

Dane County Contract Cover Sheet

Revised 07/2023

Res 184
significant

Dept./Division	Sheriff's Office - Field Services Division		
Vendor Name	WI Department of Transportation	MUNIS #	3022
Brief Contract Title/Description	Authorization of a grant agreement for \$105,000 funding to provide for the 2025/2026 Speed Enforcement Task Force Project.		
Contract Term	October 1, 2025 - September 30, 2026		
Contract Amount	\$105,000		

Contract # Admin will assign	15974
Type of Contract	
☐	Dane County Contract
☐	Intergovernmental
☐	County Lessee
☐	County Lessor
☐	Purchase of Property
☐	Property Sale
☒	Grant
☐	Other

Department Contact Information		Vendor Contact Information	
Name	Lillian Radivojevich	Name	Matthew Asiesen
Phone #	(608) 284-4801	Phone #	(608) 266-0402
Email	radivojevich@danesherriff.com	Email	www.dot.wisconsin.gov
Purchasing Officer	Pete Patten		

Purchasing Authority	☐ \$12,000 or under – Best Judgment (1 quote required)		
	☐ Between \$12,000 – \$43,000 (\$0 – \$25,000 Public Works) (3 quotes required)		
	☐ Over \$43,000 (\$25,000 Public Works) (Formal RFB/RFP required)	RFB/RFP #	
	☐ Bid Waiver – \$43,000 or under (\$25,000 or under Public Works)		
	☐ Bid Waiver – Over \$43,000 (N/A to Public Works)		
	☒ N/A – Grants, Leases, Intergovernmental, Property Purchase/Sale, Other		

MUNIS Req.	Req #	Org: SHRFFLD	Obj: personnel service	Proj:	\$ 52,500.00
	Year	Org: SHRFFLD	Obj: 30346	Proj:	\$ 52,500.00
		Org: SHRFFLD	Obj: 80673	Proj:	\$ 105,000.00

Budget Amendment	
☒	A Budget Amendment has been requested via a Funds Transfer or Resolution. Upon addendum approval and budget amendment completion, the department shall update the requisition in MUNIS accordingly.

Resolution Required if contract exceeds \$100,000	☐ Contract does not exceed \$100,000		
	☐ Contract exceeds \$100,000 – resolution required.	Res #	184
	☒ A copy of the Resolution is attached to the contract cover sheet.	Year	2025

CONTRACT MODIFICATIONS – Standard Terms and Conditions		
☐ No modifications.	☐ Modifications and reviewed by:	☒ Non-standard Contract

APPROVAL	
Dept. Head / Authorized Designee	
Nygaard, Christopher	Digitally signed by Nygaard, Christopher Date: 2025.10.15 09:30:46 -05'00'

APPROVAL – Contracts Exceeding \$100,000	
Director of Administration	Corporation Counsel
	

APPROVAL – Internal Contract Review – Routed Electronically – Approvals Will Be Attached			
DOA:	Date In: 10/15/25	Date Out: _____	☒ Controller, Purchasing, Corp Counsel, Risk Management

Goldade, Michelle

From: Goldade, Michelle
Sent: Friday, October 17, 2025 2:08 PM
To: Hicklin, Charles; Patten (Purchasing), Peter; Pabellon, Carlos; Cotillier, Joshua
Cc: Stavn, Stephanie; Oby, Joe
Subject: Contract #15974
Attachments: 15974.pdf

Tracking:	Recipient	Read	Response
	Hicklin, Charles	Read: 10/17/2025 3:03 PM	Approve: 10/17/2025 3:04 PM
	Patten (Purchasing), Peter	Read: 10/17/2025 2:38 PM	Approve: 10/17/2025 2:38 PM
	Pabellon, Carlos		
	Cotillier, Joshua	Read: 10/20/2025 8:37 AM	Approve: 10/20/2025 8:37 AM
	Stavn, Stephanie		
	Oby, Joe		

Please review the contract and indicate using the vote button above if you approve or disapprove of this contract.

