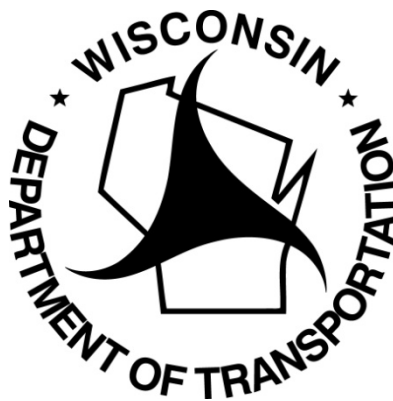# State of Wisconsin
Department of Transportation

BIENNIAL REPORT
2021-2023

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

October 13, 2023

The Honorable Tony Evers
Governor, State of Wisconsin
Room 117 East, State Capitol
Madison, WI 53702

Wisconsin State Legislators
State Capitol Building
Madison, WI 53702

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

It is my pleasure to submit the 2021-2023 Biennial Report for the Wisconsin Department of Transportation. We continue to work with our local, tribal, federal, and industry partners to improve and maintain a safe, reliable, and efficient transportation system, facilitating mobility and economic development throughout the State. This report describes of the activities the Department accomplished during the 2021-2023 biennium to meet those goals.

Transportation plays a key role in all aspects of life, connecting people to health, education, and recreation and facilitating freight, commerce, and economic development, whether by air, land, or water, across urban and rural landscapes. Through our performance measure and continuous improvement initiative – Mobility, Accountability, Preservation, Safety, and Service (MAPSS) – and our asset management initiatives, the Department will continue to focus on effectively and efficiently meeting the needs of Wisconsin's transportation network in the 2023-2025 biennium and beyond.

Sincerely,

Craig Thompson
Secretary

Table of Contents

WisDOT's Strategic Direction

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:

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

Diversity. Creating an environment, inclusive of all people and opinions, which cultivate opportunities to bring varied perspectives to the work being done and decisions being made.

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

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

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 six program divisions that report to the Office of the Secretary:

- Executive Offices
  - o Office of General Counsel
  - o Office of Public Affairs
  - o Office of the Inspector General
- Division of Budget and Strategic Initiatives
- Division of Business Management
- Division of Motor Vehicles
- Division of State Patrol
- Division of Transportation Investment Management
- Division of Transportation System Development

WisDOT is headquartered in Madison, but the Department maintains regional offices throughout the state to preserve a local approach to transportation development and better serve customer needs.

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

The Department has 3,249.43 authorized full-time equivalent positions (FTE). According to June 17, 2023 payroll records, 2,867.61 of these are filled FTE, including permanent, project, and unclassified positions. The FTE of these positions range from 0.15 to 1.00 FTE. In addition, the Department has 217 limited-term employees. 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. In response to the changing work environment prompted by COVID-19, the Department now allows staff to work remotely up to sixty percent of their scheduled hours if their job duties allow.

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 agenda, 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 Inspector General (OIG)
OIG investigates and reviews department programs and initiatives for inefficiencies, waste, fraud, and abuse. This office reviews budget documentation for the Department, including detailed information regarding the appropriations and programs administered, and advises the Secretary about ways to increase efficiency and implement cost savings while preserving the state's commitment to public safety.

Division Update: Division of Budget & Strategic Initiatives

The Division of Budget & Strategic Initiatives (DBSI) supports the Department in developing sound and innovative transportation, financial, and management strategies. DBSI is responsible for developing and implementing effective and efficient operating and biennial budgets; leading, coordinating and implementing department-wide policy development; developing and maintaining strong cross-state agency and federal partnerships; managing the Department's performance improvement program; leading and coordinating strategic initiatives; and providing agency-wide library and research services.

Bureau of Budget (BOB)

BOB develops WisDOT's biennial and operating budgets, and analyzes policy, management, and financial issues for the Department. This office also manages transportation revenue bonding for the major highway program, monitors impacts of federal legislation on Wisconsin's transportation programs, and monitors and projects revenues to the state's segregated Transportation Fund.

Bureau of Performance Improvement, Research and Strategic Initiatives (PIRSI)

PIRSI manages the Department's MAPSS, Continuous Improvement, and strategic initiatives programs and provides research and library services for the Department.

2021-2023 Accomplishments

Administrator's Office

Wisconsin will receive $78.65 million over five years under the Bipartisan Infrastructure Law and the National Electric Vehicle Infrastructure (NEVI) formula program. Under the program, WisDOT will administer the funds to support private industry construction of Electric Vehicle Charging Stations along the state's Alternative Fuel Corridor system. The Alternative Fuel Corridor system in Wisconsin initially included I-90, I-94, I-43, I-41, I-535, US 53 and US 151. In 2022, Wisconsin received approval from the Federal Highway Administration for US 51, WIS 29, US 2, US 141, US 8, and US 41 to be included in the program.

Developed by DBSI, the Wisconsin Electric Vehicle Infrastructure Plan describes how Wisconsin intends to use its apportioned NEVI Formula Program Funds. WisDOT submitted its plan for the program to the Federal Highway Administration on July 28, 2022. The plan was approved on September 14, 2022, which enabled WisDOT to obligate funding under the program. To obligate FY24 funds, WisDOT submitted an updated Wisconsin Electric Infrastructure Plan on July 31, 2023.

Performance Improvement, Research, and Strategic Initiatives

- *Non-Driver ArcGIS Online Application:* In January 2022, PIRSI published the non-Driver ArcGIS Online Application which produces estimations of Wisconsin's non-driving populations at the county, city, village, census block group and tract levels. The Application is intended to be a planning tool that can be used by regional planners, state agencies, local transit providers and others to assess where non-drivers are located and accommodate their needs. [Wisconsin Department of Transportation Improving transportation for non-drivers (wisconsindot.gov)](wisconsindot.gov)

- *Connected and Autonomous Vehicles (CAV) Law Enforcement and First Responders Training Module:* Strategic Initiatives unit developed and successfully delivered the first connected and automated vehicles training module specifically for law enforcement and first responders. The video and web materials provide a general understanding of CAV technology, Wisconsin statutes and rules-of-the-road for automated vehicles and how to manage automated or semi-automated vehicles on the roadway or at a crash scene. Connected and Automated Vehicles (wisconsindot.gov)

- *Safety First:* In March 2023, the Department began the Safety-First initiative to build on WisDOT's existing safety investments and initiatives to focus on reducing the number of serious injury crashes and fatalities on Wisconsin roadways, while improving transportation safety for all users.

- *Library Portal:* In May 2023, WisDOT launched a new Library Portal web platform that expands public access to WisDOT's library catalog of over 30,000 transportation-related items. The Library Portal provides 24/7, on-demand search capability, and allows staff, consultants, and stakeholders to upload state and/or federally funded research, consultant reports, and agency documents to the library catalog, in accordance with Wis. Stats. 35.81-35.84.

- *Research and Library Services:* During the 2021-2023 biennium, PIRSI's Research and Library Unit delivered over 1,332 documents in response to nearly 700 inquiries, primarily from internal customers, in addition to conducting 57 formal literature searches. The research program funded over 100 research projects, completed 13 Wisconsin Highway Research Program (WHRP) projects, and led three projects funded through the Transportation Pooled Fund (TPF) Program. In 2023, The American Association of State Highway and Transportation Officials (AASHTO) Research Advisory Committee recognized the WisDOT-led Transportation Pooled Fund project, *Bridge Element Deterioration for Midwest States* as a 'high value research project'.

