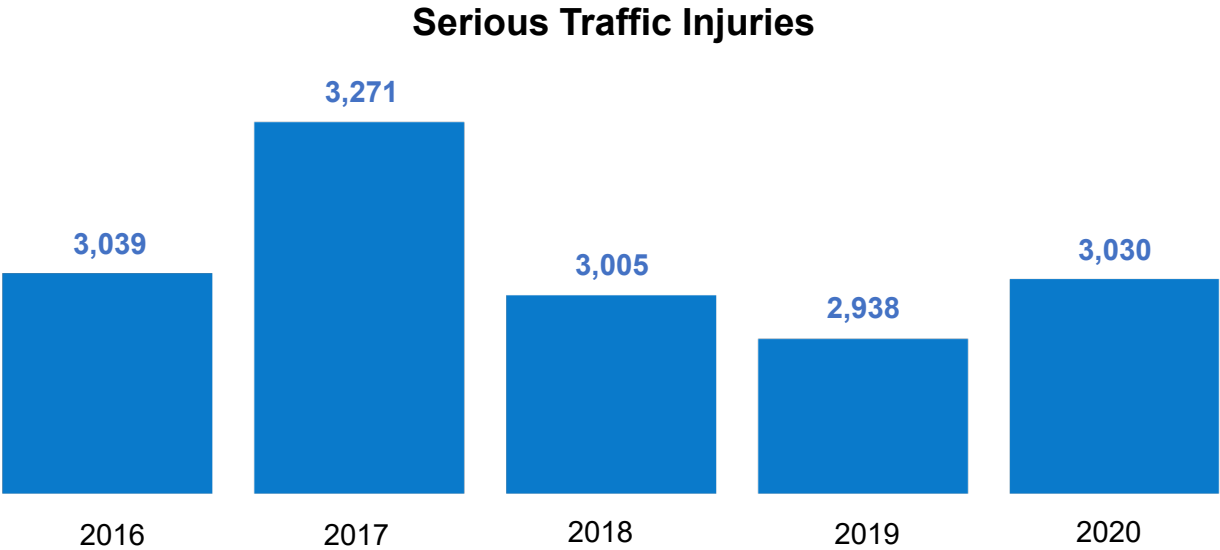


Figure 2: Serious Traffic Injuries (State Crash Data)

Fatalities per 100M VMT (FARS)

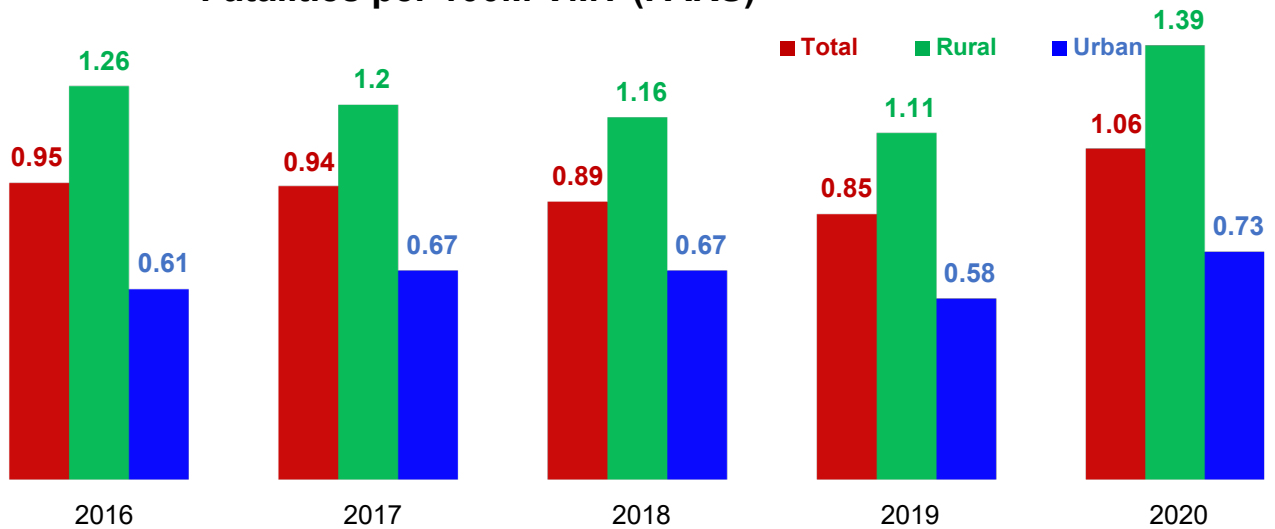


Figure 3: Fatalities per 100M VMT (FARS until 2020)

Figure 4 provides the performance measures and goal statements developed by the Governors Highway Safety Association (GHSA) and NHTSA. FARS data was not available at the time of this application for 2020 and state numbers were used.

Measure	2015	2016	2017	2018	2019	2020	2016-2020 Avg	2022 Target (2016-2020 Avg with 5% reduction, 2% for measures C1, C2 and C3a)
C1. Traffic Fatalities (FARS)	566	607	613	588	566	609	596.6	584.7
C1. To decrease traffic fatalities 2 percent from the 2016-2020 calendar year rolling average of 596.6 to 584.7 by December 31, 2022.								
C2. Serious Traffic Injuries (State Crash Data Files)	2,999	3,039	3,271	3,005	2,938	3,030	3,056.6	2,995.5
C2. To decrease serious traffic injuries 2 percent from the 2016-2020 calendar year rolling average of 3,056.6 to 2,995.5 by December 31, 2022.								
C3a. Fatalities/VMT (FARS)	0.91	0.95	0.94	0.89	0.85	1.06	0.938	0.919
C3a. To decrease total fatalities/VMT, by 2 percent from the 2016-2020 calendar year rolling average of 0.938 to 0.919 by December 31, 2022.								
C3b. Rural Fatalities/VMT (FARS)	1.12	1.26	1.20	1.16	1.11	1.39	1.22	1.16
C3b. To decrease rural fatalities/VMT, by 5 percent from the 2016-2020 calendar year rolling average of 1.22 to 1.16 by December 31, 2022.								
C3c. Urban Fatalities/VMT (FARS)	0.68	0.61	0.67	0.67	0.58	0.73	0.65	0.62
C3c. To decrease urban fatalities/VMT, by 5 percent from the 2016-2020 calendar year rolling average of 0.65 to 0.62 by December 31, 2022.								
C4. Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	167	183	180	154	143	176	167	159
C4. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2016-2020 calendar year rolling average of 167 to 159 by December 31, 2022.								
C5. Alcohol Impaired Driving Fatalities (FARS)	188	199	185	206	183	162	187	178
C5. To decrease alcohol impaired driving fatalities 5 percent from the 2016-2020 calendar year rolling average of 187 to 178 by December 31, 2022.								

C6. Speeding Related Fatalities (FARS)	167	212	180	186	174	194	189	180
C6. To decrease speeding-related fatalities 5 percent from the 2016-2020 calendar year rolling average of 189 to 180 by December 31, 2022.								
C7. Motorcyclist Fatalities	81	85	76	83	85	115	89	84
C7. To decrease motorcyclist fatalities 5 percent from the 2016-2020 calendar year rolling average of 89 to 84 by December 31, 2022.								
C8. Un-helmeted Motorcyclist Fatalities (FARS)	65	65	42	53	54	82	59	56
C8. To decrease un-helmeted motorcyclist fatalities 5 percent from the 2016-2020 calendar year rolling average of 59 to 56 by December 31, 2022.								
C9. Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	77	78	90	57	82	66	75	71
C9. To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2016-2020 calendar year rolling average of 75 to 71 by December 31, 2022.								
C10. Pedestrian Fatalities (FARS)	57	51	56	56	56	D	55	52
C10. To reduce pedestrian fatalities 5 percent from the 2016-2020 calendar year rolling average of 55 to 52 by December 31, 2022.								
C11. Bicyclist Fatalities (FARS)	15	11	7	4	14	D	9	9
C11. To reduce bicyclist fatalities 5 percent from the 2016-2020 calendar year rolling average of 9 to 9 by December 31, 2022.								
B1. Seat Belt Use Rate (Observed Seat Belt Use Survey)	85.8%	88.4%	89.4%	89.3%	90.2%	90.2%	89.3%	93.8%

A1. Number of seat belt citations issued during grant-funded enforcement activities (FFY 2020)	8,814
A2. Number of impaired-driving arrests made during grant-funded enforcement activities (FFY 2020)	1,521
A3. Number of speeding citations issued during grant-funded enforcement activities (FFY 2020)	20,737

The five key performance measures defined by the Federal Highway Administration (FHWA) for use in states' Strategic Highway Safety Plans (SHSPs) are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

The first three measures are included in the prior matrix as part of the agreed upon performance measures by the GHSA and NHTSA. We are including the last two in this plan to reflect our commitment to the state's SHSP.

Measure	2016	2017	2018	2019	2020	2016-2020 Avg.	2022 Target
Serious Injury Rate	4.76	5.01	4.56	4.43	5.28	4.808	4.712
To decrease the serious injury rate by 2% from the 2016-2020 calendar year rolling average of 4.808 to 4.712 by 2022.							
Number of non-motorized fatalities and serious injuries	366	379	367	368	349	365.8	358.48
To decrease the number of non-motorized fatalities and serious injuries by 2 percent from the 2016-2020 calendar year rolling average of 365.8 to 358.48 by 2022.							

WISCONSIN 2022 HSP (Performance Report of FFY 21)

Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2016-2020	573.3	2015-2019 FARS, 2020 State** 585.0	In Progress, Trending down.
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	3,016	2015-2019 State 3,175	In Progress, Trending down
C-3) Fatalities/VMT	5 year	2016-2020	0.89	2015-2019 FARS, 2020 State** 0.906	In Progress, Trending up

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	156	2015-2019 FARS, 2020 State*** 164	In Progress, Trend holding
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	171	2015-2019 FARS, 2020 State*** 180	In Progress, Trend holding
C-6) Speeding-Related Fatalities	5 year	2016-2020	173	2015-2019 FARS, 2020 State*** 182	In Progress, Trending down
C-7) Motorcyclist Fatalities	5 year	2016-2020	78	2015-2019 FARS, 2020 State*** 82	In Progress, Trending up
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	53	2015-2019 FARS, 2020 State*** 56	In Progress, Trend holding
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	73	2015-2019 FARS, 2020 State*** 77	In Progress, Trending down
C-10) Pedestrian Fatalities	5 year	2016-2020	52	2015-2019 FARS, 2020 State*** 54	In Progress, Trending up
C-11) Bicyclist Fatalities	5 year	2016-2020	10	2015-2019 FARS, 2020 State*** 10	In Progress, Trending down
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2016-2020	93.05%	State Survey Not Available	In Progress, Trending up

** To compute the 2020 FARS number(s) for the Safety Performance measures the difference between the FARS and State number(s) for each year of 2015-2019 was determined. The differences were then added together and divided by five for an average. This average was then added to the 2020 State number(s) to simulate the 2020 FARS number(s).

*** FARS numbers were used for 2016-2019 but due to unavailability, State numbers were used for 2020.

Highway Safety Planning Process

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

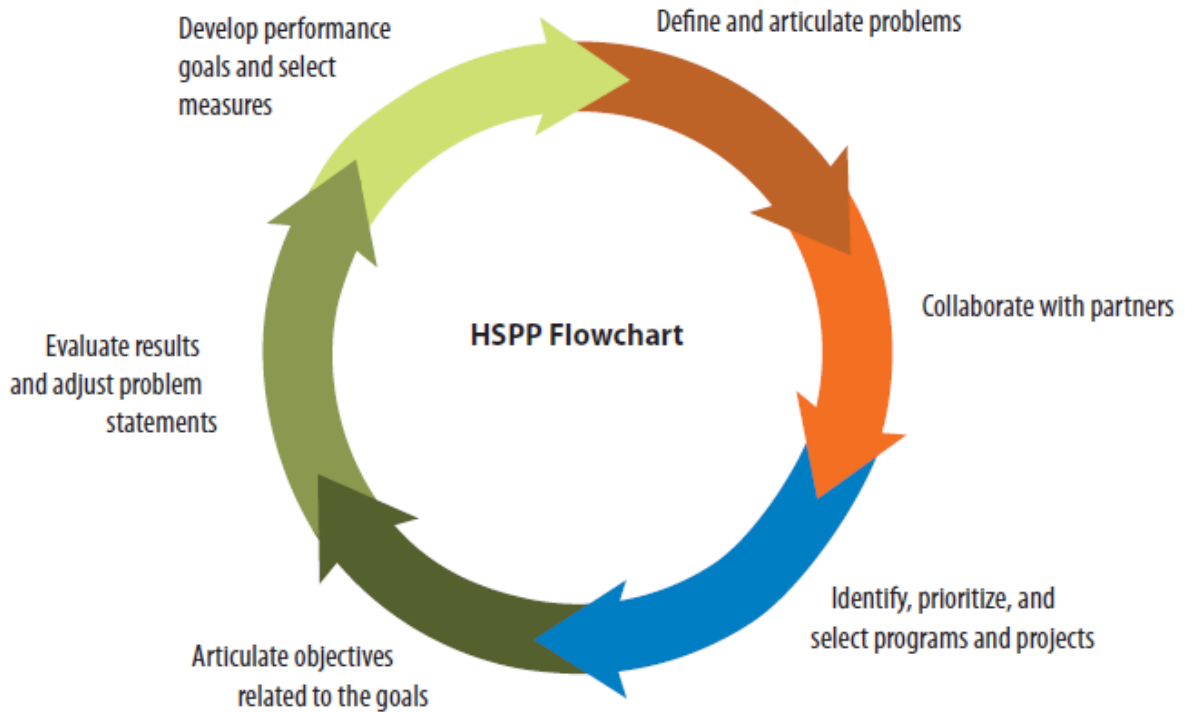
The SHSP serves as the principal planning document. The HSP is developed to:

- maximize integration and utilization of data analysis resources
- represent driver behavior issues and strategies
- utilize any statewide safety committees to obtain input from state and local traffic safety partners

BOTS ensures that the goals and objectives contained in the SHSP are considered in the annual development of the HSP and incorporated to the fullest extent possible.

BOTS reviews the SHSP and HSP to identify any gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources. The data source used by BOTS in identifying its highway safety problems is primarily the state's crash database, which is managed by BOTS. Other data sources include crash data from NHTSA's Fatality Analysis Reporting System (FARS). Wisconsin's highway safety planning process includes all of the components of [23 C.F.R. 1300.11\(a\)](#), which are:

- (1) Description of the data sources and processes used by the state to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets;
- (2) Identification of the participants in the processes (e.g., highway safety committees, program stakeholders, community, and constituent groups).
- (3) Description and analysis of the state's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.
- (4) Discussion of the methods for project selection (e.g., constituent outreach, public meetings, and solicitation of proposals).
- (5) List of information and data sources consulted; and
- (6) Description of the outcomes from the coordination of the HSP, data collection, and information systems with the SHSP.



Highway Safety Planning Timeline

November to December

Prepare the prior year's Annual Report. This document is the companion report to the same year's Highway Safety Plan (HSP). The report provides NHTSA and the public with a summary of how funds were spent in that fiscal year.

January and continuing

Wisconsin is unique in that it has a law (s. 83.013, Wis. Stat.) that requires all 72 of its counties to have a Traffic Safety Commission. The law further defines who should participate at the quarterly meetings. A commission is required to include:

- the chief county traffic law enforcement officer
- the county highway safety coordinator
- the county highway commissioner
- a WisDOT engineer from the region office
- a behavioral highway safety representative from BOTS
- a Wisconsin State Patrol trooper
- representatives from the education, medicine, and legal professions

We recognize what a fantastic opportunity this requirement gives us to reach out and solicit ideas and input into our planning process and we utilize this opportunity.

In addition, each State Program Manager (SPM) obtains formal and informal recommendations, resources, and information from traditional and non-traditional partners and stakeholders including public health; emergency medical services; enforcement and adjudication; not-for-

profit organizations; businesses; and community coalitions. This activity continues throughout the year (see Appendix 3: Safety: Partners, Committees, and Organizations).

During the first quarter of each year, BOTS program analysts and managers review the prior year's data and study the effectiveness of the prior year's projects. They also perform literature reviews and review best practices from other states.

Another valuable committee is the WisDOT's Traffic Safety Council. This is a multi-disciplinary group that meets on the first Thursday of each month. Representatives from FHWA, FMCSA, BOTS, Division of Motor Vehicles, Division of Transportation Investment Management, Division of Transportation System Development, WisDOT executive offices, and the University of Wisconsin-Madison serve on the committee. This group is responsible for authoring the Wisconsin Strategic Highway Safety Plan (SHSP) required by USDOT for federal Highway Safety Improvement Plan (HSIP) funds.

As a result of Wisconsin's Traffic Safety Council, and in compliance with the FAST Act, a Statewide Impaired Driving Task Force was chartered. This task force has accomplished a great deal. The group assembled a broad variety of stakeholders, developed a formal charter, approved the Statewide Impaired Driving Plan by agreeing to work on five signature items going forward, helped Wisconsin to qualify for federal funding, assisted with the development of the federally-required SHSP and began work on signature items. Similar work groups have been established for other key safety initiatives included in Wisconsin's SHSP.

January to June

After the end of a calendar year, preliminary crash data are evaluated. Analysts may prepare preliminary reports of the previous year's fatality trends.

After finalized data are available, the most recent 10 years of crash data are used to determine the magnitude of the problem posed by each crash type and to develop trend lines. Goals are set using five-year rolling averages. In addition, conviction, medical, demographic, survey, program effectiveness, and other relevant data are analyzed and used as appropriate to generate rates and identify disproportionate representation of subgroups and trends for each program area.

BOTS identifies, describes, and analyzes the state's overall highway safety problems through an analysis of the data it maintains or has access to, as authorized to BOTS by the Governor's Representative for Highway Safety in [23 C.F.R. 1300.4\(b\)\(4\)](#), including but not limited to fatality, injury, enforcement, and judicial data. BOTS uses this data as a basis for setting performance targets and developing countermeasure strategies. BOTS uses the data to generate targeting lists for enforcement grants. Grantees for the coming FFY are notified of their eligibility and the regional program managers assist grantees with identifying their agency capacity (see Appendix 1: Law Enforcement Grant Targeting).

April to June

Analysts evaluate the nature and magnitude of each type of state-level and program area problem and each target location or group; establish the effectiveness of proposed program activities in addressing the problem; and determine the availability of resources to be applied to

the problem and availability of data and information to be used to determine progress toward goals.

Where applicable, continuing activities that are determined to have been effective are funded at a progressively decreasing federal share. Recommendations from state program assessments are integrated into program objectives and funded activities.

Each program expert brings information from the processes described above to a BOTS committee to be included in the upcoming year's HSP.

At the project level, high risk target populations, jurisdictions and behaviors are identified as in the following example: All alcohol and speed-related crash data from the three previous years for every jurisdiction in Wisconsin are analyzed, from those involving property damage, through all ranges of injuries, and those that resulted in death. These data are scientifically weighted following established statistical protocol.

The annual HSP is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the WisDOT Strategic Highway Safety Plan. The 10 items of highest priority in the Department's 2017-2020 Strategic Highway Safety Plan are listed below (HSP-related goals bolded):

1. **Improve Safety Culture, Safety Data, Safety Technology**
2. **Reduce Driver Distraction/Improve Driver Alertness**
3. **Reduce Alcohol and Drug-Impaired Driving**
4. **Reduce the Incidence and Severity of Motorcycle Crashes**
5. **Improve Driver Performance (Teens, Older, Competent)**
6. **Improve Non-Motorist Safety**
7. Improve Safety of Intersections
8. **Increase Occupant Protection**
9. **Curb Aggressive Driving/ Reduce Speed-Related Crashes**
10. Reduce Lane Departure Crashes

Failure to be ranked in the high priority highway safety issue areas for the 2017-2020 SHSP does not mean the topic is unimportant - nor does it mean WisDOT will discontinue planned or on-going initiatives that have yielded results.

Initiatives such as making large truck travel safer, enhancing Emergency Medical Services (EMS) to increase survivability, reducing vehicle-train crashes, improving incident management, improving work zone safety, safe travel in bad weather and reducing deer/other animal crashes will still be pursued.

Discussion for Wisconsin's 2020-2023 Strategic Highway Safety Plan are under way. Priorities will be set as part of that process, but it is expected they will be similar to the priorities in our current plan. As with prior plans, performance measures will be reviewed and adjusted as participants see fit.

End of June

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

Ongoing

Feedback from NHTSA management reviews, including traffic records strategic plans and other reviews of programs areas, is incorporated into the planning process as well. Priority is given to the NHTSA Administrator's Motor Vehicle and Highway Safety Priorities, as well as overlapping FHWA and FMCSA safety priorities and goals. The latest version of NHTSA's *Countermeasures That Work* is used as part of project development.

State-Level Problem Identification

The process of identifying problems is integral to the planning process. Information used in identifying problems includes:

- WisDOT state crash, conviction, vehicle, roadway, traffic, and survey data
- BOTS program effectiveness studies
- Demographic and other census data
- Emergency department, hospital discharge and death data from the state Department of Health Services
- National surveys
- Other relevant data.

These data are used, as appropriate, in trend, factor, and other analyses of each program area. The ID process is located under the justification sections of each program plan. In the individual program areas, further program needs, and justification is identified.

Several program areas include plans for enforcement activities. It should be noted that law enforcement grants require individual grantees to set performance measures that consider all contacts (citations, warnings and stops with no action) with the motoring public.

Overall, BOTS' goal is to fund the programs that will have the biggest impact on traffic fatalities.

Planning and Administration

The overall management and planning of Bureau of Transportation Safety (BOTS) activities are made possible through state and federal funds. Federal funds cover salaries and benefits of:

- the grants management supervisor,
- the policy and program supervisor,
- two full-time equivalent (FTE) operations program associates,
- a 0.5 FTE office associate, and
- a 0.5 FTE office operations associate.

Funds also cover out-of-state travel and training for each of these staff members.

State money for this program covers the salary and fringe of the director, the section chief, and two full-time analysts.

Staff categorized as Planning and Administration have a positive impact on the traffic safety of Wisconsin. They have the following responsibilities:

- Prioritize the state’s most significant highway safety challenges.
- Apply for all 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, as well as 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.

Performance Measure: On-time submission of the Highway Safety Plan and the Annual Report:

Expenditures for planning and administration are specifically allowed under Appendix D to Part 1300 and as such are effective as a countermeasure strategy.

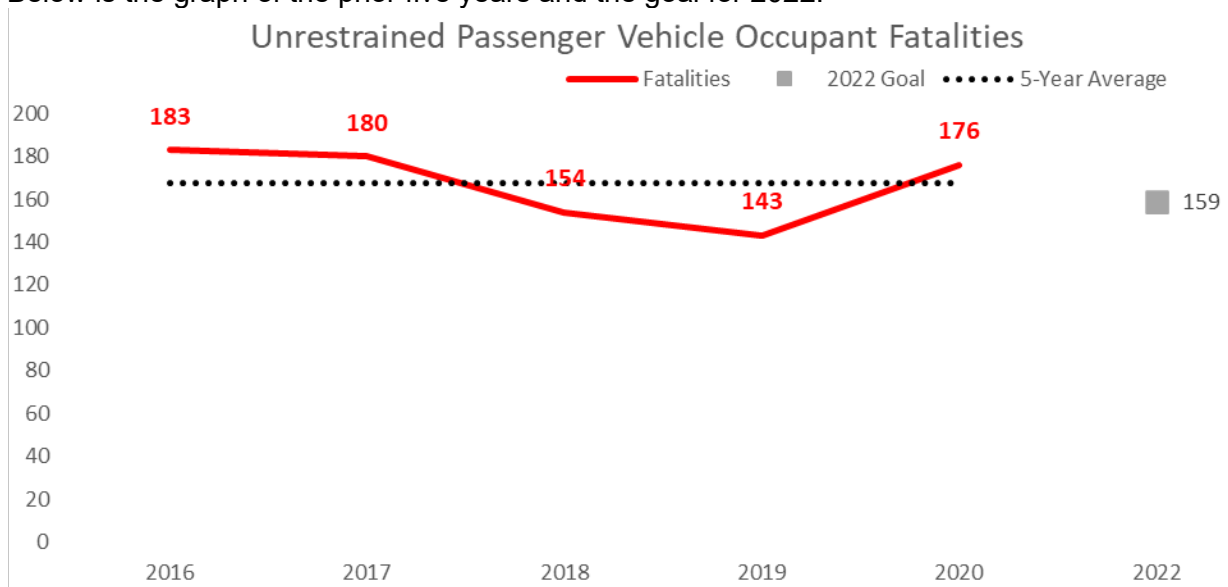
Planning and Administration – Budget Summary		
Fund	Account	2022 Planned
402	2022-10-01-PA	\$320,000
State 562	2022-19-01-WI	\$530,000
	Program Total	\$850,000

Occupant Protection Program

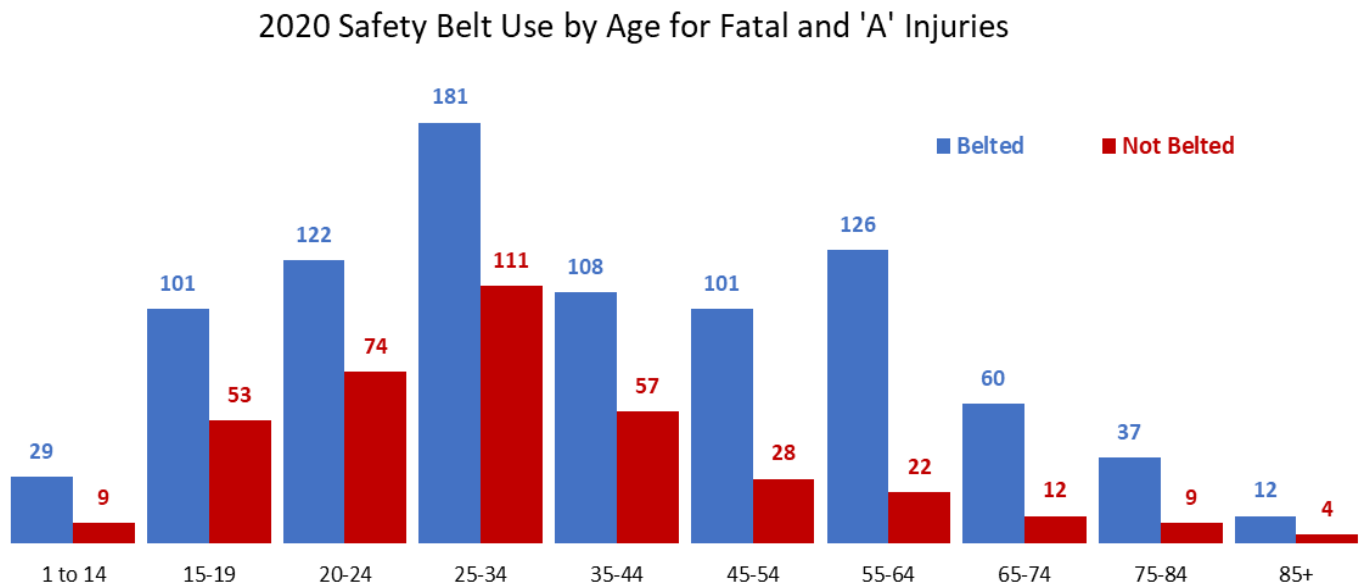
Justification

This section serves as Wisconsin’s occupant protection program plan as required under the FAST Act. In 2000 (base year), Wisconsin’s observed statewide seat belt use was very low at 65.4%. That year, 1,148 people were ejected or partially ejected in crashes and 40.5% of crash victims who were not belted were either killed or incapacitated.

