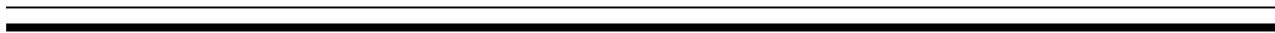
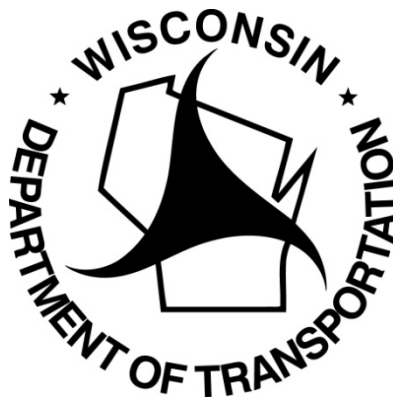


**State of Wisconsin  
Department of Transportation**

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**BIENNIAL REPORT  
2013-2015**





## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Scott Walker  
Governor

Mark Gottlieb, P.E.  
Secretary

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October 15, 2015

The Honorable Scott Walker  
Governor, State of Wisconsin  
Room 115, State Capitol Building  
Madison, Wisconsin 53702

Wisconsin State Legislators  
State Capitol Building  
Madison, Wisconsin 53702

Dear Governor Walker, Members of the Legislature, and Residents of Wisconsin:

I am pleased to submit the 2013-2015 Biennial Report for the Wisconsin Department of Transportation (WisDOT). During the 2013-15 biennium, the department emphasized cooperation with our local, federal, and industry partners to focus on continued economic development throughout Wisconsin.

Through these strong partnerships we have been able to support and improve Wisconsin's transportation network. Enhancing freight mobility is a top priority of WisDOT as Wisconsin businesses and consumers rely on an efficient and safe transportation system to remain competitive. During the last biennium, WisDOT continued our Freight Friendly Wisconsin Initiative, which will increase freight system efficiency, enhance safety for all travelers, and streamline the regulatory process. Through annual freight summits and continuing work between WisDOT and industry leaders, a Freight Mobility Action Agenda was developed to establish freight-related priorities over the next several years.

The department is committed to providing safe and efficient transportation services to meet the needs of Wisconsin and its communities. During the 2015-17 biennium, WisDOT will continue to focus on the effective use of limited resources during a time when transportation needs are growing. Maintaining funding for transportation projects is critical for creating and maintaining business opportunities and improving the quality of life for both Wisconsin residents and travelers across the state.

Sincerely,

A handwritten signature in black ink that reads "Mark Gottlieb".

Mark Gottlieb, P.E.  
Secretary

## Table of Contents

WisDOT's Strategic Directions.....	1
Department Organization and Schedules.....	3
Division Updates	
Executive Offices.....	4
Division of Business Management.....	5
Division of Motor Vehicles.....	11
Division of State Patrol.....	14
Division of Transportation System Development.....	19
Division of Transportation Investment Management.....	30
For More Information.....	40

## WisDOT's Strategic Directions

The Wisconsin Department of Transportation's (WisDOT) mission, vision, and values provide the strategic foundation for the department.

**Mission:** Provide leadership in the development and operation of a safe and efficient transportation system.

**Vision:** Dedicated people creating transportation solutions through innovation and exceptional service.

**Values:**

*Accountability.* Being individually and collectively responsible for the impact of our actions on resources, the people we serve, and each other.

*Attitude.* Being positive, supportive, and proactive in our words and actions.

*Communication.* Creating a culture in which people listen and information is shared openly, clearly, and timely - both internally and externally.

*Excellence.* Providing quality products and services that exceed our customers' expectations by being professional and the best in all we do.

*Improvement.* Finding innovative and visionary ways to provide better products and services and measure our success.

*Integrity.* Building trust and confidence in all of our relationships through honesty, commitment, and the courage to do what is right.

*Respect.* Creating a culture where we recognize and value the uniqueness of all our customers and each member of our diverse organization through tolerance, compassion, care, and courtesy to all.

*Teamwork.* Creating lasting partnerships and working together to achieve mutual goals.

The department's MAPSS Performance Improvement program focuses on the five core goals and associated performance measures that guide WisDOT in achieving the mission:

Mobility - delivering transportation choices that result in efficient trips and no unexpected delays.

Accountability - the continuous effort to use public dollars in the most efficient and cost-effective way.

Preservation - protecting, maintaining, and operating Wisconsin's transportation system efficiently by making sound investments that preserve and extend the life of our infrastructure while protecting our natural environment.

Safety - moving toward zero deaths and injuries on our roadways.

Service - excellent service for our customers means high quality and accurate products and services delivered in a timely fashion by a professional and proactive workforce.

Establishing goals and measuring results is essential to running a successful organization, achieving its mission, and meeting public expectations. It helps the department be more transparent about the performance of the state's transportation system and be a data-driven agency.

MAPSS Scorecard measures are those that have been deemed of highest importance to our customers to show the current state of Wisconsin's transportation system. Some measures are important in demonstrating transparency and accountability but do not rise to the level of the Scorecard. The progress of these measures is reported publicly under the category of "additional measures."

In addition to the measures we report externally, we also track measures internally that are important for the smooth operations of the department or support other important performance outcomes; these measures are reported to department managers and staff. More information about MAPSS can be found at: <http://wisconsindot.gov/Pages/about-wisdot/performance/mapss/default.aspx>

The department's Lean Government Initiative is fully integrated with and supports the MAPSS effort. Since 2012, department staff have participated in more than 500 process improvement and Lean Six Sigma training opportunities. To date, department staff have completed 40 projects aimed at improving customer service. These projects save time and taxpayer dollars. Fifteen projects are planned for the next twelve months. More information about Lean can be found at: <http://wisconsindot.gov/Pages/about-wisdot/performance/lean-qvmt/leangovt-practice.aspx>

## Department Organization and Schedules

Established in 1967, WisDOT supports all forms of transportation across Wisconsin. WisDOT works closely with other state, federal, and local agencies to meet changing and growing travel needs and to provide the safest, most efficient, and highest quality transportation services to the state, its citizens, and its many visitors.

The department is organized to include three executive offices and five program divisions that report to the Office of the Secretary:

- Executive Offices
  - Office of General Counsel
  - Office of Public Affairs
  - Office of Policy, Finance and Improvement
- Division of Business Management
- Division of Motor Vehicles
- Division of State Patrol
- Division of Transportation System Development
- Division of Transportation Investment Management

WisDOT's main office is located in Madison, but the department maintains regional offices throughout the state as a way to preserve a local approach to transportation development and better serve customer needs.

More information on the department's organization including current organization charts and regional office locations is available at <http://www.dot.wisconsin.gov/about/index.htm>.

The department has 3,521.04 authorized full-time equivalent (FTE) employees. According to September payroll records, 3,206 of these are filled, including permanent, project, and unclassified positions. In addition, the department has 245 employees in part-time and seasonal positions, ranging from 0.23 FTE to 0.95 FTE. Based on operational needs and division-specific policies, employees may have the ability to work alternative work schedules while still meeting the business needs of internal and external customers.

## Division Update: Executive Offices

The Executive Offices oversee department-wide operations and set overall policy direction for the agency.

### *Office of the Secretary*

The Office of the Secretary directs and coordinates WisDOT programs, submits the department's biennial budget request to the Governor, plans the legislative program, and develops long-range plans for transportation development and maintenance.

### *Office of General Counsel (OGC)*

OGC provides legal counsel and advice to the Secretary, division administrators, staff, the Governor, and other government officials in matters relating to transportation programs. The office also assists the Secretary in identifying needs and formulating the department's legislative and administrative rule making program. Additionally, OGC coordinates legal affairs with the Governor's Office, the Department of Justice, the Department of Administration, and other local, state, and federal offices in matters involving government regulation and transportation business.

### *Office of Public Affairs (OPA)*

OPA provides communication expertise and services to increase public understanding and awareness of WisDOT's programs, policies, and services. The office works in partnership with program staff to inform and educate the public and WisDOT employees about department programs and services. OPA coordinates media relations, communications support, graphic design services, employee communication, and Web communication.

### *Office of Policy, Finance and Improvement (OPFI)*

OPFI supports the department in developing sound and innovative transportation, financial, and management strategies. Working under the direction of the Secretary's Office, OPFI provides:

- Budget development services for the department's biennial and operating budgets.
- Transportation Fund management and revenue bonding for major highway programs.
- Policy, program, and financial services.
- Financial reporting, data collection, and assurance to WisDOT and key stakeholders.
- Budget and policy information to WisDOT and key stakeholders.
- Performance improvement coordination across divisions.
- Research and library services to meet department-wide needs.

## Division Update: Division of Business Management

The Division of Business Management (DBM) provides reliable and cost-effective business support services to the department. DBM consists of three bureaus:

- The Bureau of Information Technology Services (BITS) introduces, manages, and supports IT solutions for the department.
- The Bureau of Business Services (BBS) provides support to the department in the areas of centralized procurement, fiscal and fleet services, facility services, employee safety, risk management, as well as records and forms management. The bureau also develops and leads the implementation of the department's Continuity of Operations Plan (COOP) as well as monitors Minority Business Enterprise (MBE) and Disabled Veteran Business (DVB) spending within the department.
- The Bureau of Human Resource Services (BHRS) administers the department's personnel, employment relations, employee assistance, payroll functions, benefits, training and development programs. The bureau also participates in the planning and implementation of various statewide human resource initiatives.

### 2013-2015 Accomplishments

#### *Division-Wide*

- State Transforming Agency Resources (STAR) Project: In partnership with DOA, state agencies, business partners, and WisDOT divisions, DBM participated in and supported the planning, development and implementation of the objectives of the STAR Project.
- LEAN Government and Metrics: In alignment with Executive Order 66 – Lean Government, DBM executed projects and activities focused on achieving the goals and benefits of improved customer service, operational efficiencies, cost savings, and streamlined processing. In conjunction with the Lean efforts, DBM will continue to identify, collect, and use metrics to support data-driven decisions.

#### *Information Technology Management*

- DET IT Consolidation: In partnership with DOA, BITS developed and implemented the DET IT consolidation initiatives required by 2011 Wisconsin Act 20.
- eGovernment Initiatives: In partnership with the divisions, BITS supported the Wisconsin Interactive Network in developing mobile applications and services supporting the business needs of its customers.
- IT Business Alignment: BITS re-aligned operations to better plan and deploy technologies in partnership with all divisions to support business strategies. BITS tracked and assessed IT activities to focus resources on developing the IT Portfolio to ensure technical viability, operational effectiveness, and business reliability. In addition, BITS worked proactively with divisions and established an IT portfolio prioritization processes to further align business needs and priorities with IT projects and initiatives.
- Business Continuity Management: BITS supported COOP processes to ensure required IT technical and service facilities can be resumed within necessary business time frames.