Contract #15974
Department: Sheriff
Vendor: WI Dept of Transportation
Contract Description: Accept grant funding for 2025-26 Speed Enforcement Task Force (Res 184)
Contract Term: 10/1/25 – 9/30/26
Contract Amount: \$105,000.00

Michelle Goldade

Administrative Manager
Dane County Department of Administration
Room 425, City-County Building
210 Martin Luther King, Jr. Boulevard
Madison, WI 53703
PH: 608/266-4941
Fax: 608/266-4425
TDD: Call WI Relay 711

Please Note: I currently have a modified work schedule...I am in the office Mondays and Wednesdays and working remotely Tuesdays, Thursdays and Fridays.

Goldade, Michelle

From: Pabellon, Carlos
Sent: Friday, October 17, 2025 3:53 PM
To: Goldade, Michelle
Subject: Approve: Contract #15974

**AUTHORIZING HIGHWAY SAFETY GRANT FUNDING FOR A SPEED ENFORCEMENT
TASK FORCE PROJECT**

The Department of Transportation, Bureau of Transportation Safety, State of Wisconsin, is making funds available for participation in a 2025-2026 Speed Enforcement Task Force Project, Grant Number SPD-2026-DANE CO SO-00124; total grant funding of \$105,000 to be allocated to Dane County and the Madison Police Department at \$52,500 each, grant project period is October 1, 2025 through September 30, 2026.

The goal of this federally funded enforcement project is to reduce traffic crashes in Dane County by focusing on speeding violations, aggressive driving, and seatbelt violations. Excessive speed is often associated with other high-risk behaviors including following too closely and failure to wear safety belts which increase the likelihood of a crash, significant injury, and fatalities.

Participating agencies in this enforcement task force effort include the Dane County Sheriff's Office and Madison Police Department. The Dane County Sheriff's Office will be the administrator of this grant, collecting data from both agencies and filing a single report with the State of Wisconsin.

NOW, THEREFORE, BE IT RESOLVED that the Sheriff's Office is hereby authorized to accept \$105,000 from the Department of Transportation, Bureau of Transportation Safety, for the Speed Enforcement Task Force Project Grant and on behalf of the County of Dane, the County Executive is authorized to execute an agreement embodying the above provisions; and

BE IT FURTHER RESOLVED that \$105,000 is appropriated as additional revenue in the Sheriff's Office, Field Services, Speed Task Force revenue account (SHRFFLD-80673) and is credited to the General Fund; and

BE IT FURTHER RESOLVED that \$105,000 is transferred from the General Fund to the following budget account lines:

Overtime Speedwaves (SHRFFLD-10066)	\$42,000
Retirement (SHRFFLD 10099)	\$6,400
Social Security (SHRFFLD 10108)	\$3,200
Worker's Compensation (SHRFFLD 10189)	\$900
Sub-Total	\$52,500
Speed Task Force POS (SHRFFLD-30346)	\$52,500
Grand Total	\$105,000

BE IT FINALLY RESOLVED grant funds not expended as of December 31, 2025 be carried forward until fully expended.

General Contract Terms Speed Enforcement

This Grant Agreement ("Agreement"), entered into by and between the Bureau of Transportation Safety ("BOTS") and ("Grantee"), is executed pursuant to terms that follow.

Purpose of this Agreement

The Bureau of Transportation Safety, housed within the Wisconsin Department of Transportation's Division of State Patrol, serves as the administering agency for state and federal grants relating to transportation safety. The purpose of this Agreement is to enable BOTS to award grant funding to Grantee for eligible costs of the Grant Project ("Grant") undertaken as outlined in the project narrative and work plan. The funds shall be used exclusively in accordance with the provisions of this Agreement, as well as applicable federal and state laws and regulations.

Term

Work conducted under this Grant must occur within the federal fiscal year: October 1 to September 30. This Agreement expires September 30 of the federal fiscal year during which the Grant is conducted.

Implementation

Grantee shall be solely responsible for the design and implementation of the Grant as described in the project narrative and work plan. Grantee agrees to conduct the Grant in accordance with these plans as approved by BOTS. Modification of the Grant shall require prior approval of BOTS. Any change in project coordinator, financial officer, authorizing official, addresses, or telephone numbers requires written notification act BOTS. If the work plan or other documentation must be changed after the contract is signed, Grantee must submit an amendment request via the Wise-Grants System. Amended activity may not commence prior to BOTS approval. Failure to perform planned activity may be considered grounds for termination of funding.