In 2020, the state’s observed average statewide seat belt use was 89.2%. Despite our progress over the last 20 years, Wisconsin still trails the national average usage rate of 90.7%. The 10.8% of our population that does not buckle up accounts for almost 43% of our vehicle occupant fatalities. Unrestrained passenger vehicle occupants is performance measure C4. Below is the graph of the prior five years and the goal for 2022.



Seat belt usage lags with our most inexperienced drivers: those between the ages of 15 and 34.

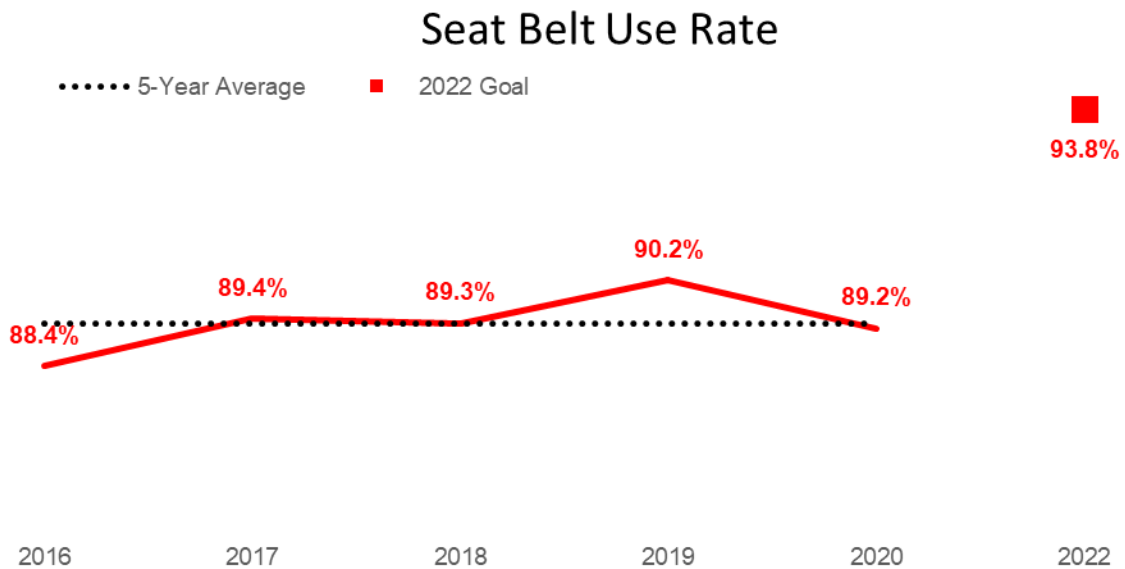


Under the criteria for funding:

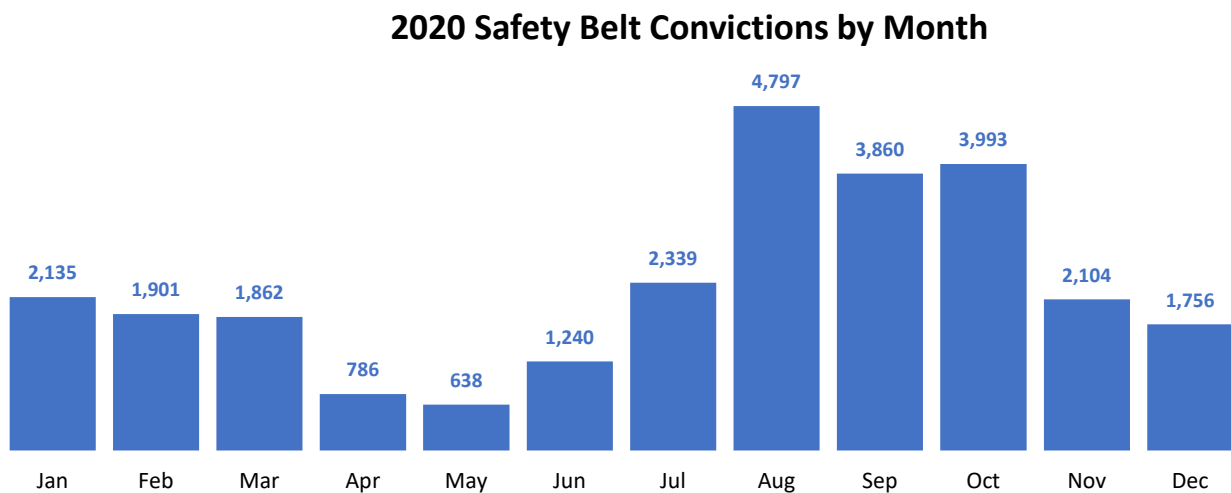
- Wisconsin is required to provide an occupant protection plan,
- Participate in the Click-It-or-Ticket (CIOT) national mobilization,
- Provide information on our child restraint inspection stations,
- Have a program for recruiting, training, and maintaining technicians, and
- Maintain our state level of effort.

More details about our enforcement program can be found in Appendix 1: Law Enforcement Grant Targeting Methodology, in the discussion on how grants are targeted.

Performance measure B1 and our goal are in the chart below.



Wisconsin law enforcement agencies sustain their enforcement of seat belt and child restraint laws throughout the year. This graph reports the yearlong effort.



In 2020, there were 27,411 convictions for failure to fasten seat belts, a 37% decrease from 2019; and there were 1,764 convictions for child restraint violations, a 28% decrease over 2019.

For the period 1994 to 2020, individuals not wearing a seat belt were 55 times more likely to be ejected from their vehicle. In addition, they were 11 times more likely to be killed than someone wearing a shoulder and lap belt at the time of the crash. A 14.0% fatality rate equates to approximately a one in seven chance of being killed.

Highway Safety Office Program Management/Program Management and Strategic Planning

Assess Traffic Safety Impact:

This state program manager position will positively impact traffic safety in Wisconsin by coordinating, planning, and managing the state occupant protection programs.

The manager will execute a strategy that will have a positive impact on traffic safety in Wisconsin including:

- Enhancing volunteer agency participation,
- Increasing community involvement,
- Working with community organizations and non-profit programs to expand occupant protection activities and efforts, and
- Encouraging state and local input into the HSP development process.

Linkage:

Funding program management and strategic planning for the occupant protection program will aid the state in reaching performance target C1

Rationale for Selecting Countermeasure/Amount:

Hiring a full-time occupant protection coordinator is specifically allowed under 402. Expenditures in 2020 were \$60,643.35.

Description:

This 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.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-20-01-OP	\$70,000	\$0

High-Visibility and Saturation Patrols/Enforcement

Assess Traffic Safety Impact:

Enforcement provides a deterrent effect impacting a person's decision to operate a motor vehicle without a seat belt. Enforcement increases the perception of the risk of being arrested. This strategy will decrease the incidence of fatalities and unbelted crashes.

Linkage:

Enforcement of the law prohibiting the operation of a motor vehicle while not wearing a seat belt will provide support to the state in reaching performance target C1.

Rationale for Selecting Countermeasure/Amount:

BOTS uses the high-visibility enforcement task force model for all its enforcement grants, which is a proven countermeasure strategy. This countermeasure is being funded at the same level as is planned in the 2020 Highway Safety Plan.

This project is identified in NHTSA’s *Countermeasures that Work*, ninth edition, pages 2-16, 2-18, and 2-21. It is specifically allowed under 23 CFR § 1300.21(f)(1)(i). Enforcement of seat belt laws will lead to greater compliance with those laws. Expenditures in 2020 were \$1,412,710.87 for 20-05-OP and \$243,216.54 for 25-05-M2

Description:

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 seat belt use is prevalent.

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. These task forces will consist of multiple law enforcement agencies that coordinate their enforcement efforts during the same time frame.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Targeted Grantees	402	2022-20-05-OP	\$1,577,000	\$1,365,320
Targeted Grantees	405b	2022-25-05-M2	\$400,000	N/A

**Should additional dollars become available, more occupant protection enforcement will occur.*

Child Passenger Safety (CPS) Equipment Grants
Digital Car Seat Check Form Tablets

Assess Traffic Safety Impact:

The effect of this program will be increased awareness of occupant protection efforts. The anticipated impact of this countermeasure strategy is a decrease in child fatalities.

Linkage:

Increased usage of the digital car seat check form will allow for a more rapid and accurate accounting of the car seat checks performed in the state of Wisconsin. This information will be utilized to better target areas where car seat distribution is lower.

Rationale for Selecting Countermeasure/Amount: Digital Car Seat Check Form Tablets
The FAST Act under 23 CFR § 1300.21 (f)(3) allows states to participate in programs to educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

Description:

This will be used to provide tablets to agencies allowing them to perform car seat checks digitally. The effect of this project will be a greater ease of performing car seat checks by allowing the car seat check forms to be performed digitally. It also will allow for better tracking of car seat checks performed in Wisconsin through the National Digital Car Seat Check Form Dashboard. No equipment purchased with this activity will be major equipment since all equipment will have an acquisition cost of less than \$5,000 in value.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Participants CPS	402	2022-20-06-OP	\$40,000	\$40,000

Child Passenger Safety (CPS) Programming

Assess Traffic Safety Impact:

The effect of this program will be increased awareness of child occupant protection efforts. The anticipated impact of this countermeasure strategy is a decrease in unbelted fatalities.

Linkage:

Training locals on CPS will support the state in attaining performance target C1.

Rationale for Selecting Countermeasure/Amount:

This project is in accordance with NHTSA’s *Countermeasures that Work*, ninth edition, page 2-32. It is specifically allowed under 23 CFR § 1300.21(f)(1)(ii), (iii), and (iv). This project will lead to increased child restraint use. In 2020 expenditures were \$161,859.35.

Description:

Support and administrative costs for statewide Child Passenger Safety Advisory Committee. 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 that will address the level of need in the state of Wisconsin.

BOTS will work with the contractor to provide additional CPS training materials to community partners for local events. Project will include CPS training for law enforcement agencies, judges, and other safety partners with community programs. Youth and senior seat belt initiatives, including training opportunities for law enforcement, will be developed. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol. The second portion of this grant program as described below, will distribute car seats to underserved communities.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Children’s Hospital	402	2022-20-03-OP	\$230,000	\$180,000

Rationale for Selecting Countermeasure/Amount:

This project is in accordance with NHTSA's Countermeasures that Work, ninth edition, page 2-35. It is specifically allowed under 23 CFR § 1300.21(f)(1)(vi). This project will lead to increased use of child safety restraints. In 2019, expenditures were \$188,680.56.

Description:

This project will change the behavior of those that transport children, providing child safety seats, installation, and occupant protection education. 2020 expenditures were \$69,059.98 for 402 and \$45,409.39 for 405b.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Various local health services	402	2022-20-06-OP	\$188,000	\$188,000
Various local health services	405b	2022-25-06-M2	\$54,000	N/A

Contract for CIOT Mobilization Post Observational Surveys**Assess Traffic Safety Impact:**

The effect of this program will be increased awareness of occupant protection efforts. The anticipated impact of this countermeasure strategy is a decrease in unbelted fatalities.

Linkage:

Assessing where the state is each year in terms of performance target B1.

Rationale for Selecting Countermeasure/Amount:

This project is specifically allowed under 23 CFR § 1300.21(f)(1)(v). In 2020 expenditures were \$59,160.23.

Description:

Contract for CIOT Mobilization Post Observational Surveys to include June Observational Surveys.

Participation in the Click It or Ticket national enforcement mobilization is a requirement for receiving federal funds, and the survey that is conducted as a result of this project will provide us with more information on the effectiveness of this mobilization that will inform future mobilizations.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
UW-Whitewater	405b	2022-25-09-M2	\$81,000	N/A

Public Information and Education:

Media plans and public information and education for all issue areas are section 9 in the Community Traffic Safety Outreach and Media Programs section.

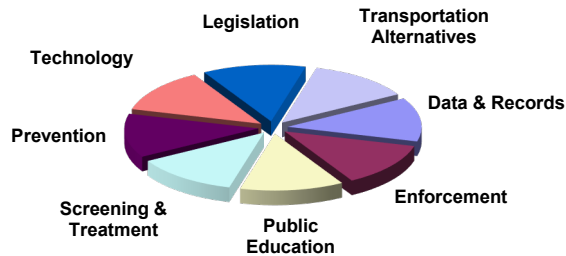
Occupant Protection – Budget Summary		
Fund/Source	ID	Amount
402	2022-20-01-OP	\$70,000
402	2022-20-05-OP	\$1,577,000
405b	2022-25-05-M2	\$400,000
402	2022-20-06-OP	\$228,000
402	2022-20-03-OP	\$230,000
405b	2022-25-06-M2	\$54,000
405b	2022-25-09-M2	\$81,000
	Total	\$2,640,000

Impaired Driving Program

Justification

Impaired driving remains a significant concern in Wisconsin.

Based on experience, WisDOT understands that no one solution for this problem exists. The pie chart below illustrates the comprehensive approach that needs to be considered in each community. The size of the pie pieces does not reflect their relative importance, which varies depending on where a community is located within the state.



Impaired driving has a high economic cost to the state, as determined using national cost estimates obtained from the National Safety Council (NSC). Applying this approach to 2020 crash statistics demonstrates the significant cost to the state. See performance measure C5 in the introduction for a performance measure and goal for this program.

Economic Loss from Traffic Crashes, 2020

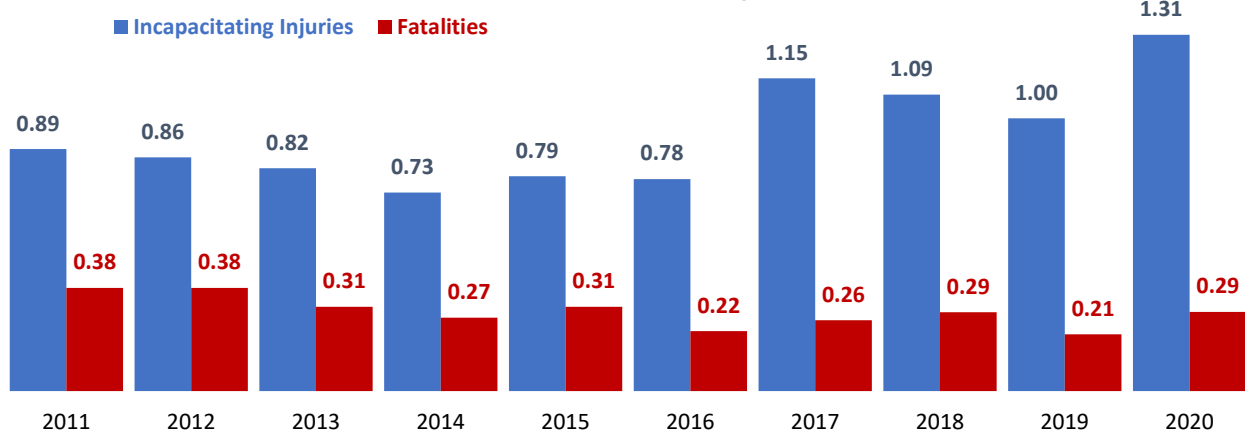
Crash Severity	Total Persons	Cost per Person	Total Cost
Fatality (K)	167	\$1,704,000	\$284,568,000
Incapacitating (A)	752	\$98,400	\$73,996,800
Non-incapacitating (B)	1528	\$28,500	\$43,548,000
Possible C	840	\$23,400	\$19,656,000
Property Damage	6764	\$4,600	\$31,114,400
Total Economic Loss			\$452,883,200

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

In 2003 (Wisconsin's base year), 9,007 alcohol-related crashes resulted in 348 deaths (42% of all deaths) and 6,445 injuries. Since then, Wisconsin has seen significant improvement. In 2020, 6,050 alcohol-related crashes resulted in 167 deaths and 3,120 injuries—but alcohol remains a factor in 28.2% of all traffic-related deaths.

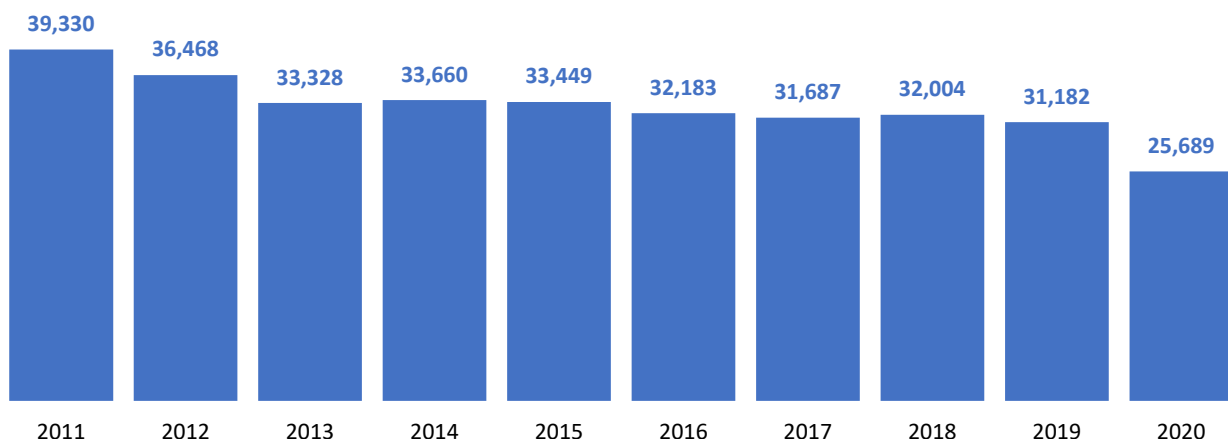
As the first graph on the next page illustrates, combined alcohol-related fatalities and incapacitating ('A') injuries have declined since 2010, with a significant decrease in fatalities between 2010 and 2020. In 2010, the alcohol fatality rate was 0.31 per 100 million VMT compared to 0.29 per 100M VMT in 2020, a 6 percent decrease.

Alcohol Related Fatalities & 'A' Injuries Per 100M VMT



In 2020, 25,689 convictions for operating a motor vehicle while intoxicated were entered into driver records, compared to 31,182 in 2019.

OWI, Drug, Commercial OWI, and Implied Consent Convictions



Under the FAST Act, Wisconsin is considered a low-range state with a 0.30 alcohol impaired-driving fatality rate per 100 million VMT. Prior to becoming a low-range state, Wisconsin was a mid-range state and was required to convene a statewide impaired driving task force and develop a Statewide Impaired Driving Plan.

Wisconsin's task force convened on August 6, 2013, established a charter, set priorities, and submitted its first report by September 1, 2013. The task force approved a new Statewide Impaired Driving Plan, dated May 23, 2016, and has submitted in prior Highway Safety Plans. This report identifies six signature initiatives:

- Reducing the Cultural Acceptance of Impaired Driving
- Reducing Drinking among Persons under Age 25
- Streamlining OWI Enforcement and Prosecution Processes
- Improving Drugged Driving Recognition
- Promoting Alternative Transportation Programs
- Improving Data Collection, Sharing and Distribution

While no longer required, BOTS continues to convene this work group quarterly and it serves as the Impaired Driving Work Group for our state’s Strategic Highway Safety Plan issue area.

Highway Safety Office Program Management / Program Management and Strategic Planning

Assess Traffic Safety Impact:

The state program manager position will positively impact traffic safety in Wisconsin by coordinating, planning, and managing the state impaired driving programs. Goals that will have a positive impact on traffic safety in Wisconsin include:

- enhancing volunteer agency participation,
- increasing community involvement,
- working with community organizations and non-profit programs to expand impaired driving activities and efforts, and
- encouraging state and local input into the HSP development process.

Linkage:

Funding program management and strategic planning for the impaired driving program will aid the state in reaching performance target C5.

Rationale for Selecting Countermeasure/Amount:

Hiring a full-time impaired driving coordinator is specifically allowed under 23 CFR §1300.23(j)(1)(ii). Expenditures in 2020 were \$91,620.05.

Description:

This activity will fund 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, 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 provide support of the Wisconsin Drug Evaluation and Classification program.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405d	2022-31-01-M5	\$92,000.00	N/A

Promotion of Transportation Alternatives

Assess Traffic Safety Impact:

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.

Linkage:

Wisconsin's transportation alternatives programs provide support to the state in reaching performance target C5.

Rationale for Selecting Countermeasure/Amount:

The Wisconsin Department of Transportation (WisDOT) administers a state-funded safe-ride grant program and supports other federally funded transportation alternative programs to bolster efforts to reduce the incidence of operating a motor vehicle while intoxicated in local communities. Due to COVID related closures and restrictions, expenditures of federal funds in 2020 were \$34,854.46 and expenditures of state funds were \$625,484.18. This countermeasure is being funded at the same level as is planned in the 2021 Highway Safety Plan.

Description:

BOTS will continue to collaborate with the Tavern League of Wisconsin in administering WisDOT's safe-ride grant program throughout the state. The state funding also allows for the advertising of the SafeRide program. All advertising is reviewed and approved prior to placement. The Tavern League of Wisconsin's SafeRide Program collaborates with Lyft in some jurisdictions.

This is a state funded program.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Tavern League of Wisconsin	State 531	2022-39-04-WI	\$900,000	\$900,000

Rationale for Selecting Countermeasure/Amount:

Countermeasures That Work, ninth edition, page 1-57. We are expanding this program.

Description:

As an enhancement to law enforcement grants and efforts, additional funds will be provided to law enforcement agencies that coordinate alternative transportation in communities that do not have access to sustained public transportation.

This also will fund grants to provide short-term alternative transportation (vans, buses, or vehicles) to transport community members from local events to their home. These festival grants are local in nature such as a beer tent or annual fundraiser where alcohol is legally served. The grant also covers 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. Grant applicants should provide some evidence that poor driver judgment could be expected, and that drinking and driving has been a problem at the event they

are applying for. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Baraboo, Lodi, Sauk Prairie, Spring Green, Reedsburg, Arlington, Crawford Co, Barron Co, Watertown, Seymour, Ashland, Darlington	402	2022-30-04-AL	\$120,000	\$120,000

High-Visibility and Saturation Patrols/Enforcement

Assess Traffic Safety Impact:

Enforcement provides a deterrent effect on a person’s decision to operate a motor vehicle while intoxicated. Enforcement increases the likelihood and increased perception of the risk of being ticketed and helps decrease the incidence of Operating While Intoxicated (OWI).

Linkage:

Enforcement of the law prohibiting the operation of a motor vehicle while intoxicated will provide support to the state in reaching performance target C5.

Rationale for Selecting Countermeasure/Amount:

BOTS uses the high-visibility and sustained enforcement task force model for all its enforcement grants, which is a proven countermeasure strategy and is allowable under 23 CFR §1300.23(j)(1)(i). This countermeasure is being funded at the same level as is planned in the 2021 Highway Safety Plan.

Description:

Encourage 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.

Plan statewide participation, encourage voluntary participation, and provide overtime funding for enforcement and task forces for impaired driving, including nighttime enforcement, accompanied by media. In most all cases, these task forces will consist of multiple law enforcement agencies that coordinate their enforcement efforts during the same time frame.

Enforcement provides a deterrent effect on a person’s decision to operate a motor vehicle while intoxicated. The goal of this strategy is to decrease the incidence of OWI.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol. Targeting methodology can be found in Appendix 1. 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.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Targeted Grantees	405d	2022-31-05-M5	\$2,347,000	N/A

Drug Recognition Expert (DRE) Training/Drug Evaluation and Classification Program

Assess Traffic Safety Impact:

The education of law enforcement and education professionals will lead to the increased ability to identify Driving Under the Influence of Drugs (DUID). This strategy will help decrease the incidence of DUID.

Linkage:

Funding the Drug Evaluation and Classification Program will aid the state in reaching performance target C1.

Rationale for Selecting Countermeasure/Amount:

This countermeasure strategy aligns the state with national priorities and is allowable under 23 CFR §1300.23(j)(1)(vi) and will eventually lead to reduced incidence of DUID. More funding is being allocated to this program in 2022 due to the increasing cost of instruction time. The contract position also will be up for bid in September 2021.

Description:

The education of law enforcement and other traffic safety professionals will lead to the increased ability to identify DUID.

This program supports a contracted coordinator position and includes costs to provide continuous training and re-certification for existing DREs. DRE expenses, including instructor wages, travel to conferences, supplies, printing, postage, lodging, and meals for students and instructors are covered.

BOTS also supports DRE callouts to assist other agencies where a DRE evaluation is needed. In the case of a DRE evaluation where synthetic cannabinoids are suspected, BOTS will pay for the cost of the test.

WisDOT will fund expenses and instructor costs related to programs including Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugs That Impair Driving (eight-hour drug block), Drug Impairment Training for Educational Professionals (DITEP), and Standard Field Sobriety Testing (SFST).

BOTS will continue to expand the ARIDE program by increasing the number of classes to accommodate demand. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405d	2022-31-03-M5	\$300,000.00	N/A

Description:

This program supports expenses to train new Drug Recognition Experts (DREs) during two DRE schools. The costs covered include instructor wages, travel cost (such as lodging for instructors and students), supplies (including DRE kits and classroom supplies) and printing.

BOTS has historically covered the cost for the school schedule in the fall, while the spring school was covered by other funding. The funding for the spring school is no longer available. By holding two schools, Wisconsin has been able to continue to increase the number of DREs, avoiding decreasing numbers due to retirements and/or attrition. All expenses and supplies will be purchased according to state contracts and follow purchasing guidelines for allowable costs.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405d	2022-31-03-M5	\$170,000.00	N/A

Traffic Safety Resource Prosecutors

Assess Traffic Safety Impact:

Providing training, education, and technical support to those prosecuting offenders of the state's OWI laws will ensure that appropriate sanctions are delivered to offenders, which will reduce repeated incidence of impaired driving.

