

ANNUAL REPORT

Superintendent
Anthony L. Burrell

2018

Wisconsin State Patrol

People serving people with dignity and respect

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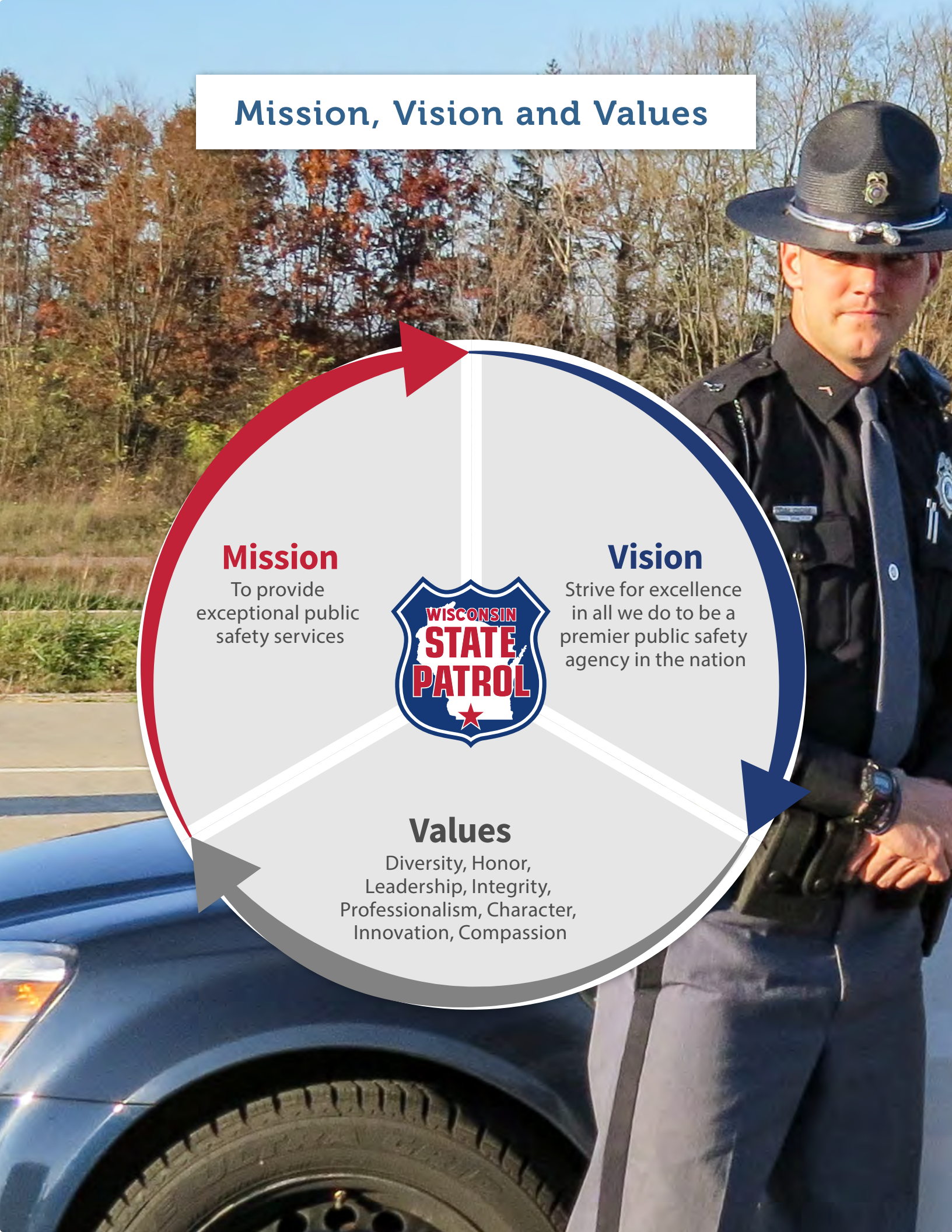
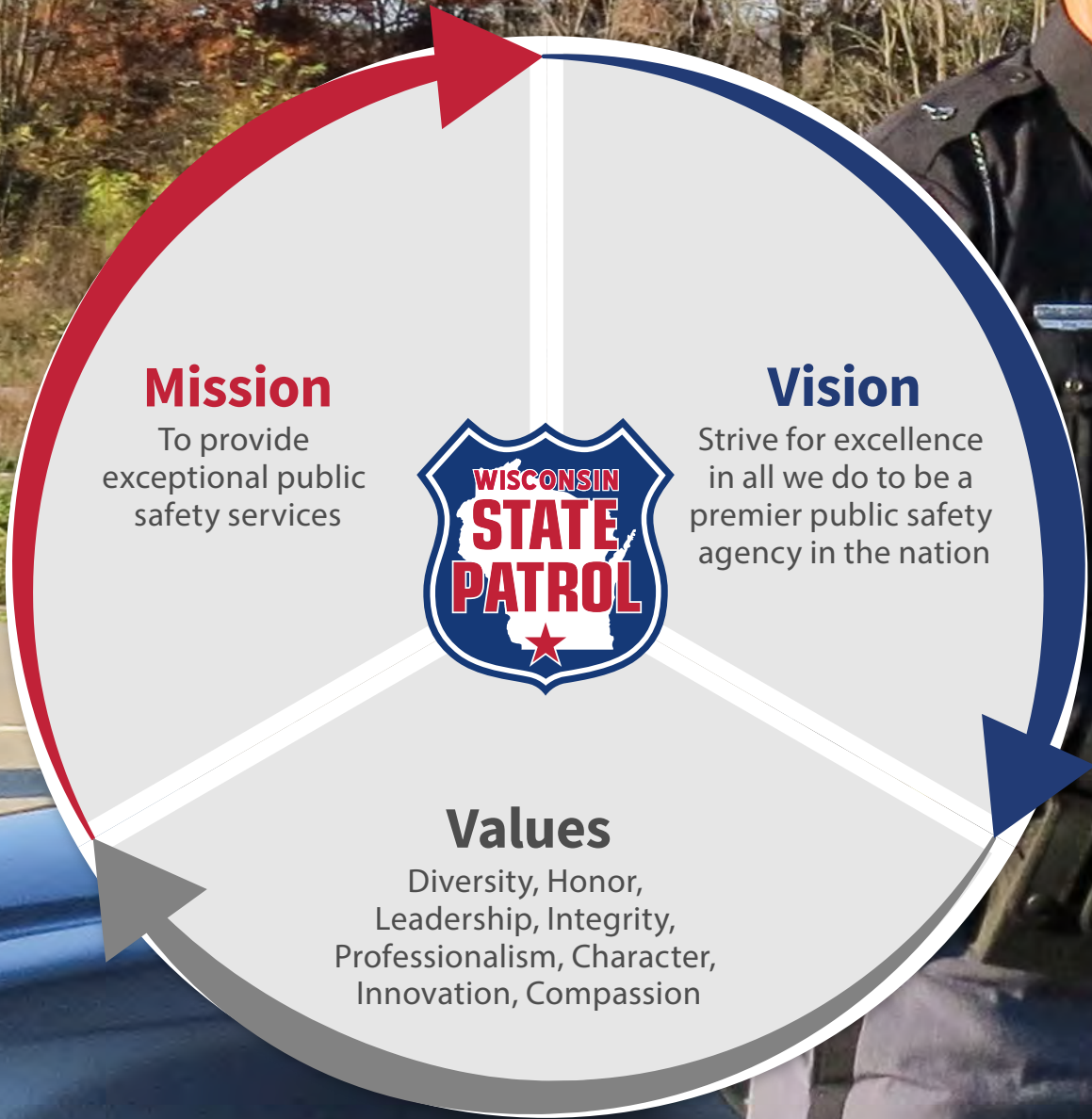
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Mission, Vision and Values



Diversity

Honor

Professionalism

Integrity

Character

Leadership

Innovation

Compassion



Superintendent's Message



On behalf of the Wisconsin State Patrol, this annual report reflects the division's various initiatives and activities over the last year. It also provides our many public and private partners—and the citizens we serve—an indication of the opportunities and challenges ahead.