Audit Requirements

Single Audit Act Amendments of 1996 (31 U.S. C. 7501-8507)

2 CFR Subpart F - Subpart F—Audit Requirements

(a) Audit required. A non-Federal entity that expends \$1,000,000 or more during the non-Federal entity's fiscal year in Federal awards must have a single or program-specific audit conducted for that year in accordance with the provisions of this part.

(b) Single audit. A non-Federal entity that expends \$1,000,000 or more in Federal awards during the non-Federal entity's fiscal year must have a single audit conducted in accordance with § 200.514 except when it elects to have a program-specific audit conducted in accordance with paragraph (c) or (d) of this section.

If a non-Federal entity is subject to these requirements, the entity will verify compliance with these requirements and has filed with the Federal Audit Clearing House. BOTS may take corrective action within six months and may require independent auditors to have access to grantee's records and financial statements.

Maintenance of Records

2 CFR 200.334 -- Retention requirements for records.

Financial records, supporting documents, statistical records, and all other non-Federal entity records pertinent to a Federal award must be retained for a period of four years from the date of submission of the final expenditure report or after the expiration of the grant agreement or until any audit findings and/or recommendations from prior audit(s) have been resolved between the grantee and BOTS, whichever is later.

Monitoring by the State

Grantee consents to monitoring by BOTS staff to ensure compliance with applicable state and federal regulations. Monitoring may occur on-site and will require access to original versions of employee payroll information, citations, and other materials related to the implementation of this grant.

Risk Assessment

The federal government requires a pre-award risk assessment for all sub recipients, including partner agencies of grantees.

Payment of Funds by the State

All highway safety projects are funded on a cost reimbursement basis. State or local funds shall be expended before federal reimbursement is made. BOTS shall reimburse Grantee only for the actual hours worked, and for other eligible costs, and only if the costs are incurred in performing tasks identified within the grant application. Personnel costs shall be reimbursed on the basis of actual hourly salary and fringe rate(s) that have been verified and approved by BOTS, or on the basis of percentage of annual salary and fringe dedicated to project activity as described within the grant application. All expenses for which Grantee seeks reimbursement must be documented in the Project Activity Reports.

Equipment

2 CFR 200.1

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of the capitalization level established by the non-Federal entity for financial statement purposes, or \$10,000.

Because of the strict timelines for final claims for reimbursement, it is usually not possible to order, receive and pay for equipment during the last quarter of the grant year. Any piece of equipment that costs more than \$10,000 (including taxes, shipping, and installation), is subject to the Buy America Act. Whether the NHTSA funds are used for the entire purchase or any portion of the purchase, it must be approved in writing by the NHTSA before it is ordered. Contact BOTS to request that approval. Any equipment requested to be purchased, either entirely or partially with grant funding, must be used to support the traffic safety program and pre-approved in writing by BOTS. Further, it shall be used primarily for grant-related purposes during the life of the equipment. The grantee may not deviate from this requirement. The grantee shall be responsible for all operating, maintenance, and repair costs of equipment purchased under this grant contract unless otherwise specified. Grantee must obtain prior written approval from BOTS of any plan to trade-in, sell, surplus, or otherwise dispose of any piece of equipment purchased in whole or in part through this agreement.

Print and Audio Visual Materials

Grantee shall submit all materials developed under this Agreement to BOTS for approval of content and style prior to final production and release. All video materials intended for general public viewing must be close-captioned. Grantee shall credit the Wisconsin Department of Transportation Bureau of Transportation Safety and the National Highway Traffic Safety Administration on all such materials. Grantee may not copyright any portion of materials produced under this Agreement.

Program Income

2 CFR 200.307 Program income.

Program income is gross income derived by Grantee from Grant-supported activities. Program income would include a fee for services (such as a registration fee for a conference or class in full or in part subsidized with federal funds) or fees from the sale of commodities or items made with grant funds. The grantee is responsible for tracking all program income with the same level of detail as federal funds and reporting earned income to BOTS along with invoices. Program Income must be an addition to the project budget provided by BOTS and can only be used for planned activities or purchases that would be considered allowable expenses.