Linkage:

Providing funding for the state's Traffic Safety Resource Prosecutors will help the state reach performance target C5.

Rationale for Selecting Countermeasure/Amount:

Prosecutors around the state can learn from their strategies in complex or nuanced cases, and these cases help set solid precedent. This program is under Countermeasures That Work, ninth edition, page 1-34. Expenditures in 2020 were \$326,347.92.

Description:

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.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Wisconsin DOJ	402	2022-30-03-AL	\$350,000.00	\$0

DWI Courts/Adjudication

Assess Traffic Safety Impact:

Ongoing training helps adjudicate OWI cases effectively.

Linkage:

Providing funding for agencies to participate in training offered by the National Center for Driving While Intoxicated (DWI) Courts (NCDC) will support the state in attaining performance target C5.

Rationale for Selecting Countermeasure/Amount:

DWI Courts are a proven countermeasure. This countermeasure strategy is allowable under 23 CFR §1300.23(j)(1)(iii) and will allow specialists in Wisconsin to learn best practices from specialists in other jurisdictions.

Description:

This planned activity will provide funding for travel cost for agencies to participate in training offered by NCDC. These training sessions are partnerships between NCDC, NHTSA and the state highway safety offices. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405d	2022-31-03-M5	\$20,000.00	N/A

24-7 Sobriety Program / Frequent Sobriety Testing Pilot Programs

Assess Traffic Safety Impact:

This countermeasure strategy will result in a reduction in OWI recidivism.

Linkage:

Providing funds to help start Wisconsin’s Frequent Sobriety Testing Pilot Program will serve the state in reaching performance target C5

Rationale for Selecting Countermeasure/Amount:

The countermeasure strategy has proven to be very effective at reducing OWI recidivism and is allowable under 23 CFR §1300.23(j)(1)(x). This countermeasure strategy is planned to be funded at the same amount as indicated in the 2021 Highway Safety Plan.

Description:

The Wisconsin Department of Justice will create 24/7 sobriety pilot programs in select Wisconsin counties. These programs will require an individual arrested for or convicted of driving under the influence of alcohol to abstain from alcohol and be subject to testing for alcohol at least twice per day.

Funding will be used for start-up projects only. Programs will be proportionally funded to ensure NHTSA funds will be used for that proportion of the program whose participants have convictions related to impaired driving. The goal is for the programs to become self-sufficient.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Wisconsin DOJ	405d	2022-31-04-M5	\$70,000	N/A

Public Information and Education:

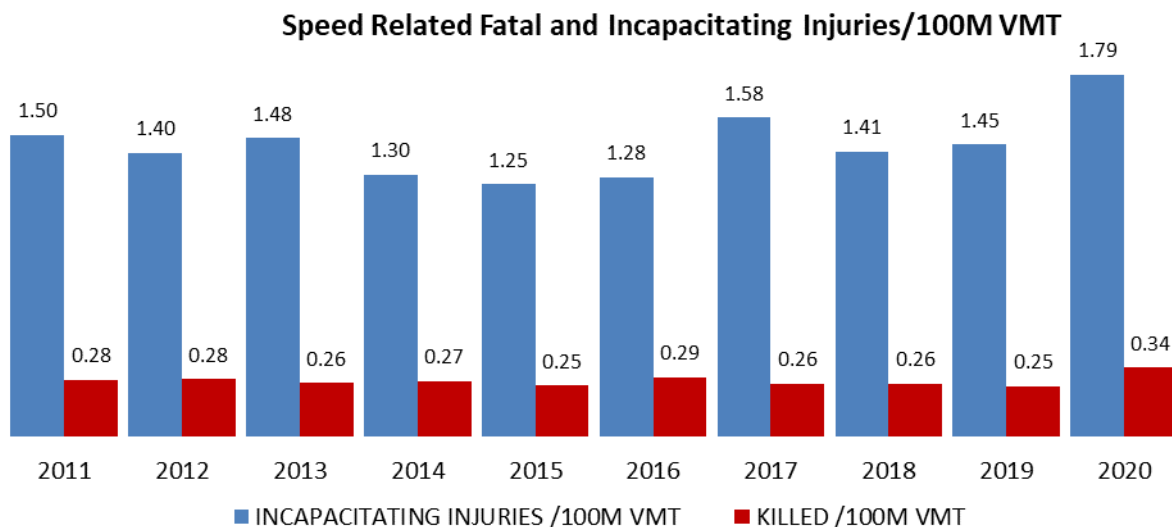
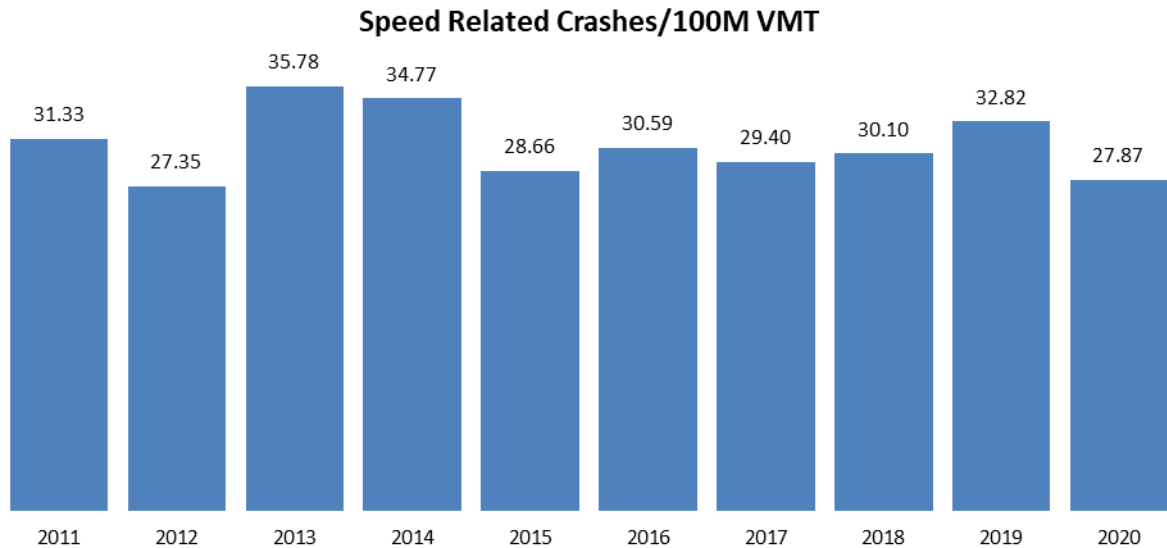
All media plans and public information and education for all issue areas are in section 9 in the Community Traffic Safety Outreach and Media Programs.

Impaired Driving -- Budget Summary		
State	2022-39-04-WI	\$900,000
402	2022-30-03-AL	\$350,000
402	2022-30-04-AL	\$120,000
405d	2022-31-01-M5	\$92,000
405d	2022-31-03-M5	\$300,000
405d	2022-31-03-M5	\$170,000
405d	2022-31-03-M5	\$20,000
405d	2022-31-04-M5	\$70,000
405d	2022-31-05-M5	\$2,347,000
	Total	\$4,369,000

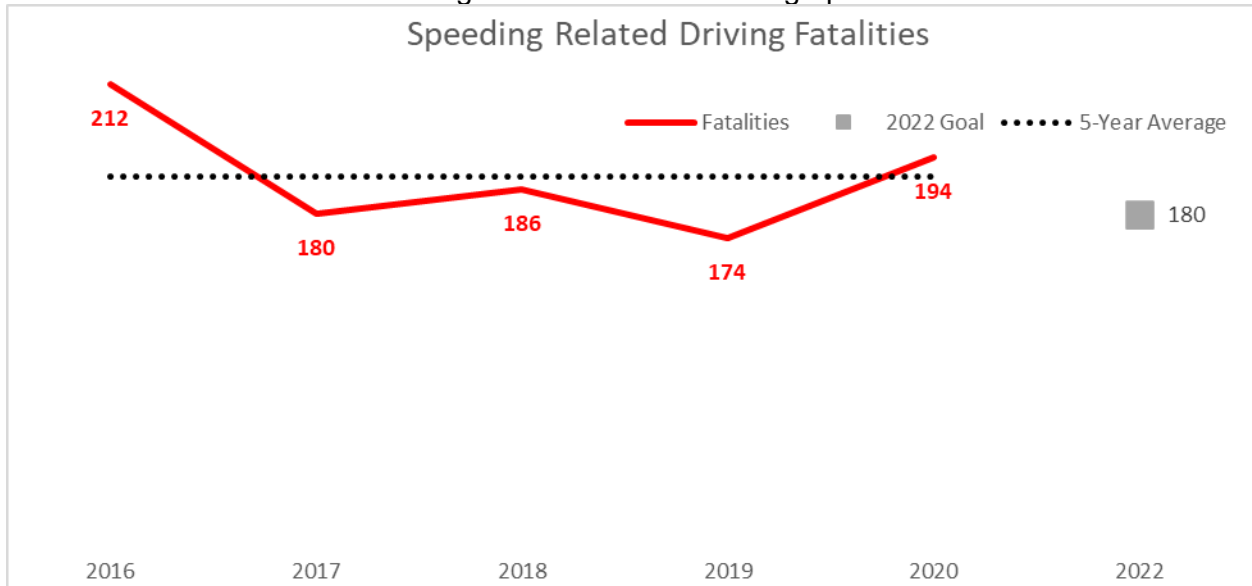
Police Traffic Program

Justification

The number of crashes for which speed is recorded as a possible contributing circumstance (PCC) is assumed to be far fewer than the number of crashes for which speed played a factor. This assumption is based on data indicating that speeding is the most cited driver behavior. Speed-related crashes resulted in 33% of all deaths and 21% of all injuries in 2020 (preliminary). In addition, 194 people died and 1,030 were injured in 15,995 speed-related crashes. In total, there were 142,691 convictions for speeding violations in 2020.



Performance measure C6 and the goal are illustrated in the graph below.



In 2020, there were 31 fatalities and 291 incapacitating injuries because of inattentive driving. Distracted driving results in an economic cost of over \$428 million to the state annually.

According to Wisconsin State Statutes, writing or sending emails or text messages while driving is illegal - “No person may drive... any motor vehicle while composing or sending an electronic text message or an electronic mail message,” Wis. Stats. §346.89(3)(a). In November 2012, a state law went into effect that prohibits drivers with an instruction permit or probationary license, which includes many teenagers, from “using a cellular or other wireless telephone except to report an emergency” while driving.

Additionally, inattentive driving is also illegal according to Wisconsin law - “No person while driving a motor vehicle may be engaged or occupied with an activity, other than driving the vehicle, that interferes or reasonably appears to interfere with the person’s ability to drive the vehicle safely,” §346.89(1), Wis. Stats. Furthermore, using a cellular telephone that is not hands-free or voice-operated is prohibited “where persons engaged in work in a highway maintenance or construction area or in a utility work area are at risk from traffic, except to report an emergency,” §346.89 (4m), Wis. Stats.

Economic Cost of Inattentive Driving Crashes in Wisconsin 2020

Economic Loss from Traffic Crashes, 2020

Crash Severity	Total Persons	Cost per Person	Total Cost
Fatality (K)	31	\$1,704,000	\$52,824,000
Incapacitating (A)	291	\$98,400	\$28,634,400
Non-incapacitating (B)	1,627	\$28,500	\$46,369,500
Possible (C)	1,984	\$23,400	\$46,425,600
Property Damage	16,646	\$4,600	\$76,571,600
Total Economic Loss			\$250,825,100

National Safety Council. “Estimating the Costs of Unintentional Injuries, 2020.” (adjusted for inflation)

Law Enforcement

High-Visibility and Saturation Patrols/Enforcement

Assess Traffic Safety Impact:

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.

Linkage:

Enforcement of the law prohibiting speeding and inattentive driving will provide support to the state in reaching performance target C1.

Rationale for Selecting Countermeasure/Amount:

BOTS uses the high-visibility and sustained enforcement task force model for all its enforcement grants, which is a proven countermeasure strategy as indicated in Countermeasures That Work, ninth edition, page 3-27 and 4-15. This countermeasure is funded at the same level as is planned in the 2020 Highway Safety Plan. Speed and distracted driving were funded for \$1,000,000 in FFY2020.

Description:

Encourage law enforcement agencies to make speeding and inattentive driving enforcement a priority by writing citations, sponsoring media events, and working overtime in geographical areas where speed and inattentive driving related crashes are prevalent.

Plan statewide participation, encourage voluntary participation, and provide overtime funding for high-visibility enforcement task forces for these behaviors accompanied by media for a demographic. These task forces will consist of multiple law enforcement agencies that coordinate their enforcement efforts during the same time frame. Enforcement increases the perception of the risk of being ticketed.

Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Targeted Grantees	402	2022-40-05-PT	\$1,000,000	\$800,000

**If additional dollars become available, more enforcement will occur.*

Police Traffic Services – Budget Summary		
Fund/Source	ID	Amount
402	2022-40-05-PT	\$1,000,000
	Total	\$1,000,000

Traffic Records Improvement Plan

Justification

The federal FAST Act requires states to have a Traffic Records Coordinating Committee (TRCC) and a Traffic Records Coordinator to administer the Traffic Records Program.

Members of the TRCC include owners, operators, collectors, and users of traffic records and public health and injury control data systems. The TRCC also includes representatives from organizations related to highway safety, highway infrastructure, law enforcement, adjudication, public health, EMS, and others. The TRCC meets at least quarterly (and sometimes more often, such as when plans are being formulated).

The members of the TRCC have review and approval authority with respect to state highway safety data and systems. The TRCC members make decisions concerning membership and leadership, changes to the state's multi-year Strategic Plan and interim performance measures used to demonstrate progress.

A list of TRCC members with their names, titles, home organizations, and the core safety databases represented is in Appendix 4, which is included in the State Traffic Records Strategic Plan. Appendix 5 provides a written description of the performance measure, and all supporting data, to show quantitative improvement within the preceding 12 months of the application's due date in relation to one or more of the significant data program attributes.

States can use grant funds for making data program improvements to core highway safety databases related to quantifiable, measurable progress in any of the significant data program attributes of accuracy, completeness, timeliness, uniformity, accessibility, or integration.

What follows is a list of the project concepts that the TRCC has approved for grant funding for FFY 2022. Performance measures and targets for this program are listed within the project matrix below. Full descriptions of the projects can be found in Appendix 3b.

Project Title	Database	Attribute	Budget	Status	Improvement and Measure
DOJ E-Citations	Citation and Adjudication	Timeliness	\$282,000	Non-standard technologies that don't scale	Increase transmission from 7 citations/minute to 14.
Pedestrian Exposure Tools	Roadway	Completeness	\$20,000	No interactive pedestrian volume	Current baseline of 500 intersections have pedestrian volumes and will increase to 20,000
Community Maps	Crash	Accessibility	\$50,000	Continued Improvements	Login Target: A 25% annual increase over the pre-Covid 2019 value is desired for 2021. Website Hits Target: A 25% annual increase is desired for 2021
WisTransPortal Predictive Crash Research & Development	Crash	Accessibility	\$65,000	Developing best practices for predicting where and under what conditions crashes occur	Target: A 15% annual increase over the pre-Covid 2019 value is desired for 2021

WisTransPortal Safety Data Warehouse Data Linkage Prototype	Crash and Citation	Integration	\$80,000	Link citations and crashes	Implement linkages for three agencies
Crash Database Timeliness Improvements	Crash	Timeliness	\$100,000	Incorporating an automated workflow tool into the Wisconsin Crash Database and Resolve System	2019 baseline of 511 fatal crashes within 111 days. Completing 85% of fatal crash records within 90 days.
CODES-- Crash Outcomes and Data Evaluation System	EMS	Completeness	\$140,000	Derive medical and other injury specific cost information for CODES data.	There are 0 records that are included in the crash database. 25% records linked to the hospital records. Injury Area Injury Diagnosis MAIS Injury Severity
Improvement of Roundabout Crash Report Traffic Control Identification	Crash Roadway	Accuracy Uniformity	\$30,000	Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None."	Improvement: 25% have Yield and 25% have none.
Struck By/Secondary Incidents	Crash	Accuracy	\$30,000	Almost 20% secondary crashes were not marked as secondary crashes.	Improvement: 15% secondary crashes not marked.
State-to-State Driver History Record (DHR) Project	Citation and Adjudication	Timeliness	\$297,550	Currently all non-CDL convictions, withdrawals, and negated convictions for out-of-state drivers throughout the U.S. and its territories are sent via "snail" mail	95% of convictions and suspensions transmitted between Wisconsin and other participating states will be transmitted electronically
		Total	\$1,094,500		

Highway Safety Analysts

Assess Traffic Safety Impact:

Highway safety analysts are an essential component to improve traffic safety in the state of Wisconsin. This position functions within the Bureau of Transportation Safety to work with partner agencies including but not limited to law enforcement, technical colleges, private business, advocacy groups and other BOTS staff to coordinate traffic safety awareness efforts to reduce fatalities and injuries as indicated by crash and injury data.

Linkage:

Spending funds on management of the community traffic safety program will be of service to the state of Wisconsin to help achieve performance target C1, to decrease traffic fatalities 2 percent from the 2015-2019 calendar year rolling average of 585 to 573 by December 31, 2021.

Rationale for Selecting Countermeasure/Amount:

These positions are essential for continuing coordination of Wisconsin’s strong programs, associated grants, and outreach efforts.

Description:

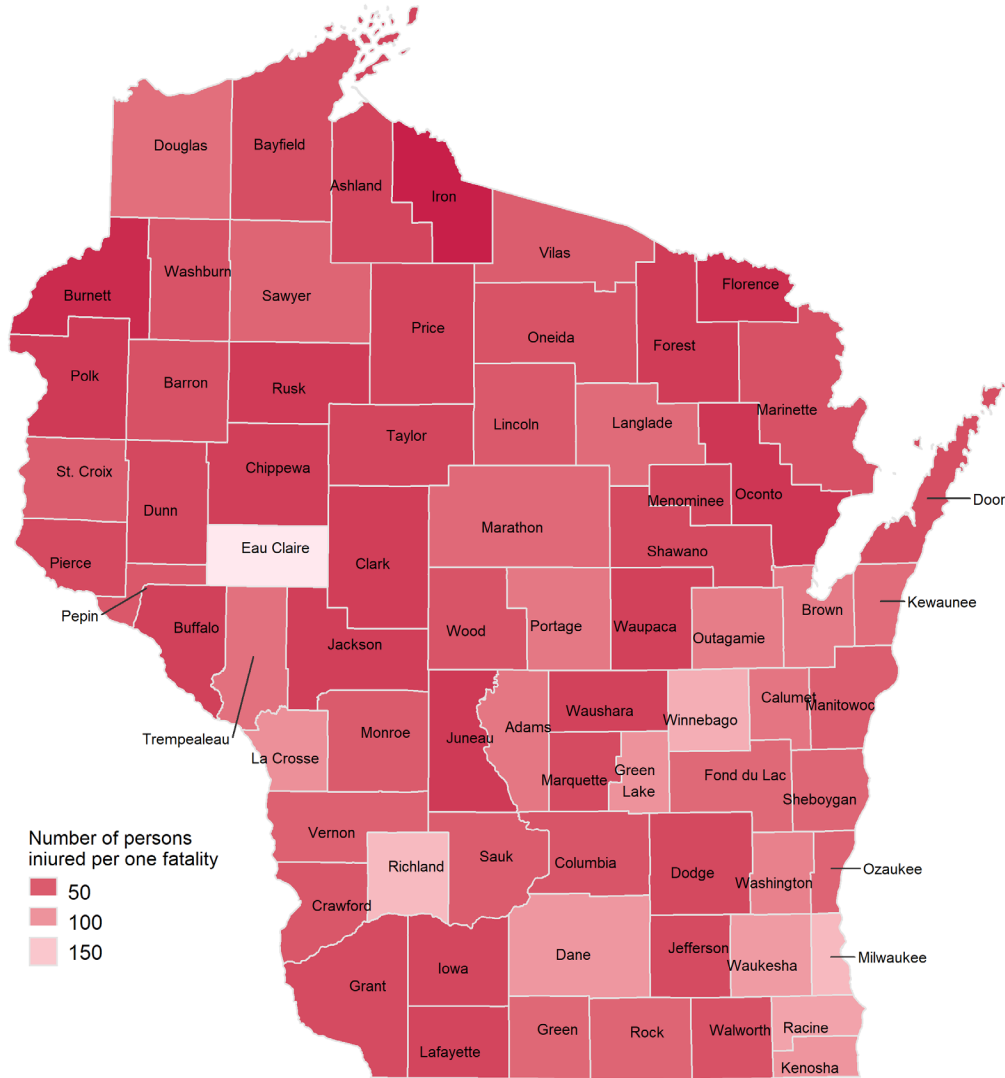
There are three 402-funded analysts and two state-funded analysts that work to improve highway safety by providing statistics to local Traffic Safety Commissions, the wider population, federal, state, and local partners. This activity includes wage and fringe, data processing costs, materials and supplies, training, travel, printing and postage.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-50-01-TR	\$260,000	\$0

Traffic Records Improvements -- Budget Summary		
Fund	Unique Identifier	Amount
402	2022-50-01-TR	\$260,000
405c	2022-58-03-M3	\$1,094,500
	Total	\$1,354,500

Emergency Medical Service (EMS) Improvement Plan

Injury to Death Ratios



Publicity and Outreach – Emergency Response

Assess Traffic Safety Impact:

Emergency response coordination and training will mean improved outcomes for occupants and persons involved in crashes.

Linkage:

Funding publicity and outreach will aid the state in reaching all performance targets.

Rationale for Selecting Countermeasure/Amount:

A willing and able emergency response program is important for timely and expedient health care. The Department of Health Services (DHS) will collaborate with us on this project and expects to spend \$50,000 on the effort.

Description:

The Bureau of Transportation Safety will partner with the Department of Health Services and the Wisconsin Division of the American Trauma Society (WATS) to develop an EMS plan with a focus on recruitment and retention of first responders. Other goals include:

- educating the general population and emergency responders about the state Trauma System, and
- producing highway safety materials for distribution locally by EMS/trauma care personnel.

We planned to expend this amount in the HSPs of previous years, and we plan to expend this amount in fiscal year 2021. Distance to trauma centers has been proven to have a significant role affecting the severity of injuries after a crash. This project will focus on areas with fewer ambulance services and will focus on recruitment and retention of EMTs in those areas. This will impact traffic safety by providing better EMS services in remote areas, increase response times, which will help make it less likely that a relatively minor traffic incident would result in a fatality.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-60-02-EM	\$50,000	\$0

Rural Emergency Response Programs, Equipment and Training

Rationale for Selecting Countermeasure/Amount:

A willing and able emergency response program is important for timely and expedient health care. The Department of Health Services (DHS) will collaborate with us on this project and expect to spend \$50,000 on the effort.

Description:

Fund equipment and training for initial or first-time first responder groups in targeted high-risk areas. Connect returning military service personnel with local EMS providers. We planned to expend this amount in the HSPs of previous years and we plan to expend this amount in fiscal year 2021.

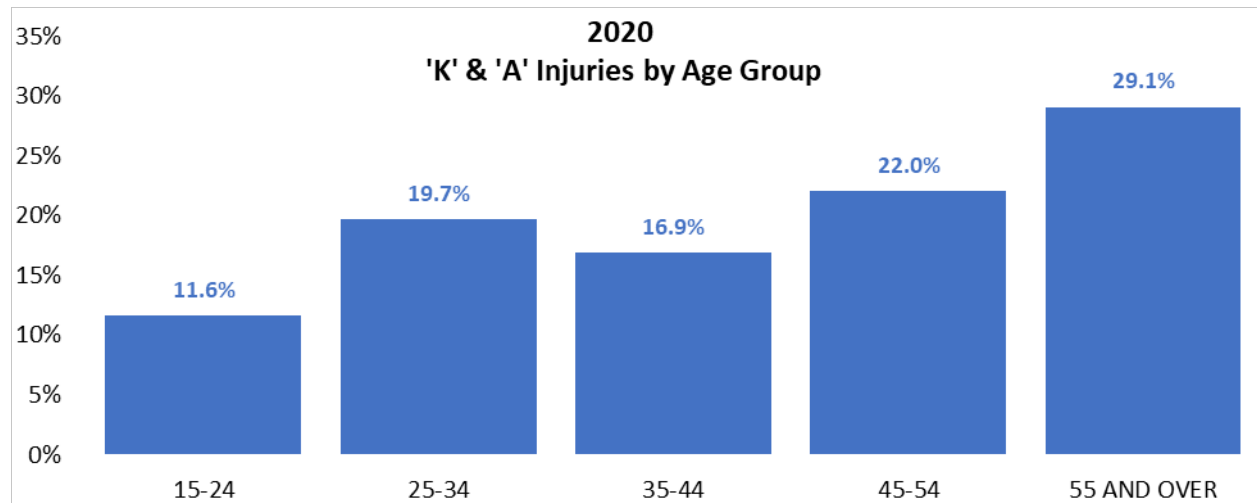
Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-60-03-EM	\$50,000	\$0

EMERGENCY MEDICAL SERVICES – BUDGET SUMMARY				
402	2022-60-02-EM			\$50,000
402	2022-60-03-EM			\$50,000
	Total			\$100,000

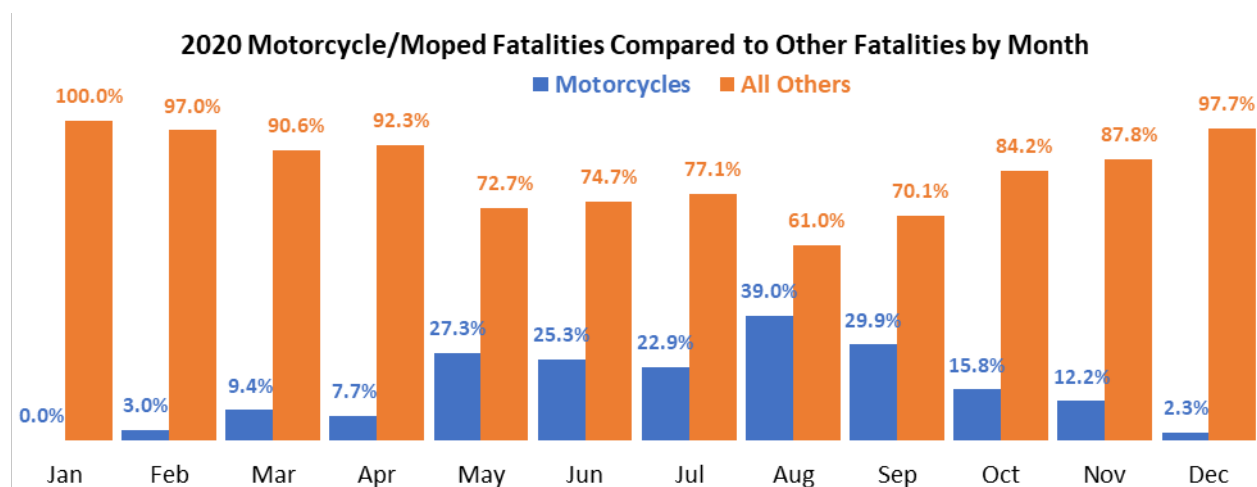
Motorcyclist Safety Program

Program Justification

In 2020, 607 motorcyclists or moped users were seriously injured and 115 were killed in 2,185 reported traffic crashes. Over the prior five years, 82% of motorcycle/moped crashes resulted in fatality or injury. In 2020, if you were a rider in a reportable motorcycle or moped crash, you were most likely injured—only 350 motorcycle and moped crashes did not result in injury. Most of these injuries are to people over 35 years old. The chart below shows that 68% of the motorcyclist and moped user fatalities and incapacitating injuries occur to individuals 35 years old and older. See performance measures C7 and C8 in the introduction for performance measures and targets for this program.