Opportunities include our ongoing emphasis to use modern technologies, comprehensive data and training to make the most effective use of our resources.

One efficiency we will continue to pursue is the re-organization of the patrol's dispatching services. The Traffic Management Center is presently in Milwaukee and serves as a focal hub. Going forward we must ensure balance statewide within our dispatching systems that will effectively and efficiently serve all parts of Wisconsin.

The Wisconsin State Patrol and many law enforcement agencies face challenges related to officer recruitment and retention. Thanks to the efforts of many, we were fortunate to develop a strong pool of candidates during our recently-completed recruitment—and we hope to replicate that when the next recruitment drive begins this fall. Another cadet class—which is set to begin its six-month training in September—will help us address our growing responsibilities.



The strong partnerships we've developed with local, state, tribal and federal law enforcement agencies serve as the foundation for everything we do. We will rely on these partnerships as we prepare for two major 2020 events: the Democratic National Convention in Milwaukee and the Ryder Cup international golfing event at Whistling Straits.

Serving as your Superintendent is a tremendous honor and privilege and I am especially humbled to be the first African-American Superintendent in the Wisconsin State Patrol's 80-year history.

Thanks to our outstanding team of troopers, inspectors, dispatchers and civilian employees, the Wisconsin State Patrol will continue to fulfill its primary mission of providing "exceptional public safety services."

Sincerely,

A handwritten signature in black ink that reads "Anthony L. Burrell". The signature is written in a cursive style with a large, sweeping initial 'A'.

Anthony L. Burrell, Superintendent

2018–2023 Strategic Plan

Strategic planning is important to an organization because it provides a sense of direction and outlines measurable goals. Strategic planning is a tool that is useful for guiding day-to-day decisions and for evaluating progress and changing approaches when moving forward. The purpose of this initiative was to update strategic objectives and identify realistic, quantifiable benchmarks for evaluating results. As an agency, it is important to continue to assess our operation to ensure effectiveness in meeting our mission. Many changes have occurred during the last 23 years that directly impact the WSP's operation since the last strategic plan in 1994.

Members of the Wisconsin State Patrol worked throughout 2017 to develop a current strategic plan. During that time, all staff were asked for their input in the development of a five-year plan. As a result, five strategic goals were established. All goals have a measure and metric(s) to assess progress.



The Strategic Plan incorporates the Mission, Vision and Values of the Wisconsin State Patrol. It can be found at: <http://wisconsindot.gov/Documents/about-wisdot/who-we-are/dsp/strategic-plan-2018-2023.pdf>



Members of the Wisconsin State Patrol worked throughout the year to develop a strategic plan for the WSP. During that time, all staff were asked for their input in the development of the five-year plan. As a result, the following strategic goals were established:

Goal 1: Enhance public safety

- » Maintain a proactive and robust commercial motor vehicle enforcement program. Implement a data-driven approach for resource allocation and traffic enforcement efforts.
- » Develop partnerships with governmental and private organizations to address aggressive and hazardous driving behavior.
- » Enhance agency wide emergency response capabilities to all-hazard events.

Goal 2: Combat crime and terrorism

- » Expand services and capabilities to support stakeholders.
- » Enhance criminal enforcement efforts.
- » Support Homeland Security initiatives.

Goal 3: Leverage technology to improve efficiency, effectiveness and adaptability

- » Improve interoperability with voice communications.
- » Maximize innovative technologies.
- » Expand utilization of Mobile Architecture for Communications Handling (MACH).
- » Develop robust predictive analytic tools.

2018–2023 Strategic Plan

Goal 4: Recruit, hire and retain a diverse workforce

- » Modernize marketing materials and the Wisconsin State Patrol web site.
- » Expand outreach.
- » Pursue an annual recruit class.
- » Streamline and shorten hiring processes.
- » Utilize targeted recruitment.
- » Support career development for all positions and all levels.
- » Foster a culture of employee appreciation.

Goal 5: Build a culture of continuous performance improvement

- » Create a commitment to accountability.
- » Develop competent and innovative leaders.
- » Collaborate with those closest to the work to encourage innovation and identify emerging problems.



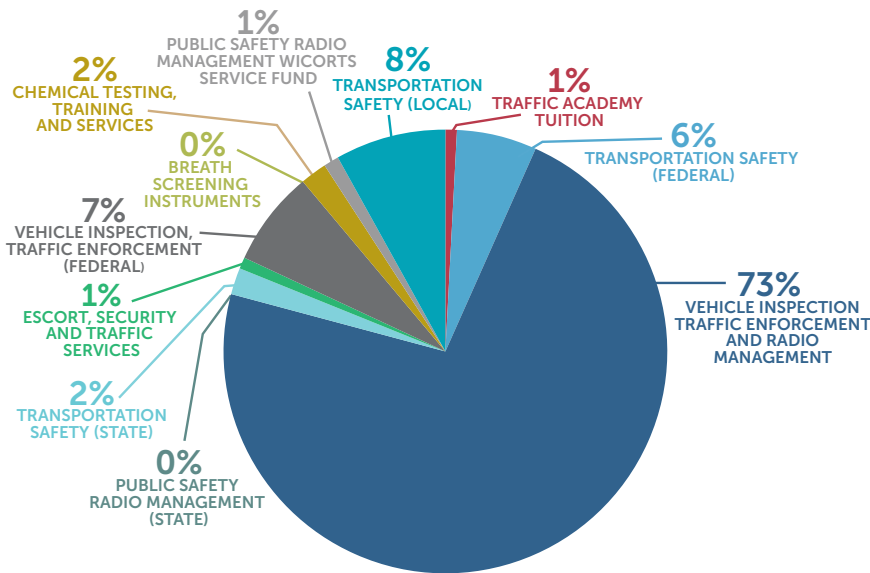
Budget

| Description | Chapter 20 | Actual (w/allotment) |
|---|---------------------|----------------------|
| Transportation safety, local assistance | \$7,118,100 | \$6,869,400 |
| DOT gifts and grants | \$0 | \$290,700 |
| Public safety radio management, WICORTS service fund | \$470,800 | \$1,001,000 |
| Escort, security and traffic services | \$160,300 | \$712,500 |
| Breath screening instruments | \$299,200 | \$299,200 |
| Chemical testing, training and services | \$1,349,400 | \$1,349,400 |
| Public safety radio, management state funds | \$22,000 | \$37,000 |
| Safe-Ride grant program | \$0 | \$800,000 |
| Motorcycle safety program supplement | \$0 | \$100,000 |
| Transportation safety, state funds | \$1,795,200 | \$1,795,200 |
| Vehicle inspection, traffic enforcement and radio management | \$60,897,500 | \$64,319,500 |
| Traffic academy tuition payments | \$474,800 | \$474,800 |
| Transportation safety | \$5,270,800 | \$5,270,800 |
| Vehicle inspection, traffic enforcement | \$5,967,600 | \$5,967,600 |
| | \$83,825,700 | \$87,854,200 |