- *Continuous Improvement:* Over the course of the biennium, WisDOT staff repurposed a combined 30,000 staff hours with over $250,000 in annual cost savings across 81 continuous improvement projects. PIRSI spearheads continuous improvement efforts at WisDOT, including quarterly MAPSS performance data updates, progress reports in key goal areas to promote data-driven decision making, and communication with the public and policymakers on Department progress to promote transparency and accountability.

- *Federal Performance Measures:* WisDOT completed federally required reporting on performance measures related to Wisconsin's pavement condition, bridge condition, freight travel, emissions, and system performance. The Department's 2018-2021 Full Performance Period Progress Report and 2022-2025 Baseline Performance Period Report, with new performance targets, were accepted by the Federal Highway Administration in April 2023.

2023-2025 Goals

Connected and Autonomous Vehicles: PIRSI facilitates the implementation of the CAV Strategic Work Plan. The plan includes a comprehensive organizational approach to incorporate new and emerging transportation technology into current systems, critical infrastructure considerations, and public safety

concerns. In 2024 the Strategic Work Plan will be updated to reflect the next three years of CAV organizational planning, implementation, and outreach.

MAPSS Portal: WisDOT is currently in the process of developing a new publicly available web platform for the department's performance improvement program, MAPSS (Mobility, Accountability, Preservation, Safety, and Service). The platform is set to launch in late 2023 and will improve data workflow processes, with enhanced visuals and reporting functionality.

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:

- **Bureau of Business Services (BBS)** provides a wide array of services including statewide management, maintenance and repair of (56) WisDOT owned facilities, lease management for (122) leases, forms management, records management, statewide distribution services, worker's compensation and liability insurance, damage claims collection, safety and COOP / COG efforts and management of WisDOT's fleet of 1350 vehicles.

- **Bureau of Financial Management (BFM)** provides oversight of the Department's financial functions and processes and is overseen by the DOT Controller.

- **Bureau of Information Technology Services (BITS)** provides high quality, responsive, cost-effective and innovative technology solutions and services to accomplish WisDOT business objectives by using industry-standard best practices and project management tools and measures to efficiently deliver Information Technology (IT) in support of WisDOT transportation systems.

2021-2023 Accomplishments

Business Services

- Added hybrid vehicles to WisDOT's fleet: In Fiscal Year 2022 and Fiscal Year 2023 WisDOT added hybrid vehicles to its fleet to improve the overall fuel efficiency of the fleet, helping reduce overall fuel consumption.

- Updated Damage Claims systems: BBS staff transitioned to a new software for damage claims processing allowing regional coordinators to upload the required documents directly to the system. Previously documents had to be submitted to the damage claims unit, who then needed to scan and upload all documents into the software. The new system improves efficiency and decreases overall claims processing time.

- Update Facilities Staffing Model: The regionally assigned Facility Manager approach has proven extremely effective, allowing each facility manager to become more familiar with the facilities and partners in their region. DBM has also added a sixth facility manager to handle overflow, special projects, and provide additional capacity for upcoming tower projects. The Department of Military Affairs (DMA) received $10 million in communication tower funding from the 2021-2023 state budget, $7.6 million of which is directed at WisDOT owned towers. The additional Facility Manager was added within our existing staffing allotment.

- Capital Facility Projects Updates: DBM Facilities utilized $1.5 million to improve our facilities via projects aimed at increasing employee morale and satisfaction. These projects include new or improved paint, flooring, bathrooms, blinds, siding, windows, landscaping, sidewalks, and other

upgrades to help make our owned facilities places people want to work. DBM Facilities completed $8.1 million of capital projects in FY21 and FY22. Highlights include:

- o Superior DTSD / DMV parking lot replacement - **$1.4 million**
- o Onalaska DMV remodel - **$1.2 million**
- o Milwaukee SW DMV roof replacement - **$100,000**
- o Eau Claire DTSD SS upgrade all interior & exterior lighting-**$100,000**
- o DSP tower projects: Generator / HVAC / Lighting - **$165,000**
- o DTSD SW (Truax) HQ & Lab parking lot replacement - **$1.1 million**
- o Black River Falls: DSP tower replacement - **$900,000**
- o Elmwood: DSP tower replacement - **$715,000**
- o DSP Academy parking lot replacement - **$450,000**
- o Eau Claire Post evidence room remodel / upgrade - **$266,000**

Financial Management

- Increase Use of Receiving Processes in STAR: The receiving process in STAR streamlines accounts payable processing. The receipt transaction uses three-way matching, ensuring that the agency receives its order through a purchase order, and the invoice price and quantity are correct. We have implemented this successfully with road salt contracts and plan to expand the process to other areas of the agency.
- Consultant Contract Audits: The Audit Unit was successful in their procurement of audit management software and selection of a vendor. System configuration, training, and implementation was completed. Form and audit program updates are in progress to bring all audits, other attestation engagements, and non-audit services into the virtual system. This implementation brings WisDOT in line with peer states and agencies. The software is an invaluable tool to eliminate manual steps, reduce physical document effort, and provide accurate, consistent, and professional work papers to support the results of audits.

- Virtual Audit: The Audit Unit audit staff attended Continuing Professional Education trainings targeted at virtual audit processes and procedures. Staff updated audit programs, templates, and processes to leverage existing and new technology to implement more virtual audit opportunities. This change provided more options for certain audit functions and gained efficiencies with travel cost and staff accessibility for both WisDOT and auditees.

Information Technology Services

- Application Development Modernization - Angular Upgrade to version 9.1: This project upgraded Angular, a free open-source web application framework and related tools to enable faster testing, better debugging, improved build times, and creating reusable components for Java developers saving them time and delivering a better product.

- Application Development Modernization - IntelliJ and GIt Implementation: This project implemented IntelliJ and GIT and repository manager for application development area. IntelliJ and GIT are robust tools that helps developers to be productive in their application development and deliver software effectively.

- Improving Mobility - Enterprise VPN Migration: This project migrated DOT VPN access from Cisco AnyConnect dedicated VPN to Cisco AnyConnect Enterprise VPN and included all divisions within the Department of Transportation. The enterprise VPN offers a higher capacity, is load balanced and is geo-redundant for higher availability and reliability.

- Improving Mobility - VoIP Implementation for DOT Remote Offices: Deployment of the ATT VoIP platform to replace the aging Centrex analog phone service at DOT remote sites and DMV customer service centers. This enabled the elimination of long-distance costs, eliminated unused lines and reduced our overall number of required lines to meet the business needs resulting in cost savings.

- Data Storage - Enterprise Image Services and Storage Improvements: The GIS library of imagery and Lidar was uploaded to Amazon Web Services (AWS) S3 buckets. As the imagery was uploaded, it was converted to a cloud optimized format via a Lambda function. The cloud optimized imagery was then published as imagery services using ArcGIS Image Dedicated for optimal distribution. These improvements will enable the distribution of imagery through web services to all users from a single source stored in AWS and eliminate redundant storage and use across many appliances at DOT and other State Agencies.

- Security Roadmap: Created a two-year roadmap, which is currently in the implementation phase. Conducted a comprehensive internal review of WisDOT's existing IT security program, identifying both strengths and weaknesses. In the final phases of Ransomware Assessment effort and have conducted a Cyber Security tabletop exercise. All of these efforts strengthen our cyber security posture and help keep us ahead of the bad actors that are constantly trying to compromise WisDOT.

- Data Governance and Data Catalog: Developed agency data governance framework, artifacts and processes to prepare for an implementation of an agency-wide data governance program that will include policies, procedures, standards, and teams. Completed an agency wide data inventory identifying agency data assets for inclusion in data catalog being implemented in FY24. All of these efforts will help WisDOT to optimize the availability, integration, usability, quality, and security of data throughout its lifecycle.