Additional Requirements Where Funds Are Expended on Law Enforcement

- A. Grantee agency certifies that it has a written departmental policy on biased-based policing, or that it will initiate development of one during the grant period.
- B. Grantee agency certifies that it has a written departmental policy on pursuits or that it will initiate development of one during the grant period. The policy should conform to the guidelines of the IACP or a similar pursuit policy.
- C. Grantee agency certifies that it has a written departmental policy on the BAC testing of all drivers involved in fatal vehicle crashes involving alcohol, or that it will initiate one during the grant period. Grantee agency will require a test of all killed drivers and will encourage all surviving drivers to consent to a test.
- D. Grantee agency certifies that it has a written departmental policy on the use of safety belts by employees, or that it will initiate development of one during the grant period.

General Costs of Government

The general costs of government (i.e. supplanting) are unallowable except as provided in 2 C.F.R. §200.474. [2 C.F.R. §200.444]. The replacement of routine or existing state or local expenditures with the use of federal grant funds for costs of activities that constitute general expenses required to carry out the overall responsibilities of a state or local agency is prohibited.

Guidelines for Allowability of Costs

To be allowable under Federal awards, costs must meet the following general criteria [2 C.F.R. §225, Appendix A, C(1)]:

1. Be necessary and reasonable for proper and efficient performance and administration of Federal awards.
2. Be allocable to Federal awards under the provisions of 2 CFR part 225.
3. Be authorized or not prohibited under State or local laws or regulations.
4. Conform to any limitations or exclusions set forth in these principles, Federal laws, terms and conditions of the Federal award, or other governing regulations as to types or amounts of cost items.
5. Be consistent with policies, regulations, and procedures that apply uniformly to both Federal awards and other activities of the governmental unit.
6. Be accorded consistent treatment. A cost may not be assigned a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost.
7. Except as otherwise provided for in 2 CFR part 225, be determined in accordance with generally accepted accounting principles.
8. Not be included as a cost or used to meet cost sharing or matching requirements of any other Federal award in either the current or a prior period, except as specifically provided by Federal law or regulation.
9. Be the net of all applicable credits.
10. Be adequately documented.

Nondiscrimination

During the performance of this contract/funding agreement, the contractor/funding recipient agrees —

1. To comply with all Federal nondiscrimination laws and regulations , as may be amended from time to time;
2. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
3. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
4. That, in the event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and To insert this clause, including paragraphs a through e, in every subcontract and sub-agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program

The grantee will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and

49 CFR part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964*)

28 CFR 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);

Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;

The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

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

Political Activity (Hatch Act)

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

Lobbying Activities

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

Restriction On State Lobbying

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

Certification Regarding Debarment And Suspension

Instructions for Lower Tier Participant Certification

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

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

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

Buy America Act

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

Certification of Conflict of Interest

General Requirements

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

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

Disclosure Requirements

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in organizations regulated by NHTSA or in organizations whose interest may be substantially affected by NHTSA activities. Based on this policy:

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

Prohibition on using grant funds to check for helmet usage

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

Termination

This grant may be terminated upon BOTS' determination that Grantee has materially failed to comply with terms of this Agreement. Termination may be considered among the criteria for subsequent grant awards.

Correspondence

All correspondence outside of Wise-Grants with BOTS regarding this project shall include the Grant Number, and shall be submitted to the following address:

Bureau of Transportation Safety
4822 Madison Yards Way, 9th Floor
South Madison, WI 53705

I agree to the terms and conditions above. *

Signature: ,

Date:

Director:

Date:

If a physical signature is required please use the "Print Document" option on the left side menu, select this form with the option "Include Blank Copy" and upload it to the "Supporting Documents" form when signed.

Problem Identification/Project Justification

Instructions:

- Please complete this page, then click the **Save** button.
- Required fields are marked with an *.

In 2024, 42.6% of persons killed and 20.6% of persons sustaining incapacitating injuries in Wisconsin crashes were NOT wearing seat belts. Many of these people were ejected from their vehicle. Statewide seat belt use was 89.3% in 2024 making Wisconsin's seat belt use rate lower than the national average. It has been estimated that seat belt use by motor vehicle occupants in Wisconsin prevents more than 293 traffic related fatalities and more than 8,000 serious injuries annually.