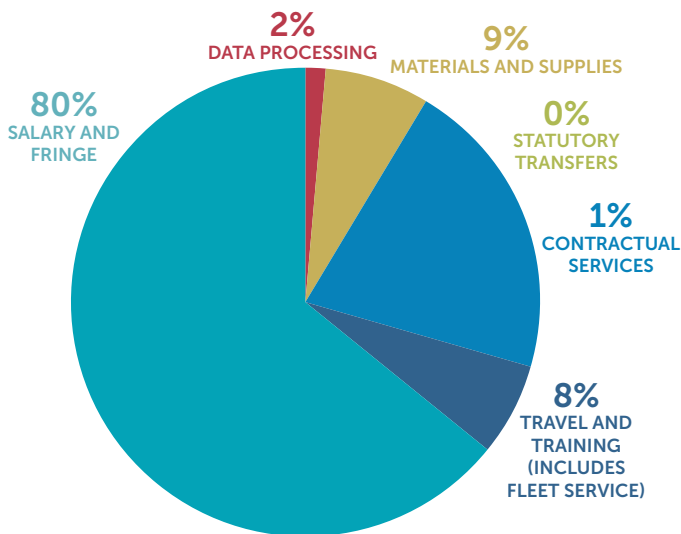
Budget

Wisconsin State Patrol's FY 2019 Chapter 20 Appropriation Amounts

The Wisconsin State Patrol's total Chapter 20 operation budget for FY2019 was approximately \$83.8 million disbursed between 14 appropriations.