- Over Size Over Weight (OSOW): Successfully migrated the OSOW permitting system to the cloud allowing 24 hour instant access to the online application to request and pay for permits using credit cards and eCheck. The previous process could take up to three days.

- DMV Upgrades: Improved the eMV Public application adding usability features that allow non-individual users to access the eMV Public functionality. Upgrades to Drivers License / ID card features to add additional information into the barcodes for increased security and reduce instances of fraud.

2023-2025 Goals

Business Services

- Facility Funding Priority Plan: This initiative provides planning guidance for facility replacement projects, prioritizing projects, and incorporating them into WisDOT's Capital Facility Six-Year Plan

and upcoming biennial budget capital facilities request. The Six-Year Plan includes an enumerated project in the 2023-2025 biennium to replace the Spooner DSP Post and Spooner DMV Service Center with a multi-divisional facility. Replacement of the Wausau Post is identified for 2025-2027 and replacement of the Tomah Post in 2027-2029. The identified need for these efforts and other capital needs supported an increase in capital funding to $18.5 million in the 2023-2025 state biennial budget, up from $13 million in 2021-2023.

- Implement Department of Military Affairs (DMA) Tower Funding: DMA received $10 million in the 2021-2023 budget for communication tower improvements. $7.6 million of this funding is directed at WisDOT-owned towers. DBM Facilities is collaborating with DMA and DOA to get these projects underway and will be overseeing them through completion.

- Hill Farms Space Consolidation: DBM Facilities is leading the effort to consolidate WisDOT space in the Hill Farms building to free up three floors in the south tower. This effort will allow other agencies to relocate to Hill Farms and eliminate the need to remodel other state-owned facilities.

- Reduce Fleet Fuel Consumption: WisDOT Fleet continues to explore and look to expand its usage of alternative fuel and hybrid vehicles. Fleet is looking to add several full electric vehicles into the motor pool over the next few years. These vehicles will not only help reduce overall fuel consumption but reduce routine maintenance costs.

- Reduce overall fleet age: Due to manufacturing issues and delays over the past several years, WisDOT's fleet has many vehicles being retained beyond their typical replacement window. These older vehicles are less fuel efficient and have increased maintenance costs. Moving forward fleet will continue to work on replacing the aging vehicles in the fleet to improve reliability and reduce overall costs.

Financial Management

- AASHTOWare Civil Rights & Labor (AWP CRL) payment: Plan for implementation of electronic submission and document workflow for AWP construction payments interface to PeopleSoft. This was originally started as part of the AWP Construction implementation but was put on hold to meet the production roll out deadline.   Electronic origination eliminates rekeying and redundant manual processes.

- Timely Month-end close process: Ensure our comprehensive month-end close checklist is optimized and completed on-time which will result in the month-end financial closing activities for the preceding being completed in three business days. Completing the month-end checklist improves speed, productivity, and efficiency of DOT's monthly financial close and reporting process.

- Develop Electronic Training for agency staff: The Bureau is developing online training for staff, available in the Learn Center through STAR/Cornerstone. This is important for onboarding new staff, reassigning roles, and continuing education. On-demand training is an important tool for keeping staff knowledge current and efficient.

- Consultant Contract Settlement and Audit: The Audit Unit will continue to work internally to develop systems and procedures for immediate settlement of indirect and other incurred costs on

cost reimbursement type contracts upon receipt of all required information and submissions. This settlement process will be separate from audit and other attestation engagements to provide timelier over/under mandatory billing adjustments to consultants and, if applicable, local units of government.

Information Technology Services

- Streamline Computer Deployment Process: Reduce deployment time per computer by improving the intake/setup/deployment workflow by; automating steps, reconfiguring setup space, and realigning team roles and responsibilities. Document new workflow/processes, and develop and implement related metrics to track improvements.

- Application Development Modernization: Create Application Information Management System documenting applications and their infrastructure components and identify standard training pathways ensuring staff are able to support modern tools and platforms. Migrate all existing WisDOT WebSphere applications WebSphere Liberty Service and move towards a container-based platform for applications.

- Enhance Web Application Security: Enforce secure coding practices for new and existing web applications, implement regular code reviews and security testing for web applications, implement a process to monitor, prioritize and remediate vulnerabilities in a timely manner based on severity and potential impacts.

- Enhance Identity Protection: Connect cloud applications to Accounts Domain and use Single Sign On where feasible, enforce multi-factor authentication (MFA) for anyone connecting to the DOT network or assets and implement identity and access management (IAM) controls to minimize access privileges.

Division Update: Division of Motor Vehicles

The mission of the Division of Motor Vehicles (DMV) is: Together we save lives through superior service, security and innovation. DMV has more than 11 million public contacts each year. More information about DMV services can be found at: https://wisconsindot.gov/pages/online-srvcs/online.aspx.

License Plate Reissuance

In 2023, Division of Motor Vehicles (DMV) restarted the 10-year license plate replacement program, as authorized by 2021 Wisconsin Act 163. The license plate replacement fee increased from $4 per set of plates, to $8, and will be automatically included with renewal fees for customers with the oldest plates. Act 163 also changed some manufacturing standards and increased the reflectivity rating for the plate sheeting. Since the oldest plates on the road are from 2000, DMV will have a few years to get caught up and transition to the regular 10-year replacement schedule. Through FY23, DMV worked with the Department of Corrections to procure new license plate sheeting and replaced over 115,000 plates.

DL/ID Card Design Refresh

On June 5th, 2023, DMV rolled out a new card design for Driver's License and Identification cards. DMV worked to implement 21 new or enhanced security features in the new designs – deterring fraud in the process, including:
- Hard-to-replicate designs: Hand crafted artwork of key Wisconsin features – like the Wisconsin State Capitol and state flag – are woven throughout, creating a more secure, customized card.
- Transparent windows visible on the card's right edge and back bottom edge: The advanced manufacturing process allows the clear ribbon to flow right off the edge of the card and is integrated with cardholder data. Wisconsin is the first to have this unique security feature.
- A distinct 'flipping effect' – Looking at the embossed feature just above the ribbon, when angling the card one way, you see the secondary photo. While at another angle you see the month and year of birth. This unique feature is hard to duplicate and/or counterfeit.
- The familiar orange DONOR dot: For those who participate in the life-giving organ donation registry, the orange dot is now nestled in the larger sugar maple leaf which you can feel.
- The noticeable vertical format on cards for those under age 21 continues and will incorporate blue/red color themes for rapid visual recognition. Cards for those over age 21 are horizontal and have a blue/gold theme.

The upgraded security features are available on regular and REAL ID cards. Card features were implemented without an increase in the cost to produce the card or for the constituents who obtain them.

State to State - Driver History Record

On April 18, 2022, Wisconsin became the first to implement the State to State – Driver History Record (S2S-DHR) application offered by the American Association of Motor Vehicle Administrators (AAMVA). Joining this program allows Wisconsin to electronically share all driver license records with other jurisdictions participating in S2S - DHR. This innovative process will reduce identity fraud since a Commercial Driver License (CDL), driver license or ID Card that was issued in another state will be immediately identified before a new card is issued in Wisconsin. There will also be highway safety

benefits as conviction and driver license withdrawal information is shared in a timelier manner between states. In addition, this implementation will increase overall DMV efficiency via the automated electronic method for sharing driver information between states rather than the old manual paper process.