- A new Enterprise Document Management system (Hyland's OnBase) was evaluated and selected to meet the Department's document management needs. BITS is establishing a test and production environment to support the image processing and content management of this tool as well as creating governance relative to policies, naming standards, service levels and prioritization of projects implemented into OnBase. This will enable divisions to guide their document management projects in an efficient manner and allow for successful implementations.
- Working with the Division of Motor Vehicles (DMV), BITS implemented a new Automated Knowledge Testing system to assist the DMV Bureau of Field Services customer service centers. This upgrade addresses discontinued software support and Windows 7 operating system compliance as well as incorporating all current knowledge exams in existence. Existing hardware and software at each Customer Service Center across the State has been or will be replaced.
- The Bureau led the evaluation, selection and deployment of an appointment system replacement for DMV. This application is used by DMV staff as well as external customers for scheduling various types of road tests and exams.
- BITS partnered with DMV to develop and publish Requests for Proposals (RFPs) for the selection and procurement of vendors to provide a customer flow management solution and new driver's license/identification cards to increase productivity through efficient customer routing options with current and emerging technologies.
- BITS partnered with DMV to offer customer self-service enhancements including:
  - iPad Kiosk installations – over 1,300 registration renewal transactions have been completed;
  - Electronic Commercial Driver's Licenses (eCDL) – Commercial drivers can check the status of their licenses, exam due dates and Federal and/or State Medical Status online; and
  - Electronic Motor Vehicles (eMV) Public – online "title only" issuance and ordering of replacement plates.
- BITS has actively complied with legislative mandates on the following initiatives and modifying systems as appropriate:
  - Vehicle Seller Notification – This will allow individuals to report to WisDOT regarding the private sale of a motor vehicle to another individual;
  - Military CDL License – Pursuant to Wis. Stats. 343.21 (1)(d) and (n), the fees associated with the transaction of a military commercial driver license when submitted for issuance, renewal or upgrade shall be waived; and
  - Multiple provisions related to the issuance and expiration of driver licenses and identification cards.
- BITS continued to focus on governance and IT processes and program framework. These changes involved the streamlining of existing procedures and creation of various roadmaps. Reference models and documentation were also developed.
- BITS continued to develop, refine and report on IT metrics. Industry average of projects completed on time is 59%. BITS has a performance goal of 63% and has continually exceeded that for more than six months. In FY 2014-15, the total number of projects completed was 184, compared to 177 in FY 2013-14. BITS is also beginning to collect data regarding late reasons. In addition, open aged incident and service request tickets are down 74%. March of 2014 had a trend of 246 tickets of 60 days or older whereas August of 2015 was 64.

### *Business Services Management*

- BBS continues to track performance measures within the Worker's Compensation Program and focus on reducing lost time and hazardous duty incident rates per employee.
- In accordance with DOA requirements, BBS established and implemented the agency's Facility Investment Plan which encompass the two-year biennium budget, the six-year Capital Budget Plan and the 10-year Facilities Maintenance Plan. The new capital planning process was implemented as part of the development of the Facility Investment Plan.
- BBS purchased the Accruent FAMIS Integrated Workplace Management System (IWMS) product. Implementation was divided in two phases. Phase 1 covered the work-order and preventative maintenance components, while Phase 2 will cover contracts, leasing and space planning components. Phase 1 has been completed successfully and information from the system has been used to create our performance metric related to customer satisfaction. Phase 2 begins October 1, 2015.
- BBS conducted customer surveys in the following program areas – facility services, fiscal services, forms management, distribution and warehousing services and fleet services. Performance metrics have been established in several program areas as a result of the surveys.
- BBS conducted a study on fleet utilization and personal vehicle mileage within WisDOT. Recommendations were developed and submitted to WisDOT administration.

### *Human Resource Management*

- Implementation of the WisDOT LearnCenter: BHRS successfully implemented the WisDOT LearnCenter in September 2013. Configuring a product from Cornerstone, this system provided a more streamlined process for registering and tracking training. It also expanded the department's ability to provide online training. BHRS created a "Thought Leader Series" video component for the launch page of the LearnCenter to showcase unique efforts across the department. In addition to internally developed online training, the LearnCenter has been populated to include 40 Skillsoft courses. The LearnCenter has been used to complete online new employee orientation, online supervisory development training and Cyber Security Awareness training. It has been reported to WisDOT that Cornerstone uses the WisDOT LearnCenter as a model when meeting with other organizations to show what an effective learning management system looks like.
- Supervisory Assessment: In the summer and fall of 2013, BHRS developed a supervisory competency model that was used to implement a 360 Degree Feedback Assessment for all supervisors and managers. This tool was administered and the individual results were provided to supervisors and managers. In addition, the aggregate results of the feedback assessment were used at a Senior Management Meeting to discuss ways management can more effectively handle issues with communication, change and employee recognition.
- Employee Compensation: BHRS developed a market driven approach when implementing the IT market money provided in the 2013-15 State Compensation Plan. These efforts were developed and implemented in June 2014.

- Business Process Mapping: BHRS completed all of the assigned business process mapping prior to the deadline. These efforts were used to help with identifying business process changes that would be impacted by the STAR Project.
- WisDOT Employee Satisfaction Survey: BHRS worked with the Secretary's Office and the Board of Directors to implement an agency-wide Employee Satisfaction Survey. This was implemented in February 2015 with nearly a 70% participation rate from employees. Summary results were discussed with the Board of Directors and shared with employees through the Secretary's Office. Based on the results and responses to open-ended questions, each division developed an action plan to address areas of concern. BHRS will continue working with the Secretary's Office and the divisions in the implementation of action plans.
- Customer Satisfaction Survey: BHRS implemented a customer satisfaction survey that was sent to all supervisors and HR/payroll coordinators. The 2014 survey was administered and the baseline results were measured against internally set goals. The survey measured satisfaction from business partners in some general PEPED areas, interaction with BHRS staff and change efforts. BHRS plans to administer the survey each year to compare results and track improvements.

## 2015-2017 Goals

### Division-Wide

- STAR Project Implementation: DBM will continue to actively participate in the development and implementation of the STAR Project to ensure the system meets the department's critical business needs.

### IT Services

- Microsoft Office 365: Deploy the MS Office 365 suite of products, leveraging included IT security and other programs to replace existing third-party applications.
- Business Relationship Management: Continue to partner with WisDOT divisions to strengthen the working relationships between BITS and the business areas, aligning technology and IT services to business strategies.
  - With many new software applications selected by DMV, BITS will implement those identified including Customer Flow system replacement, DL/ID Card Production replacement, Enterprise Document Management/Workflow. Existing tools and processes will also be upgraded or expanded upon as necessary and in conjunction with any mandates. (Phase 2 of DMV appointment system and DMV driver guides)
  - Develop a release strategy for all WisDOT developed applications.
  - Determine upgrade schedules for each COTS software package that BITS supports; upgrade software on a regular basis.
- Business Continuity Management: Refine current IT business continuity and disaster recovery plans to enable DOT to quickly restore IT services in the event of an outage – regardless of scope. (COOP documentation)

- *Technology Management:* Continue a proactive approach to the adoption of suitable technologies in response to customer needs. Continue to evaluate when to invest in or withdraw a technology. Complete the Application Portfolio Assessment initiative to make data driven decision on application life-cycle management. Transition to new technology prior to loss of support.
- *IT Service Management:* Continue the growth of the IT Service Management Program to ensure the quality of the IT service delivery meets defined service levels in a cost effective and efficient manner, including:
  - Implement ITSM Roadmap, including incident management, service requests, change management, IT asset inventory, Service Catalog, Knowledge Management, CMDB, and Problem Management
  - Streamline BITS processes that touch or require information from projects (standards and framework)
  - Fix most tickets within 30 days.
  - Document on SharePoint, the applications supported by BITS as well as known issues with resolutions.

#### *Business Services*

- *Conduct ADA assessments on existing WisDOT facilities:* In accordance with federal requirements, BBS will conduct self-assessment on all owned and leased space.
- *Accruent FAMIS Integrated Workplace Management System (IWMS):* The IWMS provides accurate data for data driven decisions in the areas of facility maintenance, space utilization, leasing and real estate, and an inventory of WisDOT owned real property. Next steps to increased efficiency will be to integrate the system data to the IWMS and to establish the ability to write reports and develop dashboards.
- *Customer Service to Division Business Customers:* BBS will continue to implement process improvement strategies, within BBS program areas, based on customer survey results, business process mapping indicators, and metric outcomes.
- *On-the-Job Safety:* BBS will continue to track performance measures within the Worker's Compensation Program and focus on reducing lost time and hazardous duty incident rates per employee.
- *Contracting Project:* In the current process Purchasing is responsible for completing the purchasing process and then handing off the contracting responsibilities to the program area. This has led to inconsistent and sometimes indefensible contracts. BBS, working with Office of General Counsel (OGC) will distill the various contracting documents into a common contract template. This will increase the agency ability to enforce and defend contracts when issues arises.
- *Negotiations Project:* The current process leaves negotiations to the program areas. Our goal is to become the experts and work with the program areas to negotiate contract terms and conditions leading up to the signing of the contract. This is a complimentary effort to the "contracting project", in that certain terms and conditions are not acceptable to OGC. This project will lead to better contract administration as well as better terms and pricing for WisDOT.

- Official File Records Project: This project is designed to ensure that the official bid/contract files are consistent and meet the criteria set forth by the Department of Administration. The goal is to review our current files and checklist document, identify and resolve deficiencies in current practices and processes. After the completion of this project, WisDOT will be in a better position when undergoing DOA's audits of procurement files.

#### *Human Resources*

- Employee Engagement: BHRS will partner with the Secretary's Office and the divisions to implement action plans related to the annual Employee Satisfaction Survey. BHRS will assist divisions in developing additional tools to collect information from employees. BHRS will also work closely with divisions to provide resources to employees where needed.
- Training and Development: The BHRS Training Section will identify and market new functionality of the LearnCenter to divisions. This includes encouraging divisions to use the social learning functionality of the LearnCenter, called Connect. BHRS will use this functionality to help collaboration efforts across business teams, including the Leadership Development Program participants.

## Division Update: Division of Motor Vehicles

The mission of the Division of Motor Vehicles (DMV) is to provide driver, identity, and vehicle products and services. DMV:

- Improves safety by promoting responsible driving and regulating the use of vehicles.
- Advances the orderly movement of people and property through licensing, registration, and permitting.
- Provides driver and vehicle data essential for government and business by creating and supporting a statewide information system.
- Protects consumer interests by regulating driver and vehicle transactions and related industries.
- Provides resources for state and local transportation needs through the collection of revenue.

The Division is the “front door” of WisDOT, with over 11 million public contacts each year. More information about DMV activities can be found at <http://wisconsin.dmv.gov>. DMV office and service locations can be found at <http://wisconsin.dmv.gov/Pages/online-srvcs/find-dmv/default.aspx>.

### 2013-2015 Accomplishments

#### Veteran Marker

In December 2013, DMV began the issuance of driver licenses and identification cards with “Veteran” status for those customers who request the designation and whose eligibility is verified by the Wisconsin Department of Veteran Affairs or a County Veterans Service Officer. In calendar year 2014, 11,250 driver licenses and identification cards were produced with the “Veteran” designation.

#### Collection of Fees for Organ Donation

In December 2013, Wisconsin DMV implemented the requirement to provide all driver license and identification card applicants the opportunity to donate \$2 to “Donate Life Wisconsin”. In calendar year 2014, \$163,200 was raised via this voluntary program.

#### Renewed Emphasis on Quality Control with DMV Audit Unit

DMV is continuing its initiative to improve the quality of all work products. Baseline and follow-up audits have been conducted in the majority of DMV work areas. The results of these audits are being used to identify training deficiencies and opportunities to develop best practices to sustain improvements. The goal is to foster a “one and done” culture, where records and customer interactions are managed correctly the first time, which in turn will produce greater efficiencies and allow for better management of staff resources. In calendar year 2014, nearly 12,000 transactions were audited for accuracy and compliance.

#### Improved Service Delivery Alternatives via the Wisconsin Portal Project

DMV continues to work to improve the DMV website and provide easier navigation and additional service alternatives for its customers. Recent accomplishments include:

- Class D and CDL practice knowledge test “mobile applications:” These applications display one practice question at a time, up to 10 questions per session, and tally correct answers with a reference to the Motorist Handbook for incorrect questions. These two mobile applications were downloaded more than 32,000 times in calendar year 2014.
- Redesigned DOT/DMV website: The website includes a responsive design, a prominent search box with a robust search engine, and a block or tile display approach instead of long item lists.

The newly designed website was launched in June 2015, and receives nearly 800,000 visits per month.

- Expanded record and data sales (contractor-administered): In calendar year 2014, five new record/data sales were brought online via the Wisconsin Portal Project. All sales generate revenue to subsidize enterprise portal projects.
- Electronic transmission and update of medical information from providers: This new service allows physicians to certify a patient's eligibility for disabled parking privileges. The electronic medical certification generates the mailing of the placard to the customer, without any additional processing requirements.
- Wisconsin's Interactive Driver License (DL) Guide went live July 30, 2014. Wisconsin's Commercial Driver's License (CDL) Guide went live December 16, 2014. These online guides, first of their kind in the nation, simplify the process for obtaining a DL or CDL in Wisconsin by running eligibility checks in advance, detailing the requirements for adding endorsements or CDL classes, and printing a personalized checklist for the customer to reference in advance of visiting a DMV service center.
- The Crash Reports system went live on August 4, 2014. This online system gives users (drivers, insurance providers or other entities) the option to search and purchase up to 50 crash reports per transaction. DMV typically receives 1000 crash report requests per week. This new online system reduces manual processing for DMV while delivering the convenience of a 24/7 service with immediate access to an electronic copy of the purchased crash report.