Riding motorcycles and mopeds for most riders is a seasonal endeavor. Rarely does Wisconsin have a warm enough winter for even the most avid rider to continue around-the-year use. Motorcyclist fatalities nonetheless accounted for 19.4% of total fatalities on Wisconsin roads in 2020. The following graph illustrates when those fatalities occurred and that a large share of motorcyclist fatalities typically occur during summer months.



Percentage of Riders in Fatal Crashes Not Wearing a Helmet 2011-2020									
2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
92%	78%	76%	71%	83%	79%	65%	64%	65%	70%

The chart above indicates that the percentage of riders in fatal crashes that were not wearing a helmet remains high.

Highway Safety Office Program Management

Assess Traffic Safety Impact:

Program management is an essential component to improve traffic safety in the state of Wisconsin. This position functions within the Bureau of Transportation Safety to work with partner agencies including but not limited to law enforcement, technical colleges, motorcycle dealerships, private business, advocacy groups and other BOTS staff to coordinate traffic safety and rider education grants, impairment enforcement and awareness efforts to reduce fatalities and injuries among motorcycle riders as indicated by crash and injury data.

Linkage:

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 C7.

Rationale for Selecting Countermeasure/Amount:

This position is essential for continuing coordination of Wisconsin's strong rider education program, associated grants, and outreach efforts. This countermeasure strategy will help Wisconsin increase use of rider education resources and motorist awareness of motorcyclists. This will in turn decrease fatalities, including those of un-helmeted motorcyclists. The same amount of expenditures is planned in 2022 as that which were indicated in the 2021 Highway Safety Plan.

Description: This state program manager position will coordinate, plan, and manage the Wisconsin Motorcyclist 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.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	State	2022-79-01-WI	\$85,000	\$0

Motorcycle Rider Training/Motorcycle Rider Education and Training – Federal and State Funded

Assess Traffic Safety Impact:

Licensing requires motorcyclists to have basic knowledge of the safe operation of a motorcycle along with demonstrating basic knowledge of traffic laws. With the additional knowledge gained

in rider education classes, rider education students gain awareness of potential traffic hazards, and gain the physical skills necessary for safe operation of a motorcycle. Students also gain knowledge of how to mitigate risks of riding through use of proper safety gear and the effects of impairment which can lead to fatal crashes. Rider education programs aim to teach motorcycle control skills, recognize potential road hazards, encourage use of conspicuous safety gear, and encourage in-depth self-assessment of rider risk and limitations.

Linkage:

Providing funding for motorcycle rider education and training will aid the state in attaining performance target C8.

Rationale for Selecting Countermeasure/Amount:

This countermeasure is specifically allowed under 23 CFR 1300.25(l)(1)(i), (ii), and (iii) and will help Wisconsin increase use of the latest rider education resources to increase licensing among riders. This countermeasure strategy will remain funded at the same levels as indicated in the 2021 Highway Safety Plan.

Description:

The Wisconsin Motorcyclist Safety Program/Rider Education Program will provide classroom and hands-on rider training programs through the Wisconsin Technical College System (WTCS)/funded training sites as well as private/non-funded training sites, including the Harley-Davidson Riding Academy. These sites meet the Motorcycle Safety Foundation and Wisconsin Motorcycle Safety Program requirements for basic motorcycle/scooter, new, seasoned, and advanced motorcycle riders. The Wisconsin Motorcyclist Safety Program will continue rider education courses to address novice, intermediate and seasoned motorcyclists. It will also fund the Motorcycle Safety Foundation (MSF) Basic RiderCourse curriculum and the MSF Basic Rider Course-2. In addition to providing valuable safety information to students, these courses allow participants to receive their class M license without being required to take the on-road test with the Division of Motor Vehicles. This project also includes professional development of RiderCoach Trainers and train-the-trainer staff including curriculum updates, motorcyclist safety conferences and workshops. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405f	2022-72-04-M9	\$30,000	\$30,000
BOTS	State	2022-79-04-WI	\$463,000	\$463,000

Alcohol Impairment: Detection, Enforcement, and Sanctions/Motorcycle Operation under the Influence of Alcohol or Other Drugs Law Enforcement

Assess Traffic Safety Impact:

Impairment has been a significant contributing factor to fatal crashes among motorcyclists. Enforcement will occur to reduce the number of impaired motorcyclists on the roadways.

Linkage:

Providing highway safety funds to address impaired operation of a motorcycle will help the state to reach performance target C7.

Rationale for Selecting Countermeasure/Amount:

Enforcement of the state’s OWI laws among the motorcycling community will help Wisconsin decrease the number of fatal crashes among motorcyclists. An increase in funding toward this countermeasure strategy is planned this year since BOTS will expand these activities into new areas. This countermeasure strategy is found on page 5-13 of the ninth edition of Countermeasures That Work.

Description:

BOTS will encourage participation in impaired driving high-visibility enforcement (HVE) and deterrence activities where there is the highest occurrence of motorcyclist crashes and fatalities involving motorcyclists impaired by drugs or alcohol. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-70-05-MC	\$70,000	\$35,000

Motorcyclist Awareness Program

Assess Traffic Safety Impact:

The ability to communicate directly with individual constituents allows for targeted discussions related to 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.

Linkage:

Providing federal highway safety funding for outreach to the motorcyclist community about safe riding, as well as spending state revenue generated from the sale of specialized Harley-Davidson license plates for automobiles and trucks, will help the state reach performance target C7.

Rationale for Selecting Countermeasure/Amount:

This countermeasure strategy will help Wisconsin increase use of rider education resources, awareness of motorcyclist responsibilities for safe riding strategies, and motorist awareness of motorcyclists to decrease fatalities, including un-helmeted motorcyclists. This countermeasure strategy will also help Wisconsin increase motorist awareness of motorcyclists to decrease motorcyclist fatalities. State expenditures in 2017 were \$175,656.66 and we expect to obligate the same amount of federal funds in 2022.

Description:

Continue expansion of the mobile outreach program and the number of activities it participates in to promote all aspects of motorcyclist awareness, safety, and rider education. Offer a variety of motorist and motorcyclist-related training and awareness activities, promote appropriate Class M Endorsement for owners of all on-road motorcycles, placement, and promotion of SMARTrainers. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol. The state also will pay for media with revenue generated from the Harley-Davidson plate as indicated.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-70-04-MC	\$150,000	\$0
BOTS	State 535	2022-79-07-WI	\$180,000	\$0

Program Evaluation**Assess Traffic Safety Impact:**

Proper delivery of the approved curriculum materials will ensure that students gain additional knowledge of awareness of potential traffic hazards and gain the physical skills necessary for safe operation of a motorcycle.

Linkage:

Spending motorcyclist safety funds on program evaluation will help the state in reaching performance target C7, to decrease motorcyclist fatalities 5%.

Rationale for Selecting Countermeasure/Amount:

This countermeasure strategy will help Wisconsin increase proper use of rider education resources, motorist awareness of motorcyclists to decrease fatalities, including unhelmeted motorcyclists.

Description:

BOTS will evaluate the effectiveness of grant funding provided as well as ensure accurate curriculum implementation and adherence to all policies and procedures at all rider education sites across the state. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-70-09-MC	\$45,000	\$0

Communications and Outreach Plan

The Wisconsin Motorcyclist Safety Program improves motorist awareness of the presence of motorcyclists on or near its roadways and promotes safe driving practices that avoid injuries to motorcyclists.

In 2020, the most recent year finalized crash data are available and the year required per 23 C.F.R. §1300.25(f)(2), Wisconsin experienced 937 crashes involving a motorcycle and another motor vehicle. The highest number of motorcycle crashes happened in the heavily populated southeastern portion of the state. This area is being targeted in 2021 for numerous activities intended to reduce crashes and fatalities. Although the southeast region is being targeted for programming, events and activities of the Wisconsin Motorcycle Safety Program (WMSP) will happen throughout the state. Activities will include:

- Promoting motorcycle awareness and provide information regarding motorcycles and motorcyclists to the general motoring public.
- Meeting members of the motorcycling community face-to-face to promote motorcycle safety, motorcycle training opportunities and motorcyclist risk reduction techniques.

Wisconsin has a long history of promoting motorcyclist awareness. In 1990, WisDOT and the WMSP established the Wisconsin Motorcycle Safety Advisory Council (MoSAC), which reports to the WisDOT secretary. The council is comprised of key members of the motorcycling community as well as law enforcement, highway engineering, rider education and others. The council typically meets on a quarterly basis, or more often when needed. In recent years the primary focus of the council has been reducing motorcyclist fatalities and promoting motorist awareness.

Since the early spring of 2009, WMSP and BOTS staff members have been conducting an in-depth analysis of all Wisconsin motorcyclist fatalities to establish an accurate profile of those motorcyclists involved in fatalities and establish appropriate countermeasures to reduce motorcyclist crashes and fatalities. To that end, BOTS staff members study and analyze MV4000 Crash Reports, corresponding narratives, coroner reports, as well as crash reconstruction documents. Performing this analysis over many years provides critical information regarding where these crashes and fatalities most often occur.

To reduce motorcyclist crashes and fatalities, beginning in 2010 and continuing through 2021, the WMSP built a partnership with the Motorcycle Safety Foundation in a concerted effort to provide a variety of appropriate levels of rider education to address all members of the motorcycling community. The overall function of the rider education program is to not only improve the skill level of all participating motorcyclists, but to influence motorcyclists' attitudes, behaviors, choices, and decision making in a positive manner to reduce crashes and fatalities.

Continuing in 2021, and in partnership with ABATE of Wisconsin and the Wisconsin Department of Tourism, an expanded campaign is in place to further promote motorcycle awareness to the general motoring public and motorcycle safety for motorcyclists using radio and television PSAs in high fatality rate target areas and throughout the state. In addition, motorcycle awareness promotional materials are being posted in highly traveled areas, information centers, rest areas and businesses that cater to motorcyclists. Further, numerous electronic billboards have been selected in strategic locations and are being employed to remind the general motoring public of the presence of motorcyclists on Wisconsin roadways.

Through analysis of motorcycle crashes, it is evident that motorcycle awareness on the part of the general motoring public is a key component to reducing crashes and fatalities. A key issue that continues to be a contributing factor to multiple vehicle crashes is the fact that motorists

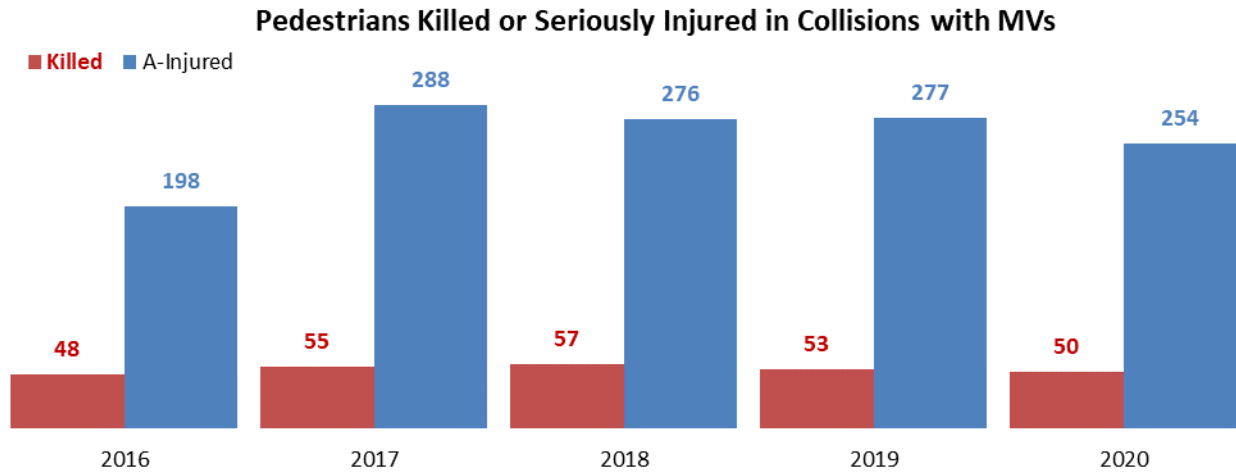
claim to have not seen the motorcyclist. As a result, and via an ongoing campaign through WisDOT media efforts, motorists are encouraged to “look twice” for motorcyclists as they enter the driver’s field of vision, change lanes, or approach intersections. In addition, motorists are also continually encouraged to “share the road” with motorcyclists.

Motorcyclist Safety Program -- Budget Summary		
State	2022-79-01-WI	\$85,000
405f	2022-72-04-M9	\$30,000
State	2022-79-01-WI	\$463,000
402	2022-70-05-MC	\$70,000
402	2022-70-04-MC	\$150,000
State	2022-79-07-WI	\$180,000
402	2022-70-09-MC	\$45,000
	Total	\$1,023,000

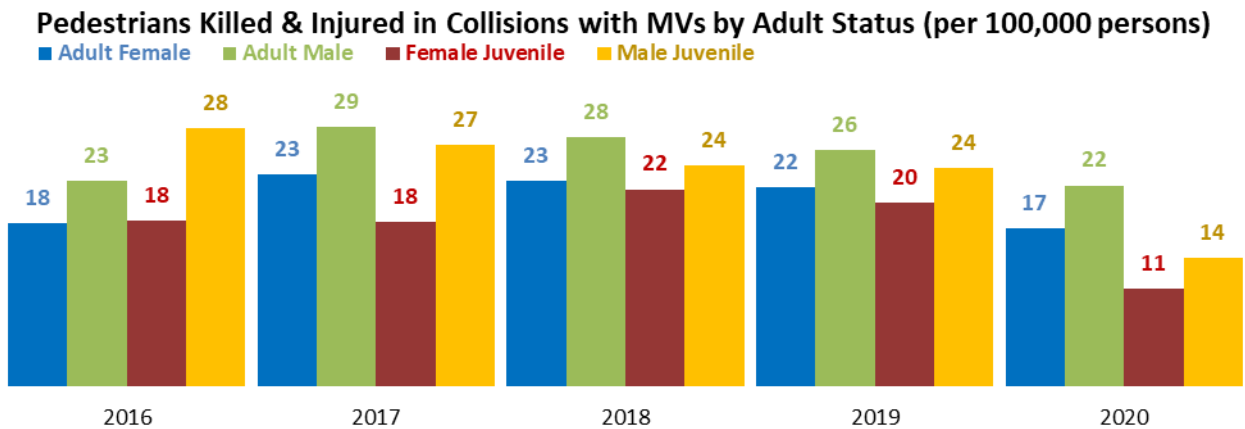
Pedestrian and Bicyclist Safety Program

Program Justification, Performance Goals and Measures

In 2020, 50 pedestrians died in pedestrian-motor vehicle crashes. As illustrated in the graph, pedestrians killed or seriously injured in 2020, totaled 304. This represents almost a 24% increase from the 246 pedestrians killed or seriously injured in 2016.

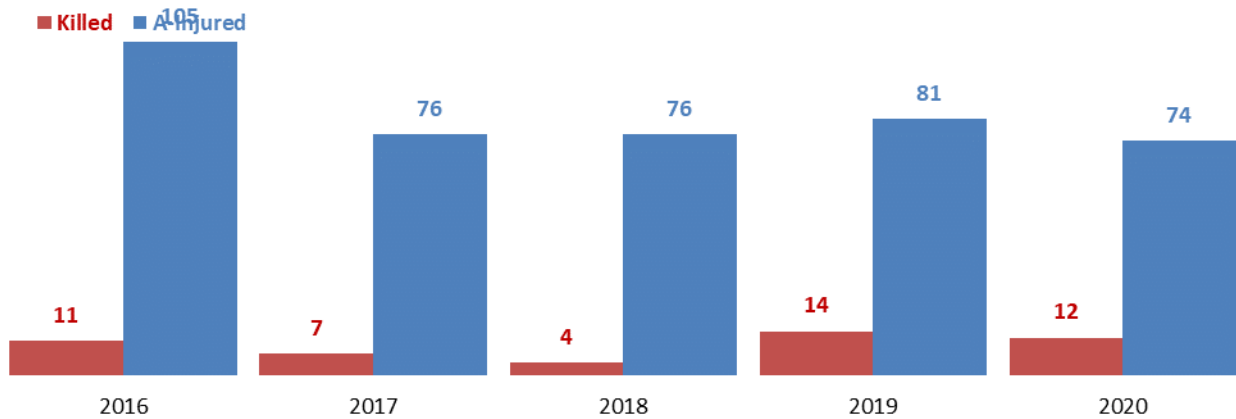


There were 1,099 pedestrian injuries reported in 2020, a 7% decrease from the 1,181 pedestrian injuries reported in 2016. Adult men and women make up the largest number of pedestrians injured in collisions.



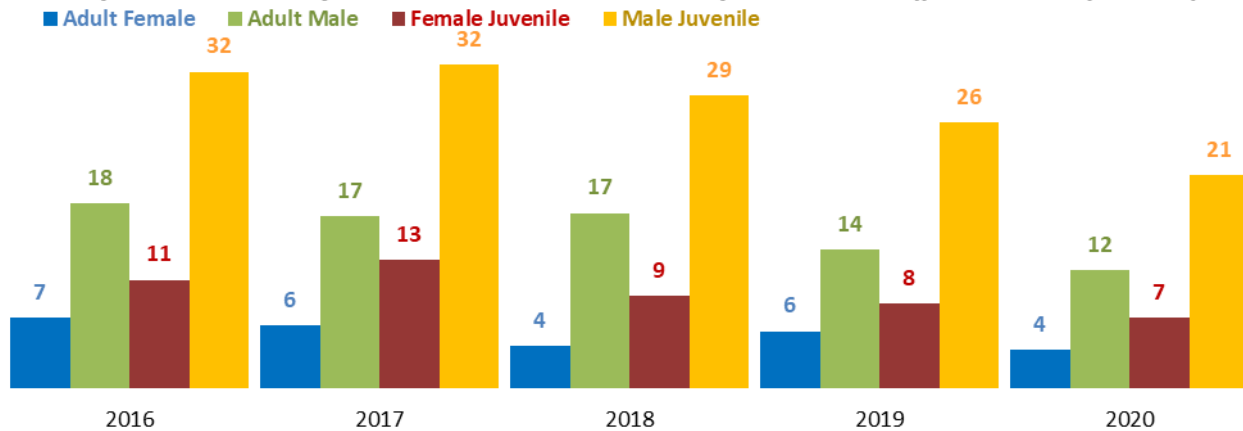
In 2020, 12 bicyclists died in bicycle-motor vehicle crashes. As illustrated in the graph below, bicyclists killed or seriously injured in 2020 totaled 86. This represents a 7% decrease from the most recent five-year average.

Bicyclists Killed or Seriously Injured in Collisions with MVs



There were 555 total bicyclist injuries and fatalities reported in 2020, which is a 6% decrease from the most recent five-year average. Adult and juvenile males make up the largest number of bicyclists injured in collisions. Male juveniles are clearly overrepresented in injuries across all years in the chart below.

Bicyclists Killed & Injured in Collisions with MVs by Adult Status (per 100,000 persons)



Performance measures and targets for this program include measure C10 and measure C11 in the introduction.

State Funded Bicyclist and Pedestrian Program Manager

Assess Traffic Safety Impact:

This state program manager position will positively impact traffic safety in Wisconsin by coordinating, planning, and managing the bicycle and pedestrian program. Goals that will have a positive impact on traffic safety in Wisconsin include enhancing volunteer agency participation, increasing community involvement, working with community organizations and non-profit programs to expand activities and efforts, and encouraging state and local input into the HSP development process.

Linkage:

Funding program management and strategic planning for the program will aid the state in reaching performance targets C10 and C11.

Rationale for Selecting Countermeasure/Amount:

Hiring a full-time pedestrian and bicyclist coordinator with state funds illustrates our commitment to non-motorist safety.

Description:

This activity will fund wage, fringe, data processing, materials and supplies, training and travel, printing, and postage for the work of this position. This position will work with regional program managers, law enforcement liaisons, and law enforcement agencies of all sizes to coordinate efforts, encourage safe and effective high-visibility enforcement and participation in mobilizations.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	562	2022-89-01-WI	\$87,000	\$0

Training and Outreach
Teaching Safe Bicycling

Assess Traffic Safety Impact:

The impact of this project will increase knowledge of safe bicycling behaviors among children. The anticipated impact of this countermeasure strategy is a decrease in non-motorized traffic fatalities.

Linkage: Assist the state in attaining performance targets C10 and C11.

Rationale for Selecting Countermeasure/Amount:

This is listed in *Countermeasures That Work*, ninth edition, page 9-19. We planned to expend this amount in the HSPs of previous years, and we plan to expend this amount in fiscal year 2022.

Description:

Provide teaching safe bicycling (train-the-trainer) style workshops for participants interested in providing youth cycling instructions. Attendees frequently include teachers, non-profit organizations, law enforcement, and youth groups. The goal is for attendees to host youth cycling instruction and bicycle rodeos following participation in this workshop. Workshop instruction and course administration is led by the Wisconsin Bicycle Federation. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Various local governments	402	2022-80-03-PS	\$10,000	\$10,000

MilWALKee WALKS

Rationale for Selecting Countermeasure/Amount:

This project will impact traffic safety with a reduction in crashes and injuries among pedestrians in the target area.

Description:

MilWALKee Walks is a safety coalition that aims to increase yielding to pedestrians at marked and unmarked crosswalks in Milwaukee. Milwaukee leads the state in terms of the number of pedestrian crashes and the number of fatal pedestrian crashes. This grant will allow for outreach to minority communities and organizing around intersections where there are the highest pedestrian crash numbers. Materials developed for this project will be posted electronically and made publicly available. MilWALKee Walks is managed and developed by the Wisconsin Bike Federation.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Milwaukee	402	2022-80-04-PS	\$40,000	\$10,000

UW-Milwaukee Implementation of Exposure Data Pilot Study

Rationale for Selecting Countermeasure/Amount:

There is little information on exposure for pedestrians and bicyclists and to calculate risk and assess the effectiveness of a treatment there needs to be both exposure and crash data. The lack of exposure data makes it difficult to prioritize site selection for safety treatments based on volume of users, but also eliminates the ability to calculate risk by looking at crashes in the context of exposure.

Description:

Implement and pilot the results of the “Pedestrian Exposure Data for the Wisconsin State Highway System: WisDOT Southeast Region Pilot Study,” which is being completed by the University of Wisconsin-Milwaukee for the Bureau of Transportation Safety in 2021. The goal of this follow-up project is to assist WisDOT with incorporating the Southeast Region results into statewide WisDOT processes for scoping roadway projects and prioritizing locations for safety improvements.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
UW Milwaukee	402	2022-80-09-PS	\$20,000	\$5,000

Designing for Pedestrian Safety

Rationale for Selecting Countermeasure/Amount:

FHWA is currently retooling the curriculum, and with probable changes to the Manual of Uniform Traffic Control Devices, there will likely be interest in this class. Currently, two courses cost

approximately \$13,000. This is a continuing project that has demonstrated success in the past. This project will have a positive impact on highway safety by reducing exposure through environmental countermeasures.

Description:

Provide four Designing for Pedestrian Safety or Designing for Pedestrian Safety Accessibility workshops in Wisconsin. The workshops provide engineers, planners, designers, advocates from WisDOT, and employees from local government with the knowledge to improve safety of the pedestrian environment.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
Various	402	2022-80-03-PS	\$30,000	\$30,000

High-Visibility Enforcement/Drive Sober or Get Pulled Over Mobilization

Assess Traffic Safety Impact:

This project will have a positive impact on highway safety by increasing compliance with traffic laws that affect pedestrians, bicyclists, and motorists.

Linkage:

Assist the state in attaining performance targets C10 and C11.

Rationale for Selecting Countermeasure/Amount:

This project is in *Countermeasures That Work*, ninth edition, pages 8-38 and 9-27.

Description:

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, and
- bicyclist violation of stop signs and stop lights.

These grants should only be used to supplement existing enforcement related to pedestrian and bicyclist safety. Additionally, agencies targeted for this enforcement should complete specific training related to pedestrian/bicyclist law enforcement. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
LEAs	402	2022-80-05-PS	\$260,000	\$260,000

Wisconsin Pedestrian/Bicycle Law Enforcement Training

Rationale for Selecting Countermeasure/Amount:

This project is a countermeasure that will make the *Countermeasures That Work*, ninth edition, pages 8-38 and 9-27 more effective by providing law enforcement with the training necessary to conduct that enforcement. Law enforcement professionals require more training related to laws for bicycle riders and pedestrians as well as laws that apply to operators of motor vehicles that impact pedestrians and bicyclists. Law enforcement officers cannot enforce laws if they do not completely understand them, and as a result traffic officers currently cannot optimally control traffic involving non-motorists and prevent crashes involving pedestrians and bicyclists.