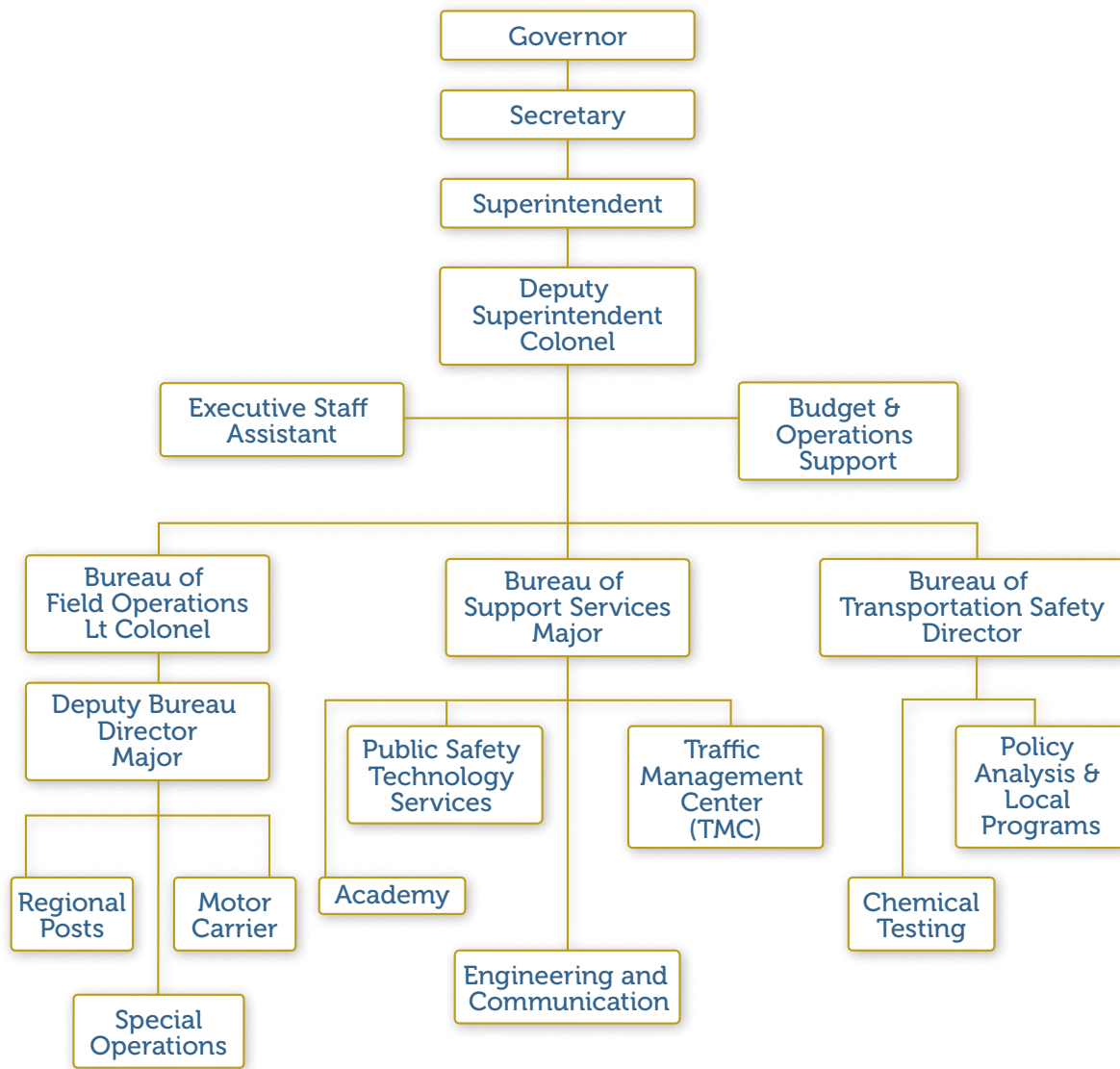


SFY 2019 Appropriation 564 SEG Expenditures and Encumbrances

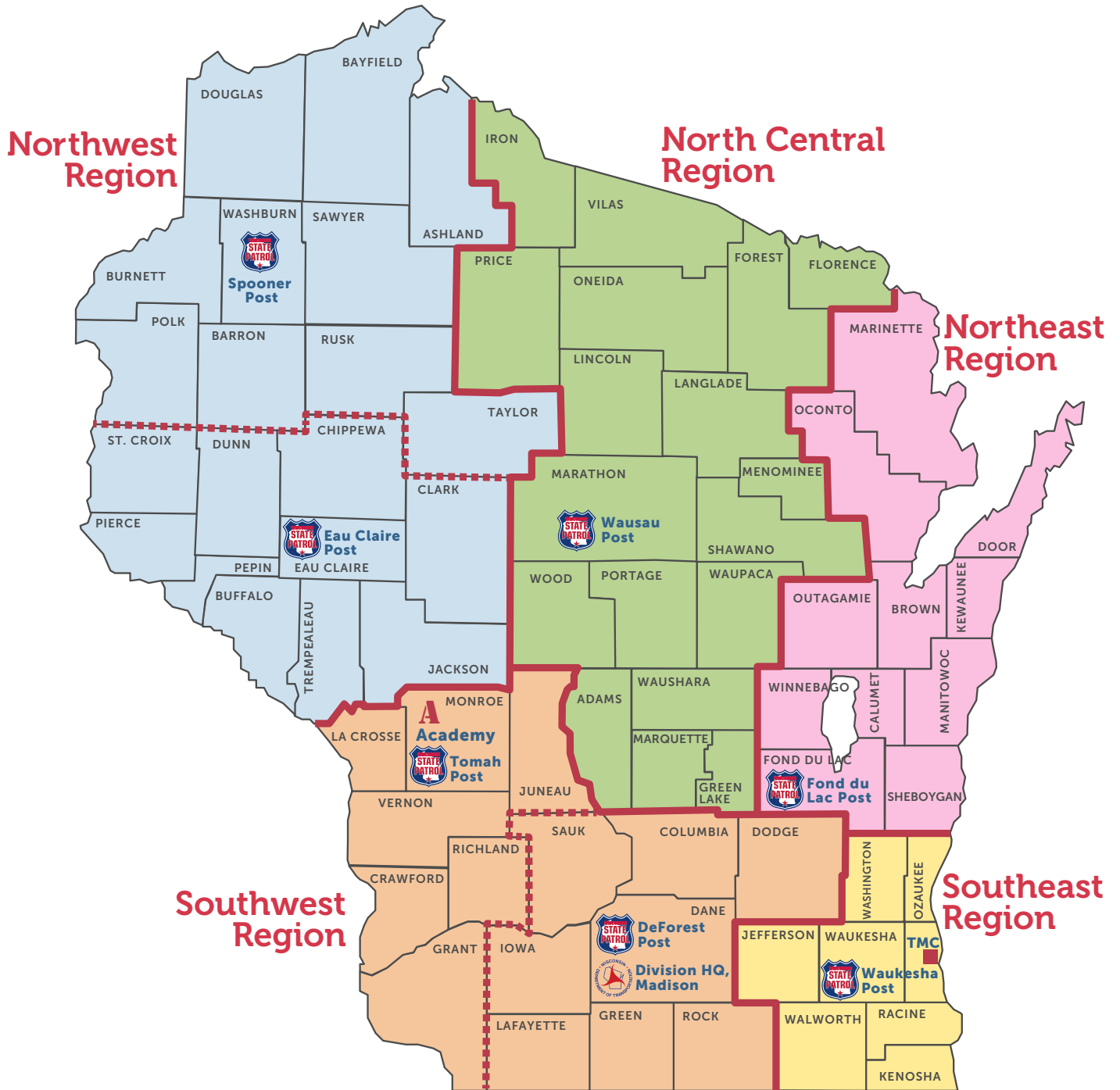


| | |
|--|---------------------|
| Salary and fringe: | \$53,001,365 |
| Travel and training: (including Fleet Services) | \$5,432,717 |
| Contractual services: | \$346,111 |
| Materials and supplies: | \$5,810,161 |
| Data processing: | \$1,447,436 |
| Statutory transfers: | \$195,000 |
| TOTAL: | \$66,232,790 |

Organizational Chart



Regions Map



For all Wisconsin State Patrol Posts and services, dial toll-free: 1-844-847-1234

Wisconsin State Patrol Headquarters
 4822 Madison Yards Way, 9th Floor South
 Madison, WI 53705-9100
 Tel: (844) 847-1234
 Fax: (608) 267-4495

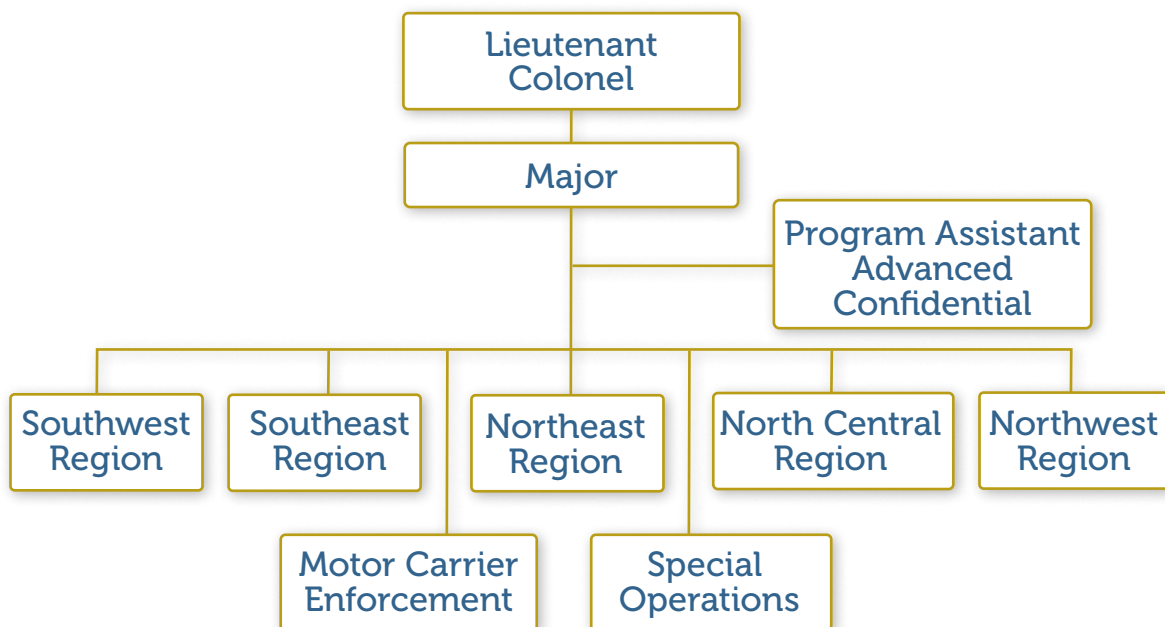
Bureau of Field Operations

Overview

The Bureau of Field Operations (BFO) provides traffic law enforcement services and promotes highway safety in Wisconsin. This is primarily accomplished by troopers, inspectors, and law enforcement dispatchers located in Wisconsin State Patrol Posts and Safety and Weight Enforcement Facilities statewide. The Motor Carrier Enforcement section oversees motor carrier safety and weight facilities (SWEFs), and inspects and regulates motor carriers, school buses and ambulances.

The bureau also enforces criminal and traffic laws, conducts criminal highway interdiction programs, and helps local law enforcement agencies with traffic safety, civil disturbances and disasters (natural and man-made).

Utilizing the resources of the Wisconsin State Patrol in a proactive way has helped to achieve the goals of the Strategic Plan. We have realized the goals through optimizing staffing allocations, increasing law enforcement visibility in the right locations at the right times to maximize the impact on traffic safety, enhancing incident management capability by reducing response time which helps to create safer roads in Wisconsin.



Bureau of Field Operations

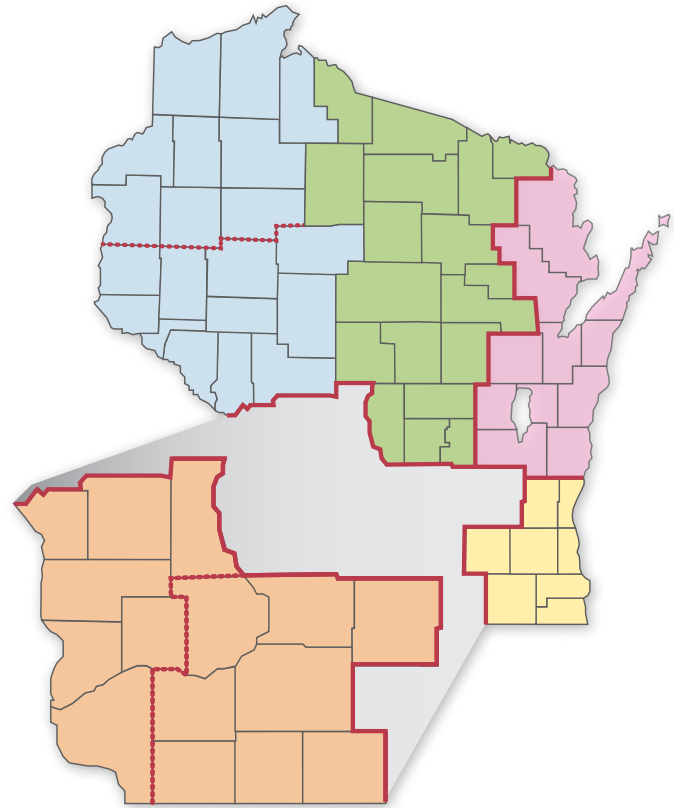
Southwest Region

DeForest Post

Captain Jason L. Zeeh, Commander
Lieutenant Craig Larson,
Executive Officer
911 W North St.
DeForest, WI 53532-1971
Telephone (608) 846-8500
Fax (608) 846-8523