#### New License Plate Designs

DMV released three new specialty plates during the last biennium pursuant to the enactment of statutory changes. The new license plates include:

- "In God We Trust", released in December 2014. This plate bears the words "In God We Trust" with a rippling US flag background. The \$15 one-time issuance fee goes to the Veterans Trust Fund and the annual donation fee of \$25 is allocated to the Wisconsin Veteran Home Member Care.
- "Trout Unlimited", released in February of 2015. This plate recognizes the Wisconsin Trout Unlimited organization and includes an annual donation fee of \$25.
- "Law Enforcement Memorial", released in May of 2015. This plate recognizes Wisconsin law enforcement officers killed in the line of duty and seeks to raise awareness of the Wisconsin Law Enforcement Memorial and the National Law Enforcement Memorial. There is not a donation fee associated with this plate.

#### Tribal Treatment Facility Participation in the Intoxicated Driver Program

2013 Wisconsin Act 246 authorizes the participation of tribal treatment facilities in the intoxicated driver program. The electronic submittal system used by assessment agencies was updated to include the eleven Tribal Nations and the treatment options used by these tribal facilities. To date, there are two Tribal Nations who have attained this certification and are submitting assessments.

#### Milwaukee DMV Service Center Saturday Hours

The Milwaukee Southwest and Northwest stations began offering Saturday morning (8:30AM – 12:00PM) service hours in September 2014. Approximately 700 customers make use of these expanded service hours each week.

## **2015-2017 Goals**

### *New Driver License/Identification Card*

In late 2014, Wisconsin DMV selected a new vendor for the Driver License/Identification Card production system via an RFP process. DMV is expected to retire the existing vendor and complete statewide implementation of the new solution by November 2015.

### *Document Management and Workflow*

Wisconsin DMV is working to modernize the imaging of incoming correspondence to include automated payment deposit and workflow for processing. This new system will securely store applications and allow for DMV staff to process via an electronic queue from any workstation in the state. This process will allow for more agile staffing decisions and improved processing times for customers.

### *Private Seller Notification System*

2015 Wisconsin Act 60, relating to constructing a sports and entertainment arena, included statutory language requiring individuals who sell their motor vehicle to another individual (private sale) to report to the Department of Transportation the identification number of the vehicle and the identity of the individual buyer within 30 days of the sale. The department shall accept this information in an electronic format beginning January 1, 2016.

### *Expansion of DMV Saturday Service Hours*

Starting in December 2015 Wisconsin will have a total of 8 DMV offices offering Saturday morning service center hours. Five new offices (Madison East, La Crosse, Eau Claire, Wausau and Appleton) will join Milwaukee Northwest, Milwaukee Southwest and the Madison Odana Express center.

### *Registration and Titling Counter Service at Part-Time Service Centers*

Beginning in December 2015, all DMV offices currently open at least 20 hours per week will expand service availability to include vehicle title and registration work. With this expansion all 72 counties will have at least one DMV service center available to process vehicle services.

### **MAPSS Goals:**

DMV will continue its work to meet and exceed the scorecard measures included in WisDOT's MAPSS performance program. Current goals include the following:

- Answer 80 percent of all phone contacts within two minutes or less.
- Serve 80 percent of in-person customers within 20 minutes or less of check-in.
- Offer 90 percent or more of necessary skills test appointments within four weeks of eligibility.
- Increase the number of electronic services provided by 2% annually.



## Division Update: Division of State Patrol

The Division of State Patrol (DSP) promotes highway and public safety by providing and supporting law enforcement and traffic safety services. In addition to statewide law enforcement, DSP's public safety services include:

- Patrolling Wisconsin's state highways;
- Conducting motor carrier safety inspections and weight enforcement;
- Supporting mobile data communications for more than 100 agencies;
- Providing training and instrumentation for alcohol testing of drivers;
- Coordinating research, funding, and outreach for traffic safety programs; and
- Providing specialized law enforcement services like technical reconstruction, air support, drug or bomb-detection canines (K-9s), dignitary protection, and training facilities at the State Patrol Academy.

Each of the five DSP regions has a post (headquarters) with a communications center for dispatching troopers and inspectors. The geographically large southwest and northwest regions each have two posts. An overview of DSP's mission and structure can be found at:

<http://wisconsindot.gov/Pages/about-wisdot/who-we-are/dsp/dsp.aspx>.

### 2013-2015 Accomplishments

#### *Highway Safety and Law Enforcement*

- There was a decrease in fatalities to 498 in 2014. DSP has continued to use intensified enforcement and effective traffic safety education in an effort to reduce fatalities and serious injuries from traffic crashes. Traffic fatalities in Wisconsin during recent years are at levels not seen since World War II. The average number of fatalities per year from 2008-2012 was 571, whereas the average number of traffic fatalities per year from 2010-2014 was 551, a four-percent decrease in the rolling five-year traffic fatality average. The number of people injured in traffic crashes has decreased steadily from 40,889 in 2010 to 39,701 in 2014, a 3 percent decrease. The number of reported traffic crashes has unfortunately increased. In 2013, the traffic crash rate was 198.75 crashes per 100 million vehicle miles traveled, which is three percent above the prior five-year rolling average. Finally, safety belt usage in 2014 reached an all-time high of 84.7 percent.
- In partnership with the National Highway Traffic Safety Administration and law enforcement agencies throughout the state, the Bureau of Transportation Safety organized successful mobilizations backed by extensive public education messages in the media to increase safety belt use and decrease alcohol-impaired driving. In 2014, approximately 367 agencies around the state participated in the "Click It or Ticket" campaign and 322 participated in the "Drive Sober or Get Pulled Over" impaired driving mobilization effort. Wisconsin continues to deploy its own media campaign to demonstrate how simple changes to driver behavior can prevent crashes; see DOT's "Zero in Wisconsin" website for more details: <http://www.zeroinwisconsin.gov/>
- DSP emphasized training and enforcement efforts focused on highway criminal interdiction while maintaining its traffic enforcement efforts statewide. In 2014, DSP issued more than 37,000 speed citations, more than 53,900 speed warnings, made approximately 1,600 OWI arrests, issued about 15,500 safety belt citations, and made more than 207,000 traffic stops. DSP personnel also provided 34,843 motorist assists in 2014 and 33,552 motorist assists in 2013 on roadways

throughout Wisconsin. The Division of State Patrol's Air Support Unit (ASU) provided a consistent air enforcement presence in 2014, completing 87 aerial traffic enforcement details. More information can be found at: <http://wisconsindot.gov/Pages/safety/enforcement/default.aspx>.

#### *Motor Carrier Safety and Enforcement*

- The Motor Carrier Safety Assistance Program (MCSAP) continued to advance the safe operation of commercial motor vehicles and drivers through safety inspections and traffic enforcement efforts. The program also includes audits and reviews of carriers to assure that they are meeting regulatory requirements. DSP trained a number of local, county, and tribal law enforcement agencies to conduct MCSAP inspections in their areas. Wisconsin's efforts to reduce Commercial Motor Vehicle (CMV)-related fatalities have reduced the number of large truck fatalities from 111 in 2004 to 63 in 2014. In addition, Wisconsin has experienced a 7 percent reduction in large truck crashes from 2004 to 2014, and a 42 percent reduction in incapacitating injuries from 2004 to 2014.
- The Size and Weight Program ensures that commercial vehicles operate within permitted size and weight limitations. Combined with MCSAP, more vehicles and drivers are subject to more intensive safety checks. In addition to checking more than 27,000 vehicles and/or drivers for compliance with state/federal regulations, DSP weighed over 3 million vehicles in FFY 14 using Weigh-in-Motion (WIM) technology and nearly 277,000 vehicles at WisDOT owned Safety and Weight Enforcement Facilities (SWEFs) located throughout the state. In addition, more than 2,000 CMVs were weighed by DSP using portable scales. More about DSP's promotion of safe trucking can be found at: <http://wisconsindot.gov/Pages/dmv/com-drv-vehs/mtr-car-trkr/mc-safety/mcsap.aspx>

#### *Wireless Communications Networks*

- The WISCOM (Wisconsin Interoperable System for Communications), a statewide system which will allow emergency responders from different communities to communicate with one another during a large-scale incident. Initial build-out was designed to provide at least 95 percent statewide mobile radio coverage using 80 existing and future antenna towers and other infrastructure as the framework. Sharing of statewide infrastructure has resulted in long-term cost savings, avoided equipment duplication, and helped extend coverage capacity to meet local needs. The WISCOM system has now grown to 110 sites on the air statewide, and more are being added soon—this makes it the largest VHF trunking system in the U.S. This system has now added six 800 MHz sites in the Milwaukee, Madison, and Fox Valley areas. These sites are seamlessly interoperable with the main VHF system, making it a "hybrid" network. There are currently over 20,000 subscribers to the WISCOM system statewide for interoperable use. There are currently seven counties and two municipalities that use the system for all of their daily communications needs.
- Major improvements were also made to tower infrastructure, including building new towers at Boulder Junction and the Lake Mills rest area, and occupying additional county or privately owned towers at strategic locations across the state, including Douglas, Sawyer, Iowa, Taylor and Kewaunee counties.
- The Bureau of Public Security and Communications upgraded 589 mobile data computers to the new Panasonic Toughbook with Windows 7 in 2012. A new two-factor authentication process will be implemented in order to meet new US Department of Justice requirements. Additionally, the computer-aided dispatch system was upgraded to a more robust system that improved interoperability between posts, improved reporting, and added GPS functionality.
- More on the DSP's communications system can be found at: <http://www.dot.wisconsin.gov/statepatrol/services/communications.htm>

### Academy

In addition to being the primary source of training for Division of State Patrol sworn staff, the State Patrol Academy offers training and education to municipal, county, state and federal law enforcement related personnel. Examples include:

- Soft skill topics such as leadership; supervisory and management; instructor development; traffic law; motor carrier enforcement; crash reconstruction; canine; chemical testing; and law enforcement dispatching.
- Tactical skills training such as firearms; defensive and arrest tactics; emergency vehicle operations; vehicle contacts; and professional communications.
- Specialized training includes: Interdiction for the Protection of Children, Canine Officer Training, Krav Maga, Salvage Vehicle Inspection, (ABATE) Safe Rider, White Collar Crime and Evidence Technician training.

The Academy serves as a residential training facility and provides meals, lodging and facility space for partner agencies such as the: Federal Bureau of Investigation (FBI), National Insurance Crime Bureau (NICB), Department of Justice, Department of Natural Resources, Department of Corrections, Madison Police Department, Capitol Police, Wisconsin National Guard, and Minnesota law enforcement agencies. The facility is used for meetings, classes, workshops, conferences, and driver training. The Academy trained 9,008 students in FY 14 and 8031 students in FY 15 – an increase of 57 percent over the previous biennium. . In March 2014, the Academy graduated 30 members of the 59th State Patrol Recruit Class. The Academy also graduated 47 members of the 60<sup>th</sup> State Patrol Recruit Class in December 2014. More information about the Academy is found at: <http://wisconsindot.gov/Pages/about-wisdot/careers/patrol/academy.aspx>.