Digital Image Access & Exchange

Through IT system implementations in November 2022 and February 2023, Wisconsin DMV joined a group of 26 other states utilizing the AAMVA "Digital Image Access & Exchange" service. Wisconsin's implementation of this service enables our IT systems to retrieve the most recent driver license or ID card photograph from participating states for use in comparison with the photo taken as part of their application for a Wisconsin credential. While Wisconsin was the 27th state to adopt this service, we are the first state to utilize 1:1 facial recognition comparing the out of state photo with the Wisconsin photo. This effort, aimed at reducing fraud, was 95% funded by the 2018 Federal Motor Carrier Safety Administration's CDL Program Implementation Grant.

Online Practice Knowledge Exams

In October 2022, Wisconsin DMV launched new web-based practice tests for CDL and Class D applicants. Previously, the tests offered by DMV were downloadable applications, and customer feedback indicated the applications were not user friendly and contained outdated information. The new test application is web-based and can be accessed from any device and web browser. The IT work for this project was 90% funded by the 2019 Federal Motor Carrier Safety Administration's CDL Program Implementation Grant.

Fleet Plate

On December 4, 2022, DMV launched a new Fleet Plate program in accordance with 2021 Wisconsin Act 178 that amended and created portions of Wisconsin Statutes Chapter 341. Fleet operators with 10 or more standard or light-truck vehicles that are enrolled in eMV Fleet Registration System may qualify for the plate embossed with "FLEET". One of the key benefits of the Fleet Plate is it does not require annual registration stickers. The Fleet Plate is currently available for automobile style vehicles and light truck style vehicles (4,500 pounds, 6,000 pounds, and 8,000 pounds only). Throughout the first nine months of the Fleet Plate's existence, Wisconsin DMV has issued over 7,500 plates.

New Special License Plates

Elkhart Lake's Road America: released October 2021

Versiti: released October 2021

Ice Age Trail: released May 2023

Online Driver License Renewal Pilot Program

On May 11, 2020, the DMV used its' statutory authority under 343.75 that allows the Division to waive requirements to conduct a pilot program. The waiver provisions were to eliminate the requirement of an eye test and an in-person appearance for persons 18-64 who were eligible to renew a regular (Class D) driver's license (DL) and had renewed in person for their immediate prior renewal, which then allowed them to renew their product online. DMV continued to make use of the online driver license renewal pilot in FY22 and FY23.

WisDOT's Bureau of Transportation Safety in the Division of State Patrol have studied all those obtaining their license during the pilot – both those who renewed in-person and those who renewed online.

August 2023 Update

DL/RGLR Renewed Total (18-64 Years – Old)	986,305	100%
Online Renewal	324,940	32.9%
Convictions	2,572	0.8%
Crashes	1,837	0.6%
Both Conviction and Crash	323	0.1%
In-Person Renewal	661,365	67.1%
Convictions	5,628	0.8%
Crashes	4,166	0.6%
Both Conviction and Crash	759	0.1%

Renewing online prevented the need for an in-person DMV visit and has shown no negative impact on citation or crash rates post-renewal.

Online Road Test Waiver Pilot Program

On May 11, 2020, the DMV used its' statutory authority under s. 343.75 that allows the Division to waive requirements to conduct a pilot program. The waived provision was the completion of a road test for some applicants for a probationary license who were under 18 years of age. DMV continued to make use of the online road test waiver pilot in FY22 and FY23, the pilot will end in December 2023.

WisDOT's Bureau of Transportation Safety in the Division of State Patrol have studied all those obtaining their license during the pilot – both those who waived the exam and those who took the exam.

August 2023 Update

DL/Prob Issued Total (16-17 Years Old)	168,200	100%
Skills Test Waived	144,082	85.7%
Convictions	2,963	2.1%
Crashes	3,334	2.3%
Both Conviction and Crash	1,123	0.8%
Skills Test Taken	24,118	14.3%
Convictions	523	2.2%
Crashes	652	2.7%
Both Conviction and Crash	209	0.9%

The pilot results demonstrate that there has been no negative impact on citation or crash rates resulting from the road test waiver program. The pilot is scheduled to end on December 31, 2023.

DMV 2023-2025 Goals

Implementation of a Replacement Cycle for Wisconsin License Plates

2021 Wisconsin Act 163 created the requirement to establish a 10-year cycle for the replacement of Wisconsin license plates for most types of vehicles. DMV will continue working with our partners to meet the requirements for material acquisition, increased production, and communicating with Wisconsin drivers the need to replace their old license plates. The removal of old plates from Wisconsin roads will aid emergency services in identifying vehicles in cases of criminal activity or traffic collisions.

Modernization of Software Systems

To modernize DMV's software systems and replace outdated software, DMV will use FY2023-24 to further refine the requirements for new software systems to meet the needs of DMV's partners and customers. DMV will then issue a request for proposals and begin the selection process to identify a software developer to begin the work of bringing DMV's systems into the 21st century. This modernization effort will begin in FY2024-25 and will greatly increase operational efficiency, better the customer experience, and increase security for all partners.

Issuance of Identification Stickers for Electric Vehicles

2023 Wisconsin Act 19 created a requirement for the issuance of a license plate sticker identifying vehicles as being electric or hybrid. The Division will design, begin issuance of the license plate stickers, and inform our customers about the importance of the stickers.

Implementation of Driver Education Grants

2023 Wisconsin Act 19 created a driver education grant program that will be overseen in part by the Division. DMV will work with our partners to develop an application process and oversee the awarding of the grants.

Expansion of eNotify and Online DMV Applications

- Continued promotion of DMV's eNotify (electronic notification) system. This system replaces costly mailed correspondence and renewal notices with low-cost and efficient email and text notifications.
- Updates and enhancements to DMV's "Driver License Guide", "CDL Guide", and "ID Card Guide". These tools walk customers through the process of identifying the documents, exams, applications, and fees required to submit applications for these products.
- Promote the customer convenience of scheduling an online appointment when visiting a DMV Customer Service Center for a driver license or ID Card transaction. Currently customers are able to schedule an appointment for their visit when utilizing DMV's "Driver License Guide", "CDL Guide", and "ID Card Guide". In addition, DMV is planning to expand the current online appointment availability to include title and registration transactions.
- Enhance the security features currently utilized by online driver license/ID Card applications to ensure the protection of customer personal information.

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. DSP's public safety services include:

- Patrolling Wisconsin's state highways;
- Conducting motor carrier safety inspections and weight enforcement;
- Supporting public safety interoperability through the hosting and administration of MACH software for over 180 agencies and more than 5000 users; Wisconsin Department of Transportation Mobile Architecture for Communications Handling (MACH) (wisconsindot.gov);
- Providing Traffic and Criminal Software (TraCS) and support for over 550 Wisconsin law enforcement agencies, including hosting TraCS for over 300 agencies; (Wisconsin DMV Official Government Site - TraCS (wisconsindot.gov);
- Collection of statewide police pursuit data from all Wisconsin law enforcement agencies;
- Supporting the collection of statewide vehicle crash report data and reporting fatal crash information to federal traffic safety partners;
- Providing training and instrumentation for alcohol testing of drivers;
- As the state highway safety office, securing federal funding for local partners, coordinating research, funding, and outreach for behavioral traffic safety programs;
- Providing specialized law enforcement services including technical reconstruction, air support, drug, or bomb-detection canines (K-9s), Mobile Field Force, SWAT, dignitary protection and training facilities at the State Patrol Academy; and
- Operate, manage, and maintain the statewide trunked two-way radio communications network called WISCOM.