Description:

Host four two-day trainings and four one-day trainings. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
LEAs	402	2022-80-03-PS	\$30,000	\$30,000

Pedestrian and Bicyclist Safety Program – Budget Summary		
State	2022-89-01-WI	\$87,000
402	2022-80-03-PS	\$70,000
402	2022-80-04-PS	\$40,000
402	2022-80-05-PS	\$260,000
402	2022-80-09-PS	\$20,000
	Total	\$477,000

Community Traffic Safety Outreach and Media Programs

Outreach Program Management

Assess Traffic Safety Impact:

Law enforcement liaisons (LELs) are a proven measure to improve traffic safety by supporting law enforcement agencies and conducting outreach to them. The Wisconsin LEL program is modeled after the recommendations of the national LEL program. The LELs, along with the regional program managers (RPMs) will coordinate the community traffic safety program by conducting outreach with local partners. The RPMs and LELs develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends and they lead WisDOT efforts to increase participation of law enforcement agencies in quarterly Traffic Safety Commissions in each county in Wisconsin. In addition, the RPMs assist grantees in completing grant applications, activity reports, reimbursement requests, and ultimately monitor federal grants. Assist at least one TSC to have a dedicated facilitator. Predictive analytics activity will also be supported by this grant.

Linkage:

Spending funds on management of the community traffic safety program will be of service to the state of Wisconsin to help it achieve performance target C1.

Rationale for Selecting Countermeasure/Amount:

Participation in TSCs is essential for outreach to law enforcement agencies for WisDOT policy and programs and is key to the state implementation of its Strategic Highway Safety Plan. Participation by law enforcement agencies also allows WisDOT to have a better understanding of the issues in traffic safety in local communities. Costs are explicitly allowed under 402 and are an effective countermeasure strategy. Funding will remain steady from 2021.

Description:

BOTS has two RPMs and four contracted LELs that coordinate, plan, and manage the state Community Traffic Safety Program. Wage and fringe, data processing costs, materials and supplies, training, travel, printing, and postage. 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 and WisDOT.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-90-01-CP	\$450,000	\$0

Grant Management System

Assess Traffic Safety Impact:

An electronic grant management system allows BOTS to efficiently manage its programs and it provides for better subrecipient monitoring. Increased efficiencies in program management allow BOTS to focus greater resources on activities that promote traffic safety in local communities.

Linkage:

Allocating funds to an electronic grant management system allows BOTS to direct resources to all grantees, which will aid the state in reaching performance target C1.

Rationale for Selecting Countermeasure/Amount:

An electronic grant management system is necessary to support the BOTS’s traffic safety programs throughout the state. Funding will remain the same as for 2021.

Description:

This project funds the electronic grants management system, Wise Grants, which manages the grants distributed by BOTS. This system previously received a commendation from NHTSA after a management review. Wise Grants has continuously improved processing and reporting. Those changes are expected to increase costs, but, when coupled with the state’s new business and accounting system, will better track expenditures.

In FY2022, BOTS will upgrade the Agate IntelliGrants software package from the current version to IGX cloud client. This package will increase accessibility and mobility for all users with cross platform support and reduce operating costs. The increase in funding from the previous year addresses this associated cost.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-90-04-CP	\$132,730	\$30,000

Governor’s Conference on Highway Safety and Law Enforcement Luncheon

Assess Traffic Safety Impact:

The Governor’s Conference on Highway Safety is an opportunity to network with law enforcement and other safety stakeholders and partners. Sharing best practices, discussing progress, new and emerging initiative, and coordination of efforts is the top priority. Input from local partners into the state’s programs and plans is key to implementing the Strategic Highway Safety Plan and formulating our Highway Safety Plan application.

Linkage:

Providing funding for the conference and the luncheon enables traffic safety stakeholders around Wisconsin to meet and learn from each other, which will aid the state in reaching performance target C1.

Rationale for Selecting Countermeasure/Amount:

The conference is a culmination of the entire outreach program. When groups outside of WisDOT support its messaging that aims to decrease traffic fatalities on our roads, it benefits the department’s program. The amount of funding for this countermeasure strategy is the same as it was in 2021.

Description:

This planned activity funds the conference as well as the recognition luncheon for law enforcement. The conference is a meeting of current and future partners. The conference has improved and will continue to improve inter-agency cooperation and collaboration. It will help the

development of multi-jurisdictional high visibility enforcement (HVE) task forces across the state. No equipment purchased with this activity will be major since all equipment will have an acquisition cost of less than \$5,000. Wisconsin meets its match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-90-06-CP	\$375,000	\$200,000

Communications Plan

The Bureau of Transportation Safety will employ a media plan that supports high visibility enforcement messaging during key deployments during the fiscal year and maintain a sustained behavioral messaging effort. The bureau will reference *Countermeasures that Work*, ninth edition, and Traffic Safety Marketing, and develop local media to customize targeted behavioral messages.

The bureau will work in partnership with other agencies, organizations, and affiliates to deliver comprehensive media messages that are coordinated in an effort to address highway safety statewide and to minority communities, through print, radio, social media, digital streaming and television.

Public Information and Education – Occupant Protection

Assess Traffic Safety Impact:

Promoting occupant protection will help to increase seat belt usage among low-belt use groups.

Linkage:

Wisconsin’s occupant protection outreach plan will assist the state in reaching a usage rate of 93.05% by December 31, 2022.

Rationale for Selecting Countermeasure/Amount:

The support of high visibility enforcement through public information is specifically allowed under 23 CFR §1300.21(f)(1)(i) and it is also listed in *Countermeasures that Work*, ninth edition, on pages 2-22, 2-23, and 2-30.

Description:

BOTS will review and update information regarding child passenger safety, safety belt materials, and other items in both Spanish and English. We will create state-specific occupant protection message using CIOT, Zero in Wisconsin, and messages targeted at the unbuckled motor vehicle occupant. BOTS will partner with teen safe driving programs to promote young adult driver seat belt use. We will review and update web-based information and materials for accuracy and to reduce printing and duplication costs. This will also encompass the rollover convincer project.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405b	2022-25-02-M2	\$200,000	N/A

Public Information and Education – Impaired Driving

Assess Traffic Safety Impact:

Promoting impaired driving programs will help to decrease impaired driving among the traveling public.

Linkage:

Wisconsin’s impaired driving outreach plan will assist the state in decreasing alcohol impaired driving fatalities 5% from the 2015-2019 calendar year rolling average of 180 to 171 by December 31, 2021.

Rationale for Selecting Countermeasure/Amount:

The support of high visibility enforcement through public information is specifically allowed under 23 CFR §1300.23(j)(1)(vi) and it is also listed in *Countermeasures that Work*, ninth edition, on pages 1-27 and 1-54, 1-57, and 1-58.

Description:

Continue to develop a statewide public information and education campaign to reduce impaired driving injuries and fatalities based on NHTSA’s goals and objectives utilizing various methods such as the web, print, and TV. Obtain services for product and placement, printing, and postage. Collaborate with partners, revise, and update all information, identify specific needs, and target information to various audiences including Spanish speaking customers. Use the website more to reduce production costs. Develop and disseminate best practices information. Collaborate with community prevention organizations to assist them in developing successful evidence-based prevention programs.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	405d	2022-31-02-M5	\$65,000	N/A

Media – Motorist Awareness and Motorcyclist Safety

Assess Traffic Safety Impact:

Promoting awareness will help to decrease motorcyclist crashes among the traveling public.

Linkage:

Wisconsin’s motorcyclist and motorists outreach plan will assist the state in decreasing motorcyclist fatalities 5% from the 2016-2020 calendar year rolling.

Rationale for Selecting Countermeasure/Amount:

The support of public information for motorists and motorcyclists is listed in *Countermeasures that Work*, ninth edition, on pages 5-19 and 5-20.

Description:

This will fund media campaigns during “May is National Motorcycle Safety Awareness Month” and in Wisconsin “May is Motorcycle Awareness Month.” These campaigns will promote motorists’ awareness of motorcyclists in a campaign to “look twice for motorcycles” via radio and television Public Service Announcements, posters, and other means.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-70-07-MC	\$50,000	\$0

Public Information and Education – Pedestrian and Bicyclist

Assess Traffic Safety Impact:

Promoting awareness will help to decrease non-motorist crashes among the traveling public.

Linkage:

Wisconsin’s bicycle and pedestrian outreach plan will assist the state in reducing pedestrian fatalities 2% from the 2016-2020 calendar year rolling average.

Rationale for Selecting Countermeasure/Amount:

The support of HVE through public information is listed in *Countermeasures that Work*, ninth edition, pages 8-29, 9-16, and 9-26.

Description:

Work with partners to keep information up-to-date and add information to WisDOT website. Continue to work with the variety of Drivers Education Programs to ensure beginning drivers receive the correct pedestrian/bicycle training. Additional information will be produced in 2021 as well as updates to training programs. The impact of this project will help to ensure that young drivers receive the necessary information to share the road with pedestrians and bicyclists. Continue to develop and educate all people involved in pedestrian/bicyclist safety. Work in cooperation with Share and Be Aware to develop new training/educational materials. This project will help to ensure that bicyclists get up to date information regarding rules of the road.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-80-02-PS	\$20,000	\$0

Public Information and Education – Campaign Development

Assess Traffic Safety Impact:

Promoting awareness will help to decrease motorist crashes among the traveling public.

Linkage:

Wisconsin's outreach plan will assist the state in reducing traffic fatalities 2%.

Rationale for Selecting Countermeasure/Amount:

The support of high visibility enforcement through public information is listed in *Countermeasures that Work*, ninth edition, on pages 1-54, 2-23, 3-31, 4-17, 4-18, 5-16, 5-19, 5-20, and 8-27.

Description:

Continue to develop a statewide public information and education campaign on distracted driving, speed, and other campaigns to reduce injuries and fatalities based on NHTSA's goals and objectives utilizing various methods such as the Web, print, and TV. Obtain services for product and placement, printing, and postage. Collaborate with partners, revise, and update all information, identify specific needs, and target information to various audiences including Spanish and Hmong customers. Provide up-to-date information and current data to the public. Collaborate with community prevention organizations to assist them in developing successful evidence-based prevention programs and successful program information outreach. This project will help to support the countermeasure that works on page 3-37 of the ninth edition. The impact of the project is to help raise awareness among drivers of the importance of highway safety rules and regulations.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-90-02-CP	\$330,000	\$0

Paid Media**Rationale for Selecting Countermeasure/Amount:**

The support of high visibility enforcement through public information is listed in *Countermeasures that Work*, ninth edition, on pages 1-54, 2-23, 3-31, 4-17, 4-18, 5-16, 5-19, 5-20, and 8-27. It is also allowable under 23 CFR §1300.23(j)(1)(vi).

Description:

Contract for paid media for all major behavioral areas, with an emphasis on impaired driving. These projects will help to support all communication and outreach countermeasures that work described in each section of the HSP. The impact of the project is to help raise awareness among drivers of the importance of highway safety rules and regulations.

Intended Subrecipients	Funding Source	Unique Identifier	Funding Amount	Local Benefit
BOTS	402	2022-90-07-PM	\$775,000	\$0
BOTS	405d	2022-31-07-M5	\$450,000	\$0

Community Traffic Safety Outreach and Media Programs —Budget Summary		
402	2022-90-01-CP	\$450,000
402	2022-90-04-CP	\$132,730
402	2022-90-06-CP	\$375,000
405b	2022-25-02-M2	\$200,000
405d	2022-31-02-M5	\$65,000
402	2022-70-07-MC	\$50,000
402	2022-80-02-PS	\$20,000
402	2022-90-02-CP	\$330,000
402	2022-90-07-PM	\$775,000
405d	2022-31-07-M5	\$450,000
	Total	\$2,847,730

Appendix 1:

LAW ENFORCEMENT GRANT TARGETING METHODOLOGY

As It Relates 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 1300.11(d)(5)(i) and (ii), 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; and
- (3) Continuous follow-up and adjustment of the enforcement plan.

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

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

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

Initial Scoring:

The Bureau of Transportation Safety's 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 2018, 2019, and 2020. Three years of data were collected to disguise some of the natural fluctuations from year to year. Not all locations in Wisconsin have recorded each of the three types of crashes during the 2018-2020 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 were:

- Fatal injury = 20
- Suspected Serious injury = 20
- Suspected Minor injury=10
- Possible injury = 5
- Unknown or no injury = 1

Numeric weights of the injuries (and non-injuries) were summed by county 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, 2020 population estimates (per 1,000), as released by the Wisconsin Department of Administration's Demographic Services Center (Ex. $\text{Calculated Score} * (1000/\text{Population Number})$) for counties, cities, villages, and towns. Population estimates are based on the 2010 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 seventy-two counties in the state is the following:

$$\text{Calculated Score} * (1,000/(\text{2020 County Population}))$$

Each county is evaluated with regard to its *Calculated Score for Injuries* and its *Normalized Score* to see if it meets the criteria for selection. The county-level criteria varies 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 are 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).

I. 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 "2020MuniInMultiCounties", in the MS Excel files named "2020MuniAlcWeightedTrgtNormal.xlsx".

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 NormalScore ≥ 50.00 OR (Weight $\geq 2,000$ AND NormalScore ≥ 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 NormalScore 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 NormalScore 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

NormalScore >= 50.00

Each of these municipalities will be highlighted in blue. Please note that municipalities that have a law enforcement agency presence, besides the county sheriff will also be highlighted, by the use of **bold** text.

Each county NOT having a Rural-Urban Continuum Code of seven through nine is evaluated with regard to 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 varies 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, but 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.

II. 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 driver's 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 law enforcement agency will be the first enforcement agency contacted, for each county, given they have county-wide jurisdiction.

III. All Grants 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. Please note that the County Sheriff of a selected county, regardless of grant type will always be considered for a grant, otherwise 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.

Appendix 2:

405(B) Occupant Protection Grant

Participation in Click-it-or-Ticket (CIOT) national mobilization

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

As required under 23 CFR § 1300.11(d)(6) and 23 CFR § 1300.21 (d)(2), participating agencies include:

Adams County Sheriff's Office	Black River Falls Police Department	Colby Abbotsford Police Department
ALBANY PD	Bloomfield Township Police Department	Colfax Police Dept.
Altoona Police Department	Boscobel Police Dept.	Coloma Police Department
AMERY POLICE DEPARTMENT	Brandon Fairwater Police Dept.	Columbia County Sheriff's Office
Antigo Police Department	Brillion Police Dept.	Columbus Police Department
Appleton Police Department	Brodhead Police Department	Cornell Police Department
Arcadia Police Department	Brooklyn Police Dept.	Cottage Grove Police Department
Arena Police Department	Brown County Sheriff's Department	Crawford County Sheriff's Department
Ashwaubenon Public Safety	Brown Deer Police Department	Cudahy Police Department
Athens Police Department	Brownsville Police Department - Village Of	Cumberland Police Department
AUGUSTA POLICE DEPT	Buffalo County Sheriff's Office	Dane County Sheriff's Office
Baldwin Police Dept.	Burnett County Sheriff's Department	De Pere Police Department
Baraboo Police Department	Butler Police Department	DeForest Police Department
Barneveld Police Dept.	Caledonia Police Department - Village Of	Dickeyville Police Dept.
BARRON COUNTY SHERIFF'S DEPT	Campbell Police Department	Dodge County Sheriff's Office
Bayfield County Sheriff's Office	Campbellsport Police Department	Dodgeville Police Department
Bayfield Police Department	Cascade Police Dept.	Door County Sheriff's Department
Bayside Police Department	CEDARBURG PD	Douglas County Sheriff's Department
Beaver Dam Police Department	Chetek Police Department	Dunn County Sheriff's Office
BELLEVILLE PD	Chilton Police Department	Durand Police Department
Beloit Police Department	Chippewa County Sheriff's Office	East Troy Police Department - Village of
Birchwood Police Dept.	Clark County Sheriff's Department	Edgar Police Department
BLACK CREEK PD	Clintonville Police Department	Edgerton Police Department
Elk Mound Police Dept.	Horicon Police Dept.	Marathon County Sheriff's Office
Elkhart Lake Police Department	Hortonville Police Department	Marinette County Sheriff's Office
Elkhorn Police Department	Hudson Police Department	Marinette Police Department
Ellsworth Police Department	Hurley Police Department	Markesan Police Department
Elm Grove Police Department	Iowa County Sheriff's Office	Marquette County Sheriff's Department
Elmwood Police Department	Iron County Sheriff's Department	Marquette University Police Dept
Evansville Police Department	IRON RIVER PD - TOWN OF	Marshall Police Department
Everest Metropolitan Police Department	Jackson County Sheriff's Office	Marshfield Police Department
Fairchild Police Dept.	Jackson Police Department	Mayville Police Department

Fennimore Police Department	Janesville Police Department	McFarland Police Department
Fitchburg Police Department	Jefferson County Sheriff's Office	Mellen Police Department
Florence County Sheriff's Office	Jefferson Police Dept.	Melrose Police Department
Fond du Lac Police Department	Johnson Creek Police Department	Menasha Police Department
Fond du Lac Sheriff's Office	Juneau Police Department	Mequon Police Department
Fort Atkinson Police Department	Kenosha Police Department	Merrill Police Department
Fox Lake Police Department	Kewaskum Police Department	Merrillan Police Department
Fox Point Police Department	Kiel Police Department	Middleton Police Department
Fox Valley Metro Police Department	Kohler Police Department	Milton Police Department - City Of
Franklin Police Department	Kronenwetter Police Department	Milton Police Department - Town Of
Fredonia Marshal	La Crosse County Sheriff's Office	Milwaukee County Sheriff's Office
Fulton Town of Police Dept.	La Pointe Police Department	Milwaukee Police Department
Geneva Police Department - Town Of	Lafayette County Sheriff's Office	Mineral Point Police Department
Glendale Police Department	Lake Delton Police Department	Minocqua Police Department
Grand Chute Police Department	Lake Geneva Police Department	Minong Police Dept.
Grand Rapids Police Department	LAKE HALLIE PD VILLAGE OF	Mishicot Police Dept.
Grant County Sheriff's Office	Lake Mills Police Department	Mondovi Police Department
Grantsburg Police Department	Lancaster Police Department	Monona Police Department
Green Bay Police Department	Lannon Police Department	Monroe County Sheriff's Office
Greendale Police Department	Linden Police Department	Montello Police Department
Greenfield Police Department	LINN PD - TOWN OF	Monticello Police Department
Hales Corners Police Department	Lodi Police Department	Mosinee Police Dept.
Hammond Police Department	Lomira Police Department	Mount Pleasant PD – Village of
Hancock Police Department	Luck Police Department	Mukwonago PD - Village of
Hartland Police Department	Madison Police Department	Muscoda Police Department
Hazel Green Police Dept.	Madison Police Department - Town Of	Muskego Police Department
Highland Police Dept.	Manitowoc Police Department	NEILLSVILLE POLICE DEPARTMENT
Hillsboro Police Department	Maple Bluff Police Department - Village of	Nekoosa Police Department
Hobart/Lawrence Police Department	Marathon City Police Department	Neosho Rubicon Ashippun Police Dept
New Berlin Police Department	Pulaski Police Department	Sturgeon Bay Police Department
New Glarus Police Department	Racine County Sheriff's Office	Sturtevant Police Department
New Holstein Police Department	Randolph Police Department	Summit Police Department - Village of SUN PRAIRIE POLICE DEPARTMENT
New Richmond Police Department	Red Cliff Police Dept.	UW - Whitewater Police Services
Newburg Police Department	Rock County Sheriff's Office	UW Green Bay Police Department
Nicolet Area Technical College	Rome Police Department - Town Of	Vernon County Sheriff's Office
North Fond du Lac Police Department	Rosendale Police Department	Verona Police Department
North Hudson Police Department	Rothschild Police Department	Village of Fox Crossing PD
Oak Creek Police Department	Sauk County Sheriff's Office	Walworth County Sheriff's Department
Oakland Township Police Department	Sauk Prairie Police Department	Walworth Police Department - Village of
Oconomowoc Lake Police Department	Sawyer County Sheriff's Office	of
Oconomowoc Police Department	Seymour Police Department	Washburn County Sheriff
Oconto Falls Police Dept.	Sharon Police Department - Village Of	Washburn Police Department

Onalaska Police Department	Shawano County Sheriff's Department	Washington Island Police Department
Oneida Police Department	Shawano Police Department	Waterford Police Department - TOWN
Oregon Police Department	Sheboygan County Sheriff's Office	Waterloo Police Department
Orfordville Police Department	Sheboygan Falls Police Department	WATERTOWN POLICE DEPARTMENT
Osseo Police Department	Shell Lake Police Department	Waukesha County Sheriff's Office
Outagamie County Sheriff's Department	Shiocton Police Department	WAUNAKEE PD
Owen-Withee Police Department	Shorewood Hills Police Dept.	Waupaca County Sheriff's Office
Ozaukee County Sheriff's Office	Siren Village of Police Dept.	Waupun Police Department
Palmyra Police Department	Slinger Police Department	Wausau Police Department
Pepin County Sheriff's Department	SOMERSET PD	Wausara County Sheriff's Department
Pepin Police Department	Sparta Police Department	West Allis Police Department
Pewaukee Police Department - Village Of	Spring Green Police Department	Weyauwega Police Department
Pierce County Sheriff's Department	Spring Valley Police Department	Whitefish Bay Police Department
Pittsville Police Department	St. Francis Police Department	Wild Rose Police Department
Plain Police Department	St. Nazianz Police Dept.	Winneconne Police Department
Platteville Police Department	Stanley Police Department	Wisconsin Dells Police Department
Pleasant Prairie Police Department - Village Of	Star Prairie Police Dept.	Wisconsin Rapids Police Department
Plover Police Department	Stevens Point Police Department	Wood County Sheriff's Office
Plymouth Police Department	Stoughton Police Department	Woodville Police Department
Port Edward Police Dept.	Superior Police Department	Wrightstown PD - Village of
Port Washington Police Department	Thorp Police Department	
Portage County Sheriff's Office	Tomah Police Department	
Portage Police Department	Tomahawk Police Department	
Poynette Police Department	Town of Hayward Police Dept.	
Prairie du Chien Police Department	Trempealeau County Sheriff's Office	
Princeton Police Dept.	Turtle Lake Police Department	
Rice Lake Police Department	UW - Platteville Police Department	
Richland Center Police Department	UW - Eau Claire Police Department	
Richland County Sheriff's Office	UW - Madison Police Department	
Ripon Police Department	UW - Milwaukee Police Department	
Ripon Police Department - Town Of	UW -Oshkosh Police Department	
River Hills Police Department	UW - Parkside Police Department	
Roberts Police Department	UW - Stout Police Department	

Child restraint inspection stations

County	Number of Inspection Stations	Number of Inspection Events	Stations/Events Serving an Urban Population	Stations/Events Serving a Rural Population	Stations/Events Serving an At-Risk (Low Income)
Brown	1		1		
Dane	1		1		1
Fond du Lac	1		1		
Iron	1			1	1
La Crosse	2	2	4		4
Langlade	1			1	1
Marinette	2			2	2
Milwaukee	13		13		13
Ozaukee	3		3		
Portage	2			2	2
Racine	1		1		1
Sauk	1			1	
Sheboygan	1		1		
Washington	3		3		
Waukesha	5		5		
Wood	2			2	
Totals	40	42	33	9	25
	Inspection Stations	Inspection Stations or Events	Stations/Events Serving Urban Areas	Stations/Events Serving Rural Areas	Serving an At-Risk (Low Income)
			USDA rural-urban continuum code 1-3	USDA rural-urban continuum code 4-9	

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

Child passenger safety technicians

Enter an estimate of the total number of classes and the estimated 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.

Estimated total number of classes 8

Estimated number of technicians 80

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

This plan could be affected by the ongoing pandemic.

Appendix 3

405 (C) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS
GRANT

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
September 18, 2020
February 18, 2021
May 12, 2021

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator

Laura C. Vande Hey and
Andrea Bill

Title of State's Traffic Records Coordinator

Program and Policy
Supervisor and Traffic
Safety Engineer
Research Program
Manager

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.