### Law Enforcement Pursuit Data Collection

Year	Total Pursuits	Reason	Outcome	Average Top Speed	Average Distance	Injuries	Deaths
2013	803	<ul style="list-style-type: none"> <li>• 521 traffic offense</li> <li>• 150 criminal offense</li> <li>• 39 warrants / wanted</li> <li>• 93 other</li> </ul>	<ul style="list-style-type: none"> <li>• 444 apprehended</li> <li>• 272 terminated</li> <li>• 74 eluded</li> <li>• 13 other</li> </ul>	73 mph	3.5 miles	57	8
2014	892	<ul style="list-style-type: none"> <li>• 529 traffic offense</li> <li>• 187 criminal offense</li> <li>• 46 warrants / wanted</li> <li>• 130 other</li> </ul>	<ul style="list-style-type: none"> <li>• 453 apprehended</li> <li>• 329 terminated</li> <li>• 92 eluded</li> <li>• 18 other</li> </ul>	74 mph	3.82 miles	57	6

## 2015-2017 Goals

### *Reduce Fatalities and Improve Traffic Safety*

- WisDOT MAPSS has set a goal for 2015-16 to reduce the number of fatal, serious injury, and property damage crashes by five-percent from the previous five-year average. The ultimate vision of the agency is to achieve zero preventable traffic fatalities in Wisconsin. DSP's goal is to use all available resources, including federal funding, to increase safety belt use in Wisconsin from 84.7 percent in 2014 to 86.0 percent by 2016. The Air Support Unit has planned 80 aerial traffic enforcement details in 2015 to effectively enforce speed and aggressive driving laws.
- Aside from its partnerships with law enforcement agencies, DSP will continue to meet statutory requirements of providing outreach to each county Traffic Safety Commission. DSP will also continue to provide public information and education materials, safety training for citizens and professionals, equipment to local units of government, and research on new and emerging highway safety issues. DSP will continue to distribute and manage safety programming grants (currently about 680 grants annually, the vast majority to local governments) to address behavioral highway safety crashes in their localities. DSP will develop additional motorcycle awareness programming to heighten motorists' awareness of motorcyclists on our roadways and to encourage motorists to always look twice for motorcycles.

### *Maintain Chemical Testing Services and Training*

The Chemical Testing Section will train and certify approximately 500 law enforcement personnel on the operation of the evidential breath test (EBT) instrument as well as the operation and calibration of Preliminary Breath Test (PBT) instruments approved by the section. The section will recertify approximately 6,000 current EBT operators and maintain and certify the 240 evidential breath test instruments throughout the state. The section will perform Ignition Interlock Device (IID), PBT and EBT evaluations and approvals as required, and respond to IID operational complaints. The section will also provide expert testimony, and public, prosecutorial and judicial training as requested. More information can be found at: <http://www.dot.wisconsin.gov/statepatrol/services/chemtest.htm>

### *Promote Motor Carrier Safety and Enforcement Activities*

The Division of State Patrol's Motor Carrier Enforcement Section will incorporate the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, and Accountability (CSA) model, as well as the department's MAPSS performance improvement program to help meet DSP's compliance and enforcement goals. This will:

- Increase highway safety and reduce large truck-related crashes;
- Protect the state's highway infrastructure through inspection, enforcement and enhanced regulatory coordination and administration;
- Provide efficient service to the motor carrier industry and the driving public; and
- Implement new technologies to improve highway safety and preserve highway infrastructure.

The Section will also use complete, timely, and accurate data to effectively implement policy and operational development. The division is required to report SWEF hours of operation and the number of vehicles weighed to the Federal Highway Administration (FHWA) as part of its annual recertification. The number of inspections is reported to the Federal Motor Carrier Safety Administration on a quarterly and annual basis. The State Patrol performance targets for safety and enforcement efforts are to

ensure that SWEFs are operated 17,205 hours and to increase the number of inspections to 33,500 in FFY 13.

#### *Improve Interoperable Communications and Data Collection*

High bandwidth secure wireless access points continue to be established and will be maintained at post facilities, WisDOT rest areas along interstate highways, and at SWEFs, allowing officers to wirelessly transfer electronic citations from the mobile data computers in their squad cars to the DSP servers. The Bureau of Specialized Services continues to build out the statewide WISCOM system installing digital narrowband voice base stations that incorporate the national P25 standard, enhancing interoperability and providing more secure voice transmission of sensitive information. Major network improvements were made to the DSP network infrastructure that added storage capacity, processing efficiency, and network reliability. The WISCOM system continues to add sites, users and updates to the system as it grows. Adding additional sites to the "layer" of 800 MHz sites in the Milwaukee, Madison, and Fox River Valley areas will continue to improve interoperability in those metro areas.

#### *Wireless Communications Networks*

DSP and Department of Natural Resources law enforcement personnel have begun testing of the WISCOM for their agency's use. Planned migration to the WISCOM system for daily use should occur in the next year. Specific system upgrades and end user radio procurements are required for both agencies prior to full migration. Additional public safety agencies will continue to expand the system statewide and improve public safety and first responders ability to have interoperable communications.

#### Academy

The DSP Academy will:

- Recruit, select and train members of the 61st and 62<sup>nd</sup> Recruit Classes.
- Partner with the Wisconsin Department of Justice in order to facilitate Division of Criminal Investigation, Physical Fitness and Officer Wellness training and education. Facilitate the Training and Standards Bureau Law Enforcement Command College.
- Improve the educational experience of our participants in the classroom and dormitory through the technological enhancements of additional smart boards and increased wireless capability.
- Provide small meeting space using underutilized areas and improved furnishings.
- Partner with the Wisconsin Department of Natural Resources in providing additional training facilities, canine accommodation and pavilion space.
- Partner with the Wisconsin Department of Corrections in the facilitation of their entry level and management training.
- Create efficiencies that make the Academy more cost effective.
- Provide value-added training to Wisconsin's law enforcement community.

## Division Update: Division of Transportation System Development

The Division of Transportation System Development (DTSD) provides leadership in the planning, development, and operation of safe, reliable and efficient transportation systems. The division is headquartered in Madison with field offices in Rhinelander, Wisconsin Rapids, Green Bay, Eau Claire, Superior, Waukesha, La Crosse, and Madison. More information about the regional field offices can be found at: <http://wisconsindot.gov/Pages/about-wisdot/who-we-are/dtsd/dtsd-region-offices.aspx>.

### Improvement Projects and Studies by Region

#### *North Central Region*

##### US 51 and County U/K interchange, Wausau, Marathon County

The construction of this \$30 million interchange was completed and fully open to traffic in spring 2015 after two years of construction. This interchange reconstruction project included new US 51 concrete pavement, new ramps to County U and County K, roundabouts at the County K ramp intersections, several new bridge decks, and other local road improvements.

##### WIS 29, Marathon City to Wausau (WIS 107 to County O), Marathon County

The construction was completed in 2014 on the reconstruction of WIS 29 to a freeway and the construction of a new interchange at County O. This project resulted in increasing the speed limit to 65 mph, which was the last segment of WIS 29 between Eau Claire and Green Bay that was posted at 55 mph.

##### US 51, towns of Minocqua and Woodruff, Oneida County

Construction was completed in 2014 on the second of two projects totaling \$9 million in construction costs for the reconstruction of US 51 to include a center two way left turn lane and pedestrian and bike accommodations. The project required extensive public involvement outreach which resulted in improved safety, operations, and pavement condition on this important tourist route.

##### I-39 and Business 51 interchange, Village of Rothschild, Marathon County

Construction was completed in 2015 on a series of projects for a total of \$40 million in construction costs. Work included re-decking and widening of two bridges over the Wisconsin River, pavement replacement and profile improvements on I-39, and reconstruction of the Business 51 interchange.

#### *Northeast Region*

##### US 41 Mega Project, Winnebago and Brown counties

Construction work on the US 41 Project spans 17 miles of highway in Winnebago County and 14 miles in Brown County. Work began in Winnebago County in 2009 and was completed in 2014. Work began in Brown County in 2010 and will last until 2017. Major milestones were reached in 2013 when work began on the Brown County south segment and at the I-43 interchange. In 2014, the WIS 29 and Lineville interchanges were reopened to traffic. Information on this project can be found at <http://us41wisconsin.gov/>.

##### US 10 and WIS 441 Tri-County Project

The department began construction on the WIS 441 Tri-County in 2014 with construction of the new, parallel bridge over Little Lake Butte des Morts south of the existing bridge. The new bridge is scheduled to open in 2016. Work on reconditioning of the existing bridge will begin following opening of the new bridge. The WIS 441 Tri-County Project will reconstruct and expand approximately six miles of

US 10/WIS 441 from Cold Spring Road to approximately one-half mile east of Oneida Street. US 10 is an important highway connecting the Fox Cities with the eastern side of Lake Winnebago and ultimately to Manitowoc. The Tri-County Project is scheduled to be completed in fall 2021. Information on this project can be found at <http://projects.511wi.gov/wis441/>.

#### WIS 15 Project, Outagamie County

The Transportation Projects Commission (TPC) recently rescheduled this project's start date. Construction is now slated to begin in 2020. The project will expand 11 miles of WIS 15 to a four-lane divided highway from US 45 to Lily of the Valley Drive in Outagamie County with a bypass around the village of Hortonville. Information on this project can be found at <http://wisconsin.dot.gov/Pages/projects/by-region/ne/wis15/default.aspx>.

#### WIS 96 Wrightstown Bridge, Brown County

The Wrightstown Bridge across the Fox opened to traffic Sept. 16, 2015, on time and budget. The new \$18.8 million bridge is significantly longer and wider than the previous bridge. It has two 12 foot driving lanes, two 8 foot bike/snowmobile lanes and a 6-foot wide sidewalk on each side. The bridge will better accommodate the large agricultural equipment that regularly moves through the village. It features a unique design that followed the terrain, minimized costs and improved safety.

#### *Northwest Region*

#### WIS 64 St. Croix Crossing, St. Croix County

Construction on the St. Croix Crossing, a shared project between Minnesota DOT and Wisconsin DOT began in 2013, including construction of the bridge foundations. Construction began on the new WIS 64 in spring 2014 of the roadway between the St. Croix River and County Highway E. The Wisconsin Approach construction began in February 2015 and is scheduled to be complete in fall 2016. Information on related-projects on the Wisconsin side of the crossing can be found at <http://projects.511wi.gov/stcroixcrossing/>

Information on the bridge project itself can be found at <http://www.dot.state.mn.us/stcroixcrossing/>. Live webcam at <http://www.dot.state.mn.us/stcroixcrossing/webcam.html>

#### US 2 Bong Bridge, Douglas County

A two-year project (completion in 2015) that will make several improvements to US 2 in the City of Superior. The project includes construction of a modern roundabout at the Belknap Street/US 2 intersection. This is the most significant maintenance project on the Bong Bridge since it opened in 1984. More information on this project can be found at <http://projects.511wi.gov/us2bongbridge/full-project-overview/>

#### Minnesota Highway 63, Red Wing, MN Bridge

Minnesota DOT and Wisconsin DOT are nearing completion of the preliminary design and environmental review phase of the project. A preferred alternative for replacing the Highway 63 bridges over the Mississippi River and Highway 61, along with realigning the approach roadways in Minnesota and Wisconsin has been determined. Final design of the project is now beginning and will continue through the end of 2016. The project is on track for construction to begin in 2017, which is anticipated to continue until the end of 2019. Information on the bridge project itself can be found at <http://www.dot.state.mn.us/d6/projects/redwing-bridge/index.html>

#### US 2 (Belknap Street)-Superior, Douglas County

WisDOT, in coordination with the City of Superior, is in the process of completing preliminary design. The proposed 1.4 mile project includes replacement of the roadway, upgrade to the storm sewer system, and safety improvements. The construction project cost is estimated at approximately \$20 million and construction is scheduled to take two years and begin in 2017. More information on this project can be found at: <http://wisconsindot.gov/Pages/projects/by-region/nw/us2belknap/default.aspx>

#### I-94 Corridor Expansion Study, St. Croix County

The study looked at the potential expansion of seven miles of I-94 between US 12 and WIS 65 in St. Croix County. The study has been completed and there is a signed environmental document. WisDOT reported these findings to the Transportation Projects Commission (TPC), which approved enumeration; the project now awaits legislative enumeration for construction. If enumerated and funding becomes available, construction could begin as early as 2020. Information on this project can be found at: <http://wisconsindot.gov/Pages/projects/by-region/nw/i94corridor/default.aspx>

#### *Southeast Region*

#### I-94 North-South Mega Project, Milwaukee, Racine and Kenosha Counties

Reconstruction continued on the I-94 North-South Freeway project to address safety, congestion, and long-term pavement needs. Construction was completed on the side roads at WIS 50, the mainline of WIS 50, and I-94 mainline from WIS 50 to WIS142. Construction was completed of the I-94 northbound mainline and ramps at WIS 20 and started at the I-94 southbound mainline and ramps at WIS 20. Construction began in 2009 and will continue through 2022. Information on this project can be found at <http://projects.511wi.gov/i94northsouth/>.