Each of the five DSP regions has a post (headquarters) with a communications unit assigned 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

2021-2023 Accomplishments

Highway Safety and Law Enforcement
- There were 595 traffic fatalities in 2021 in Wisconsin. The DSP and its Bureau of Transportation Safety (BOTS) has continued to use enforcement combined with traffic safety education to reduce fatalities and serious injuries from traffic crashes. The number of people injured in Wisconsin traffic crashes has decreased steadily from 43,669 in 2016 to 32,373 in 2020, (a 25.9 percent decrease). The number of reported traffic crashes also decreased. In 2021, the traffic crash rate was 197.37 crashes per 100 million vehicle miles traveled, which is 6.4 percent below the prior five-year rolling average. Fortunately, safety belt usage in 2023 reached an all-time high of 92.0 percent.

- In partnership with the National Highway Traffic Safety Administration (NHSTA) and law enforcement agencies throughout the state, DSP/BOTS organized successful mobilizations backed by extensive public education messages. BOTS continues to participate in the Click IT or Ticket, occupant protection, and the Driver Sober or Get Pulled Over, impaired driving, high visibility enforcement campaigns. In FY22 the DSP and 114 agencies participated in the NHTSA Region 5 "Speed Enforcement Day" to curb reckless driving and speeding on all roads.

- Occupant Protection. In 2021, a total of 212 Wisconsin law enforcement agencies participated in the "Click It or Ticket" national enforcement campaign in 1,317 occupant protection citations. In 2023, only 124 agencies mobilized, resulting in 972 occupant protection citations.

- Drive Sober or Get Pulled Over. In 2021, 249 agencies participated in the "Driver Sober or Get Pulled Over" enforcement campaign, resulting in 600 impaired driving citations. In 2023,43 agencies participated in the effort, resulting in 553 impaired driving citations. The high-visibility enforcement activities within their jurisdictions helped to improve traffic safety across the state.

- Speed Awareness. In 2022, 93 Wisconsin agencies participated. In 2023, 115 Wisconsin agencies participated out of 488 in the NHTSA region.

- 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/.

- All five regions provided personnel to assist with dignitary protection and crowd control during the 2022 Presidential/Gubernatorial Campaign season. The high-profile election resulted in a significant influx of high level Federal and State dignitaries due to the national attention of the election.

- The State Patrol, coordinating with local, state, and federal partners, participated in months of planning in preparation for the 2020 Ryder Cup event being held at Whistling Straits Golf Course in Sheboygan, WI. Due to the ongoing COVID-19 pandemic, the international event was rescheduled to September 2021. Thousands of spectators from across the world attended the event. Approximately 150 State Patrol personnel were assigned to support the safe and efficient management of traffic.

- In FY22, DSP implemented a contract with Motorola Solutions by purchasing new, next-generation portable two-way radios, mobile two-way radios, vehicle repeaters, encryption key loaders and associated hardware accessories, software, training, and maintenance. In total, 489 officers and their fleet vehicles were impacted by this project.

- In partnership with the Office of Public Affairs, launched the "We are WSP" Recruitment Campaign, showcasing the variety of career opportunities and benefits available as a member of the State Patrol. Additionally, recruited for the first ever accelerated academy for lateral transfers.

- Continued partnership with the Department of Justice, Division of Criminal Investigation (DCI) to combat human trafficking. All Wisconsin State Patrol officers are trained to recognize indicators of human trafficking.

- The Air Support Unit (ASU) expanded to include the Unmanned Aircraft Systems (UAS) program comprised of 14 drones and 15 trained pilots in addition to the manned aircraft program comprised of three fixed wing aircraft and 4 pilots. The ASU supported 334 public safety missions: 154 were UAS missions, 180 flights were

traffic enforcement missions, missions for missing person searches, damage assessment of flood and tornado damage, SWAT operations, criminal surveillance, and fleeing fugitive manhunts.

- The Technical Reconstruction Unit investigated 835 cases involving crash and scene forensic mapping – including several high-profile crash reconstruction cases, resulting in extended courtroom testimony, with an outcome of successful prosecution and conviction.

- The K9 Unit conducted 1,027 motor vehicle (CMVs included) deployments and 358 miscellaneous deployments to include schools, correctional institutions, parcels and search warrants. In addition, State Patrol K9 teams assisted local, state and federal law enforcement partners with 402 deployments.

- An initiative with the Division of Motor Vehicles led to the recovery of 37 stolen vehicles with an estimated value of $1.37 million.

- In 2022 and 2023, partnered with the Wisconsin Motor Carrier's Association, for the "Trooper in A Truck" statewide campaign focused on bringing awareness to the issue of distracted and reckless driving near commercial motor vehicles. State Patrol officers rode in the cab of commercial motor vehicles to observe traffic and when violations were spotted, the officers radioed to nearby units to take appropriate enforcement action.

Motor Carrier Safety and Enforcement
- Efforts to reduce Commercial Motor Vehicle (CMV) related fatalities in the state have lowered the number of large truck and bus fatality crashes 13% from 94 in federal fiscal year (FFY) 2021 to 81 in FFY 2022. Non-fatal large truck and bus crashes have increased at a rate of 7%, from 2,608 in FFY 2021 to 2,780 in FFY 2022, per federal data.

- In addition to inspecting more than 31,000 vehicles and/or drivers for compliance with state/federal regulations in FFY 2022, DSP weighed over 2.7 million vehicles in FFY 2021 and 3.1 million in FFY 2022 using Weigh-in-Motion (WIM) technology.

Communications Networks
- The Wisconsin Interoperable System for Communications (WISCOM) is a statewide trunked radio system that is operated, managed, maintained and co-administered by DSP for the benefit of public safety users throughout the state. WISCOM has grown to 140 sites statewide making it the largest VHF (very high frequency) trunking system in the United States. As of July 2023, there were 1,208 agencies using the network.

- Beginning in March 2020 and continuing through 2023, BNEDI (Bureau of Network Engineering and Data Infrastructure) technical and professional staff supported the Department of Military Affairs Office of Emergency Communication's (OEC) civil site assessment of state-owned and nonstate-owned communications towers and shelters that are used by the WISCOM system. The information gathered during this effort was used by OEC to request funding for a tower improvement Request for Proposals. To date, OEC has received funding to support a large portion of the necessary repairs

which will make considerable improvements to vertical infrastructure.

Academy

In addition to being the primary source of training for DSP sworn staff, the State Patrol Academy offers training and education to municipal, county, state, and federal law enforcement related personnel.
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 4,327 students in FY 22 and 4,309 students in FY 23. In June of 2022, the Academy graduated 38 members of the 67th State Patrol Recruit Class. The Academy also graduated 17 members of the 68th State Patrol Recruit Class in July 2023. More information about the Academy can be found at: https://wsp.wi.gov/Pages/wspa.aspx

2023-2025 Goals

Reduce Fatalities and Improve Traffic Safety
- WisDOT's performance improvement program MAPSS (Mobility Accountability Preservation Safety Service) has set a goal for (2023-2025) to reduce the number of fatalities by two percent and serious traffic injuries and total traffic crashes by five percent from the previous five-year average. DSP's goal is to use all available resources, including federal funding, to increase safety belt use in Wisconsin from 90.4 percent in 2023 to 92.0 percent in 2025.

- BOTS will continue to support the Air Support Unit goal to achieve 80 aerial traffic enforcement details annually to effectively enforce speed and aggressive driving laws.

- Aside from its partnerships with law enforcement agencies, DSP and BOTS will continue to meet statutory requirements of providing outreach to each county Traffic Safety Commission. BOTS will also continue to provide public information and education materials, safety training, overtime funding and equipment to local units of government for conducting ongoing high-visibility enforcement activities and research on new and emerging highway safety issues.

- BOTS will continue to distribute and manage safety programming grants to address behavioral highway safety crashes in their localities. In 2023, 259 grants were awarded. BOTS will seek to increase grantees from 259 to an average of 300 or a 14% increase by 2026 and maintain a federal liquidation rate of over $15 million annually for programming.