Tomah Post

Captain Jason L. Zeeh, Commander
Lieutenant Jeramy T. Foster,
Executive Officer
23928 Lester McMullen Dr.
Tomah, WI 54660-5376
Telephone (608) 374-0513
Fax (608) 374-0599



Overview

- » The Wisconsin State Patrol's Southwest Region, DeForest Post, covers eight counties
- » The Wisconsin State Patrol's Southwest Region, Tomah Post, covers seven counties
- » The Southwest region has two facilities, one post in DeForest and one post in Tomah
- » Four Safety and Weight Enforcement Facilities (SWEFs)
- » Beloit, Dickeyville, Madison and Sparta
- » The I-39, I-43, I-90 and I-94 corridors extend through the Southwest Region

Personnel

- » 120 Sworn Staff
- » 1 Captain, 2 Lieutenants, 13 Sergeants, 74 Troopers, 30 Inspectors
- » 3 Office Support Staff
- » 2 Program Assistant Confidentials and 1 Office Operations Associate
- » 11 Dispatchers
- » 10 LEDs, 1 LEDS

2018 Region Events

- » Regional flooding in the spring and fall
- » US House Speaker Paul Ryan Security Details
- » Badger Game Security Details
- » Wisconsin State Capitol Security Details
- » Oktoberfest in La Crosse
- » Cranfest in Warrens
- » Dignitary Protection Details
- » I-39/90 Mega-Project Mitigation
- » Predictive Analytics pilot program
- » Critical Information Management pilot program

Bureau of Field Operations

Southeast Region

Waukesha Post

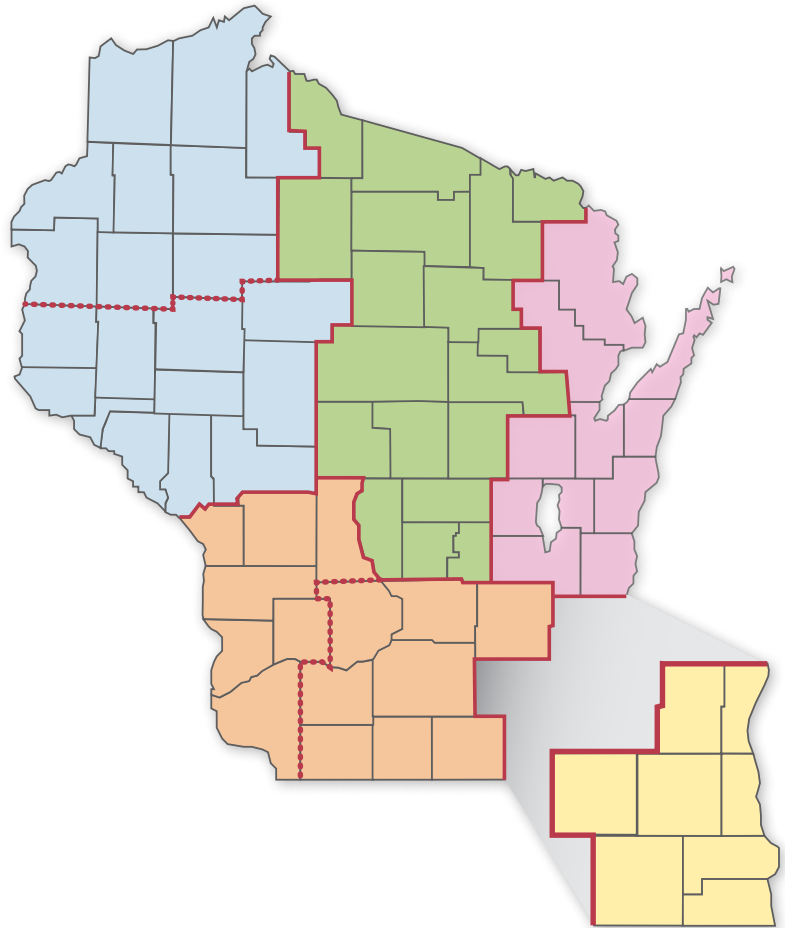
Captain Timothy L.
Carnahan, Commander
Lieutenant Cedric Rembert,
Executive Officer
21115 East Moreland Blvd.
Waukesha, WI 53186-2985
Telephone (262) 785-4700
Fax (262) 785-4723

Overview

- » The Wisconsin State Patrol's Southeast Region, Waukesha Post, covers 8 counties
- » One headquarters facility located in Waukesha, WI
- » 2 Safety and Weight Enforcement Facilities (SWEFs)
Kenosha and Racine
- » I-41, I-43, I-794, I-894 and I-94 corridors extend through the region

Personnel

- » 60 Sworn Staff
- » 1 Captain, 1 Lieutenant, 8 Sergeants, 36 Troopers, 14 Inspectors
- » 2 Office Support Staff
- » 1 Program Assistant Confidential, 1 Purchasing Associate



2018 Region Events

- » 2018 Harley Davidson 115th Anniversary
- » 2018 Wisconsin State Fair
- » Distracted Driving Tribal Youth Tour
- » I-94 (Foxconn) Megaproject
- » Zoo Interchange Megaproject
- » MATC Law Enforcement Expo
- » Cops and Bobbers
- » 8th Annual Latino Family Expo
- » Milwaukee Commitment to the Community Event
- » BOTS It Can Wait Events
- » Safety Day Events
- » Joint Reckless Driving Reduction Initiative with Milwaukee Police Department and Milwaukee County Sheriff's Office
- » Concerns of Police Survivors (COPS) Kids Camp
- » Motor Carrier Safety Talks Events
- » Wisconsin State Patrol Recruiting Events
- » Joint Reckless Driving and Cruising Enforcement Initiative with West Allis Police Department
- » Special Olympics Truck Convoy
- » Campaign 2018
- » Eagle Scout Court of Honor Events
- » Joint HCI Initiative with Mequon Police Department, and Ozaukee County Sheriff's Office
- » Joint HCI Initiative with Walworth County Sheriff's Office
- » National Night Out Events
- » 4th of July Parades
- » Police Week Memorial Events

Bureau of Field Operations

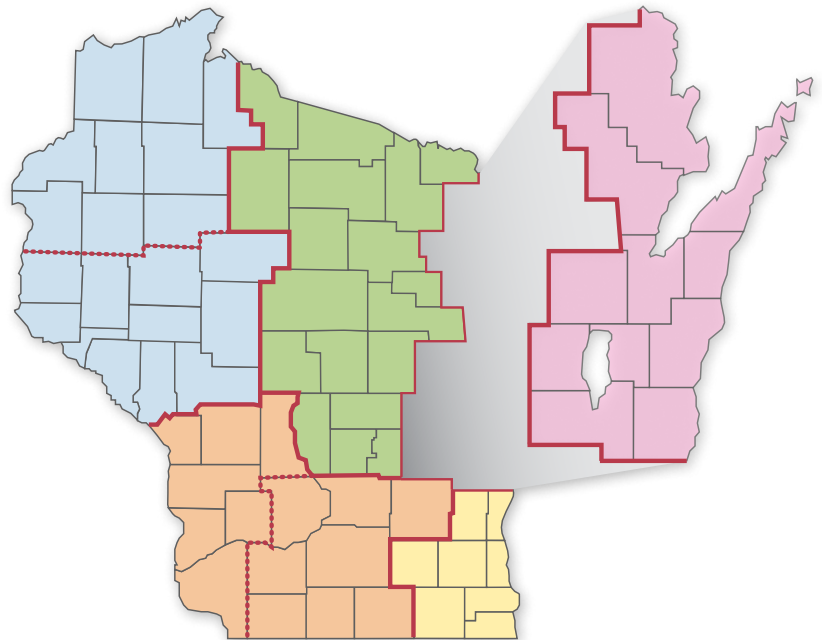
Northeast Region

Fond du Lac Post

Captain Ryan Chaffee,
Commander

Lieutenant Daniel Gruebele,
Executive Officer

851 S. Rolling Meadows Dr.
Fond du Lac, WI 54937-8200
Telephone (920) 929-3700
Fax (920) 929-7666



Overview

- » The Wisconsin State Patrol's Northeast Region covers 11 counties
- » The headquarters facility (Post) is located in Fond du Lac, WI
- » 3 Safety and Weight Enforcement Facilities (SWEFs)
 - » Newton, Abrams, and Wrightstown
- » I-41 and I-43 corridors extend through the region