Seat belt enforcement grant recipients are targeted based upon seatbelt usage data. The intention is to encourage extraordinary seat belt enforcement in areas of the state with low seat belt usage.

For crash data and other resources available at the county level, please visit Community Maps at the link below. If you require assistance in analyzing your crashes, please contact your Law Enforcement Liaison.

Click here to see the RPM and SPM

Use Community Maps, County Profiles, and your local data to develop your deployment plan. Data can include dates, locations, and timeframes based on identified need(s) in your deployment area(s). In text below, provide deployment information.

*Dane County Sheriff's Office crime analyst uses community maps as well as other data to identify and compares county wide crash data to identify target corridors for enhanced enforcement. Deployments focus on these selected corridors.**

Grant Problem ID and Planned Activity Description:

Problem identification needs to identify who is affected, how they are affected, and where it is happening

What is the plan that you will use to address the issues in the problem identification

*The task force will focus deployments on the corridors most impacted by these crashes, to reduce the number of impaired drivers to deduce the number of related crashes. The task force will frequently monitor community maps and crash data adjusting deployments based on the collected data.**

Activity Performance Measures:

How will we measure the progress and outcome activity. What are the steps you will use. What will you use to measure it, etc.

The task force will focus deployments on the corridors most impacted by these crashes, to reduce the number of seatbelt violations to reduce the number of injuries due to related crashes. The task force will frequently monitor community maps and crash data adjusting deployments based on collected data.

*In the past five years, in Dane County there have been 793 crashes involving impaired drivers with 82 fatalities and 1041 know injuries. In 2025 there have been 81 crashes with 9 fatalities and 116 known injuries.**

[X]Grantee agrees to adopt a zero tolerance policy for unrestrained occupants during all motor vehicle stops.*

Is the State Patrol participating with this Task Force?

☒No *

☐Yes

Note: If yes, State Patrol is not funded through this grant.

Dane County

Task Force Members

Dane County Sheriff's Office

City of Madison Police Department

RPM/SPM Notes

TASK FORCE NAME: DANE CO SEAT BELT TASK FORCE
GRANT PERIOD: OCTOBER 1, 2025 THROUGH SEPTEMBER 30, 2026
ADMINISTERING AGENCY: DANE CO SO
PARTICIPATING AGENCIES/BUDGET: \$118,000

Both the Operational Plan (OP) and signature page must be completed AND submitted with the grant at the beginning of the process on the "Supporting Documents" tab.

Agency will use Community Maps to help plan both dates and locations for deployments.

The budget is for deployments only; no grant funds are for equipment. This grant requires a 25% soft local match. Activity Reports may use one overall monthly statistical report if a pre-approved spreadsheet is attached. Such reports are due on/by the 15th of the next month (example: January's report is due by February 15th). ALL involved agencies MUST participate in mobilization periods such as click it or ticket and drive sober.

ALL agencies are encouraged to attend the quarterly traffic safety commission (TSC) meetings for their County.

=====

☒ I agree to the terms and conditions above. *

Signature: Matthew Meyer

Sergeant

Date: 10/09/2025

General Information

Proposed Project Title: *SPEED ENFORCEMENT*
Federal Funding Source:
Type of Municipality: *County**
Applicant/Sub-Recipient Agency/County: *Dane County**
Enforcement Area: *Dane County and City of Madison**
Agency Federal Employer ID (FEIN): *39-6005684*
UEI Number: *M7DYJMKQ9MH7*

Agency Head or Authorizing Official

Agency Head or Authorizing Official: *Kalvin Barrett*
Title: *Sheriff*
Address: *115 W Doty Street*
City: *Madison*
State: *Wisconsin*
Zip Code: *53703*

Project Coordinator

Name: *Matthew Meyer*
Title: *Sergeant*
Address: *115 W Doty St*
City: *Madison*
State: *Wisconsin*
Zip Code: *53703*
Phone Number: *(608) 284-6876*
E-mail Address: *meyer.matt@danesherriff.com*

☒ I agree to the terms and conditions above.*

Signature: *Matthew Meyer* *Sergeant*
Date: *10/09/2025*

NOTE: If this information is not correct, please go to to make necessary corrections.

Problem Identification/Project Justification

Instructions:

- Please complete this page, then click the **Save** button.
- Required fields are marked with an *.