- DSP will continue to develop motorcycle awareness programming to heighten motorists' awareness of motorcyclists on our roadways and to encourage motorists to always look twice for motorcycles. The goal is to maintain training 2,000 riders annually through grant and private funded sites.

Maintain Chemical Testing Services and Training
- The Chemical Testing Section will train and certify approximately 800 law enforcement personnel to operate the evidential breath test (EBT) instrument and recertify approximately 2,600 current EBT operators

annually. Additional training includes preliminary breath test (PBT) device operation and calibration for over 1,500 law enforcement personnel as well as educational presentations. The Section also evaluates and approves new EBT, PBT, and ignition interlock devices as requested for use in Wisconsin and will maintain and certify over 240 EBT instruments in use at law enforcement agencies throughout the State and provide expert testimony on instrumentation and symptoms of impairment when called upon by the courts. More information can be found at http://wisconsindot.gov/Pages/about-wisdot/who-we-are/dsp/spec-svcs/chemtest.aspx

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 to help meet DSP's compliance and enforcement goals. This will:

- Utilize predictive analytics and mobile enforcement strategies to increase highway safety and reduce large truck-related crashes by identifying high crash rate areas and target law enforcement deployments to these areas.
- 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 DSP performance targets for motor carrier safety and enforcement efforts are to ensure that SWEFs (safety weight and enforcement facilities) are operated 15,000 hours and to complete 30,000 inspections in FFY 2023 and FFY 2024.

Enhance Field Operation Activities

- Continue inter-agency partnerships related to Highway Criminal Interdiction efforts, human trafficking, reckless driving, speeding and OWI enforcement initiatives.

- All regions participate in traffic enforcement details using "Predictive Analytics" data focused on impaired driver enforcement, highway criminal interdiction, crash reduction and Air Support Unit speed and aggressive driving details.

- Coordinate multi-agency criminal interdiction details with Division of Criminal Investigation, Drug Enforcement Administration, the US Attorney's Office, and the National Guard Counter Drug Unit—resulting in the seizure of drugs, currency, and numerous criminal arrests.

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, crashes and criminal reports from the mobile data computers in their squad cars to the DSP servers.

- Continue to build out the statewide WISCOM system installing digital narrowband voice base stations that incorporate the national P25 standard. Infrastructure projects include the Germantown tower site and adding WISCOM to the Bay City tower site in the future.

- 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.

Academy

The DSP Academy will:
- Recruit, select and train members of the 69th and 70th Recruit Classes.
- Partner with the Wisconsin Department of Justice 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 through the technological enhancements of additional smart classroom equipment.
- Partner with the Wisconsin American Legion Law Enforcement Career Academy (WALLECA) as host agency providing first-hand experiences and insight into the operation of law enforcement agencies.
- Implement a new firearms training system in the indoor range to improve the training experience.

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. The division consists of one office and four bureaus, each with specific duties related to planning and developing multimodal transportation programs.

- **Office of Asset and Performance Management** develops and oversees the department's asset management program. It conducts comprehensive asset and system needs analyses that form the basis for the department's highway improvement programs.
- **Bureau of Aeronautics** oversees improvement programs focused on increasing aviation safety, developing air transportation facilities, and providing aviation information and technical expertise to an array of external and internal customers.
- **Bureau of Planning and Economic Development** develops and maintains the department's multimodal long-range transportation planning goals and plans that help guide transportation investment decisions, policies, and strategies. This is accomplished through a combination of quantitative and qualitative analysis, stakeholder engagement, and public outreach.
- **Bureau of State Highway Programs** collects and maintains roadway asset condition and attribute data for the entire state highway system and National Highway System. It also coordinates the use of key asset management datasets to develop, fund, and implement the state's highway improvement programs.
- **Bureau of Transit, Local Roads, Railroads, and Harbors** provides statewide leadership to enable communities to make reasonable and responsible transportation infrastructure investments to increase mobility across modes. This is accomplished through multiple state and federal funding programs aimed at providing safe, effective, and efficient local transportation options.

2021—2023 Accomplishments

Office of Asset and Performance Management (OAPM)

- *Cost Model Development:* Developed a machine learning model to predict construction costs for improvement projects at the planning level. The allows the department to more accurately model project improvements and future system conditions.
- *GAMA Application:* Developed and deployed the Geospatial Asset Management Application (GAMA). The application provides a single source of tabular data and geospatial data for programming information, pavement data, project financial data and performance measures.

Bureau of Aeronautics (BOA)

- *Aviation Careers Exploration (ACE) Program:* Coordinated between the Milwaukee Public Schools, Milwaukee County, and the Milwaukee Mitchell International Airport to implement an internship program for high school students. For over 30 years, ACE students have been able to gain valuable hands-on training and experience in a variety of aviation career paths, helping to secure the aviation industry's labor development pipeline and pique interest in Wisconsin aviation training programs. As a result of the ACE Program, several of the 2023 ACE students are pursuing careers in the aviation industry.

- *Airport Improvement Program Management:* Oversaw the development and implementation of over $216 million in airport improvements at 76 Wisconsin airports. Of the $216 million, $161 million was contracted for construction or equipment purchases for 47 airports. These projects included safety, rehabilitation, and reconstruction projects at airports in communities such as Lone Rock, Waukesha, Madison, Hayward, Rice Lake, Fond du Lac, and others.

Bureau of Planning and Economic Development (BPED)

- *Long-Range Planning*: Continued implementation of Connect 2050, WisDOT's recently updated long-range multimodal transportation plan, by adopting updates to the State Rail Plan and State Freight Plan (SFP) and initiating the update of the state bicycle and pedestrian plans. The SFP was approved by the Federal Highway Administration (FHWA) in June 2023 and ensures access to an estimated $130 million in federal freight transportation funding from FFY23-27.

- *Scenic Byways Mapping:* Developed an ArcGIS StoryMap as a new way of marketing Wisconsin's Scenic Byways. Worked with local Byway groups and state agencies to gather photos and narrative illustrating the beauty, accessibility, and functionality of the Byways. The final product was made available to the public in April 2023 and was rolled out via a series of open house events and social media posts.

Bureau of State Highway Programs (BSHP)

- *Transportation Asset Management Plan (TAMP):* Completed the 2023 Transportation Asset Management Plan update in coordination with OAPM, BPED, and other bureau experts. The FHWA approved TAMP outlines WisDOT's efforts to keep Wisconsin's portion of the National Highway System safe, efficient, resilient, and in a state of good repair at minimal practicable cost.

- *All Roadway GIS Integration:* Completed a comprehensive set of data and integration tools called Link-Link to meet FHWA Highway Performance Monitoring System (HPMS) data requirements and to prepare WisDOT for migration to the FHWA All Roads Network of Linear Referenced Data (ARNOLD) system.

Bureau of Transit, Local Roads, Railroads, and Harbors (BTLRRH)

- *Wisconsin Non-Driver Advisory Committee:* Collaborated with the Wisconsin Non-Driver Advisory

Committee to develop and implement a pilot effort to assess non-driver performance measures among urban and rural public transit services across the state. The pilot metrics supplement current department data collection and analysis efforts with the aim of enhancing equity and efficiency in policy development, program delivery, and financial stewardship.