Personnel

- » 60 Sworn
- » 1 Captain, 1 Lieutenant, 8 Sergeants, 37 Troopers, 13 Inspectors
- » 2 Office Support Staff
- » 1 Program Assistant Confidential, 1 Office Operations Associate

2018 Region Events

- » Dark Sky Exercise, Fox Valley/Fond du Lac, May 15-17
- » Road America, Super Bike, June 3
- » Walleye Weekend Parade, Fond du Lac, June 8
- » Flag Day Parade, Appleton June 14
- » Country USA, Winnebago County June 20-24
- » LPGA Tournament, Oneida, July 2-9
- » Multiple 4th of July parade traffic direction details
- » Rock USA, Winnebago County, July 12-14
- » Pearly Gates Veterans Ride, Brown County, July 14
- » EAA, Winnebago County, July 23-29
- » National Night Out, Fond du Lac, August 7
- » Road America, NASCAR, August 25
- » Special enforcement for MC Gang activity, Outagamie County, Labor Day weekend
- » 9/11 observation in Greenville, Outagamie County, September 11
- » Special Olympics Truck Convoy, September 15
- » Oktoberfest, Appleton, September 29

Bureau of Field Operations

North Central Region

Wausau Post

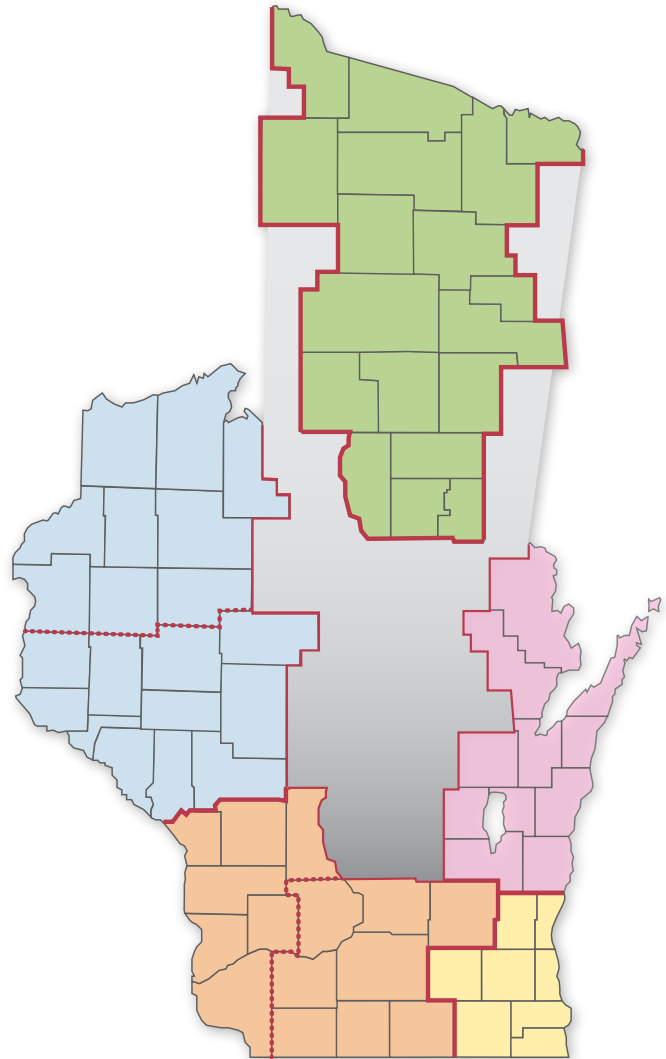
Captain Adrian Logan, Commander
Lieutenant Richard Reichenberger,
Executive Officer
2805 Martin Ave.
Wausau, WI 54401-7172
Telephone (715) 845-1143
Fax (715) 848-9255

Overview

- » The Wisconsin State Patrol's North Central Region, Wausau Post, covers 18 counties
- » One headquarters facility located in Wausau, WI
- » 1 Safety and Weight Enforcement Facility (SWEF)
Coloma
- » Corridor highways include I-39, WIS 29 and US 10

Personnel

- » 57 Sworn Staff
- » 1 Captain, 1 Lieutenant, 6 Sergeants, 39 Troopers, 10 Inspectors
- » 1 Law Enforcement Dispatcher Supervisor (LEDS)
- » 1 Office Support Staff



2018 Region Events

- » Farm Technology Days in Marshfield
- » Annual Fall Color Ride in Tomahawk
- » Annual Wisconsin State Patrol Retiree Luncheon at Wausau Post
- » 10-hour shift pilot program for troopers
- » Numerous Governor's and other dignitary details, including a Presidential visit in October.
- » Summer flooding event
- » Record two-day Snow Event in April.

Bureau of Field Operations

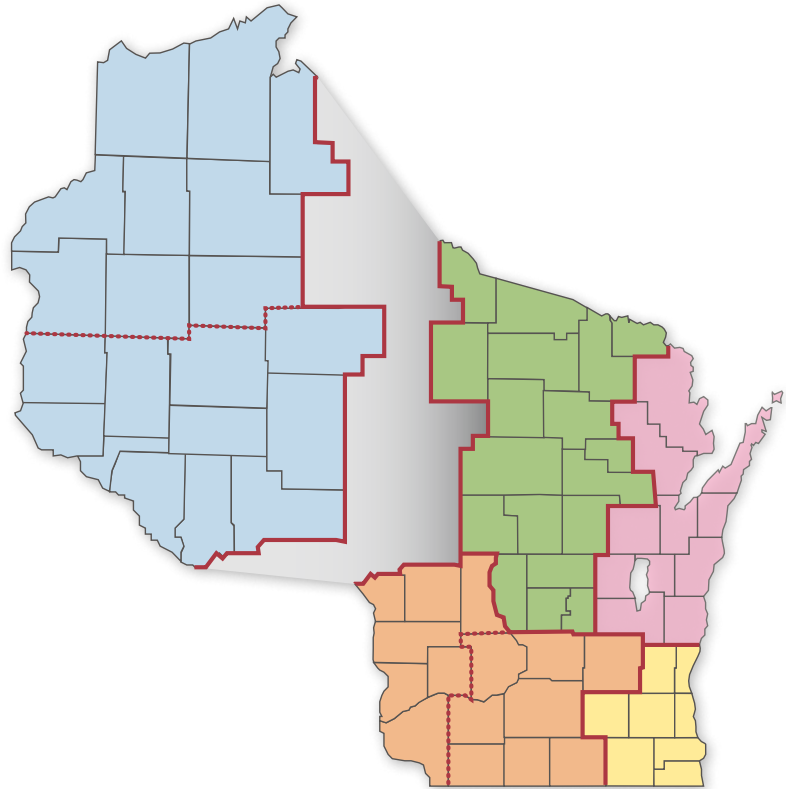
Northwest Region

Spoooner Post

Captain Nickolas R.
Wanink, Commander
Lieutenant Travis Wanless,
Executive Officer
W7102 Green Valley Rd.
Spoooner, WI 54801
Telephone (715) 635-2141
Fax (715) 635-6373