2020 TRCC MEMBERS			
First Name	Last Name	Agency - Bureau	Agency
Tanya	Iverson	WisDOT WSP BOTS	WisDOT
Larry	Corsi	WisDOT WSP BOTS	WisDOT
Michael	Schwendau	WisDOT WSP BOTS	WisDOT
Laura	Vande Hey	WisDOT WSP BOTS	WisDOT
Wayne	Bigelow	UW CHSRA	UW CHSRA
Erica	Garcia-Lago	DHS	DHS
Amy	Miles	UW School of Medicine and Public Health	UW Hygiene Lab
Diana	Guinn	WisDOT WSP BOTS	WisDOT
David	Harvey	WisDOT WSP Technical Services	WisDOT
Darlene	Schwartz	WisDOT WSP TrACS Unit	WisDOT
Kelly	Schildt	WisDOT DTIM BSHP Highway Data	WisDOT

Brian	Porter	WisDOT DTIM BPED Traffic Forecasting	WisDOT
Angela	Adams	WisDOT DTSD SW Region - LAX Office	WisDOT
Andrea	Bill	UW TOPS Lab	UW TOPS Lab
Steven	Parker	UW TOPS Lab	UW TOPS Lab
Mark	Oesterle		WisDOT
Mark	Gessler		WisDOT
Deborah	Kelley		WisDOT
Ashley	Bergeron	DHS-OPEHC	DHS
David	Jolicoeur	FHWA	FHWA
Tara	Jenswold	DOJ	DOJ
Andrea	Olson	COURTS	COURTS
Reed	McGinn	DOT	DOT
Reginald	Paradowski	DOT	DOT
Bradley	Rollo	DOJ	DOJ
Michael	Satteson	DOT	WisDOT
Corey	Kleist	DOT	WisDOT
Kimberly	Hicks	COURTS	COURTS
Warren	Warrington	Menominee Indian Tribe	MITW
Chris	Larsh	Dane Co. Sheriff's Department	Dane Co.
Tim	Berk	Onalaska Police Department	Onalaska
Dale	Halloway	Medical College of Wisconsin	MCW
Melissa	Kimball	DOT	WisDOT
Jeffrey	Murkve	DOT	WisDOT
Jacquelyn	Irving	DOT	WisDOT
Laurie	Taylor	DHS	DHS
Stephanie	Arduini	DOT	WisDOT
Tejal	Thakkar	DOT	WisDOT
Jan	Grebel	DOT	WisDOT
Bob	Tyllo	DOT	WisDOT
Jacci	Ziebert	DOT	WisDOT
Bob	Schneider	UW-Milwaukee Urban Planning	UWM
Xiao	Qin	UW-Milwaukee Urban Planning	UWM
Paul	Moberg	UW Population Health	UW PHS
Randy	Wiessing	WisDOT WSP BOTS	WisDOT
Kaci	Wray	NHTSA	NHTSA
Mike	Finkenbinder	WisDOT DTIM BSHP HSIP	WisDOT
Naveen	Sharma	DOJ -Division of Management Services	WisDOJ
Schwartz	Darlene	WisDOT WSP BSS TRACS Unit	WisDOT
Peacock	Ann	WisDOJ	WisDOJ

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are 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; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

[Appendix 3b contains our TSIS with detailed descriptions of the projects below.](#)

Project Title	Database	Attribute	Budget	Status	Improvement and Measure
DOJ E-Citations	Citation and Adjudication	Timeliness	\$282,000	Non-standard technologies that don't scale	Increase from 7 citations/minute to 14.
Pedestrian Exposure Tools	Roadway	Completeness	\$20,000	No interactive pedestrian volume	Current baseline of 500 intersections have pedestrian volumes and will increase to 20,000
Community Maps	Crash	Accessibility	\$50,000	Continued Improvements	Login Target: A 25% annual increase over the pre-Covid 2019 value is desired for 2021. Website Hits Target: A 25% annual increase is desired for 2021
FY22 WisTransPortal Predictive Crash Research & Development	Crash	Accessibility	\$65,000	Developing best practices for predicting where and under what conditions crashes occur	Target: A 15% annual increase over the pre-Covid 2019 value is desired for 2021
FY22 WisTransPortal Safety Data Warehouse Data Linkage Prototype	Crash and Citation	Integration	\$80,000	Link citations and crashes	Implement linkages for three agencies
FY22 Crash Database Timeliness Improvements	Crash	Timeliness	\$100,000	Incorporating an automated workflow tool into the Wisconsin Crash Database and Resolve System	2019 baseline of 511 fatal crashes within 111 days. Completing 85% of fatal crash records within 90 days.
CODES-- Crash Outcomes and Data Evaluation System	EMS	Completeness	\$140,000	Derive medical and other injury specific cost information for CODES data.	There are 0 records that are included in the crash database. We will move to 25% records linked to the hospital records. Injury Area Injury Diagnosis MAIS Injury Severity

Improvement of Roundabout Crash Report Traffic Control Identification	Crash Roadway	Accuracy Uniformity	\$30,000	Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None."	Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None." were reviewed. Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None." Improvement: 25% have Yield and 25% have none.
Struck By/Secondary Incidents	Crash	Accuracy	\$30,000	Review crash reports to identify secondary and struck by crashes which have not been flagged as secondary and struck by respectively and incorporate that information into the crash database.	almost 20% secondary crashes were not marked as secondary crashes. The quantitative improvement will be to improve accuracy to 15% missed
State-to-State (S2S) Driver History Record (DHR) Project	Citation and Adjudication	Timeliness	\$297,550	Currently all non-CDL convictions, withdrawals, and negated convictions for out-of-state drivers throughout the U.S. and its territories are sent via "snail" mail	95% of convictions and suspensions transmitted between Wisconsin and other participating states will be transmitted electronically
		Total	\$1,094,500		

Quantitative improvement

Appendix 3a

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Self-Assessment: 2/3/2020

Date of full Assessment: 6/8/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Appendix 3a
State Traffic Safety Information System Improvements Grant
Interim Progress Report

State: Wisconsin Report Date: 2021-06-04 Submitted by: Laura Vande Hey
Regional Reviewer:

System to be Impacted	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:								
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input checked="" type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:								
Performance Measure used to track Improvement(s)	Crash data accessibility for state and local traffic safety review.								
Specification of how the Measure is calculated / estimated	Crash data is available for online mapping and analysis through the Community Maps application, which is updated on a nightly basis from the Wisconsin Crash Database. The primary use of Community Maps is to support the quarterly review of crashes by Wisconsin's seventy-two county Traffic Safety Commissions (TSCs), however the system is also increasingly used by other safety professionals and by the general public. This measure examines the number of distinct users per month that access the Advanced Search capability, which is the primary interface used by the TSC's. It also includes the average number of page hits per day along with the percentage of crashes displayed on the crash map. Taken together, these values are intended to provide an overall baseline and measure for crash data accessibility improvements.								
Date and Baseline Value for the Measure	2019-04-01 to 2020-03-31 (inclusive) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Total Users</td> <td style="text-align: right;">544</td> </tr> <tr> <td>Number of Distinct Users Per Month</td> <td style="text-align: right;">120</td> </tr> <tr> <td>Number of Average Page Hits Per Day</td> <td style="text-align: right;">129</td> </tr> <tr> <td>% of Crashes Displayed on the Map</td> <td style="text-align: right;">98%</td> </tr> </table>	Total Users	544	Number of Distinct Users Per Month	120	Number of Average Page Hits Per Day	129	% of Crashes Displayed on the Map	98%
Total Users	544								
Number of Distinct Users Per Month	120								
Number of Average Page Hits Per Day	129								
% of Crashes Displayed on the Map	98%								
Date and Current Value for the Measure	2020-04-01 to 2021-03-31 (inclusive) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Total Users</td> <td style="text-align: right;">423</td> </tr> <tr> <td>Number of Distinct Users Per Month</td> <td style="text-align: right;">108</td> </tr> <tr> <td>Number of Average Page Hits Per Day</td> <td style="text-align: right;">142</td> </tr> <tr> <td>% of Crashes Displayed on the Map</td> <td style="text-align: right;">98%</td> </tr> </table> <p>NOTE: these measures represent a downturn from the Covid-19 impact on TSC and traffic law enforcement activities. We have already begun to return to pre-existing levels and expect to continue to show quantitative improvements as the State continues to reopen.</p>	Total Users	423	Number of Distinct Users Per Month	108	Number of Average Page Hits Per Day	142	% of Crashes Displayed on the Map	98%
Total Users	423								
Number of Distinct Users Per Month	108								
Number of Average Page Hits Per Day	142								
% of Crashes Displayed on the Map	98%								
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Quantitative performance improvement <i>has</i> been documented <input type="checkbox"/> Quantitative performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure								

If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

State of Wisconsin

Traffic Safety Information System

2022 Strategic Plan

May 2021

STATE of WISCONSIN

TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

STRATEGIC PLAN 2022

Content

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- III. **2022 Traffic Safety Information System Strategic Plan Projects** (Description of Projects; TRCC Goals Fulfilled; TRA Recommendations Addressed; Existing Data Deficiencies Addressed; Performance Measures)
- IV. **Signature**
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Appendices

INTRODUCTION

On December 4th, 2015, President Obama signed into law P.L. No. 114-94, the new surface transportation reauthorization bill known as the “Fixing America’s Surface Transportation Act” (otherwise known as the “FAST Act.” The bill replaces the “Moving Ahead for Progress in the 21st Century Act” (otherwise known

as “MAP-21”), which was signed into law on July 6th, 2012. The FAST Act contains sections that require the collection, management, distribution, and analysis of transportation safety data by local, state, or federal agencies.

23 U.S.C. §405(c), provides the basis for Section 405(c) State Traffic Safety Information System Improvements Grants. Such grants are the vehicle by which the federal government assists states with the crucial task of improving identified deficiencies in their various data systems.

To assure that the required data are properly, efficiently, and effectively collected, as well as well-managed and available to support increasingly data-driven traffic safety programs, 23 U.S.C. §405(c)(3)(C) requires each state to craft and update comprehensive Traffic Safety Information Systems (TSIS) strategic plans for the improvement of all the safety data systems in the state.

Wisconsin’s TSIS Strategic Plan, developed with input from data collectors, program managers, and users, can be used to guide the most cost-effective use of resources to result in the greatest quality improvements to the state’s data in terms of accessibility, completeness, timeliness, uniformity, accessibility, and integration.

BACKGROUND

In the past, Wisconsin has met the criteria for participation in the 23 U.S.C. 405(c) State Traffic Safety Information Systems Improvements Grant Program under the 2012 surface transportation reauthorization bill, called “MAP-21.” The FAST Act of 2015 has now superseded MAP-21, and Wisconsin must follow the FAST Act regulations for fiscal year 2022 grants.

The committee that organizes this Traffic Safety Information System Improvement Plan (TSISP) is the Traffic Records Coordinating Committee (TRCC). This committee dates to 2005 when the state underwent a traffic records assessment (TRA). It was decided that a TRCC could most efficiently spearhead traffic records projects and serve as a vehicle for promoting digital excellence. The TRCC is composed of a diverse group of individuals from government, academia, law enforcement, the private sector, the insurance industry, and the healthcare and EMS fields. The TRCC has been led by the state highway safety office (in Wisconsin’s case, the Bureau of Transportation Safety, or BOTS). The group endeavors to meet at least every quarter for approximately three hours, though the COVID pandemic prevented that this past year. While this plan has existed in an independent manner for well over a decade, it has always been created in concert with other plans, and its content has informed related plans. For example, Wisconsin’s strategic highway safety plans (SHSPs) have been updated under the leadership of the Wisconsin Department of Transportation’s Traffic Safety Council. Members of the TRCC have been involved in drafting the SHSP section addressing data and information improvements for decision making, and many SHSP contributors are also TRCC members.

This plan is broadly consistent with earlier plans, including the 2010-2014 plan, the 2015-2019 plan, and last year’s plan. The primary objectives of the 2010-2014 Strategic Plan for Traffic Records Improvement were automation of crash data, improved incident location, development of a state ambulance run reporting system, and increased access to safety data. The TRCC recommended that funds be used primarily for the adoption of the national model TraCS law enforcement data collection. Such a system allowed—and continues to allow—officers all throughout the state to enter crash information into a centralized portal.

The 2015-2019 TSISP diverged from the 2010-2014 plan in that it more closely matched the data projects called for by the 2014-2016 Strategic Highway Safety Plan (SHSP). It broadly continued, however, in its

funding priorities: significant monies were used to support TraCS expansion and training, as well as the introduction of a new crash form and data warehouse (the data warehouse mandated only internet submissions from law enforcement agencies as of Jan 1st, 2017). There were several projects which also strengthened the connections between crash data on one hand, and hospital and EMS data on the other, and smaller projects that focused on improving the access and visualization of safety data for traffic safety professionals. This 2022 plan focuses on similar priorities and projects.

It is important to note that, in past years, such plans have had multi-year scales. Since the 2018 Highway Safety Plan, following NHTSA guidelines, a one-year time scale was adopted. This will allow BOTS to develop a more focused plan that can be more responsive to the rapidly changing technologies and shifting needs of TRCC members. As such, a new 2022 plan will be developed near the end of FFY 2021.

I. STRATEGIC PLANNING PROCESS

A. Participants

- TRCC Policy Group, This group is responsible for oversight of the state's highway safety data systems. The policy-level group is composed of agency heads or division administrators who have authority and charge of overseeing the planning and improvement of safety data systems and/or who are collectors or users of these data. This group can meet on an ad-hoc basis to review the work of the TRCC Technical Group, and to set state policy to result in a statewide data improvement program that assures coordination of efforts and sharing of data. Members represent the Departments of Administration, Transportation (Highways, Motor Vehicles, and State Patrol, including its Bureau of Transportation Safety that is the state highway safety office for the State of Wisconsin), Health Services, Justice as well as the Office of State Courts. Members and affiliations are listed in Appendix 1, "TRCC Policy Group." The Members are customarily presented with a draft Charter for review and adoption during the plan approval process.
- TRCC Technical Group. This group is comprised of a core group of members who have met quarterly since the TRCC was organized under TEA-21 in 1999 and additional members who represent new users and/or collectors of these data. The TRCC Technical Group comprises the main group that plans the state's data projects and management systems. The group is quite large, with representatives who are managers of crash, exposure, roadway, citation/adjudication, driver, vehicle, and injury control/EMS data. Furthermore, data users and analysts in the fields of public health, highway safety, and roadway engineering also contribute to this group. Members and affiliations are listed in Appendix 2, "TRCC Technical Group."
- TRCC Technical Group Subcommittees or Workgroups, as required. The purpose of these subgroups is to provide more specific attention to the sub-groups of: crash data; exposure data; roadway data; citation/adjudication data; driver data; vehicle data; and injury control/EMS data. Time was given for members of these subgroups to meet during TRCC Technical Group meetings, but members were also encouraged to meet at other times when possible.

B. Identification of "Deficiencies" in State Traffic Records Data

Generally, BOTS analysts and TRCC Technical Group members used processes that had been used the previous years to identify state data deficiencies. In late 2019 and early 2020, the co-chairs of the TRCC Technical group coordinated a self-assessment of the state's data-systems by interviewing each of the database's owners, stewards, and users and completing NHTSA's self-assessment tool. Databases were analyzed for:

- *Accuracy*
- *Completeness*
- *Timeliness*

- *Uniformity*
- *Accessibility*
- *Integration*

C. Process for Establishing Improvement Objectives

After determining what would be beneficial for state data systems, the TRCC Technical Group used the following information for establishing objectives that could reasonably be accomplished in FFY 2022.

- Requirements and priorities from the most recent Strategic Highway Safety Plan Issue Areas.
- 2022 Highway Safety Plan (HSP) priorities and planned expenditures.
- TRCC member knowledge of the data files they manage and/or use, and feedback that they receive from users.

Such knowledge was then balanced against the 2021 405(c) funds and the projected 2022 405(c) funds to create TRCC-specific goals and goals corresponding to TRA recommendations.

D. Process for Selecting Specific Projects for 405(c) Funding

1. Before the March 2021 meeting of the TRCC, BOTS staff requested that individuals or groups proposing projects describe how their project would help improve the accuracy, completeness, timeliness, uniformity, accessibility, and integration of the state's traffic records data systems. In their proposal, BOTS asked individuals to reference past plans and the Traffic Records Assessment. Appendix ("Sample Worksheet").
2. Each project was related to the data deficiencies noted in Section (B) above. Timelines will be approved for project objectives that can reasonably be accomplished in FFY 2022, given existing resources plus 405(c) funds. Accountability will be clearly identified in each project application.

E. Steps for Monitoring and Reporting Progress in Achieving Project Objectives

1. Each 405(c)-funded project plan will include performance indicators to measure the success or failure of the project in terms of progress from baselines to quality improvement objectives. Project sponsors will be required to provide monthly reports reviewed at the TRCC quarterly meetings, and, when requested, at subcommittee meetings.
2. Matrices for measuring progress will be produced by the state highway safety office (SHSO) based upon project reports and will be reviewed by the technical group at its quarterly meetings.
3. The highway safety plan annual report is prepared near the end of the FFY and then forwarded to the TRCC policy group for review.
4. The signed report will be forwarded to NHTSA.

F. Process for Modifying or Replacing Objectives

- The Wisconsin TSIS Plan is intended to be an active document that will reflect new issues, new technologies and changing environments. As such, the TRCC technical group will review the existing objectives and will begin gathering information about changes in the technology and strategic resources.
- As soon as information is available about the progress of funded projects and this information will be reviewed by the Technical Group. Significant changes in the environment and/or progress of projects will form the basis for proposed changes in objectives. Historically, this has resulted in annual updates to Wisconsin's Traffic Records Strategic Plan. Going forward, a new plan will be created each year.
- Any proposed changes in the TSIS will be forwarded to the TRCC Policy Group for signoff and subsequently will be included in the annual report and annual update of the Strategic Plan. Changes in the measurement methodologies of existing plans will be incorporated into subsequent TSIS plans when projects span multiple years.

II. STRATEGIC PLANNING VISION, MISSION, PRINCIPLES, AND GOALS

A. Vision

Integrated planning for Wisconsin's public health, safety and security information systems results in traffic safety information that is timely, accurate, and complete, and thus meets the needs of many types of users; this information is readily accessible in formats that meet the needs of these users, is consistent between organizations and with national standards, and can be integrated with other types of data and with information from other jurisdictions.

B. Mission

The State of Wisconsin provides for the safety and welfare of its citizens through development and implementation of science-based and periodically reviewed public health, safety and security regulations, programs and activities, and promotes the use of technology to support agency missions and make government more accessible, responsive, and accountable.

The State of Wisconsin Traffic Records Coordinating Committee (TRCC), a group consisting of collectors, managers, and users of all components of Wisconsin's Traffic Safety Information System (TSIS), serves as a forum for discussion of records issues, reviews proposed changes in state TSIS improvement activities before they are implemented, reviews new technology and annually plans, monitors, and analyzes safety information improvement projects.

C. Principles

Data components of Wisconsin's traffic safety information systems are collected by many organizations and agencies for their individual business purposes. The usefulness of these many types of data for highway safety programming and analysis depends upon their availability and quality. Decisions made about changes to any one component of the system may have many down-stream consequences. The following principles guide this group and this specific plan:

- Issues of cost of collection and storage should be discussed and decided on a state-level basis.
- Data should be entered and stored once but used many times.
- Data should be linked and shared between systems.
- Data should meet national standards (MMUCC, NEMESIS, MIRE, etc.)
- Data quality is defined by the user; business needs of the collector and/or manager should not be paramount in making quality determinations.

D. Traffic Safety Information System Strategic Plan Goals

Goal 1: Maintain and continue to improve the now-updated DT4000 crash data warehouse in areas of timeliness, completeness, accuracy, consistency, accessibility, and data integration. Ensure that this data source conforms as much as possible to MMUCC (Model Minimum Uniform Crash Criteria) and to MIRE (Model Inventory of Roadway Elements). Furthermore, BOTS's Crash Records Unit (CRU) should continue to improve the data quality and integration possibilities of the DT4002 (the self-reported crash used for minor crashes). The Crash Records Unit of BOTS should be supported in their attempts to automate the data input for both forms—and associated linkages—as much as possible.

Goal 2: Link, as comprehensively as possible, citation and crash data; this will particularly help DSP's innovative Predictive Analytics Project in determining resource allocation.

Goal 3: Organize and assist law enforcement training to improve the completeness and accuracy of the new DT4000 crash data form (as well as citation and adjudication forms). Such training should include periodic field training by CRU. Keep the system up-to-date over the coming years by promoting strategic and planned upgrades to the system. Continue to assist law enforcement agencies (LEAs) with any questions they have.

- Goal 4:** Coordinate traffic safety information with related public health, safety, and security information to minimize duplication of effort and inefficient use of resources, and to enable multi-factorial analyses. To this end, the DOT should expand and deepen outreach to the Department of Health Services (DHS) and the Department of Children and Families (DCF).
- Goal 5:** Improve the link between crash data on the one hand, and EMS data/hospital records on the other. This will help state analysts quantify and study the health impacts of crashes, the importance of rapid and effective EMS service in determining positive health outcomes, and the relationship between proximate hospitals and health outcomes. Furthermore, this will allow researchers to understand the unique health risks from certain types of crashes (thus improving health outcomes).
- Goal 6:** Improve the interoperability, data completeness, data timeliness, and ease of use of WisTransPortal, the querying and visualization tool that was built by the Transportation Operations and Safety Laboratory (TOPS) for use in traffic safety commissions (TSCs). All of these improvements will increase the use of this tool by TSCs, thereby boosting the effectiveness of these bodies and the local analysis of traffic crashes that they bring.
- Goal 7:** Focus on improving the data sources that users can bring into WisTransPortal's Community Maps system (which is used at TSCs by BOTS staff, law enforcement liaisons (LELs), and law enforcement agencies (LEAs)). Moreover, linkages between the DT4000 crash reports and Community Maps should be made automatically.
- Goal 8:** Continue strategic investments in data gathering regarding risky driving behaviors in Wisconsin, such as the use of alcohol, opioids, and cell phones while driving. Such data will be helpful in the analyzing of such behaviors over the coming years (and the impacts of interventions and policy changes).
- Goal 9:** Ensure TRCC involvement at all stages in future strategic planning efforts, by establishing a forum for discussion, by the TRCC of all issues and initiatives to be addressed in the new Plan including the findings of the Traffic Records Assessment. TRCC members should consider the TRA a living document and should measure projected projects against its goals.
- Goal 10:** Support efforts to collect high-quality bicycle and pedestrian exposure data, which can include latent demand factors. Such data is as of yet unavailable, and this data limitation hinders effective safety analysis.
- Goal 11:** Implement predictive crash analytics programs (advanced computer statistics and mapping programs that allow users to predict where and when different types of crashes are most likely to occur). Such programs can improve law enforcement visibility (to prevent crashes) and decrease law enforcement response times when such crashes occur.
- Goal 12:** Support efforts within DOT divisions that are focused on connecting roadway and crash data. Such efforts will bolster traffic safety analysis being conducted by DOT engineers.
- Goal 13:** Strive to present information as visually as possible; this will allow research to be more widely adopted within and outside the DOT.
- Goal 14:** Create simple data architecture and linkages (as much as possible). If datasets and systems are already in existence, strive to adopt strategies to simplify the structure of the database.

E. State Data System Recommendations from the TRA

TRCC Management Recommendations									
--	--	--	--	--	--	--	--	--	--

Strengthen the capacity of the Traffic Records Coordinating Committee that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Planning Recommendations									
---	--	--	--	--	--	--	--	--	--

Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Crash Recommendations									
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Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Driver Recommendations									
-------------------------------	--	--	--	--	--	--	--	--	--

Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Vehicle Recommendations									
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Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Roadway Recommendations									
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Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Citation and Adjudication Recommendations

Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.



Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use & Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.

III. TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN PROJECTS

1. Project Title

Electronic Citation routing system

Organization Name

Department of Justice, Wisconsin State Patrol, Department of Transportation

Project Coordinators and Contact Information

Naveen Sharma, CIO

Department of Justice

sharman@widoj.gov

(608)266-0192

Darlene Schwartz, TraCS Program Manager

Bureau of Transportation Safety and Technical Services

Wisconsin State Patrol

Darlene.schwartz@dot.wi.gov

(608)440-7627

Core State Safety Database to Improve (*choose only one, unless selecting integration below*):

- | | |
|---|---|
| <input type="radio"/> Crash | <input type="radio"/> EMS or Injury Surveillance System |
| <input checked="" type="radio"/> Citation or Adjudication | <input type="radio"/> Roadway |
| <input type="radio"/> Driver | <input type="radio"/> Vehicle |

Proposed Attribute of Data to Improve (*choose only one*):

- | | |
|---|-------------------------------------|
| <input type="radio"/> Accuracy | <input type="radio"/> Uniformity |
| <input type="radio"/> Completeness | <input type="radio"/> Accessibility |
| <input checked="" type="radio"/> Timeliness | <input type="radio"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

In 2007, (14 years ago), the Office of Justice Assistance (OJA) (now DOJ) partnered with the Department of Transportation (DOT), Division of Motor Vehicles to create an electronic citation system that facilitated the routing of traffic citations from local law enforcement to the appropriate circuit court, municipal court, or prosecutor's office depending on the business rules written into the service. It also populates two DOT-owned databases, COWS (Court Ordered Web System) and DOT Citation Inventory System, with appropriate traffic citation data. Today eCitation processes nearly a million citations annually (Figure 1). In 2020 State Patrol submitted over 100K citations through the system. Unfortunately, the system was built with non-standard technologies that do not scale or provide high availability to this now critical application.

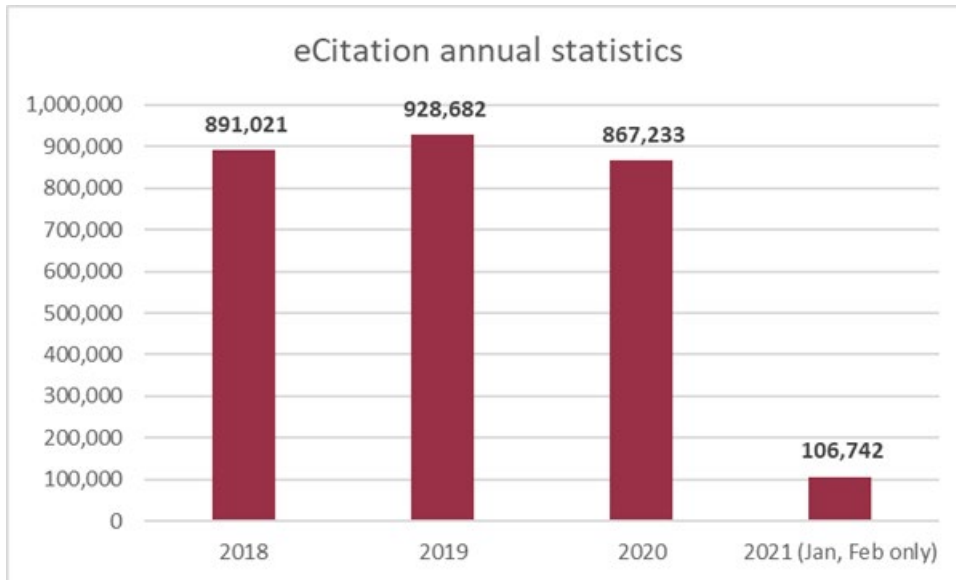


Figure 1

The Wisconsin State Patrol adopted the Traffic and Criminal Software (TraCS) system to digitize the collection and reporting of traffic citations, crash reports and more forms for law enforcement. Use of TraCS requires a client install on hardware and a local database for the citation and other data. The citation data is uploaded either real time or at the end of shifts to the system. All Wisconsin law enforcement agencies enter traffic and other citations into TraCS. The eCitation system then routes the citation data from TraCS to the appropriate circuit court, municipal court, prosecutor's office, and other systems. Prosecutors have 48 hours from the time a suspect is arrested to file the charge in court, and they can't do that if they don't have the citation as quickly and reliably as possible.