- *De Long Grain Export Facility at Port Milwaukee:* Successful completion of construction on a Harbor Assistance Program (HAP) Grant for the De Long facility at the Port Milwaukee. This facility has expanded the export market for Wisconsin agricultural products and is actively shipping agricultural products from Wisconsin to Europe.
- *Bipartisan Infrastructure Law Local Programs Funding:* Since the passage of the Bipartisan Infrastructure Law (BIL) in late 2021, the Local Programs & Finance section has released seven supplemental Local Program project solicitations for projects to utilize the increase in federal transportation funding. Project solicitations have been held for the Local Bridge Improvement Assistance Program, the Surface Transportation Program (STP), the Transportation Alternatives Program (TAP), the Congestion Mitigation and Air Quality (CMAQ) Program, and the newly enacted Carbon Reduction Program (CRP). In total, these supplemental solicitations have generated nearly 1,800 applications requesting roughly $2 billion in federal funds, resulting in 529 new project awards for $605.9 million.
- *State Transportation Aids and Funding for Local Governments:* Over the biennium, provided over $1.03 billion in General Transportation Aids and $191 million for the Local Road Improvement Program.

2023—2025 Goals

Office of Asset and Performance Management (OAPM)

- *Bike – Ped Predictive Modeling:* Finalize the development of a bicycle and pedestrian trip machine learning model (BiPASS) and integrate the trip predictions into FDM process for cost-effective statewide decision-making on bicycle and pedestrian improvement needs.
- *GAMA Phase 2:* Finalize the development of GAMA Phase 2 and deploy to the department. Phase 2 will consist of a scenario planning tool within the current GAMA application allowing users to understand potential impacts of program decisions on performance measures immediately. It will also introduce new performance measures to understand the impact of project level decisions to the system health of the roadway network.

Bureau of Aeronautics (BOA)

- *Airport Improvement Program Management:* Master plans are essential planning documents for airports to document existing conditions, forecast future utilization of the airport, and plan and justify upcoming improvements. Several airport master plan updates are expected to be completed in the 2023-2025 biennium. Several other master plan update efforts will begin in the 2023-2025 biennium. These master planning documents allow for the orderly growth of airports

and establish preliminary budgets for capital improvement projects.

- *Runway Safety Area Inspections:* Airport Runway Safety Areas are rectangular areas centered around the runways at airports. The intent of Runway Safety Areas is to provide a stable and shallow area free of objects for any aircraft that may deviate from the runway itself, similar to a shoulder on a highway. The Federal Aviation Administration (FAA) has established an initiative to inventory the condition of all Runway Safety Areas in the nation to ensure they either meet standards or identify improvements that can be incorporated into future projects. The BOA has established a program to inventory the Runway Safety Areas at airports in Wisconsin by the end of the 2023-2025 biennium, meeting the expectations of the FAA for completion of their safety initiative.

- *Aircraft Registration System:* Wisconsin's Aircraft Registration System (ARS) is being updated and converted to a new hosting platform. The ARS conversion project will yield several benefits, including more efficient processing of data, better system functionality, and will improve how BOA processes aircraft registration applications. Additionally, in the future, the new ARS application will include a customer self-service web portal allowing customers to submit and renew aircraft registration applications online, as well as pay fees via credit card. The objective is to have the new ARS implemented by Summer 2024 with the online customer self-service being developed after the launch of the platform.

Bureau of Planning and Economic Development (BPED)

- *Active Transportation Planning:* Finalize the Active Transportation Plan 2050, and updates to WisDOT's bicycle and pedestrian design guidance documents.
- *Urban Area Boundaries:* Update all of the Urban Area Boundaries, both for the MPOs and small urban areas, based on the 2020 Census. The process is anticipated to be completed in 2024, ahead of the 2025 federal deadline.
- *Intermodal:* Update the 2019 report *Overview of Intermodal Freight in Wisconsin* in order to educate public and private sector stakeholders about current opportunities and challenges regarding intermodal shipping.
- *TEA Program Enhancement*: Continue to examine the Transportation Economic Assistance (TEA) program in order to optimize its implementation and effectiveness for Wisconsin communities.
- *Regional Travel Demand Model (TDM) Updates:* Continue to update the regional TDMs to incorporate new input datasets, including the 2020 Census. The regional models are critical to infrastructure decisions and are used in partnership with the state's Metropolitan Planning Organizations for long-range planning, detailed project-level forecasts, and air quality analyses.

Bureau of State Highway Programs (BSHP)

- *Electronic Local Road Certification:* In collaboration with willing local government agencies, complete the statute-driven annual certification process entirely electronically.
- *Statewide Traffic Count Improvements:* Improve the short duration (48 hour) traffic count program

to increase the value of the data for DOT business programs and to more effectively meet federal requirements.

Bureau of Transit, Local Roads, Railroads, and Harbors (BTLRRH)

- *Transit Risk-Based Inspection Program:* WisDOT will continue to develop and implement a risk-based inspection program for rail transit systems in accordance with requirements under the Bipartisan Infrastructure Law. A risk-based inspection program uses data analysis to identify safety concerns and hazards and WisDOT will inform inspection practices, with the goal of improving safety by prioritizing and addressing hazards.
- *Agriculture Roads Improvement Program:* Implement the new Agriculture Roads Improvement Program allocates $150M in the biennium in state funding for agriculture/timber roads and bridges under 20 feet in length that are weight restricted and are in need of repair.

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 has bureaus headquartered in Madison, with regional 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.

WisDOT awarded a total of 788 projects with contract costs exceeding $2.7 billion over the 2021-23 biennium. These projects improved a total of 1,950 miles of roadway and 548 bridges. Below are highlights summarized by region.

North Central Region

US 51 Overhead Removal (Iron County)
This project replaced a grade-separated interchange connecting US 2 and US 51 with an at-grade roundabout intersection. The interchange posed as a restriction for oversized/over-height loads with the bridge structure being struck multiple times. The project recognized more than $2 million in construction savings, eliminated the freight mobility restrictions and eliminated nearly 1.6 miles of ramps and the associated pavement maintenance and snow plowing needs in a location that averages 148 inches of snow annually.

I-39 and US 10 East interchange (Portage County)
This $8.3 million project replaced the existing bridge deck carrying US 10E over I-39 in the City of Stevens Point, extending the serviceable life of the structure in this heavily trafficked interchange. Additionally, the project improved safety and operations of the interchange overall – and the intersections at the ramp terminals and Country Club Drive, in particular – through reconfigurations, signal upgrades and moving the bicycle and pedestrian accommodations to the center of the US 10 structure.

Northeast Region

WIS 23 Expansion (Fond du Lac County)
The project completed in late 2022 reconstructed 19.1 miles of WIS 23 as a four-lane, on-alignment, divided highway from US 151 in Fond du Lac east to County P in Plymouth. Numerous WIS 23 intersections were improved as part of the project with three new interchanges (County K, County UU, County G).

Northwest Region

Cobban Bridge – County TT (Chippewa County)
Nearly six years after closing the century-old structure, it was reopened in July 2023. The span, which carries County TT over the Chippewa River, between WIS 178 and County K, nearly doubled in width to create more lanes and ease congestion.

US 63, Greenwood Avenue to WIS 70 (Washburn County)
This combination reconstruction/resurfacing project on US 63 in Spooner included replacing aging sewer and water utilities on one portion of the highway and converting the other portion to a three-lane road, with one lane of traffic in each direction and a two-way left-turn lane in the center to improve safety. The project earned

an Excellence in Concrete Paving award from the American Concrete Pavement Association and was also nominated for an Excellence in Highway Design by WisDOT.

Southeast Region

Zoo Interchange – North Leg Segment (Milwaukee County)
Work finished in the Zoo Interchange North Leg, marking the completion of the full reconstruction of the $1 billion Zoo Interchange project. This 1.7-mile reconstruction of the North Leg expanded I-41 to eight lanes from Swan Boulevard to Burleigh Street in the city of Wauwatosa. This stretch of roadway handles some of the most-traveled freeway sections in the state.