#### Zoo Interchange, Milwaukee County

Construction continued to rebuild the state's busiest interchange and vital economic corridor. Expansion and improvements took place at the WIS 100 interchange with I-94 and the Watertown Plank Road interchange at US 45. The 76<sup>th</sup> Street Bridge was replaced, and box-culvert work in the vicinity was completed. Construction began on the core interchange, with the majority of the construction taking place while open to traffic. Information on this project can be found at <http://projects.511wi.gov/web/zoo-interchange-project>.

#### I-794 Lake Interchange/Hoan Bridge Project, Milwaukee County

Construction on the Hoan Bridge and I-794 Freeway nears completion. The Daniel Hoan Bridge painting will begin in early 2016. WisDOT continues to partner with area officials on the Lakefront Gateway to extend Lincoln Memorial Drive and move I-794 ramps to open land for development. Information on this project can be found at <http://projects.511wi.gov/web/hoan-bridge-project>.

#### I-94 East-West, Milwaukee County

WisDOT made progress in the environmental and engineering analysis of the I-94 East-West Freeway Corridor. Public hearings were conducted in 2014 to recommend an approach to address the crumbling infrastructure, congestion, and integration with the local street network. The at-grade and on-alignment alternatives are the least expensive to construct and have lower potential for community and cultural resources impacts.

The project will cover approximately 3.5 miles of I-94 between 70th Street and 16th Street in Milwaukee County. The project includes one system interchange (I 41/WIS 341/Miller Parkway) and five service interchanges (70th Street/68th Street, Hawley Road, Mitchell Boulevard, 35th Street, and 26th Street/St. Paul Avenue). Information on this project can be found at <http://wisconsindot.gov/Pages/projects/by-region/se/94stadiumint/default.aspx>



### I-43 North-South, Milwaukee, Ozaukee counties

The I-43 North-South Freeway study addresses the freeway corridor between Silver Spring Drive and WIS 60 in Milwaukee and Ozaukee counties. A public hearing was held to obtain feedback on a variety of alternatives. Information on this project can be found at <http://www.dot.wi.gov/projects/seregion/43/index.htm>.

### *Southwest Region*

#### Coulee Region Transportation Study

A year-long Planning and Environment Linkages (PEL) study is near completion and will identify a range of potential strategies addressing safety and mobility issues in the greater La Crosse area. Four rounds of public involvement meetings were conducted to gather community input as part of the study process. This project is expected to be completed mid-2016. Further information on can be found at <http://wisconsindot.gov/Pages/projects/by-region/sw/couleeregion/default.aspx>.

#### I-39/90 Mega Project, Dane and Rock County

Project design is actively underway and preliminary construction work began in July 2013. In 2013 and 2014, construction work included reconstruction of the WIS 11 (Racine Street) interchange in Janesville, bridge replacement at Siggelkow Road, WIS 73 alternate route improvements, temporary widening and pavement repairs on I-39/90, and installation of additional message boards and traffic monitoring cameras. In 2015, work is underway on multiple interchanges between Edgerton and Beloit, and the alternate route system of the WIS 73 and US 12/18 intersection, US 51 through Edgerton and US 14 in Janesville. The I-39/90 project is anticipated to be completed in 2023. Information on this project can be found at [www.i39-90.wi.gov](http://www.i39-90.wi.gov).

#### I-39/90/94 Major Study, Dane and Columbia County

Environmental study to analyze the existing and future conditions of the I-39/90/94 corridor between Madison and Portage. The study involves the completion of an Environmental Impact Statement (EIS). The second round of public involvement meetings are anticipated in early 2016. More information can be found at <http://wisconsindot.gov/Pages/projects/by-region/sw/399094/default.aspx>.

#### I-90 Reconstruction, La Crosse County

This \$70 million project reconstructs I-90 from the current Minnesota Dresbach bridge project at the Minnesota/Wisconsin state line through Exit 4 to Theatre Road. The project started construction in 2013 and is currently reconstructing the westbound lanes. In 2016 the eastbound lanes will be reconstructed. In 2017 and 2018 improvements will be completed on WIS 35 and US 53, the gateways to La Crosse and Onalaska. Information on this project can be found at <http://projects.511wi.gov/i-90reconstruction/>.

#### I-90/94 Major Study, Columbia and Sauk County

Environmental study to analyze the existing and future conditions of the I-90/94 corridor between Portage and Wisconsin Dells. The study involves the completion of an Environmental Impact Statement (EIS). The second round of public involvement meetings are anticipated in early 2016. More information can be found at <http://wisconsindot.gov/Pages/projects/by-region/sw/9094/default.aspx>.

#### US 12 Baraboo Bypass Project, Sauk County

The south segment began construction in 2015 with a scheduled completion date of fall 2017. The north segment was completed in 2011. Information on this project can be found at <http://www.dot.wisconsin.gov/projects/swregion/12/index.htm>.

US 12/14/18/151 Madison Beltline Major Study, Dane County

The traffic origin-destination study was completed in 2012. The Planning and Environment Linkages (PEL) stage will be completed in spring of 2016. The Environmental NEPA Study stage of the study will begin in the spring of 2016 and incorporate findings from the PEL stage. More information on this study can be found at <http://projects.511wi.gov/us12corridor/>.

US 18/151 (Verona Road) Project, Dane County

Construction for Stage 1 began in 2013 with preparation of alternate routes and reconstruction of the Seminole Highway Bridge. In 2014, crews reconstructed Verona Road, between the Beltline and Raymond Road, and installed a roundabout to improve frontage road safety and efficiency. Work is currently underway on the Beltline, between Whitney Way and Seminole Highway, which will be completed in November 2016.

Project design is ongoing for Stage 2 of Verona Road, from Raymond Road south to County PD (McKee Road) in Fitchburg. Project staff continue to review the Stage 2 project plans and construction timeline to meet the allotted program funds for each year. Stage 2 construction is still anticipated to start in fall 2016; however, completion is expected to be delayed about two years into 2021 due to reductions in funding in the Major Highway Program. Information on this project can be found at [www.VeronaRoadProject.wi.gov](http://www.VeronaRoadProject.wi.gov).

US 51 (Stoughton Road) Major Study, Dane County

The ongoing environmental study will analyze the existing and future conditions of the US 51 corridor between Voges Road in the City of Madison to I-39/90/94 in the Town of Burke. The Draft Environmental Impact Statement is expected to be completed and a public hearing will be held in the summer of 2016, and the study is expected to be completed in the fall of 2018. More information on this study can be found at: <http://wisconsin.gov/Pages/projects/by-region/sw/51/default.aspx>.

US 51 (Stoughton to McFarland) Major Study, Dane County

The environmental study was changed from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA) and Tier 1 EIS. The Environmental Assessment (EA) will be available for public review and a public hearing will be held in the spring of 2016. The EA is expected to be completed in the fall of 2016. More information on this study can be found at: <http://wisconsin.gov/pages/projects/by-region/sw/5139901218/default.aspx>.

WIS 26 Reconstruction, Rock, Jefferson and Dodge County

The \$470 Million project to reconstruct WIS 26, begun in 2008, was completed as scheduled in the fall of 2015. The project expanded capacity and improved safety along a 48-mile stretch of highway between I-90 in Janesville and the WIS 60 east intersection north of Watertown. Information on this project can be found at <http://wisconsin.gov/Pages/projects/by-region/sw/26/default.aspx>.

## 2013-2015 Accomplishments

- Implemented Civil 3D design software, which produces a 3 Dimensional model that can be used by contractors for global positioning system machine controlled construction operations. Eight key initiatives are underway with specific goals for the next one to three years. DTSD worked with the concrete paving industry to facilitate having stringless paving on projects in 2016.
- Worked with FHWA to hold a Performance Based Practical Design workshop. This program emphasizes scoping projects to stay within the core purpose and need by looking for opportunities to eliminate nonessential project design elements. By implementing Practical Design, states realized cost savings by utilizing flexibility that exists in current design guidance and regulations.
- Held information exchanges with other state DOTs (including Michigan and Iowa) along with participation in a National Cooperative Highway Research Program Scan Tour on Civil Integrated Management best practices to develop an implementation strategy for e-Construction.
- Implemented electronic consultant invoicing through Contract Administration Reporting System (CARS).
- Completed five Lean projects. One Lean project streamlined the delivery process for traffic, direction and informational signs and reduced program costs by 30%. This process improvement enhances highway safety by allowing the department to replace approximately 3,500 additional signs each year through a reinvestment of the cost savings. Another project reviewed getting highway construction projects closed-out quickly. The number of projects closed within six months of completion is expected to rise from 25 percent to more than 50 percent and save nearly \$70,000.
- Implemented the no-fee permit for Implements of Husbandry (IoH) and Agricultural Commercial Motor Vehicles (Ag CMVs) enacted by the legislature. In partnership with the UW-Extension and the Farm Bureau, DTSD conducted extensive outreach to ensure farmers and agribusiness operators were aware of the new, higher weight limits and the new, no-fee permit available for overweight equipment. We worked with the Wisconsin Agribusiness Association to develop a statewide permit to allow certain overweight vehicles to travel anywhere except specific bridges and segments of pavement. We reviewed approximately 2,005 applications from 179 organizations and issued 1,550 permits as of June 29, 2015.
- Advocated for much-needed national research on the impact of overweight agricultural vehicles on the state's infrastructure. WisDOT will play a lead role in the oversight of that research.
- Launched a four-year pilot program called Performance-Based Maintenance with funds from the new routine maintenance appropriation. The pilot targets specific backlogs of maintenance on the state highway system and identifies best management practices. It has been implemented in partnership with the Wisconsin County Highway Association and offered to Wisconsin's 72 county Highway Departments which provide maintenance services to the state. In the first two years of the pilot, work has included roadway crack sealing, seal coating and joint repair, bridge work and gravel shoulder repair on the state highway system in all 72 counties. Preliminary qualitative evaluations on the quality of work and the process have been positive. By the end of CY 2017, the department will have completed the four-year pilot project.
- Made targeted system improvements for oversize and overweight shipments from Manitowoc to the Illinois and Iowa borders costing \$1.5 million. This has allowed savings in Wisconsin State Patrol

escorts of \$300K annually. Savings will benefit carriers, manufacturers, and industry – and improvements will reduce traffic congestion and improve public safety.

- Replaced the Superior Truck Weigh Station at a cost \$15 million. The station is scheduled to open January 2016. The new facility will include embedded dynamic brake testing technologies, enclosed inspection bays, oversize truck parking accommodations, and the ability to weigh trucks at full speed on the highway. These improvements protect carriers by improving the ability of the weigh station to efficiently protect highway safety and provide a level playing field.
- Coordinated movement of loads by the wind tower industry with neighboring state DOTs. Over the biennium, WisDOT enabled the movement of 2,496 wind tower loads.
- Completed the design of a new restroom building at the Merrimac Ferry South Landing Wayside. The building is being replaced at the request of local officials. The new building will feature modern fixtures and running water to serve both waiting ferry users, as well as wayside visitors. Construction began September 14, 2015 and will be completed by May 27, 2016.
- Implemented significant Hot Mix Asphalt (HMA) specification changes to improve the quality of HMA and increase the service life of our roadways.
- Completed negotiations and implemented an entire rewrite of the Categorical Exclusion (CE) programmatic agreement with Federal Highways Administration. The new CE programmatic agreement is more comprehensive than the earlier version, and provides substantially more opportunities to use smaller, lower-level environmental documents. The new agreement is expected to provide significant time and cost savings for many WisDOT state and local-program projects.
- Established an Innovation Review Committee (IRC) and State Transportation Innovation Council (STIC) to facilitate rapid innovation and industry partnerships. The IRC is a multidisciplinary group that consists of internal members who represent each of our regions and functional areas. The STIC is built of external partners from government, industry and academia and is used for both vetting and solicitation of innovative ideas.
- Conducted mobile device pilots in three functional areas including Traffic Operations/Highway Maintenance (asset management/data collection focus), Structures (bridge inspections) and Project Development (project management/oversight/inspections) to understand the potential use of these devices and create a roadmap for the deployment of this technology within the division. The pilots provided insight on the functionality, benefits and limitations of using mobile technology in the field.
- Implemented innovative ideas submitted by DOT staff including a DTSD Fleet Carpool Program, an automated Work Zone Traffic Incident Notification System, use of Google Earth Pro for project planning and development and several mobile applications aimed at the transportation industry.
- Utilized FHWA's Every Day Counts (EDC) program to promote and support multiple underutilized innovations such as eConstruction, Smart Work Zones, First Responder TIME program, Accelerated Bridge Construction Techniques and High-Friction surface treatments. Many of these EDC programs are in pilot or implementation phase.