The diagram on the next page illustrates eCitation's relationship with TraCS:

TraCS Data Transmission Flow

02/11/2019

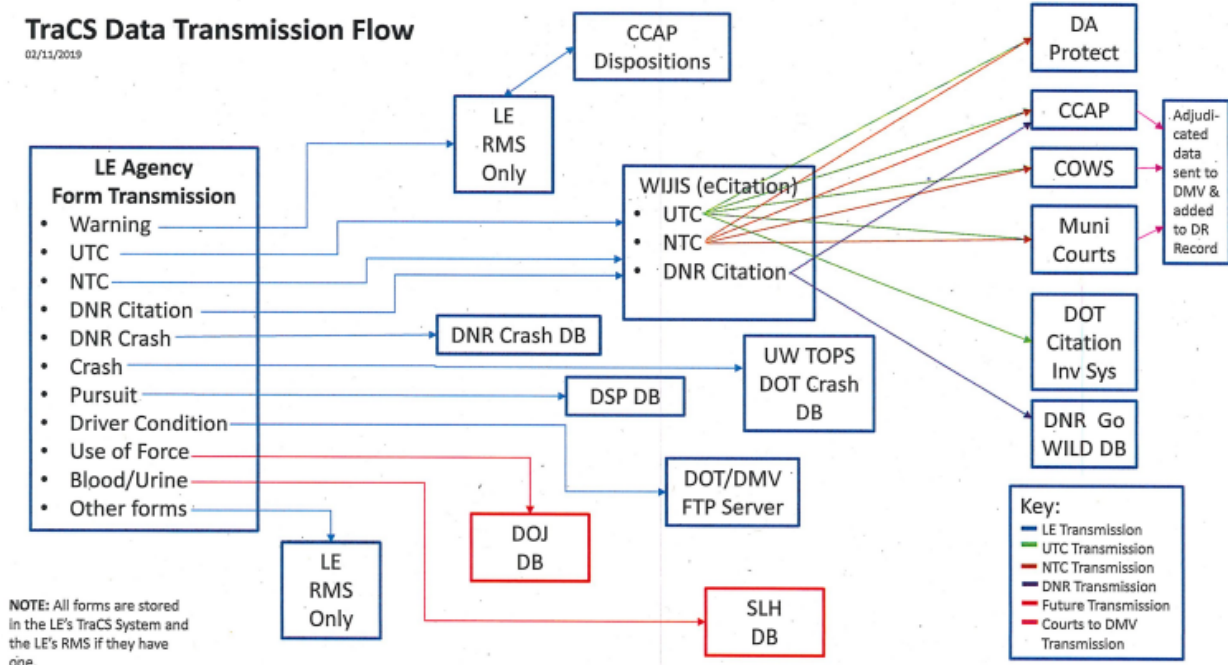


Figure 2

All parties that use eCitation need it to function at a high level. All 550+ law enforcement agencies issue traffic citations and depend on eCitation, to direct their citations to the appropriate end points. These include the 220+ municipal courts, DAIT, CCAP, COWS, DOT Citation Inventory system and DNR databases. Aside from the implications for the State Patrol, the Department of Transportation relies on eCitation to timely and accurately update traffic records.

As eCitation has aged, it has become less capable of meeting agency needs. It is not able to route citations in real time; instead, it uses a scheduled push/pull. Mondays tend to be a high-volume transmission day, and eCitation can periodically send false positive responses back to TraCS, which has caused a lot of distrust and uncertainty in the transmission of citations to the courts. The false positive leads law enforcement to think their citation have been transmitted successfully, when in reality they haven't. Many law enforcement agencies have begun to send a list of their transmitted citations to their court clerk, so they can verify they had received all the appropriate citations. This is a lot of extra time and work for both law enforcement and the courts.

Not only is eCitation failing to meet customer requirements, but it is also unstable and fragile. It is a critical application that runs on a 13-year-old platform that can no longer be patched without significant rewrite. It presents significant security vulnerabilities that cannot be repaired, including vulnerabilities to the host agency's servers. Because of these vulnerabilities, the DOJ must choose between taking down a critical application or potentially exposing the data of millions of Wisconsin drivers to malicious actors. As if this exposure were not bad enough, eCitation's age means that supporting it costs more than \$100,000 per year.

The fragility of this critical application is serious. A failure of the system could occur at any time and it would result in a severe impact to the agencies mentioned above. Below is a table listing the age of various software needed to run eCitations.

Table 1

Software	Implemented Release	Implemented Release Date	Latest Stable Release	Latest Stable Release Date
JQuery	1.9.1	2/1/2013	3.6.0	3/2/2021
Prototype	1.6.0.3	9/1/2008	1.7.3	9/22/2015
Bootstrap	2.3.0	2/1/2014	4.6.0	1/19/2021
eXist DB	1.4.0- rev10440	11/1/2009	5.2.0	1/23/2020
Windows Server	2016		2019	
Oracle Java SE	1.8.0_231	10/15/2019	11.0.10	1/19/2021

Provide a baseline measure for this specific and quantitative improvement:

1. Main Attribute: Improve Timeliness by:

- Reducing citation routing delays from scheduled push/pull to near real-time.
 - The current system processes data at a maximum rate of 7 citations/minute. On a busy day this can lead to large amount of queuing and false positives
 - The new system will increase throughput at 14 citations/minute and be capable of scaling to higher throughput to minimize queuing
- Improving availability by utilizing supportable software to ensure a reliable flow of data through the system, which includes timely delivery to the State Courts and appropriate prosecutor’s office.
- Improving availability of the application with deployment in a redundant fashion in two datacenters

Additional Attribute: Improve Accessibility by:

- Providing data feed to data warehouse (see figure below) to enable safety advocates to make data driven decisions

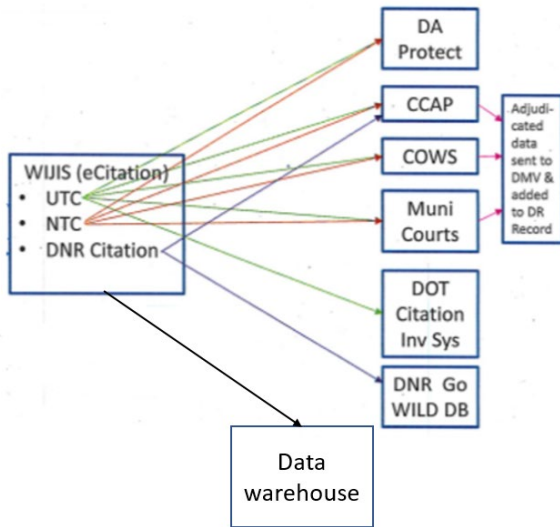


Figure 3

Project Objectives:

The objective of this project is to replace the current eCitation workflow and web services with a best practice solution for what has become a critical business function. The new system will forward traffic and other citations to all the current endpoints as well as add a new endpoint to a new Data Warehouse so DOT can capture issued traffic citations to analyze to assist with traffic safety. It will also provide dashboard for law enforcement and TraCS staff to verify citations status and see if they have reached their destinations.

Once complete, eCitation would reside on a highly available / highly scalable architecture with enterprise level failover and backup. The application would be current for all IT security standards and use only standard supportable technologies. The eCitation application will allow for near real-time electronic citation submission and routing and be more readily integrated to

other systems. The draft highly available deployment architecture is shown in the diagram below:

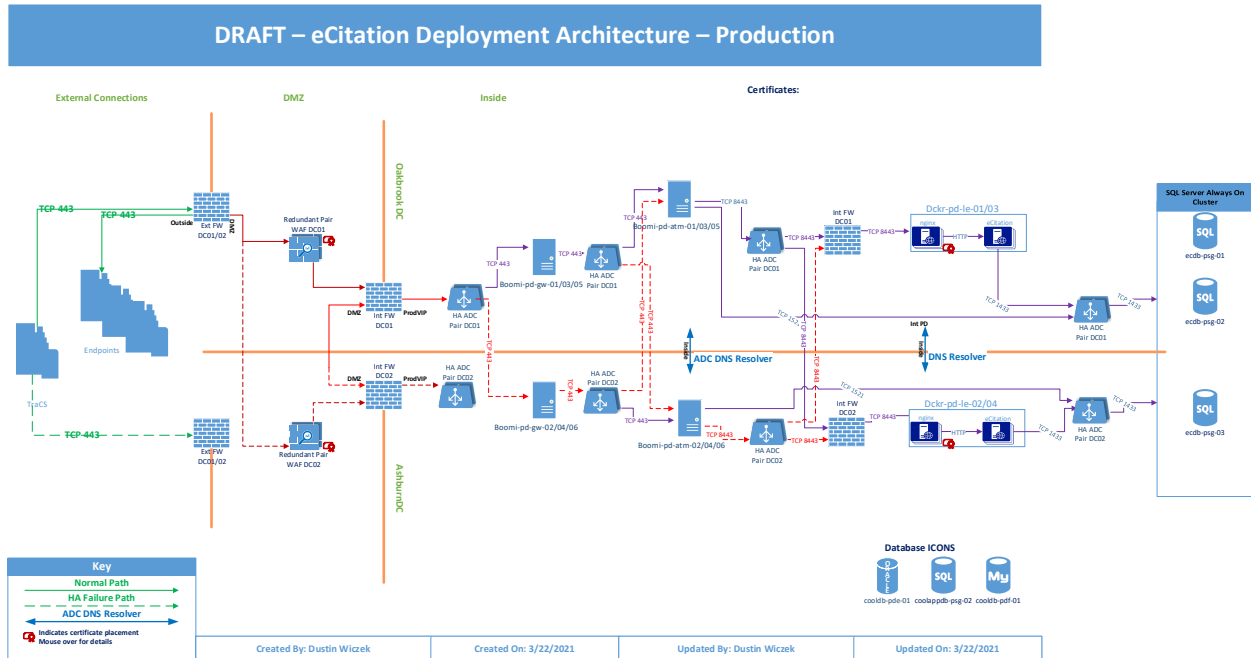


Figure 4

The new deployment architecture will provide higher level of application resilience and availability with:

- Active-active deployment in two Tier 3 datacenters
- Always on SQL clustering
- Instantaneous failover using Global Server Load Balancing
- Redundant components within the datacenter
- Improved security with a security stack that includes Web Application Firewall and Intrusion Prevention System

Itemized Budget

The estimated budget for this project is \$282,000. This anticipates consuming over a year of project management, development, and significant testing across all stakeholder platforms. This cost doesn't include end users time or resources for testing this new system.

(Details on following page)

Project Task	Est. % of Ready Time	Project Role										Range Estimate											
		Project Manager		Business Analyst		Technical Architect		Developer		Database Admin		Network Admin		Server Admin		Application Engineer		Unified Endpoint Management		Total Hours by Task	Est. Cost	Hours	Cost
		453	0	80	40	40	40	40	40	0	0	0	0	0	0	0	0	0	0				
1.0 Requirements and Analysis	20%	0	80	40	40	40	40	0	0	0	0	0	0	0	0	0	0	0	0	160	\$12,400	128-192	\$8,920-\$14,880
2.0 Development		0	80	50	180	120	210	40	0	8	0	2313	\$18,425	1,850-2,716	\$138,740-\$208,110								
3.0 Staging		0	40	0	8	0	10	28	60	0	0	146	\$12,180	117-175	\$9,744-\$14,616								
4.0 Production		0	40	0	48	0	10	0	20	0	0	118	\$9,960	94-142	\$7,488-\$11,232								
5.0 Integration and Testing		0	40	0	80	20	30	20	20	10	0	400	\$33,750	320-480	\$27,000-\$45,500								
Total Hours by Role 453 280 90 1981 140 260 88 280 18 0 3590 \$281,885 2,872-4,308 \$225,508-\$338,262																							

2. Project Title

Practical Application of Pedestrian Exposure Tools: Expanding Southeast Region Results Statewide

Organization Name

UW Milwaukee

Project Coordinator and Contact Information

Robert J. Schneider, PhD, Associate Professor, UW-Milwaukee Department of Urban Planning

Xiao Qin, PhD, Professor, UW-Milwaukee Department of Civil & Environmental Engineering

Core State Safety Database to Improve (choose only one, unless selecting integration below)

- Crash
- Citation or Adjudication
- Driver
- EMS or Injury Surveillance System
- Roadway
- Vehicle

Proposed Attribute of Data to Improve (choose only one)

- | | |
|--|--|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input checked="" type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification

The University of Wisconsin-Milwaukee (UWM) proposes this project to implement the results of the “Pedestrian Exposure Data for the Wisconsin State Highway System: WisDOT Southeast Region Pilot Study,” which is being completed by the University of Wisconsin-Milwaukee for the Bureau of Transportation Safety in 2021. The goal of this follow-up project is to assist WisDOT with incorporating the Southeast Region results into statewide WisDOT processes for scoping roadway projects and prioritizing locations for safety improvements. The project will have two main tasks:

- Provide data for an interactive statewide pedestrian volume map hosted by WisDOT
- Help WisDOT integrate the trail crossing safety performance function into its systemic safety analysis procedures

Provide a baseline measure for this specific and quantitative improvement

Current baseline of 500 intersections have pedestrian volumes and will increase to 20,000

Project Objectives

1. Provide Data for an Interactive Statewide Pedestrian Volume Map

UWM will help WisDOT apply our pedestrian crossing volume model from the Southeast Region statewide. This will include providing annual pedestrian crossing estimates that can be made available on an interactive pedestrian volume map. WisDOT should identify an appropriate platform for this interactive pedestrian volume map.

To provide estimated pedestrian volumes for all intersections along major roadways in the state, it will be necessary to create a GIS point layer of intersections and collect all necessary inputs for the model across the entire state (e.g., census tract population, census block jobs, bus stops, retail businesses, restaurant and bar businesses, schools, and census tract household vehicle ownership). After conducting basic GIS queries, the model equation can be applied to create estimates for all intersections statewide. With an additional step, the number of pedestrian crashes (or injuries) reported within 50m of each intersection could be divided by the total pedestrian volume estimate during a specific number of years to create a pedestrian crash (or injury) rate. This could also be displayed on the interactive map.

The initial statewide application will be a useful proof of concept. Since the model was developed in the Southeast Region, it will be important for WisDOT and other agency staff in other regions throughout the state to conduct validation counts. We expect that some of these counts will be different than the model-estimated pedestrian volumes, so they will help highlight limitations of the model. WisDOT should compile these validation counts in a new database that can eventually be used to refine the model.

2. Help Integrate the Trail Crossing Safety Performance Function into WisDOT Systemic Safety Analyses

The UWM Southeast Region Pilot Study trail crossing crash analysis produced a SPF that estimates the number of trail user crashes expected within an eight-year period based on trail crossing characteristics. WisDOT should integrate this SPF into the analysis procedures used to conduct systemic safety analyses for the HSIP. UWM can provide the specific SPF equation to WisDOT and assist WisDOT with making sure that the SPF produces reasonable results after it is integrated into the appropriate systemic safety analysis procedures.

Like the pedestrian volume model, the trail crossing SPF is also a new method that was developed in the Southeast Region should be reviewed and refined in the future. In particular, WisDOT should compile more trail user counts to estimate annual trail crossing volumes at other locations throughout the state. Adding more sites can eventually be used to increase the predictive accuracy of the SPF as it is applied statewide.

Itemized Budget

BOTS Grant Budget: \$20,000

UW-Milwaukee Match Budget: \$5,000

3. **Project Title:** Community Maps

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information: Dr. Steven Parker sparker@enr.wisc.edu

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input checked="" type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

Each year, thousands of Wisconsin residents are injured and killed in traffic crashes. In an effort to prevent these tragedies, the legislature has 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.

Provide a baseline measure for this specific and quantitative improvement:

Logins

- Baseline: The monthly average number of distinct users that logged into Community Maps increased by 33% from 2018 to 2019, from 99 to 132 distinct users. However this value dropped to 108 monthly average users in 2020, we believe due to the Covid-19 impact.

- Target: A 25% annual increase over the pre-Covid 2019 value is desired for 2021.

Website Hits

- Baseline: The daily average number of website hits to Community Maps increased by 67% from 2018 to 2019, from 661 to 1105 daily hits. This value increased by 33% to 1469 in 2020, which was unexpected given the impact from Covid-19 that was observed in other systems.

Target: A 25% annual increase is desired for 2021.

Project Objectives:

A major update to the Community Maps system was rolled out in January 2018 to integrate the WisTransPortal DT4000 crash data as the primary data source in Community Maps. This roll out was coordinated with a significant outreach effort to the County TSCs and Wisconsin State Patrol regional dispatch centers. Community Maps is now updated on a nightly basis and includes crash records for all crash severity levels. The DT4000 data source integration represented a significant update to Community Maps in terms of the quantity of crash data available through the system, as well as the size, frequency, and complexity of queries that were subsequently required by stakeholders. The 2019 and 2020 project years have been primarily focused on improvements to the Basic and Advanced Search interfaces to sustain overall performance and further enhance the analysis capabilities of Community Maps. The 2021 project continued in this line with a redesign of the “KMZ Layers” feature to support the ability to incorporate external datasets into the Community Maps visualization and analytics capabilities. The 2022 project will continue to build upon the redesigned “data layers” capability to support enhanced access to external datasets.

Itemized Budget: \$50K

4. **Project Title:** WisTransPortal Predictive Crash Research & Development

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information: Dr. Steven Parker sparker@engr.wisc.edu

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input checked="" type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

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 upon this initial set of tools, an automated hot spot detection algorithm was developed during the 2018 project year and rolled into the Community Maps crash analysis interface in early 2019 to complement the heat map capability. The hot spot detection capability has been continually improved since the initial rollout to provide a highly scalable and accessible tool that now serves as an integral component of Wisconsin's strategy for law enforcement traffic safety resource allocation.

The heat map and hot spot detection algorithms are now available to all law enforcement agencies statewide and have been used to generate targeted enforcement areas for three predictive analytics pilots conducted by the Wisconsin State Patrol. Important objectives going forward are to refine the detection algorithm and reporting capabilities based on further experience and user feedback from law enforcement and traffic safety stakeholders. Additionally, there is a need to demonstrate the effectiveness of the Predictive Analytics tools and program through quantitative and qualitative measures. When completed, this project will establish a critical feedback loop between crash reporting and LEAs. It will also allow LEAs to act more proactively to prevent crashes, rather than by responding to them.

Provide a baseline measure for this specific and quantitative improvement:

Usage access patterns, derived from the Community Maps system logs, will serve as quantitative measure of improvement in data accessibility:

Methodology:

- The monthly average number of distinct users that log into Community Maps "Analyze" interface represents the overall utilization of the predictive analytics features statewide within law enforcement agencies and among safety stakeholders.

Measure:

- Baseline: The monthly average number of distinct users that logged into the Community Maps "Analyze" interface increased by 28% from 2018 to 2019, from 46 to 59 distinct users. However this value dropped to 42 monthly average users in 2020, we believe due to the Covid-19 impact.
- Target: A 15% annual increase over the pre-Covid 2019 value is desired for 2021.

The Wisconsin plan to meet this goal includes the following:

- System enhancements to the predictive algorithm and reporting capabilities will improve how the analysis results are presented and will make it easier for local law enforcement agencies to incorporate the results into their business processes.
- Provide training on use of the Community Maps "Analyze" tools for traffic safety high visibility enforcement through the county Traffic Safety Commissions and Wisconsin State Patrol regional posts.
- Promote the use of the Community Maps "Analyze" tools through conferences, meetings, and other training opportunities, such as the April 2021 Virtual Lifesavers National Conference on Highway Safety Priorities and the annual Wisconsin Governor's Conference on Highway Safety.

Project Objectives:

This project will allow the UW TOPS Lab to continue researching and developing best practices for predicting where and under what conditions crashes occur. This would allow LEAs—and the

State Patrol in particular—to expend resources in the most efficient manner possible by being in place where and when crashes are most likely to occur. This visibility will lessen risky driver behaviors and may also allow for better crash outcomes by lessening response times. Specific objectives will include algorithmic improvements based on performance results and continued development of an enhanced reporting feature to download and share the results of an analysis..

Itemized Budget: \$65K

5. **Project Title:** WisTransPortal Safety Data Warehouse Data Linkage Prototype

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information: Dr. Steven Parker sparker@enr.wisc.edu

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input checked="" type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input checked="" type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

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 in order 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.

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 the 2020 technical planning process 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.

Provide a baseline measure for this specific and quantitative improvement:

Currently citations are managed largely at the local agency level - there is no statewide capability to link crashes with citations. Moreover, warnings are rarely managed even at the local level. Since realization of a statewide linkage is a large, potentially multiyear effort, the quantitative measure of data integration for this project will consider the total number of agencies linked. This will allow the project team to focus on a pilot geographic area with overlapping jurisdictional boundaries (e.g., State Patrol, county sheriff, and municipal law enforcement), which will serve as a model for a larger, statewide linkage in subsequent project years.

Success will be measured in terms of the total number of agencies included in the integration.

- Baseline: No linkages have been established at this time.

Target: The project will implement linkages for three (3) agencies to be determined in coordination with the WisDOT Bureau of Transportation Safety, with the possibility of additional local police departments as resources permit.

Project Objectives:

This project will link crash and citation data, two of the core state safety datasets, within the WisTransPortal system at the University of Wisconsin-Madison. This linkage will support proactive traffic safety planning and research across all levels of government in Wisconsin. The 2021 project laid the groundwork for this effort by implementing a new statewide crash data archive that is updated on a nightly basis, deploying a secure Oracle database server platform for data warehouse research and development, and initial planning and coordination with the target agencies. The 2022 project will focus on linking three datasets - citations, warnings, and contact summaries from the Wisconsin Badger TraCS system – within the new crash data warehouse. The objective is to start with a focused set of agency partners with overlapping geographic jurisdictions in order to lay the foundation for continued buildout of a complete, statewide linkage of crash and citation data in subsequent years.

Itemized Budget: \$80K

6. **Project Title:** Crash Database Timeliness Improvements

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information: Dr. Steven Parker sparker@engr.wisc.edu

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|--|--|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input checked="" type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

Improving the timeliness of fatal crash records in the Wisconsin crash database represents an important case of the overall Wisconsin TRCC crash data improvement program. Due to the expanded reporting requirements for fatal crashes, there are multiple sources of potential delay in obtaining complete and final fatal crash information in the crash database. In the ideal case, a preliminary DT4000 crash report and DT3480 fatal supplement are submitted by law enforcement at the time of the crash or shortly after sending a fatal notification of the event. As information changes or as new information becomes available, the crash database is subsequently updated by law enforcement through one or more amended crash reports. As a multistep process, effective monitoring and follow-up of the reporting and amendment process is therefore critical to ensure timely record keeping of fatal crashes in the crash database.

Tracking fatal crashes from the time the crash becomes known to the WisDOT Crash Records Unit through final and complete information in the crash database is currently managed through a highly manual and time-consuming process. This project will incorporate an automated workflow tool into the Wisconsin Crash Database and Resolve System to monitor, document, and facilitate coordination of fatal crash records in the crash database. The objective is to provide an integrated support tool to more effectively respond to and close out issues related to fatal crash records in a timely manner.

Provide a baseline measure for this specific and quantitative improvement:

The quantitative measure for this project will consider the maximum elapsed time from the date of the crash to the completed database record taken over 85% of all reported fatal crashes for a given year.

Baseline Measure:

In 2019, there were 511 Wisconsin fatal crashes with 85% of the respective fatal crash records completed in the crash database within 111 days of the crash date. This number improved in 2020 due to a concerted effort by the Crash Records Unit through the increased manual tracking and refinement of stand-alone fatal crash tracking tools that are serving as a prototype for the automated enhancements. However due to the overall Covid-19 impact on the number of crashes, 2020 does not provide an effective baseline.

Target Improvement:

This project sets a 2022 target of completing 85% of the fatal crash database records within 90 days of their respective crash dates, following the rollout of the automated workflow tool within the Resolve System.

Project Objectives:

The objective of this project is to improve the timeliness of fatal crash records in the crash database by incorporating an automated workflow tool into the Wisconsin Crash Database and Resolve System to monitor, document, and facilitate coordination of fatal crash records in the crash database. This tool will replace a stand-alone, manual process that is currently managed by the Crash Records Unit. Whereas resolution of fatal crash records is ultimately dependent on timely response from the reporting agency, a critical factor in this process is to efficiently identify, track, and report on the status of fatal crash records that are pending action. The quantitative measure is designed to target the overall timeliness for the majority of fatal crashes throughout the year, freeing staff resources to focus on resolving “problem cases” that represent the outliers. Initial development of the tool was started in 2021 based on an incremental design strategy to roll out capabilities in stages, leading to a full implementation in the 2022 project year.

Itemized Budget: \$100K

- 7. **Project Title:** Crash Outcomes and Data Evaluation System

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information:

Andi Bill bill@wisc.edu 608-890-3425

Adam Francour

Erica Garcia-Lago

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|---|
| <input type="checkbox"/> Crash | <input checked="" type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Accuracy | <input checked="" type="checkbox"/> Completeness |
|-----------------------------------|--|

Timeliness

Accessibility

Uniformity

Integration

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

The availability of data which 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, if not impossible, 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.

Provide a baseline measure for this specific and quantitative improvement:

There are 0 records that are included in the crash database. We will move to 25% records linked to the hospital records.

- Injury Area
- Injury Diagnosis
- MAIS Injury Severity

Project Objectives:

- To add 3 (linked) MMUCC data elements (injury area, injury diagnosis and injury severity (MAIS)), as well as estimated costs, to the information available to the public through TOPS and on Community Maps for 2017-2019.
- Derive medical and other injury specific cost information for CODES data.
- Organize a steering committee to best determine how to utilize linked crash/health care data for use by TSCs.
- It is envisioned that the committee would include BOTS policy analysts, law enforcement liasons and TSC members.
- Objective 1: (170 hours) Update the CODES data series by matching 2021 Wisconsin Traffic Crash records to Wisconsin Hospital Inpatient records and Wisconsin Hospital Emergency Department Visit (ED Visit) records.
- Objective 1 Evaluation: Linkage of 2021 Wisconsin Traffic Crash, Wisconsin Hospital Inpatient, Wisconsin ED Visit records is completed and the final project report documents the quality of the record linking results.
- Objective 2: (170 hours) Update the CODES data series by matching 2020 Wisconsin Traffic Crash records to Minnesota hospitals' Inpatient and ED visit records.
- Objective 2 Evaluation: Linkage of 2021 Wisconsin Traffic Crash, Minnesota Hospital Inpatient, and Minnesota ED Visit records is completed and documented with statistics on the quality of the record linking results in the final project report.
- Objective 3: (170 hours) Update the CODES data series by matching 2021 Wisconsin Traffic Crash records to Iowa hospitals' Inpatient and ED visit records.
- Objective 3 Evaluation: Linkage of 2021 Wisconsin Traffic Crash, Iowa Hospital Inpatient, and Iowa ED Visit records is completed and documented with statistics on the quality of the record linking results in the final project report.
- Objective 4: (150 hours plus 50 hours matching) Explore the possibility of creating reciprocal data exchange relationships with Michigan and Illinois hospitals and Emergency Departments, thus enhancing the completeness of data for Wisconsin counties bordering these states.
- Objective 4 Evaluation: A report will be created which includes documentation of conversations, agreements reached, required steps and processes, policies and statutes to consider, and/or legal guidance on pursuing a reciprocal data exchange relationship with Michigan and Illinois hospitals and Emergency Departments.