WIS 50 Major (Kenosha County)
The two-year, $88 million project was completed in summer 2023. It involved reconstructing four miles of WIS 50 between 117th Avenue in Pleasant Prairie and 43rd Avenue in Kenosha. Widening the roadway from four to six lanes and providing more capacity at local road intersections improved access to adjacent hospitals, eased traffic flow in a dense commercial shopping area and enhanced regional mobility in an active freight corridor. This project was one of the largest urban roadway reconstruction projects (non-mega) WisDOT has undertaken in the last two decades.

Southwest Region

Beltline (US 12/18) Flex Lane (Dane County)
Opened in 2022, the Madison Beltline (US 12/18) was reconfigured to enable median shoulders to serve as part-time travel lanes. The work also resurfaced deteriorating pavement, improved drainage and replaced the median barrier wall. The first use of managed lanes in the state, the Flex Lane has significantly decreased travel times during peak Beltline hours – up to a 45% reduction – without increasing the highway's footprint. Preliminary analysis of crash data indicates more than a 20% decrease in total crashes over the first year of Flex Lane operations compared to pre-pandemic conditions.

2021-2023 Accomplishments

Efficiency and Service

- Completed 11 Continuous Improvement projects in FY22-23, totaling 4,866 hours repurposed and almost $187,900 in annual cost savings. These projects are instrumental to saving time while creating budgetary and process efficiencies.

- Finalized four Value Engineering studies, totaling approximately $5.6 million in net cost avoidance. These studies focused on the STH 130 Lone Rock Bridges in Richland County, I-41 Zoo Interchange in Milwaukee, I-94 in Eau Claire and I-41 in Brown and Outagamie counties.

- Recycled more than 4.25 million tons of roadway material in improvement projects in 2021 and 2022, which created an estimated $71.4 million in savings and helped surpass the Department's annual goal of replacing at least 10% of virgin materials in projects.

- Used cold-in-place recycling method on 25 projects, totaling more than 200 centerline miles of roadway. Cold-in-place recycling mills the existing asphalt road surface and processes the material on-site for reuse. For reference, the previous biennium included just six projects and 60 centerline miles.

- Continued overhauling highway lighting systems. The amount of LED lighting on state highways has increased from 24 percent to near 100 percent of total inventory. Annually, the program is expected to yield utility cost savings of more than $1 million plus maintenance and operations savings of $325,000. Savings generated by the program will fully cancel out replacement costs by approximately 2026.

- Continued to refine and update the new oversize/overweight (OSOW) permitting software, which has increased the rate of self-issued permits from 56% at its inception to 85% currently. The time and money savings are noteworthy, considering there are typically 70,000 OSOW permits issued each year.

- Completed a major upgrade to the outdoor advertising permitting and inventory system. The new Outdoor Advertising Control System (OACS) allows the Department to move from an outdated tracking system to an ePermitting system for all outdoor advertising signs and vegetation removal applications and permits. Also completed a project that inventoried and documented all outdoor advertising signs along every federal and state highway in Wisconsin.

Safety and Mobility

- Upgraded the 511 Wisconsin website and mobile application to provide winter road condition reporting on all state highways and live streams of traffic cameras throughout the state. First launched in 2008, the 511 website had more than 3.6 million visits in 2022, which represents a 55% increase from 2021.

- The Traffic Management Center (TMC) control room managed nearly 38,000 total events during 2022, which is an 11-percent increase from 2021. Also upgraded video management system, which provides live streams of more than 500 traffic cameras throughout the state to law enforcement, emergency responders, roadway maintenance, media and the traveling public.

- The Work Zone Freeway Service Team (FST) patrolled 378,949 vehicle-miles within work zones in 2022, providing motorist assistance and quick clearance of disabled vehicles.

- Trained 4,491 emergency responders and county highway workers through the Traffic Incident Management Enhancement (TIME) program on safety protocols and strategies for working near traffic.

- Continued to install living snow fence to aid in drift control, which increases driver safety on the road. WisDOT installed about 80,000 linear feet of living snow fence in the last two years.

- Saved 500 million pounds of salt, worth about $21.2 million, by working with county highway departments on liquid deicing strategies and other winter best management practices. Currently, 58 of 72 counties either have a high-capacity brine maker or are looking to procure one.

- Piloted Connected Vehicle technology on STH 100 (Ryan Road) in Oak Creek and on the Madison Beltline near Park Street, which includes a field deployment in coordination with the City of Madison and UW-TOPS Lab.

- Secured two SMART Work Zone Grants – one for evaluating the usage of Autonomous Truck Mounted Attenuators and the other for extending the Work Zone Data Exchange to provide real-time travel information. Both initiatives will help improve safety in work zones. Additionally, implemented new policies and innovations.

- Worked with tribal governments on the implementation of the dual-language signing program. Erected traffic signs with both English and the native language on four different tribal lands – Red Cliff, Sokaogon Chippewa Community, Oneida Nation and St. Croix Ojibwe.

- Continued emphasis on making the transportation system accessible to everyone by installing or updating more than 1,700 curb ramp locations in FY22. Also had Title VI Implementation Plan approved by FHWA in December 2022 and the ADA Transition Plan accepted in May 2023.

- For the last three federal fiscal years (2021-23), exceeded overall annual goal for federally funded work that was awarded to Disadvantaged Business Enterprises. Concurrently reduced Good Faith Effort (GFE) approvals in FFY22 by 50% from previous year and by nearly 90% in FFY23.

2023-2025 Goals

Address workforce needs
Increasing focus on recruitment and retention internally for WisDOT employees, such as civil engineers and other technical staff, is part of a longer-term strategy to ensure continuity of operation and avoid knowledge gaps in the coming years. Additionally, the department has refreshed a longstanding workforce development program, Highway Construction Skills Training (HCST), to help workers become jobsite-ready for state transportation projects. The Disadvantaged Business Enterprise (DBE) program continues to mentor small and emerging firms to expand competitiveness in the bidding process.

Strengthen work zone safety messaging
The department continues to work to improve the quality, quantity and frequency of messages about the importance of safe driving as well as safe working within Wisconsin's highway work zones. Leveraging technology, data and partnerships, the department is committed to expanding on efforts to create public service announcements, events and social media that help to drive the conversation with staff, stakeholders and the traveling public.

Provide leadership for a quality transportation program
Continuing to streamline processes and create best practices will be critical with several large projects on the horizon, including I-94 East/West, US 51 (Stoughton to McFarland), I-39/90/94 Wisconsin River Bridges and the Blatnik Bridge. The department will continue to leverage technology where practicable to improve efficiency, flexibility and competitiveness within planning, design, letting and contract execution. Continued improvements in outreach with industry should influence more positive outcomes with utility coordination. Additionally, focusing on return on investment in maintenance dollars will help to ensure safer highways in all seasons.

Focus on strategic partnerships
WisDOT routinely works with local, state, federal and tribal governments as well as multiple stakeholder groups during any given project. There has been increased emphasis on the importance of communication and active listening to identify concerns and, where possible, resolve issues. Over the past two years, the department has worked with stakeholders to turn pilot initiatives such as Low Risk into programmatic solutions for local road and bridge projects. Increased education and coordination with locals and counties assisted greatly in linking Bipartisan Infrastructure Law dollars with transportation needs in local communities. Continued cultivation of working relationships will aid in delivering highway and bridge projects.

Focus on technology and process improvement
It's vital that the division continue to nurture a culture of continuous improvement where staff can help to identify, test and adopt new tools that create positive impacts. Staff's continued work with technology, data and research will be increasingly important in the coming years to ensure the department is leveraging transportation investments as effectively as possible.