- Participated in a WisDOT electronic signatures pilot project. This project has allowed Environmental, Utility Coordination and Access Management staff and project stakeholders to review and sign documents electronically. E-signatures allow for tracking and auditing of signatures (who signed, when, where), can download actual data for use elsewhere provides data for performance dashboards; and automates signature work flow which allows for approvals to be routed person by person or to everyone at once. This project has saved time and has made our ability to obtain proper signatures more effective. Based on the pilot's success, we will identify additional electronic signature opportunities in the division.
- Successfully delivered ITS and Signal appropriation in FY 14 and 15 on-time and on budget.
- Received 4.6 million web visits and almost 350,000 phone calls to the Wisconsin 511 Travel Information System. Developed and implemented a new IVR and traveler information system (phone, web and mobile app).
- Performed exhaustive review of contractor activities at the Statewide Traffic Operations Center; identified opportunities for consolidation and refinement of activities and implemented changes that led to \$597,000 in cost savings.
- Worked with WE Energies to have utility rate plan for Southeast Region highway lighting changed to time of day for a realized savings of \$450,000.
- Developed traveler delay and reliability Performance Measures. These measures guide traffic management decisions with the goal of reducing driver delay and saving traveler's money.
- Completed lifecycle upgrade of ITSNet fiber optic communications network backbone to meet industry standards in communications and prepare for connected vehicle emerging needs.
- Investigated and implemented alternate methods of tracking vehicle speeds including using Bluetooth technology and probe data for the purpose of monitoring and managing traffic. This helps the department provide real-time traveler information.
- Drafted and are implementing an updated policy for accommodating pedestrians in work zones.
- Advanced the use of Geosynthetic Reinforced Soil (GRS) Integrated Bridge System (IBS) technology, which is supported by FHWA's Every Day Counts Initiative. GRS-IBS can be constructed by smaller, non-bridge construction contractors and has the potential to lower costs, cut construction time, improve durability, and provide a smooth transition from the roadway to the bridge. WisDOT received \$676,000 in funding from the FHWA Accelerated Innovation Deployment (AID) program to replace two structurally deficient bridges in Dodge County next year. This project is scheduled to include a Project Demonstration Day that will showcase the technology for stakeholders statewide.
- Received a \$350,000 Federal SHRP 2 grant as a Lead Adaptor to use Pre-fabricated Bridge Elements and Systems (PBES) for five structures along the I-39/90 corridor. Also received a \$300,000 Federal SHRP 2 grant as a Lead Adaptor to use Pre-cast concrete pavement sections for the Madison Beltline project. Because the pre-fabricated elements are built under controlled environmental conditions, the influence of weather related impacts is eliminated and improvements in product quality and long-term durability can be better achieved. Along with enhancing quality control, the practice minimizes construction time, highway closures, and improves safety.

- Received a \$100,000 FHWA State Transportation Innovation Council (STIC) grant that was applied to the development of a Local Public Agency guidance manual. The manual will assist Local Public Agencies (LPA), Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), design consultants and WisDOT staff to navigate through local program processes. The manual will speed up delivery of local program projects, confirm accuracy of and resolve any policy or procedural discrepancies, and develop a unique cross-agency vantage point about how local program projects are administered and implemented. This will result in an overall cost savings in delivering projects in a more effective and efficient manner resulting in more projects delivered at the same cost.
- Delivered new technology through interactive tablet devices for bridge inspections that provide enhancements to the new bridge elements, allow inspection photos to be automatically uploaded, and allow real time access to important structural safety information. These efficiencies reduce the need for paper copies and provide better, more accurate information regarding Wisconsin bridges.
- Developed a Wisconsin bridge preservation policy. This policy will maximize the useful life of bridges in a cost effective way. Many of the strategies are aimed at applying the appropriate bridge preservation treatments and activities at the proper time resulting in longer service life at an optimal life cycle cost.
- Completed a load posting and rating program for all Wisconsin bridges including locally owned bridges. This will ensure a uniform level of safety for the traveling public and the appropriate load posting signs for deteriorated and distressed bridges.
- Facilitated and coordinated 36 stakeholder meetings with Wisconsin-based organizations (Wisconsin Transportation Builders, American Council of Engineering Companies of Wisconsin, National Association of Minority Contractors, American Indian Chamber of Commerce of Wisconsin, African American Chamber of Commerce and representatives of the federally recognized tribes) to create and revise WisDOT policies and practice for inclusion, compliance and mutual economic benefit. WisDOT's Facilities Development Manual was revised to update tribal consultation and DBE program implementation and DBE consultant goal setting procedures.
- Over a two year period, assigned DBE goals (small business participation goals) on 350 construction contracts resulting in \$132,323,963 being committed to firms owned by minority or women-owned firms working in Wisconsin.
- Contracted and coordinated construction labor development programs, titled Transportation Alliance for New Solutions [TrANS], in four of WisDOT's regions to help diversify Wisconsin's transportation construction industry. 112 individuals completed at least 120-hours of customized training receiving certifications in OSHA-10, flagger safety, and CDL written permits; 82 of these individuals were placed in construction jobs in Wisconsin.
- The WIS 47 reconstruction project from W. Bolton Lake Road to County D on the Lac du Flambeau Reservation was completed the summer of 2014. The contract included the Native American Hiring Provision and resulted in 6 new hires of tribal members from the community. The revised provision has been used successfully on two highway contracts on reservations and Bureau of Aeronautics projects on Oneida land.

## 2015-2017 Goals

### Freight Friendly Wisconsin

The Division will continue to lead department-wide efforts to support the state's economy and growth opportunities through improving cost effective solutions to move freight and improve logistics. Solutions will focus on:

- Preserving or improving safety.
- Balancing economic benefits with the rate of infrastructure deterioration.
- Identifying and engaging in research to seek opportunities to improve freight efficiency and innovative solutions for freight.
- Identifying and coordinating opportunities to improve efficiency through intermodal solutions.
- Ensuring competitive and efficient freight regulation and infrastructure.

### Partnerships

Continue work to strengthen partnerships with the Federal Highway Administration, the Wisconsin Department of Natural Resources, Wisconsin Counties Association, the American Council of Engineering Companies (ACEC) and the Wisconsin Transportation Builders Association (WTBA) to assess, develop and enhance key partnerships that efficiently and effectively meet DTSD's business needs and performance management goals.

### eProject Delivery

Develop the department's eProject Delivery plan, also known as Civil Integrated Management, which will focus on streamlining business operations and project delivery through strong data integration between functional areas, paperless processes, electronic data and document management and virtual offices using mobile technology. This builds on the division's Civil 3D initiative, utilizing three-dimensional models and enhances seamless data flows throughout initial project survey, design, contracting, construction, as-built survey and other applications included within the infrastructure lifecycle. This is a well-known topic throughout US DOT's and is a FHWA Every Day Counts (EDC3) program focus.

### Disadvantaged Business Enterprise

Strengthen disadvantaged business participation in consultant design and construction administration contracts as well as let contractor construction contracts. WisDOT continues to meet with Wisconsin's Native American tribes to understand and address issues important to the tribes and to increase tribal participation in the project delivery and construction project let program. Information on this program can be found at: <http://www.dot.wisconsin.gov/business/civilrights/index.htm>

Traffic Operations:

- Implement a one-million dollar truck parking grant which will outfit five rest areas with technology that will provide real-time truck parking availability on the I-94 corridor between Madison and the Minnesota border.
- Identify 18,000 high pressure sodium highway lighting fixtures to replace with more efficient LED fixtures for an anticipated savings of 30% in power usage and maintenance costs.
- Implement new traffic operations asset management system to track maintenance and operations of roadside infrastructure (e.g., traffic signals, signing, pavement marking, and lighting) lifecycles and plan for long-term upgrades and budget needs.
- Develop high-level Transportation Systems Management and Operations (TSM&O) strategic plan that will facilitate and advance TSM&O into WisDOT's core mission.



## Division Update: Division of Transportation Investment Management

The mission of the Division of Transportation Investment Management (DTIM) is to plan and program resources to achieve a safe, effective and efficient multimodal transportation system. DTIM is committed to improving transportation safety, fostering internal and external partnerships, and increasing efficiencies. DTIM's specific duties include:

- Coordinating, collecting, storing, and distributing data required to optimize the use of available funding for state highway system project and program development. More information can be found at <http://wisconsindot.gov/Pages/projects/6yr-hwy-impr/overview/default.aspx>.
- Developing urban and statewide multimodal transportation plans, policies and strategies to help identify a comprehensive view of future transportation needs, direct program development and guide investment decisions. More information can be found at <http://wisconsindot.gov/Pages/projects/multimodal/default.aspx>.
- Providing statewide leadership to enable communities to make sound mobility decisions and investments by anticipating and exploring opportunities, promoting and facilitating solutions, and providing financial and technical support. Additional information can be found at <http://www.dot.wisconsin.gov/localgov/>.
- Providing leadership to maintain and develop a safe and efficient air transportation system. Please see <http://www.dot.wisconsin.gov/modes/air.htm> for more information.

### 2013-2015 Accomplishments

#### *Long-Range Transportation Planning*

In 2014, the department published the *Wisconsin State Rail Plan 2030*. The rail plan reaffirms the policies and actions defined in *Connections 2030* and brought the state in compliance with the Passenger Rail Investment and Improvement Act of 2008. The department continued to work with partners, both internal and external to implement *Connections 2030* (2009), the statewide multimodal transportation plan. <http://wisconsindot.gov/Pages/projects/multimodal/conn2030.aspx>. The department also adopted the *Wisconsin State Airport System Plan 2030* (SASP) in February 2015 that identifies a system of 98 public-use airports adequate to meet different aviation needs in all parts of the state, and which also provides a guide for federal and state investment decisions. Furthermore, the department continues to work with our urban planning partners - the Metropolitan Planning Organizations (MPO) - to address urban area long range planning requirements, which are an integral part of the state's long range planning efforts. In 2015, the department initiated development of the *Wisconsin State Freight Plan*, a 20-year plan that will provide a vision for multimodal freight transportation and position the state to be competitive in the global marketplace.

#### *Corridor Management Program*

Staff continued to administer the state's corridor management program. As a statewide program, efforts are focused on facilitating policy and programmatic discussions to maintain a consistent approach to funding corridor-level studies. Department staff also work collaboratively across divisions relative to data analysis, prioritization of corridor studies and management of the overall program. In 2014, department staff developed a successful cross-divisional training for the corridor management program; incorporating webcasting technology to allow for additional training in the future.

### *State Highway Program*

Staff continued to maximize benefits from highway improvement expenditures while focusing on departmental policies and objectives. This included providing asset management guidance and facilitating both resource allocations and financing of the Major Highway Program and the State Highway Rehabilitation Program. In an effort to track and manage asset management guidance, the division developed a Program Effectiveness measure under MAPSS which is the department's performance improvement program. Program Effectiveness assesses programmed improvements with the investments suggested by the department's asset management model. The goals are to improve consistency in the use of asset management data and techniques as well as to help guide the programming of the highway investments to maximize system condition in a fiscally constrained environment. In Fiscal Year 2014 (FY14), DTIM programmed \$1,322,300,000 for construction projects on the State Trunk Highway system, and in FY 15, DTIM programmed an additional \$1,148,200,000.