- Objective 5: (85 hours) Improve data completeness and uniformity by extending record linkages to include the matching of Hospital Inpatient and Emergency Department records to Death records over the 2020 period. These matches capture the long-term effects of injuries on mortality rates.
 - Objective 5 Evaluation: A project status report will describe progress towards extending record linkages to include the matching of 2020 hospital inpatient and ED Visit records to Death records during the same period.
 - Objective 6: Advise and participate in the Wisconsin Traffic Records Coordinating Committee on behalf of the Division of Public Health, Department of Health Services.
Objective 6 Evaluation: Participation in the Wisconsin Traffic Records Coordinating Committee will be evident from the attendance and contributions of OHI staff.
- Itemized Budget:** \$140K

8. **Project Title:** Improvement of Roundabout Crash Report Traffic Control Identification
Organization Name: UW-Madison TOPS Lab
Project Coordinator and Contact Information: Dr. David Noyce, Professor and Executive Associate Dean
 TOPS Laboratory, Department of Civil and Environmental Engineering, University of Wisconsin-Madison
 2205 Engineering Hall, Madison, WI 53706

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input checked="" type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Accuracy | <input checked="" type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

Intersection crash analysis requires accurate data to assess safety. It is important to identify intersection related crashes for specific intersection configurations such as roundabouts. When collecting crash data at intersections for analysis, each crash report needs to be validated by reviewing the accuracy of the traffic control reported. From a preliminary review of a couple of roundabouts in Wisconsin, each crash report within 250 ft from the center of the roundabouts were collected and reviewed. The traffic control reported for those crashes were reviewed. Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None."

Provide a baseline measure for this specific and quantitative improvement:

The traffic control reported for those crashes were reviewed. Between 45-59% of crash reports indicated that crashes had a "Yield" traffic control and between 37-45% had "None."

Improvement: 25% have Yield and 25% have none.

Project Objectives:

As part of this project, improvement of crash reporting is proposed to accurately identify traffic control at roundabout intersections which will contribute to assign and validate crashes for safety evaluations.

Itemized Budget: The estimated budget for this project is \$ 30,000 including:

Principal Investigator – 1% effort over project duration
TOPS Assistant Researcher – 4.5 months effort over project duration

9. **Project Title:** Improving Secondary and Struck by Crash Data Accuracy

Organization Name: UW-Madison TOPS Lab

Project Coordinator and Contact Information:

Andi Bill bill@wisc.edu 608-354-4010

Madhav Chitturi

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

The current Wisconsin crash report form, DT4000, has elements for identifying secondary and struck by crashes. These elements were added to the crash report form, when the Wisconsin Department of Transportation (WisDOT) changed the crash report form in 2017. An analysis of the accuracy of secondary and struck by crash elements has not been performed since the introduction of DT4000.

Provide a baseline measure for this specific and quantitative improvement:

As part of an ongoing WisDOT project, TOPS team reviewed crash reports to identify cross median crashes. In the dataset reviewed, 114 were marked as secondary crashes. However, 27 secondary crashes were not marked as secondary. Therefore, based on this sample, almost 20% secondary crashes were not marked as secondary crashes. We anticipate similar accuracy problems to exist in 2017 and 2018.

The quantitative improvement will be to improve accuracy to 15% missed.

Project Objectives:

The intent of this project is to review crash reports to identify secondary and struck by crashes which have not been flagged as secondary and struck by respectively and incorporate that information into the crash database.

Itemized Budget: The estimated budget for this project is \$ 30,000 including:

Principal Investigator – 1% effort over project duration

TOPS Researchers – 2 month effort over project duration

10. **Project Title:** State-to-State (S2S) Driver History Record (DHR) Project

Organization Name: DMV

Project Coordinator and Contact Information: Dr. Steven Parker sparker@engr.wisc.edu

Core State Safety Database to Improve (choose only one, unless selecting integration below):

- | | |
|--|--|
| <input type="checkbox"/> Crash | <input type="checkbox"/> EMS or Injury Surveillance System |
| <input checked="" type="checkbox"/> Citation or Adjudication | <input type="checkbox"/> Roadway |
| <input type="checkbox"/> Driver | <input type="checkbox"/> Vehicle |

Proposed Attribute of Data to Improve (choose only one)

- | | |
|--|--|
| <input type="checkbox"/> Accuracy | <input type="checkbox"/> Uniformity |
| <input type="checkbox"/> Completeness | <input type="checkbox"/> Accessibility |
| <input checked="" type="checkbox"/> Timeliness | <input type="checkbox"/> Integration |

Problem Identification (Reference the Traffic Records Assessment, if applicable.):

This grant application requests funding under the Traffic Safety program for the opportunity to decrease fatalities by improving the accuracy and timeliness of out of state convictions and withdrawals being added to driver records in Wisconsin and ensuring that violations of WI traffic safety laws are reported to and reflected on the driving records in other jurisdictions so that the appropriate actions may be taken. These records include major offenses for non-CDL drivers, such as alcohol and drug-related offenses, vehicular homicide, and other serious traffic violations. Real-time updates of these actions will enable Wisconsin and other jurisdictions to take more timely action against unsafe drivers.

Currently all non-CDL convictions, withdrawals, and negated convictions for out-of-state drivers throughout the U.S. and its territories are sent via “snail” mail to the state of record. Timeliness of adding convictions to the WI driving record was one of the areas identified as needing improvement in the most recent Traffic Records Assessment.

Annually, WI sends over 200,000 non-CDL citations and withdrawals to other jurisdictions and receives over 130,000 convictions and withdrawals on WI drivers from other jurisdictions. Wisconsin DMV’s Citations and Withdrawals staff manually review each of the received citations and withdrawals to determine whether these convictions need to be added to the WI driving record and determine if any actions need to be taken as a result of the conviction. We also receive via mail the driver history for out of state (OOS) drivers moving to Wisconsin. These also must be evaluated manually to determine what is required to be reflected on the new WI driver record and whether any action needs to be taken as a result of the OOS history.

The Governance Committee that maintains the State to State (S2S) driver verification system, directed AAMVA to create a system for reporting non-CDL conviction/withdrawals/negates through the existing state-to-state program using the electronic program and methods by which CDL convictions/withdrawals/negates are currently transmitted. This system will enable Wisconsin to transmit and receive the non-commercial reports and negates to and from other jurisdictions, as well as histories of drivers as they move from jurisdiction to jurisdiction electronically. Submissions reported correctly would be automatically applied to the driving record, requiring minimal manual entry – which reduces the likelihood of errors on the driving record. Eventually (date has not been set yet) this will be added to the S2S updates and will be required of all states using the S2S functionality.

Wisconsin was the first state to implement the S2S application and this is the next natural progression.

Adding this functionality, with electronic transfer of Driver History, as well as the reporting of convictions and withdrawals ensures:

- Improved identity management
- One person/one credential (WI law)
- It is the foundation for one person, one driving record
- Real-time information
- Stopping issuance of a product rather than recalling an already-issued credential

- Electronic exchange of driving record
 - Elimination of manual review, thereby increasing accuracy and timeliness
 - Improved fraud detection
 - Improved inter-state communication
- Identification of CDL drivers holding multiple types of credentials

Provide a baseline measure for this specific and quantitative improvement:

Driver History Records (DHR) (Convictions, Withdrawals, Negates) for all non-CDL will be conveyed electronically through the AAMVA S2S system, the same way CDL history and convictions are relayed today. We currently receive reports from AAMVA that enable us to monitor the number of days that these submissions take to be posted to the driver history records as well as the accuracy of the submissions. These reports are unavailable to us with the current manual entry system and will address the tracking issues identified in the Traffic Records Assessment.

The initial benefit will be the increased timeliness and accuracy of driver history records for residents that have relocated to Wisconsin from another jurisdiction. Currently, after DMV receives the electronic version of the driver history these records are converted into a report which is then reviewed and, when necessary, added to the Wisconsin record manually. With the DHR project, any records from jurisdictions that are on S2S (currently 33 states) will post directly to the Wisconsin record eliminating the need for manual updates and allowing us to repurpose those hours. Currently, DMV receives is approximately 200 pages per day. Once received, the first process is to remove the duplicates – which takes approximately 45 minutes. This removes around 50% of the records, or about 100 pages. The processing expectation is 20 per hour, which means that this report accounts for approximately 5 work hours per day. With the DHR project, any records from jurisdictions that are on S2S (currently 33 states) will post directly to the Wisconsin record eliminating the need for manual updates and allowing DMV to repurpose those hours.

Upon implementation, 95% of convictions and suspensions transmitted between Wisconsin and other participating states will be transmitted electronically. States will adopt the S2S DHR in a staggered manner so, over time, this project will have a continually greater impact.

Project Objectives:

Our objective is to improve the efficiency and accuracy of updating WI driver records to accurately reflect convictions and withdrawals for both major and minor traffic offenses received by WI drivers in other jurisdictions, as well as transmitting WI convictions and withdrawals to other jurisdictions in the most efficient and cost-effective manner, enabling them the ability to ensure timeliness and accuracy on their records. Electronic transfer of driver history records through the S2S system for non CDL drivers will insure that convictions are received in a timely manner, accurately, and added to the driving record upon receipt, just as the CDL offenses are today.

Itemized Budget: \$297,550K

Signature

The undersigned individual acknowledges that the Traffic Records Coordinating Committee has approved the State of Wisconsin’s Traffic Safety Information System Improvements Strategic

Plan, 2020, which supports the State's application for federal funds. The members of the committee will commit the resources of their organizations to its success, as witnessed by the signature on this document as of this date: _____ July 2021.

State of Wisconsin Traffic Safety Information System Improvements Strategic Plan, 2022.

David Pabst, Director

Bureau of Transportation Safety

Wisconsin Department of Transportation

State Highway Safety Coordinator

1. Traffic Records Coordination Contact Information

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APPENDICES

1. TRCC Policy Group Members and Affiliation
2. TRCC Technical Group Members, File, Function and Affiliation
3. Wisconsin's Existing Data Sources and Questionnaire (Filled out by TRCC Members on 3-2-2017)
4. Sample Worksheet (Filled out by TRCC Members on 4-5-2017)

APPENDIX 1
TRCC Policy Group Members and Affiliation

Craig Thompson

Secretary of the Department of Transportation
Governor's Representative for Highway Safety
(Roadway, Crash, Driver, Citation/Conviction, Vehicle Files)

David Pabst, Director

WisDOT Bureau of Transportation Safety
State Highway Safety Coordinator

Andrea Palm

Secretary of the Department of Health Services
State Health Officer and Administrator
(Injury Files – Ambulance Run, Emergency Department, Hospital Discharge, Trauma Registry)

Brian O'Keefe

Department of Justice, Division of Criminal Investigation

Randy R Koschnick

Director of State Courts Office

David Cagigal

Chief Information Officer, Administrator
Department of Administration, Division of Enterprise Technology

Major General Donald P. Dunbar, Administrator

Department of Military Affairs, Division of Emergency Government

APPENDIX 2

2021 TRCC MEMBERS			
Member Organizations	Representative		Database Representation
	DOT		
SHSO Co-Chair (Tie vote)	Vande Hey	Laura	Crash
UW TOPS Lab Co-Chair	Bill	Andrea	Crash
OPFI	Gilchrist	John	
WSP -	Harvey	Dave	Citation or Adjudication
WSP - TraCS (alt)			Citation or Adjudication
WSP BDS	Schwartz	Darlene	Driver
DMV/BVS (alt)	Galbraith	Timothy	Vehicle
DTIM/BSHP (alt)	Schildt	Kelly	Roadway
DBM/BITS - GIS	Moline	Mitch	Crash
DTSD/BHO	Adams	Angela	Roadway
DTSD/BHO	Szymkowski	Rebecca	Roadway
DTSD/BHO (alt)	Porter	Brian	Roadway
BOTS	Corsi	Larry	Crash
DSPS	Satteson	Mike	Crash
BOTS	Barkholtz	Heather	Citation or Adjudication
DOT	Murkve	Jeff	Vehicle
	State Agencies and Organizations		
DOJ/CIB TIME	Doberstein	Courtney	Citation or Adjudication
DOJ	Fortunato	Dennis	Citation or Adjudication
OSC-CCAP	Olson	Andrea	Citation or Adjudication
OSC-CCAP (alt)	Hicks	Kim	Citation or Adjudication
DHS/DPH-EMS			EMS/Injury Surveillance
DHS/DPH/BHIP	Garcia-Lago	Erica	EMS/Injury Surveillance
DOJ	Jenswold	Tara	Citation or Adjudication
Menominee Tribal PD	Warrington	Warren	
DPI	Dean	Brian	Driver
	UW		
UW CHSRA-CODES	Bigelow	Wayne	EMS/Injury Surveillance
UW TOPS Lab (alt)	Parker	Steven	Crash
CIREN Center Milwaukee	Halloway	Dale	EMS/Injury Surveillance
	Local Agencies & Organizations		
AAA	Jarmusz	Nick	
Jefferson County	Udovich	Brian	
Onalaska PD	Berg	Tim	
Dane County SO	Larsh	Chris	
Madison PD	Fiore	Tony	afiore@cityofmadison.com
Madison PD (Alt)	Reilly	Deanna	
	Federal Partners		
NHTSA	Wray	Kaci	
FHWA/WI Division	Jolicoeur	David	
FMCSA/WI Division	Oesterle	Mark	
FMCSA/WI Division	Gessler	Mark	

APPENDIX 3

Wisconsin's Existing Data Sources and Questionnaire (Filled out by TRCC Members on 3-2-2017)

CRASHES	<ul style="list-style-type: none"> • DT4000 (either in the DB2 or w/in TransPortal) • Large Truck and Bus Crash File (within the DSP Motor Carrier and Inspection Section) • Motor Carrier Management Information System (within the DSP Motor Carrier and Inspection Section) • SafetyNet (commercial vehicle crashes) (stored at DTIM)
EXPOSURE	<ul style="list-style-type: none"> • TRADAS (DTIM/Bureau of State Highway Programs) • Statewide Traffic Operations Center Volume, Speed, and Occupancy Data/VPOC (stored at DTSD Southeast Region) • VMT data from the Forecasting Division
ROADWAY	<ul style="list-style-type: none"> • Highway Performance Monitoring System (HPMS) • State Trunk Network (GIS database of centerline files) (DTIM) • Local Control Management Database • State Deficiency File • Bridge Information System • TRADAS (DTIM) • Wisconsin Information System for Local Roads (WISLR) (stored at DTIM)
CITATION OR ADJUDICATION	<ul style="list-style-type: none"> • State Citation File (stored at DMV) • Alcohol and Drug Tests (DOT and State Hygiene Lab) • Alcohol Breath Test Data (DSP/BOTS Chemical Test Section) • Wisconsin Incident-Based Reporting System (WIBRS) (stored at Office of Justice Assistance Statistical Analysis Center) • WI District Attorney's Information Technology and Prosecutor Technology for Case Tracking (PROTECT) (Department of Administration) • Consolidated Court Automation Project (CCAP) (State Courts Office) • Court-Ordered Withdrawal System (COWS) (DMV/Bureau of Driver Services) • Wisconsin Law Enforcement Network (WILENET) (DOJ) • Transaction Information for Management of Enforcement (TIME) system (located at the WI DOJ/Crime Information Bureau)
VEHICLE	<ul style="list-style-type: none"> • Vehicle Registration Information (DMV/Bureau of Vehicle Services) • Commercial Registration Information (International Registration Program) (DMV) • International Fuel Tax Association (DMV)
DRIVER	<ul style="list-style-type: none"> • State Driver Record File • Problem Driver Pointer System (DMV/Bureau of Driver Services) • Motor Carrier Management Information Systems (WSP/Motor Carrier and Inspection Section) • SAFETYNET (WSP/Motor Carrier and Inspection Section)
INJURY CONTROL/EMS	<ul style="list-style-type: none"> • Wisconsin Ambulance Run Data System (WARDS) (DHS) • Wisconsin Emergency Department Visit Data (through Richard Miller DHS/DPH) • Wisconsin Hospital Inpatient Discharge Data (Richard Miller Department of Health Service /Department of Public Health) • State Trauma Care System Registry • CasePoint Coroner Data System (Department of Health Services, Division of Public Health, Bureau of Community Health Promotion) • Crash Outcome Data Evaluation System (CODES) (housed at Center for Health Systems Research and Analysis, College of Engineering at UW-Madison)

ACCESSIBILITY

1.) Are the above data sources as accessible as they can be for the following recipients? Some of the records are confidential, and not intended for certain groups. Place names of data sources next to the recipients below:

a. Staff at DOT

b. Outside government entities (including UW)

c. The public

d. The media

e. Other relevant groups?

2.) Are there certain limitations on the data access i.e (for reasons of privacy), that are no longer necessary? Conversely, are there fields within the data that are open to certain groups (i.e. the public) that should be restricted?

3.) For each of the data sources and each of the recipients, think of the procedures for accessing the data. Is the data pull done manually or is it automatic? If done manually, are there strategies that could be utilized to make this process more automatic? Think of the people/groups you would need to talk to in order to make this happen.

4.) Think of the web portals used to access the data. What are some examples of portals that are unclear/confusing and which could be simplified? List below.

INTEGRATION

1.) Is each data source linkable with others (think specifically about specific data sets as much as possible)? Have you recently tried to link data sheets together, but lacked a common field? Please write down specific examples here.

2.) If the data *is* linked, how is it linked (automatic or manually)? Is it time-intensive to perform these linkages? What are ways that you and your group can think of to ease and improve linkages?

3.) Is the data geo-coded or inherently geographic? This could help with GIS analysis. Think of databases you have looked at that were not geo-coded but which could have been. Please list below.

TIMELINESS

1.) How current is the data (after an event)? If digital or oral requests for data need to be made, what is the lag time for this and does this seriously impede analysis?

2.) How often is relevant data updated? Is this done automatically or an ad-hoc basis?

3.) If the data needs to be changed, who is responsible for changing it, how long does that process take, and is there a lag time to when that data is updated for all users? How many approvals are required to change data and are there ways to reduce the number of necessary approvals, while still maintaining data accuracy?

4.) Are there ways to speed up the timeliness of your work group's data? What resources would be needed to accomplish this? Think specifically of bottlenecks in the reporting process here.

COMPLETENESS

1. Are data sources complete internally (i.e: Are data sheets containing all the fields and rows that they should be)? Think of specific data sheets that have impeded your analysis by missing certain fields/columns/rows.

2. Are data sources externally complete (i.e: Are data sources missing entire sheets that may be helpful to your group)? Pinpoint, as much as possible, the individual, or at least general office division that you would need to talk to about this.

- 3.) Does the data geographically cover the necessary area? If sampling is done, is it representative of the sampling frame? Is the data temporally complete?

CONSISTENCY/UNIFORMITY

1. Is relevant data adhering to national and state standards? How often do staff review possible changes in standards?

ACCURACY/LACK OF ERRORS

1. Is relevant data entered manually or automatically? If entered manually, what steps must your group have in place to validate the accuracy of data internally (within your division, for example)? How often is this done and do you think that this frequency is adequate? If done automatically, are there automatic validation procedures in place?

2. What validation processes do you have to verify the accuracy of data sources that arrive from outside divisions or even outside the DOT? If no validation procedures are currently being used, think about simple validation procedures that could efficiently put in place. How you could make other relevant members of your division aware of these best practices?

- 3.) Are data sources generally precise enough (either for your own usage or to hit Federal/State/internal requirements)?

Appendix 4: Motorcycles Registered By County 2020

COUNTY	AUCY	CYCL
ADAMS	5	1,959
ASHLAND	1	838
BARRON	6	3,218
BAYFIELD	3	1,259
BROWN	16	14,488
BUFFALO	5	1,147
BURNETT		1,331
CALUMET	8	3,503
CHIPPEWA	10	4,630
CLARK	3	2,056
COLUMBIA	13	4,187
CRAWFORD	4	1,051
DANE	52	20,512
DODGE	23	6,524
DOOR	3	3,545
DOUGLAS	4	2,465
DUNN	9	2,759
EAU CLAIRE	12	4,963
FLORENCE		330
FOND DU LAC	14	7,023
FOREST	1	675
GRANT	5	3,464
GREEN	11	3,002
GREEN LAKE	3	1,308
IOWA	2	1,593
IRON	1	506
JACKSON	4	1,577
JEFFERSON	12	6,321
JUNEAU	14	2,138
KENOSHA	18	8,954
KEWAUNEE	3	1,947
LA CROSSE	19	5,732
LAFAYETTE	4	1,002
LANGLADE	2	1,363
LINCOLN	5	2,384
MANITOWOC	13	7,231
MARATHON	23	8,918
MARINETTE	5	3,484
MARQUETTE	2	1,417

MENOMINEE		82
MILWAUKEE	62	26,318
MONROE	10	3,256
OCONTO	5	3,901
ONEIDA	6	3,086
OUTAGAMIE	21	12,578
OZAUKEE	7	5,639
PEPIN		569
PIERCE	4	2,951
POLK	8	3,325
PORTAGE	3	3,795
PRICE	3	1,175
RACINE	22	10,801
RICHLAND	1	1,256
ROCK	20	9,035
RUSK	2	867
SAUK	17	4,327
SAWYER	1	996
SHAWANO	5	3,000
SHEBOYGAN	9	9,569
ST. CROIX	13	6,297
TAYLOR	4	1,458
TREMPEALEAU	3	2,213
VERNON	4	1,812
VILAS	4	1,953
WALWORTH	21	8,321
WASHBURN	1	1,077
WASHINGTON	20	9,971
WAUKESHA	49	23,074
WAUPACA	20	4,233
WAUSHARA	5	2,124
WINNEBAGO	18	10,151
WOOD	8	5,527
UNKNOWN	5	1,394
Sum:	719	336,935

Appendix 5: Partners, Committees, and Organizations *(not an exhaustive list)*

AAA https://www.aaafoundation.org/	Medical College of Wisconsin – Injury Research Center http://www.mcw.edu/Injury-Research-Center.htm	Wisconsin Association of Women
AARP www.aarp.org		Highway Safety Leaders Wisconsin Badgers http://www.uwbadgers.com/
AT&T-It Can Wait Program http://www.itcanwait.com/appsand-tools	National Highway Traffic Safety Administration www.nhtsa.dot.gov	Wisconsin Bike Fed http://www.bfw.org/
Alcohol and Other Drug Abuse Program http://dpi.wi.gov/sspw/aodaprogram.html	Office of Juvenile Justice and Delinquency Prevention http://ojjdp.ncjrs.org	Wisconsin Chiefs of Police Association (WCPA) http://www.wichiefs.org/
Children’s Hospital of Wisconsin http://www.chw.org/	Operation Click http://operationclick.com/	Wisconsin Department of Health Services http://dhs.wisconsin.gov
Federal Highway Administration www.fhwa.dot.gov	Operation Lifesaver http://oli.org/	Wisconsin Department of Children and Families http://dcf.wi.gov/
Ford Driving Skills for Life www.drivingskillsforlife.com	Pacific Institute for Research and Evaluation www.pire.org	Wisconsin Department of Justice http://www.doj.state.wi.us/
Fox47 – MSG2TEENS http://fox47.com/sections/contests/msg2teens/	Rural Mutual Insurance http://www.ruralins.com/	Wisconsin Department of Natural Resources http://dnr.wi.gov/
Green Bay Packers http://www.packers.com/	Safe Kids-Southeast Wisconsin http://www.safekidswi.org/SafeKidsWisconsinSoutheastWisconsin.asp	Wisconsin Department of Tourism www.travelwisconsin.com
Governors Highway Safety Association http://www.ghsa.org/	Safe Routes to School http://www.dot.wisconsin.gov/localgov/aid/saferoutes.htm	WisDOT- Division of Motor Vehicles
Governor’s Bicycle Coordinating Council	State Council on Alcohol and other Drug Abuse www.scaoda.state.wi.us	WisDOT- Planning
Governor’s Council on Highway Safety	Statewide Impaired Driving Work Group	Wisconsin Interscholastic Athletic Association http://www.wiaawi.org/
HSP stakeholder input: May 2016	Substance Abuse and Mental Health Services Administration www.samhsa.gov/	Wisconsin Juvenile Officers Association www.wjoa.com
La Crosse OWI Treatment Court http://www.co.lacrosse.wi.us/human-services/js/owi.htm	Tavern League of Wisconsin www.tlw.org	Wisconsin Highway Safety Coordinators Association
Law Enforcement Agencies MADD www.madd.org	Traffic Records Coordinating Committee	Wisconsin Partnership for Activity and Nutrition (WI PAN)
Marshfield Clinic – Center for Community Outreach www.marshfieldclinic.org/patient-services/?page=cco	Traffic Safety Commissions (72 county organizations)	Wisconsin Safety Patrol Congress Wisconsin Safety Patrols, Inc. http://www.wisconsinsafetypatrol.com/
	University of Wisconsin System Administration WE Bike, etc. www.webike.org	

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

*Wisconsin State Patrol Alumni
Association*
<http://wspalumni.org/>

*Wisconsin Technical College
System*
<http://www.wtcsystem.edu/>

*Wisconsin Traffic Operations
and
Safety Laboratory*
<http://www.topslab.wisc.edu/>

*Wisconsin Traffic Safety
Officer's
Association*
<http://wtsoa.org/siteFiles/>

Appendix 6: Detailed Budget

Fund	Account	2022 Planned
402	2022-10-01-PA	\$320,000
402	2022-20-01-OP	\$70,000
402	2022-20-05-OP	\$1,577,000
402	2022-20-06-OP	\$228,000
402	2022-20-03-OP	\$230,000
402	2022-30-03-AL	\$350,000
402	2022-30-04-AL	\$120,000
402	2022-40-05-PT	\$1,000,000
402	2022-50-01-TR	\$260,000
402	2022-60-02-EM	\$50,000
402	2022-60-03-EM	\$50,000
402	2022-70-05-MC	\$70,000
402	2022-70-04-MC	\$150,000
402	2022-70-09-MC	\$45,000
402	2022-80-03-PS	\$70,000
402	2022-80-04-PS	\$40,000
402	2022-80-05-PS	\$260,000
402	2022-80-09-PS	\$20,000
402	2022-90-01-CP	\$450,000
402	2022-90-04-CP	\$132,730
402	2022-90-06-CP	\$375,000
402	2022-70-07-MC	\$50,000
402	2022-80-02-PS	\$20,000
402	2022-90-02-CP	\$330,000
402	2022-90-07-PM	\$775,000
405b	2022-25-05-M2	\$400,000
405b	2022-25-06-M2	\$54,000
405b	2022-25-09-M2	\$81,000
405b	2022-25-02-M2	\$200,000
405c	2022-58-03-M3	\$1,094,500
405d	2022-31-01-M5	\$92,000
405d	2022-31-03-M5	\$300,000
405d	2022-31-03-M5	\$170,000
405d	2022-31-03-M5	\$20,000
405d	2022-31-04-M5	\$70,000
405d	2022-31-05-M5	\$2,347,000
405d	2022-31-02-M5	\$65,000
405d	2022-31-07-M5	\$450,000
405f	2022-72-04-M9	\$30,000

Summary By Fund

402	\$7,042,730
405b	\$735,000
405c	\$1,094,500
405d	\$3,514,000
405f	\$30,000
Total	\$12,416,230