In Wisconsin during 2024, speed-related crashes were listed as a contributing factor in 13.0% of all crashes, and 28.5% of all fatal crashes. A total of 170 people died in these crashes. Excessive speed is often associated with other high-risk behaviors that increase the likelihood of a crash and of significant injury or death occurring; these include following too closely and failure to wear seat belts.

Enforcement Area (Targeting): All alcohol and speed-related crash data from the three previous years for every jurisdiction in Wisconsin were analyzed, from those involving property damage through all ranges of injuries to those that resulted in death. This data was scientifically weighted, following established statistical protocol. From this work, the Bureau identified those places in Wisconsin with the largest number of crashes due to excess alcohol use or speed. Upon factoring in each location's population density, a snapshot of the state's most likely places for similar crashes per capita was established.

For crash data and other resources available at the county level, please visit Community Maps at the link below. If you require assistance in analyzing your crashes, please contact your Law Enforcement Liaison.

Click here to see the RPM and SPM

Use Community Maps, County Profiles, and your local data to develop your deployment plan. Data can include dates, locations, and timeframes based on identified need(s) in your deployment area(s). In text below, provide deployment information.

*Dane County Sheriff's Office crime analyst uses community maps as well as other data to identify and compares county wide crash data to identify target corridors for enhanced enforcement. Deployments focus on these selected corridors.**

Grant Problem ID and Planned Activity Description:

Problem identification needs to identify who is affected, how they are affected, and where it is happening.

What is the plan that you will use to address the issues in the problem identification.

*The task force will focus deployments on the corridors most impacted by these crashes, to reduce the number of impaired drivers to reduce the number of related crashes. The task force will frequently monitor community maps and crash data adjusting deployments based on the collected data.**

Activity Performance Measures:

How will you measure the progress and outcome activity? What are the steps you will use? What will you use to measure it? etc.

The task force will focus deployments on corridors most impacted by these crashes, to reduce the number of speed violations to reduce the number of injuries due to related crashes. The task force will frequently monitor community maps and crash data adjusting deployments based on the collected data.

*in the past five years, in Dane County there have been 793 crashes involving an impaired driver with 82 fatalities and 1041 know injuries. In 2025 there have been 81 crashes with 9 fatalities and 116 known injuries.**

Is the State Patrol participating with this Task?

☐ Yes

☒ No *

Note: If yes, State Patrol is not funded through this grant.

Check all counties participating in this grant.

Dane County

Task Force Members

Dane County Sheriff's Office
City of Madison Police Department*

RPM/SPM Notes

TASK FORCE NAME: DANE COUNTY SPEED ENFORCEMENT TASK FORCE

GRANT PERIOD: OCTOBER 1, 2025 THROUGH SEPTEMBER 30, 2026

ADMINISTERING AGENCY: DANE COUNTY SO

PARTICIPATING AGENCIES/BUDGET: \$105,000

Both the Operational Plan (OP) and signature page must be completed AND submitted with the grant at the beginning of the process on the "Supporting Documents" tab.

Agency will use Community Maps to help plan both dates and locations for deployments.

The budget is for deployments only; no grant funds are for equipment. This grant requires a 25% soft local match. Activity Reports may use one overall monthly statistical report if a pre-approved spreadsheet is attached. Such reports are due on/by the 15th of the next month (example: January's report is due by February 15th). ALL involved agencies MUST participate in mobilization periods such as click it or ticket and drive sober.

ALL agencies are encouraged to attend the quarterly traffic safety commission (TSC) meetings for their County.

[X] agree to the terms and conditions above. *

Signature: Matthew Meyer
Date: 10/09/2025

Sergeant

Policy Requirements

Instructions:

- Please complete this page, then click the **Save** button.
- Required fields are marked with an *.