Eau Claire Post

Captain Nickolas R.
Wanink, Commander
Lieutenant Leslie Mlsna,
Executive Officer
5005 Hwy 53 South
Eau Claire, WI 54701-8846
Telephone (715) 839-3800
Fax (715) 839-3841



Overview

- » The Wisconsin State Patrol's Northwest Region, Eau Claire Post, covers 10 counties
- » The Wisconsin State Patrol's Northwest Region, Spoooner Post, covers 10 counties
- » 3 Safety and Weight Enforcement Facilities (SWEF) Hudson, Menomonie, and Superior
- » I-94, I-535 extends through this region

Personnel

- » 87 Sworn Staff
- » 1 Captain, 2 Lieutenants, 10 Sergeants, 55 Troopers, 19 Inspectors
- » 11 Law Enforcement Dispatchers
- » 1 LED Supervisor (LEDS), 10 Law Enforcement Dispatchers (LED)
- » 3 Office Support Staff
- » 1 Program Assistant-Confidential, 2 Office Operations Associates

2018 Region Events

- » Super Bowl Traffic Details, Eau Claire Post, February
- » Birkebeiner Traffic Detail, Sawyer County, February
- » Husky Refinery Fire, Douglas County, April
- » Preston Kraft homicide suspect search, Rusk County, May
- » Flooding, Spooner Post, June
- » Chippewa Valley Air Show, Chippewa County, June
- » Rock Fest, Chippewa County, July
- » Country Jam, Eau Claire County, July
- » Infrasound and Even Further Music Festivals, Ashland County, July/August
- » Ashely for the Arts, Trempealeau County, August
- » Vice Presidential Security and motorcade details, Chippewa and St. Croix Counties, October
- » Jayme Closs double homicide/missing person case, Barron County, October
- » Girl Scout hit and run 4-person fatality crash, Chippewa County, November

Bureau of Field Operations

Motor Carrier Enforcement Section



The Wisconsin State Patrol's (WSP) Motor Carrier Enforcement Section is responsible for vehicle safety and weight activities. The Wisconsin State Patrol maintains one or more Safety and Weight Enforcement Facilities (SWEFs), or scales, in each of the five regions of the state. Five of Wisconsin's 13 SWEFs are border sites, strategically located around the perimeter of the state; the remaining

eight are located within the interior of the state. Staffing and shift hours are dependent on such things as commercial vehicle traffic volume, SWEF location, and personnel availability. There are approximately 92 Wisconsin State Patrol inspectors who conduct size/weight activities and are certified to conduct Motor Carrier Safety Assistance Program (MCSAP) North American Standard Level 1 inspections.

Benefits of Safety Inspections

The Commercial Vehicle Safety Alliance (CVSA) calculated that each commercial motor vehicle inspection has fiscal benefits of \$2,414.26. Considering that the Wisconsin State Patrol's Motor Carrier Section conducted 36,592 commercial motor vehicle inspections in federal fiscal year (FFY) 2018, the Wisconsin motoring public recognized an estimated \$88,342,601 in safety benefits. Research shows that in 2018, these interpolated efforts saved eight lives and prevented 138 injuries by lessening the number of motor vehicle crashes involving a commercial motor vehicle (CMV). The Wisconsin State Patrol conducted 36,592 CMV inspections in 2018, an 11% increase over the previous five-year average, and placed 2,477 drivers along with 6,905 vehicles out of service for operating in a condition that posed an imminent hazard to the motoring public.



The efforts of the Wisconsin State Patrol in this program area has helped to realize some benchmark goals of our strategic plan.

SWEF and mobile weight enforcement

The Wisconsin State Patrol utilizes fixed facilities, Weigh-In-Motion (WIM), and Portable Wheel Weighers (PWWs) to enforce vehicle weight laws. During 2018, the Wisconsin State Patrol staff weighed 2,132,939 commercial motors vehicles. 3,261 oversize and overweight vehicle citations were issued to violators.

School Buses, Human Service Vehicles and Motor Buses (MBs)

In a continuing effort to protect the children of Wisconsin and those utilizing human service vehicles and buses, Wisconsin State Patrol motor carrier inspectors inspected approximately 10,360 school buses, 490 human service vehicles, and 945 motor buses during 2018.

Bureau of Field Operations

Event Data Recorder (EDR)/Post Crash Program:

21 motor carrier inspectors across Wisconsin are certified to analyze the data from electronic control modules (ECMs) on CMVs. Most motor carrier operators have approved requests by the Wisconsin State Patrol to collect and preserve ECM data. The information is used to validate hours of service operation. ECMs data is also used to determine CMV speed and other equipment information, which is useful in crash reconstruction and analysis. Several of the inspectors have the expertise to reconstruct CMV brake systems to determine if they were working properly prior to a crash. The post-crash inspections conducted by Wisconsin State Patrol inspectors allows them to more accurately understand factors contributing to commercial motor vehicle crashes and develop enforcement and educational strategies to reduce them.

Wisconsin State Patrol Motor Carrier Enforcement Investigation Unit (MCEIU)

The MCEIU work unit consists of a staff of 12 plus one supervisor. They are responsible for ensuring that commercial motor carriers are complying with federal motor carrier safety regulations. The MCEIU conducts comprehensive on-site compliance audits as assigned by FMCSA based on those carriers who have previously demonstrated unsafe highway performance based on roadside inspection data, traffic citation audits, crash reports and complaints.

New Entrant

By congressional mandate, every new interstate motor carrier operation must have a "New Entrant" (NE) review completed within 12 months of commencing interstate operation. Wisconsin receives approximately 1200 New Entrant review assignments each year. Of those 1200 companies, about 700 carriers eventually decide to abstain from interstate operations or cease to be in business altogether. Of the assignments given to Wisconsin, 524 reviews were completed during 2018.

Ambulance Inspections

Over 500 ambulances are inspected annually, inspecting every ambulance in the state every two years (or more frequently as required).