Additional information on the highway improvement program can be found at:

<http://wisconsindot.gov/Pages/projects/6yr-hwy-impr/overview/default.aspx>.

### *Transportation Economic Assistance Program*

The Transportation Economic Assistance (TEA) program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. Over the previous biennium, DTIM approved more than \$5 million in grants aimed at creating or retaining over 2,000 jobs in Wisconsin.

For more information, please visit <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tea.aspx>

### *State Infrastructure Bank*

The State Infrastructure Bank (SIB) Program, similar to a private bank, offers loans and credit options to help finance eligible surface transportation projects. The Wisconsin SIB program is a revolving loan program providing capital for transportation projects from loan repayments and interest earned from funds remaining in the bank. SIBs offer the ability to undertake transportation projects that would otherwise go unfunded or experience substantial delays. Communities can borrow funding to provide needed transportation infrastructure improvements to help preserve, promote and encourage economic development and/or promote transportation efficiency, safety and mobility. The SIBs can be used in conjunction with other programs to better facilitate the timing of economic development projects.

Eligible SIB projects include the following:

- improve an interchange for a new industrial park or commercial development
- enhance a road leading up to a contaminated (brownfields) property
- provide for better access to facilitate increased auto or truck traffic near commercial or industrial sites
- construct or widen a road linking an intermodal facility (i.e. airport, harbor, railroad)
- construct parking facilities, bicycle lanes and pedestrian walk-ways to better facilitate customer traffic on or near retail centers and tourist attractions

DTIM has issued a total of \$1,986,000 in low-interest SIB loans to the Town of Crescent (Oneida County) and Village of Fontana (Walworth County) to complete critical transportation infrastructure improvements in a timely manner. For more information, please visit

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/sib.aspx>

### *Traffic Forecasting and Travel Demand Modeling*

During the biennium, WisDOT completed approximately 700 traffic forecast reports for Wisconsin corridor planning, roadway projects and intersection improvements. Transportation planners and engineers use future traffic volumes and other factors to plan and design the transportation system correctly.

WisDOT supports traffic analysis tools including travel demand models and statistical approaches to problem solving, including the Traffic Analysis Forecasting Information System (TAFIS). WisDOT leads or assists the support of twelve travel demand models that serve thirty Wisconsin counties. In calendar year 2014, WisDOT completed a major update to six travel demand models affecting long-range planning assumptions in 11 out of 14 Wisconsin MPOs. Travel demand models assist with day-to-day traffic forecast production, evaluating transportation project alternatives, and developing long-range transportation plans. In an effort to better assess freight forecasts, WisDOT applied for and won a federal *Strategic Highway Research Program 2* (SHRP2) grant for \$350,000 to build and test the viability of a behavior (activity) based freight model. The Behavior Based Freight Model will be used to assist WisDOT with understanding supply chains and freight movement across transportation modes, relative to commodity assumptions. The forecasting section developed the scope of work, determined preliminary scenarios to be tested and model development has begun. This work effort is being completed in partnership with FHWA, as well as internal and external partners.

WisDOT hosted and held the Traffic Forecasting Methods and Best Practices Peer Exchange (2014) on traffic forecasting methods. Six states participated: Michigan, Iowa, Virginia, North Carolina, Minnesota and Florida. WisDOT cooperated with the Federal Highway Administration to review and develop survey questions for the National Household Travel Survey. As a result of feedback received throughout the peer exchange, staff updated traffic forecasting procedures and policies within the *Transportation Planning Manual*; see: <http://wisconsindot.gov/Pages/projects/data-plan/plans/res/tpm.aspx>. Staff also presented a poster at the Transportation Research Board on a forecast model for vehicle miles traveled called, *An Econometric Approach to Forecasting Vehicle Miles Traveled in Wisconsin*.

### *All Roads Network Of Linear Referenced Data (ARNOLD)*

On August 7, 2012, FHWA issued a requirement for states to provide a geospatial network of all highways within their state. State DOTs are required to provide a Linear Reference System (LRS) Network for All Public Non Federal Owned Highways. DTIM, through an interagency agreement with the University of Alabama, has focused on editing Wisconsin Information Systems for Local Roads (WISLR) and developing a strategy for statewide implementation to meet national standards. Common edits on state route links include dual carriageways, one-way ramps, ramp termini turn lanes, and general realignment of state routes to match ortho-rectified aerial photos. To date, all of the interstate and U.S. highway geospatial network modifications have been completed while the work on the state highway revisions is currently ongoing. Overall, the project is approximately 70% complete with the expectation that the network phase will be completed by fall 2016. The Department's ARNOLD network will allow for easier data integration between state and non-state highways, spatial analysis, comprehensive safety analysis, and visualization.

### *Continuous Traffic Count Site*

Periodic review of the continuous count traffic program identified the need to increase the number of continuous traffic count sites. Continuous count site (CCS) data is used to develop seasonal, monthly, day-of-week, and growth factors which are then used to adjust short coverage counts to annual average daily traffic (AADT). Additional CCS were strategically distributed among rural and urban locations to address continuous traffic site location deficiencies and a Highway Performance Monitoring System (HPMS) sample panel data within a volume group. Installation of these sites will be completed

by the end of 2015 and will further improve the department's ability to generate more accurate AADT and recognize trends on important roadway segments.

#### *Crash Mapping and Analysis*

Crash Mapping supports a data driven approach to traffic safety planning and program development. The department has developed a statewide crash mapping and analysis system that combines multiple years of highway and local road crashes onto a single GIS network. This system, referred to as the WISLR Statewide Crash Map, is incorporated into the WisTransPortal Crash Data Retrieval Facility at the University of Wisconsin – Madison Traffic Operations and Safety (TOPS) Laboratory and is used regularly by WisDOT, public safety organizations, local governments, regional planning commissions, universities, engineering firms, and others.

The WISLR Statewide Crash Map went into production in June 2012 based on five years of historical crash data. Since then, the crash map has been updated on a regular basis with current year crash data derived from monthly DMV Traffic Accident Extracts. In addition to TOPS Lab WisTransPortal components, the mapping system includes software and data processing components from the University of Alabama (UA) and the University of Wisconsin-Milwaukee (UWM). This project will wrap up and shift to operations maintenance and support mode after January 2016.

#### *Highway Performance Monitoring System (HPMS)*

Staff made it a priority to increase the number of HPMS sampled roadway sections within a volume group based on FHWA guidance. The data reported in HPMS for sampled roadway sections are a source of the condition, use, and operational information pertaining to the nation's roadways. For analytical purposes, sample panel data is expanded to represent the full extent of roadways in the HPMS which is ultimately used for monitoring trends and impacts in performance data over time. Maintaining adequate HPMS samples is a priority for the team.

#### *Transition Field Data Collection Responsibilities to DTIM*

A transition plan was implemented to centralize field data collection responsibilities from the Division of Transportation System Development (DTSD) to DTIM's Data Management section. This transfer of State Trunk Network, Local Roads, Highway Performance Monitoring, and Short-term Traffic Counting responsibilities ensures long-term integrity of key inventory elements. This cross-divisional effort addressed budget, staffing, inventory, fleet, and recruitment considerations. Five DMS field data collection positions were filled beginning in January 2015.

In calendar year 2015, DTIM provided contract oversight, training, scheduling, and quality control monitoring for the short-term traffic count program.

#### *Transit Online Grants Management System*

DTIM's transit section is currently in the process of implementing a web-based grants management and administration system to replace the current manual method which involves paper and spread sheet based processes on the front end and a customized data base back end. This transit specific product automates and streamlines the application and reporting processes for state and federal transit aid. This product will also provide better access to our programs and yield significant efficiencies for local government and private non-profit companies that provide transit mobility options for Wisconsin's citizens. Internally, the new system will also improve DTIM's transit program accountability by providing a more efficient and effective method of managing program data, information and finances. The system is being implemented with a modular approach, yielding immediate improved access and efficiencies while implementation of additional modules continues. Full implementation is anticipated to be complete in 2017.

### *Compliance Site Review Program*

In February 2015, the transit section implemented a Compliance Site Review (CSR) program developed to address increasing Federal Transit Administration (FTA) and Legislative Audit Bureau (LAB) oversight expectations. The CSR program is a comprehensive review process that covers eight compliance focus areas, including: 1) Program Management; 2) Financial Management; 3) Procurement; 4) Asset Management; 5) Service and Operations; 6) School Bus and Charter Bus; 7) Civil Rights; and 8) Miscellaneous Provisions. To ensure compliance in these eight focus areas for all 160 transit grant recipients, WisDOT hired a consultant to assist staff in conducting reviews. The consultant utilizes a CSR Reference Guide developed by WisDOT as a framework for the on-site review. Following the on-site review, sub-recipients are provided an assessment report and are required to complete a corrective action plan that addresses any identified findings. The CSR program will help WisDOT identify common trends in non-compliance and allow staff to focus resources towards additional training/technical assistance in these areas. WisDOT views these CSRs as an opportunity to provide one-on-one technical assistance specifically tailored to the needs of each transit system, with the goal of reaching compliance in all federal and state oversight areas.

### *Freight Advisory Committee*

In 2015, the department formed the Wisconsin Freight Advisory Committee (FAC). The Committee consists of over 40 stakeholders representing private businesses, educational institutions and local governments. The FAC was established to advise the department on issues that impact freight mobility and to provide a voice for the freight sector on the development of freight-related policies, projects, and processes. The FAC focuses on advising and helping WisDOT understand the current and emerging concerns from freight sector users, providers, and regulators. Committee responsibilities include:

- Assist WisDOT in the development of, and subsequent updating of, Wisconsin's State Freight Plan and other relevant state plans as appropriate.
- Provide feedback and advice to the Secretary's Office and WisDOT's Freight Policy Administrators Group on freight transportation policies, processes, or programs that facilitate and enhance:
  - Reliability, safety, and efficiency of state, national, and international freight movements.
  - Project decision-making and delivery process for freight and economic efforts.
  - Connectivity between the various modes of freight transportation.
  - Connectivity between state and local transportation systems.
  - Connectivity between the private and public sector.

Meetings were held in March and September of 2015. For more information, please visit <http://wisconsindot.gov/Pages/doing-bus/freight/fac.aspx>.

### *Freight Rail and Harbors Projects*

The department awarded Freight Rail Preservation Program (FRPP) grants totaling \$9.8 million in 2013 and \$20.3 million in 2014. In conjunction with recipient matching funds, FRPP grants enable acquisition, construction and rehabilitation of freight rail-related facilities in order to preserve and upgrade rail infrastructure important to job growth and Wisconsin's economy. In addition, DTIM awarded loans totaling \$1.1 million in 2013 and \$3.9 million in 2014 through the Freight Railroad Infrastructure Improvement Program (FRIIP). FRIIP-funded projects typically include track construction and rehabilitation, as well as privately-owned facilities such as industrial spurs, trackside grain elevators and conveyors, and transload facilities.

DTIM also awarded and administered funds from the Harbor Assistance Program (HAP) of over \$10.59 million for nine projects in 2013 and over \$6.56 million for three projects in 2014. HAP provides financial assistance to harbor facilities on the Great Lakes and Mississippi River for projects that improve or maintain waterborne commerce. Awarded projects included a mix of dredging, repairs, and expansions.

The Harbors and Waterways Program Manager is participating in statewide and regional planning to improve water transportation on the Great Lakes and Mississippi River:

- Council of Great Lakes Governors Maritime Task Force gubernatorial appointee. The Task Force completed an asset inventory and development of regional priorities, and is now working on development of a regional maritime entity model to better coordinate maritime planning and management. WisDOT has provided \$30,000 to support this work from Harbor Assistance Program segregated funds
- Upper Mississippi River Basin Association alternate member. Currently, the Navigation Subcommittee is working on multistate planning for development of the M-35 Marine Highway to improve water transportation on the Upper Mississippi River.
- Wisconsin Commercial Ports Association Ports Development Initiative participant. Phase 1 of the work is complete, including an asset inventory and development of statewide priorities. Phase 2 of the work is in progress, and includes an assessment of commodities that could be moved from other modes to water to increase efficiency and relieve system congestion. WisDOT has provided \$30,000 to support this work from 2015 State Planning and Research funds.