All grantees agree to adhere to the following policies, which are detailed in the full contract

Grantee is:

- Subject to audit and is responsible for complying with appropriate maintenance of records
- Subject to on-site monitoring and review of records by BOTS staff
- Prohibited from purchasing equipment other than that listed in approved grant application
- Prohibited from using grant funds to supplant existing state or local expenditures
- Prohibited from discriminating against any employee or applicant for employment
- Prohibited from receiving grant funds if presently debarred
- Prohibited from using these funds to further any type of political or voter activity
- Prohibited from using these funds to engage in lobbying activity
- required to comply with Buy America

If the grant funds will be expended on law enforcement, grantee further certifies:

- That it has a written departmental policy on pursuits
- That it has a written departmental policy on BAC testing of drivers involved in fatal crashes
- That it has a written departmental policy on the use of safety belts by employees
- That it complies with Title VI of the Civil Rights Act of 1964

2 C.F.R. §200, Subpart F Single Audit requirements

**** Please check with your Treasurer or Finance department**

The grantee has verified that their political entity (payee for this grant)

☒ **IS** or ☐ **IS NOT** *Subject to 2 C.F.R. §200, Subpart F Single Audit requirements.

A **2 CFR Part 200 audit** is required if your political entity expends more than \$750,000 in federal funds during your fiscal year.

If subject to 2 C.F.R. §200, Subpart F Single Audit requirements, the political entity needs to be in compliance and have filed with the Federal Audit Clearing House.

If applicable, the grantee has verified that its political entity is in compliance and has filed with the Federal Audit Clearing House:

☒ **Yes** or ☐ **Not Applicable** *

Grants Training:

Below is the current training link. List the name of the person or persons who have taken grants training. List the name of the person, type of training (i.e. Webinar, Governors Conference, Regional Training or online) and the date of last training.

Name	Training Location	Date
Matthew Meyer *	On-line Wise Grants Training*	10/09/2025 *

Click here to view WISE Grants Training video.

☒ **I agree to the terms and conditions above.** *

Signature:

Matthew Meyer

Sergeant

Date:

10/09/2025

Work Plan / Budget Request

Instructions:

- Please complete this page, then click the **Save** button.
- Required fields are marked with an *.

Federal Grant Period:

Grant activities are funded for one federal fiscal year. The federal fiscal year 2026 runs from October 1, 2025 through September 30, 2026. Funded fiscal year activities may begin no earlier than October 1st and end no later than September 30th. Grant activity may not begin until grant has been approved or have been notified by BOTS to begin.

Work Plan/Calendar:

The Work Plan/Calendar contained within this contract is a term of the contract. It describes the timing and level of enforcement activity. At a minimum, during the term of this contract:

Speed Task Force grants are seasonal grants to be scheduled during the specified grant period listed on the Problem Identification/Project Justification page of the grant.

Grantee will implement at least one deployment each month within the specified grant period as planned in the Work Plan/Calendar.

Agencies that receive funding for overtime enforcement must participate in the national mobilizations during the timeframes listed below. Sign-up for mobilizations is in Wise-Grants and is accomplished by activating an activity report under the **View Available Opportunities** button on the home screen. Completing the activity report after the two week mobilization helps BOTS to provide NHTSA with accurate information about the level of enforcement activity in the state.

Required Mobilizations

- December 12, 2025 - January 1, 2026 (Winter Drive Sober)
- May 18, 2026 - Mat 31, 2026 (Click It Or Ticket National Mobilization)
- August 14, 2026 - September 7, 2026 (Labor Day Drive Sober)

NOTE:

If grantee cannot perform the planned patrols, BOTS must be notified. Failure to perform planned activity may be considered grounds for terminating the grant.

Unplanned adjustments to work plan must be communicated on the activity reports. changes to the work plan should be reviewed by BOTS prior to change.

WORK PLAN

NOTE: If there is a month without entries there must be a "0" listed in the text box.

Month	(A) Deployments		(B) Hours Per Deployment	(C) Officers per Deployment	(D) Total Officer Hours (AxB)xC=D
October	0	0	0	0	
November	1	4	11	44	
December	2	4	12	96	
January	2	4	12	96	
February	1	4	12	48	
March	2	4	12	96	
April	2	4	12	96	
May	3	4	12	144	

June	3	4	12	144
July	3	4	12	144
August	2	4	12	96
September	2	4	12	96
TOTAL	23	44	131	1,100

WORK PLAN ITEMS - Required:

1. BOTS enforcement grants will use the High Visibility Enforcement (HVE) model (at a minimum) during National enforcement periods. All remaining enforcement activity will be sustained enforcement.
2. The three main elements of HVE are:
 - a. multiple agencies
 - b. working the same day and time
 - c. with a media component to educate the public
3. Single officer deployments are discouraged and will require justification added to the monthly activity report.
4. Grantee will assign only sworn, SFST-trained officers in patrols if the behavior they are attempting to modify is impaired driving. Part-time officers may be assigned only if the grant funded activity and their resulting weekly total hours do not exceed 39 hours.
5. Grantee agrees to implement

1100 enforcement hours.

23 deployments for a total of

Grant Reimbursable Hours & Rate:

Grantee's estimate of funded reimbursable hours is based upon an estimated average hourly wage/fringe rate of \$95.00

Total amount of Wage/Fringe Based on above deployments and rate: \$104,500.00

Citation data and payroll data will be required upon request. Citation data can be provided in the form of an approved spreadsheet or TRACS upload. Complete citation data and supporting payroll documentation can be uploaded to the monthly activity report. Reports are being developed in TRACS to more quickly allow you to report.

Match Requirements:

A local match of at least 25% of the grant total is required by the end of the grant period. **Please indicate project match in the space provided below:**

Item	Federal Grant	Local Match	Totals
Wage/Fringe	\$104,500.00	\$26,125.00	\$130,625.00
Travel/Mileage	Ineligible	\$	\$0.00
Training	Ineligible	\$	\$0.00
Contractual Services	Ineligible	\$	\$0.00
Equipment (From Equipment Purchases)	Ineligible	\$	\$0.00
Materials & Supplies	Ineligible	\$	\$0.00
Other	Ineligible	\$	\$0.00
Total	\$104,500.00	\$26,125.00	\$130,625.00

Activity Reporting:

Grantee shall complete activity reports and submit them to BOTS no later than the 15th of the month following the activity.

☒ agree to the terms and conditions above. *

Signature: Matthew Meyer

Sergeant

Date: 10/09/2025

Deliverables

Instructions:

- Please complete this page, then click the **Save** button.
- Required fields are marked with an *.

Targeting:

Enforcement Area (Targeting): All alcohol and speed-related crash data from the three previous years for every jurisdiction in Wisconsin were analyzed, from those involving property damage through all ranges of injuries to those that resulted in death. This data was scientifically weighted, following established statistical protocol. From this work, the Bureau identified those places in Wisconsin with the largest number of crashes due to excess alcohol use or speed. Upon factoring in each location's population density, a snapshot of the state's most likely places for similar crashes per capita was established. Source: BOTS Analysis (Data is preliminary.)

Forms:

Forms will only be accepted through the WISE Grants. Questions about grant submissions should be referred to either the State Program Manager or the Regional Program Manager.

[Click here to see the RPM and SPM](#)

Funding:

Grant funding is based on availability of Federal Grant Funds. Grants and funding may be stopped at any time during the Grant year if funding becomes unavailable.

Media/Outreach Documentation:

Media and outreach are important components to successful behavioral change. Grantee agrees to make contacts with local media, community groups or other groups to increase public awareness of information related to crashes, and subsequent enforcement efforts. This should be done a minimum of once during every quarter of grant approval. Creating partnerships with public and private community groups to enforce public awareness of this project is strongly encouraged. During High Visibility Enforcement all media that pertains to the agency's activities must be submitted/attached as part of the activity report.

Reimbursement Claims:

The Final Reimbursement Claim must be received no later than November 15, 2026, any claims received after November 15 cannot be guaranteed for reimbursement. The final reimbursement will be made only after all deliverables are received and approved by BOTS. No reimbursement claims will be paid after December 31 for the 2026 fiscal year.

Place of Delivery:

All Electronic Project Deliverables shall be submitted via the WISE Grants System.

Questions about the Traffic Safety Program or this project should be addressed to the State Program Manager or the Regional Program Manager.

Awarding Agency Official Mailing Address:

Bureau of Transportation Safety

4822 Madison Yards Way, 9th Floor South

Madison, WI 53705

☒ agree that grant activity will not begin until this grant is in an active status or have been notified by BOTS to begin.*

☒ agree to the terms and conditions above.*

Signature: *Matthew Meyer*

Sergeant

Date: *10/09/2025*