The Railroads and Harbors Section (RHS) is continuously improving coordination between WisDOT and the railroad companies for highway improvement projects. RHS held several meetings with the railroads in order to strengthen lines of communication and cooperation. Work is being done to provide the railroads with more advanced notice of upcoming highway projects that require plan review, coordination with railroad work, and flagging requirements for highway work that impacts railroad operations. In addition, RHS held nine railroad coordination training sessions this year, to train over 250 designers about best practices for working with region railroad coordinators and RHS staff to design highway projects with railroad involvement.

#### *Rustic Roads*

Since the first Rustic Road was designated in 1975, the Rustic Roads program has remained one of Wisconsin's most successful and long-lasting state-local partnerships and programs. To commemorate the 40<sup>th</sup> anniversary, WisDOT sponsored a Rustic Roads Photo Contest in 2015. Amateur photographers were invited to participate and to submit photos of what they thought were unique and special about the formally designated Rustic Roads. Approximately 340 submissions from about 84 different photographers were received. The photos show some iconic Rustic Roads vistas as well as some unique perspectives. Winners will be announced the week of October 19<sup>th</sup>. All candidate routes for Rustic Road designation are locally identified and have local resolutions of support from the municipality or county before the 10 member Rustic Roads Board considers the application. In 2013 two routes were approved increasing the system mileage by 22.5 miles. In 2014, 3 routes were added increasing the system mileage by 6.9 miles. There are currently a total of 117 Rustic Roads with a system mileage of 667 miles. They are found in 59 counties. For more information, please visit <http://wisconsindot.gov/Pages/travel/road/rustic-roads/default.aspx>.

#### *Airport Projects*

Seventy-seven Wisconsin airports benefitted from \$267 million in improvements administered by DTIM's Bureau of Aeronautics (BOA). These projects were primarily rehabilitation and repair of runways, taxiways, aprons and roadway pavements. Large paving projects included runway reconstruction at Waukesha, construction of a de-icing pad at Milwaukee, expansion of the general aviation quadrant at Appleton and construction of a taxiway at Madison. BOA completed runway rehabilitation projects at Amery, Clintonville, Cumberland, Fort Atkinson, Friendship, La Crosse, Milwaukee General Mitchell, Milwaukee Timmerman, Neillsville and Park Falls. Federal Aviation Administration safety initiatives directed funding to the completion of runway safety-area improvements

at General Mitchell International Airport in Milwaukee and continued work to prevent runway incursions at Chippewa Valley Regional Airport in Eau Claire. BOA oversaw major terminal building projects at Central Wisconsin Airport in Mosinee and Southern Wisconsin Regional Airport in Janesville. Terminal expansion work began at La Crosse, and at Green Bay an international arrivals building was constructed. BOA is nearing completion of a project at Dane County Regional Airport in Madison that will enhance the navigational system to keep the airport open in almost any kind of weather. BOA also administered the construction of an instrument landing system at Sawyer County Airport at Hayward. Twelve land acquisition and associated obstruction projects were completed to improve the safety of takeoff and landing at runway approach and departure surfaces. In addition, the installation of Automated Weather Observing System equipment at six airports enhanced pilot weather awareness. Information on the Airport Improvement Program can be found at:

<http://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/airport/air-5yr-plan.pdf>

#### *Enhanced Airport Safety and Capability*

DTIM's Bureau of Aeronautics (BOA) collaborated with the Federal Aviation Administration (FAA) to enhance and expand the capability and safety of Wisconsin's airports. Over the biennium, BOA worked with state airports to prepare them to take advantage of the opportunities of enhanced access and safety available through FAA's NextGen modernization program for the U.S. air traffic system. BOA also managed projects that inspected and cleared Wisconsin airport approach and departure surfaces. These improvements cleared the way for implementation of enhanced NextGen instrument approach procedures. This effort provided the establishment of NextGen instrument approach procedures at airports which previously had none. NextGen also provided BOA with the opportunity to enhance safety at airports with existing ground-based navigation facilities.

NextGen provides new capabilities that will improve safety and accessibility at airports used by piston and turbine powered general aviation aircraft. These enhancements expand the operational capability of our airports so that business, commercial and public safety users can depend on expanded access to Wisconsin communities. Over the biennium, 155 standard instrument approaches were developed and implemented at Wisconsin's airports. Dependable access and a greater margin of safety are features that make our airports and communities attractive to commercial, business and industry users as they consider different types of transportation infrastructure to support their operations.

## **2015 – 2017 Goals**

#### *Long-Range Transportation Planning*

The department is developing the *Wisconsin State Freight Plan*, which will provide a vision for multimodal freight transportation and position the state to be competitive in the global marketplace. The *Wisconsin State Freight Plan* is anticipated to be completed by December of 2016. Starting in 2015, the department will also update the *State Highway Plan 2020*. Efforts will focus on reviewing system condition, funding challenges, and the department's asset management focus used to make data driven investment decisions to manage system health. The goal is to build upon the *State Highway Plan 2020* and the Wisconsin Transportation Finance and Policy Commission report, *Keep Wisconsin Moving – Smart Investments, Measurable Results*, completed in 2013 and WisDOT's Asset Management Plan, which is currently under development.

#### *Traffic Forecasting and Travel Demand Modeling*

The department will implement final updates to Wisconsin's statewide trip-based travel demand model. This update will link MPO models to the statewide model and incorporate an update to the statewide passenger model, the long-distance trip model and the trip-based freight model components. The model will assist the department with traffic analysis and statewide long-range transportation plans.

WisDOT will finish building the SHRP2 - Behavior Based Freight Model. This model, along with the trip based statewide freight model, will be used to assist with the development of the long-range freight plan. The freight models will provide modeling and freight data that can also be utilized for other efforts.

WisDOT will also participate in the Federal Highway Administration's survey of Wisconsin resident travel choices and behaviors. The National Household Travel Survey is expected to occur in calendar year 2016 and will be completed by approximately 11,000 Wisconsin households. The survey will ask why, how, when and where Wisconsinites travel. The department will use this information for travel demand model updates and long-range transportation planning.

#### *MPO and RPC Coordination*

WisDOT continues to coordinate with stakeholders. For example, WisDOT will continue to work with MPOs and Regional Planning Commissions (RPCs) to implement Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP21), the funding and authorization bill to govern United States federal surface transportation spending, conduct system-wide analyses and complete federally required updates of their urban and regional long range transportation plans. Planning organization information is found at: <http://wisconsindot.gov/Pages/doing-bus/local-gov/plning-orgs/mpo.aspx>.

#### *Corridor Management Program and Planning*

DTIM will continue to manage the state's corridor management program. Efforts will include the continued coordination with the department's five region offices to facilitate a consistent approach to corridor planning. Department staff will document policy and processes to implement the department's long-range transportation plans and program investment decisions into the corridor management framework.

#### *All Roads Network Of Linear Referenced Data (ARNOLD)*

The expected completion of the network phase of the division's ARNOLD project by fall 2016 should substantially improve the state highway coverage in WISLR resulting in an accurate geospatial coverage system for both state and local roadways. The opportunity to work towards a data structure that tracks state and off-state roadway inventory attribute data from a single network is made more feasible due to ARNOLD. Review possibilities to leverage a more flexible and scalable core system that enables users to utilize the Department's all roads network to seamlessly access physical and administrative roadway attribute data.

#### *Document Management*

DTIM will continue to review how the department's document management software capabilities may increase the division's productivity, efficiency, and provide possible solutions for an array of program needs. Areas of interest for the Data Management Section (DMS) are workflow management, Geographic Information Systems (GIS) integration, intelligent capture, dashboard, etc. Efforts both for DMS and other sections will identify areas to confirm expected results, assess the stability of the process, and validate the proposed efficiency measure.

#### *Traffic Count Collection Data Sharing Feasibility Study*

Several state DOTs have tried to coordinate traffic monitoring approaches between their operation and planning workgroups. Some attempts have resulted in usable traffic data for both groups, some are ongoing, and a few have failed. The successful approaches can be categorized into four basic types based on where the stream of collected data diverges into separate data flows to the traffic operations and planning workgroups.

Very few state DOTs have accomplished traffic count collection data sharing using traditional traffic monitoring data for real time traffic data usage. The FHWA Traffic Monitoring Guide cites Virginia DOT



as successfully accomplishing this data sharing approach. Specifically, Virginia DOT developed a traffic monitoring strategy where traffic data collected at traditional continuous count sites can be used by both planning and operations.

DTIM is conducting a feasibility study that will summarize a traffic monitoring strategy to collect and share count data collected from traditional planning traffic sites with real time operational users. The report will include improvements for non-intrusive and in-pavement continuous traffic count sites including hardware, software, workflow processing improvements, and cost estimates.

#### *State Highway Program*

DTIM will provide asset management, program management and financial direction for the state's Major Highway Program and the State Highway Rehabilitation Program (SHR). In addition, DTIM will provide financial direction to the SE Mega Projects program. The department will establish, monitor and pursue goals for total level of highway improvement projects advertised and awarded for "LET" and the level of construction-related quantities used on highway improvement projects. DTIM will maintain and develop complex algorithms and databases to monitor, preserve and improve the condition of the pavement on the state highway system. Performance measures will be established and used to assess the effectiveness of the highway program and guide future transportation investments. Focus will be placed on preserving and increasing the remaining life of the existing pavement, while utilizing the full range of available data to identify, assess and address safety and operational needs of the transportation system. Tools will be developed to better capture and evaluate the operational, economic and safety benefits of proposed highway projects. DTIM will continue to conduct audits of transportation projects to ensure that state and federal mandates and standards are met.

#### *Airport Information Management System (AIMS)*

The existing Airport Information Management System (AIMS) is outdated and unfriendly to high volume users. AIMS is being replaced with the Airport System Management (ASM) system which is more comprehensive and user-friendly. Implementation of the ASM system will affect many aspects of the airport development process. Several independent data systems will be replaced by ASM. Implementation of ASM will mark the first time WisDOT will use just one type of system software to move proposed airport construction from the five year program, qualify those projects in the state priority system and directly convert prioritized program items into a project financial statement for project administration. ASM will also allow the division to use the updated *State Airport System Plan* as a living management tool, identifying and tracking facility deficiencies in the system and directing program resources to correct, or support, the highest priority safety and efficiency needs.

As a result of this more comprehensive program and project management system, new policies and procedures are required to integrate ASM into the project development process. In addition to project programming, which is part of the current information system, project managers will also use the system to maintain project budgets. Contractor and consultant contract management will also be accomplished within the system. Process checklists will also be an integral part of the system to assist project managers and management with process control, project record keeping items like Record Drawings and documents must be loaded into the system.

#### *Surface Transportation Program*

The 2013-2015 biennium budget provided over \$1 billion in a combined total for local transportation aid, local surface transportation and bridge improvement assistance, and competitively awarded multi-modal and air quality improvement grants. Included in the biennium budget is more than \$800 million in local transportation aid distributed directly to 1,924 local municipalities throughout the state of Wisconsin over the two fiscal years.

### *Transportation Alternatives Program*

As part of the federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), the Transportation Alternatives Program (TAP) combined several multi-modal programs, including Safe Routes to School, Transportation Enhancements, and Bicycle/Pedestrian Facilities, into one program. The state biennium introduced project commencement rules requiring this highly competitive grant program to initiate construction of a project within four years of award. Efforts have focused on coordinating with local project sponsors to ensure compliance with statutory requirements and the successful completion of these critical projects.

The department successfully implemented a change management protocol for delivery of local projects, including project sunset requirements and careful statewide scheduling coordination within program cycles in order to ensure timely use of allocated and awarded program funds.

In the new biennium, program outreach and communication efforts will continue to ensure strong and stable program partnerships with local units of government, regional planning organizations, and community stakeholder groups.

## For More Information

<http://www.dot.wisconsin.gov/>

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