Wisconsin Motor Carrier Nine-Year Trend Summary (2009–2017) and 2018 Projections

| Variable | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Large Truck Crashes | 6,242 | 6,407 | 5,882 | 7,087 | 7,358 | 7,019 | 7,461 | 7,242 | 7,084 |
| Large Truck Injuries | 2,043 | 1,938 | 1,800 | 2,140 | 2,187 | 2,095 | 2,342 | 1,903 | 1,738 |
| Large Truck Fatalities | 56 | 74 | 71 | 85 | 63 | 62 | 79 | 71 | 63 |
| SWEF # of Hours Operation | 17,145 | 14,151 | 17,224 | 15,553 | 13,666 | 16,408 | 17,031 | 15,927 | 15,061 |
| TE Inspections | 4,830 | 4,015 | 4,205 | 4,203 | 4,095 | 5,763 | 6,699 | 14,075 | 6,094 |
| Total Inspections | 33,535 | 31,221 | 32,842 | 30,917 | 27,696 | 31,483 | 35,240 | 37,082 | 36,478 |
| *Level One | 13,674 | 12,060 | 12,224 | 9,416 | 8,093 | 7,745 | 8,158 | 8,584 | 9,065 |
| *Level Two | 15,273 | 12,999 | 14,726 | 13,064 | 11,568 | 14,921 | 17,124 | 17,631 | 17,833 |
| *Level Three | 4,380 | 5,872 | 5,722 | 8,290 | 7,690 | 8,468 | 9,452 | 10,484 | 9,223 |
| *Level Four | 98 | 271 | 99 | 83 | 214 | 241 | 378 | 197 | 292 |
| *Level Five | 109 | 19 | 71 | 64 | 131 | 108 | 128 | 86 | 65 |
| *Level Six | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazmat Inspections | 2,483 | 2,448 | 2,426 | 2,552 | 2,246 | 2,094 | 2,546 | 2,645 | 2,795 |
| Cargo Inspections | 1,173 | 1,070 | 990 | 1,160 | 829 | 758 | 882 | 1,086 | 1,076 |
| Motor Coach Inspections | 255 | 149 | 293 | 268 | 177 | 171 | 263 | 299 | 313 |
| Post-Crash Inspections | 466 | 502 | 471 | 498 | 464 | 501 | 515 | 514 | 521 |
| Out-Of-Service Drivers | 2,298 | 2,003 | 2,272 | 2,359 | 2,602 | 2,500 | 2,511 | 2,703 | 2,477 |
| Out-Of-Service Vehicles | 7,500 | 6,912 | 7,230 | 6,579 | 6,048 | 6,374 | 6,761 | 6,925 | 6,905 |
| Total Vehicles Weighed | 4,285,436 | 2,798,602 | 3,745,280 | 3,438,967 | 3,661,664 | 4,611,094 | 3,815,142 | 2,604,831 | 2,132,939 |
| *Fixed Platform Scale | 328,993 | 280,430 | 330,863 | 326,629 | 286,946 | 279,339 | 349,793 | 320,330 | 318,758 |
| *Weigh-In-Motion (WIM) | 3,953,136 | 2,516,086 | 3,412,416 | 3,110,133 | 3,372,299 | 4,329,124 | 3,462,699 | 2,283,171 | 1,810,521 |
| *Portable | 3,307 | 2,086 | 2,001 | 2,205 | 2,419 | 2,631 | 2,650 | 1,330 | 3,660 |
| Compliance Reviews | 246 | 192 | 161 | 129 | 90 | 118 | 68 | 57 | 75 |
| New Entrant Investigations | 752 | 645 | 613 | 821 | 653 | 692 | 553 | 514 | 524 |

Note: All statistics are presented for Federal Fiscal Year (October thru September) except for crash statistics and 2009–2017 SWEF # Operation

Bureau of Field Operations

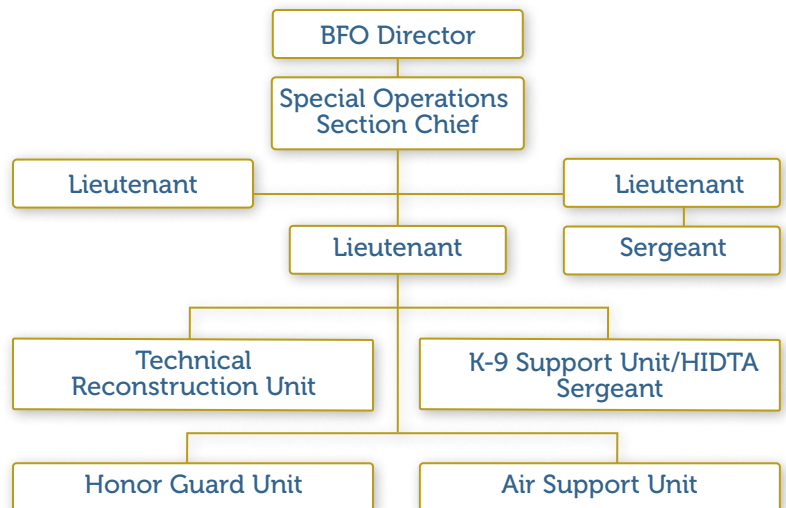


Special Operations

Overview

The Special Operations Section within the Bureau of Field Operations (BFO) is comprised of the K-9 Unit, the Technical Reconstruction Unit, the Air Support Unit, HIDTA, Honor Guard and Central Headquarters Unit/Homeland Security Programs.

The section has been designed to directly support the unique and demanding needs of the Wisconsin State Patrol Bureau of Field Operations, as well as other local government, state and federal agencies.



Technical Reconstruction Unit (TRU)

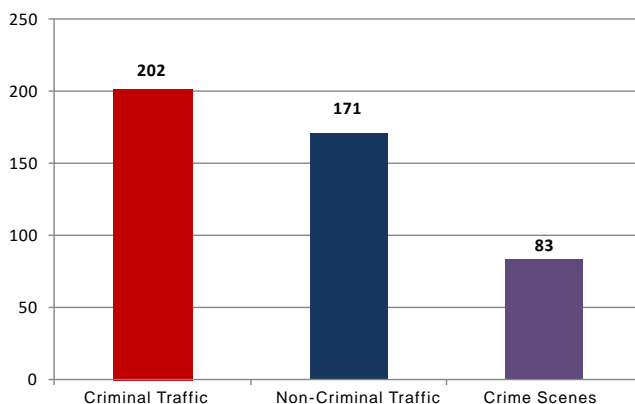


Technical Reconstruction is the scientific process of investigating, analyzing, and drawing conclusions about the events and causes during a vehicle collision. Serious traffic crashes often require detailed investigation and analysis to determine the exact circumstances and causes of the crash. Significant criminal charges are often recommended for one or more drivers involved in those crashes. The charges must be supported by evidence and expert testimony. Evidence is left at the scene of all crashes. The complexity of the collision or the unique and often non-visible evidence from vehicles and suspects must be gathered at a scene.

Results from Wisconsin State Patrol crash reconstructions have been useful in developing recommendations for making Wisconsin's highways safer as well as improving safety aspects of motor vehicle designs.

The Wisconsin State Patrol TRU continues to evolve as the demand for their expertise is ever-growing. Local, county, state and federal investigating agencies regularly rely on the Wisconsin State Patrol TRU to assist them with traffic crashes, forensic mapping and evidence collection at major crime scenes such as homicides, assaults or arsons.

2018 Number of Cases



Technical Reconstruction Unit

- 1 TRU reconstruction sergeant
- 13 TRU reconstruction personnel
- 1 TRU mechanical inspector
- 1 TRU professional LTE consultant

Regional Support

- 4 regional reconstruction personnel
- 3 mechanical inspectors
- 25 technical crash scene investigators

Bureau of Field Operations

K-9 Unit



The Wisconsin State Patrol is tasked with locating, identifying and apprehending individuals who use the state's transportation system to commit criminal acts. Most illegal drugs and narcotics in the state are at one point or another transported by vehicles upon the highways. The Wisconsin State Patrol K9 Unit has proven to be an extremely valuable resource in helping our troopers and inspectors remove criminals from society along with the drugs that they transport, sell and use.

The K9 unit has eight K9 teams strategically located throughout the state. Six of the eight dogs are trained to detect the odor of narcotics. Two dogs are trained to detect explosives. The Wisconsin State Patrol's K9 resources are often requested by State Patrol officers, local, county, state and federal partners to assist them with narcotic investigations.

North Central HIDTA (High Intensity Drug Trafficking Area)

The North Central HIDTA's mission is to apply enhanced intelligence processes and greater operational coordination leading to the prosecution of criminals to reduce organized drug distribution, drug related violent crime and money laundering in Wisconsin. The demand for illegal drugs within the Milwaukee metropolitan area has been identified as a priority. The North Central HIDTA strives to stop the distribution of illegal drugs from Milwaukee to urban areas throughout Wisconsin and beyond.

The Wisconsin State Patrol plays an active and direct role in the North Central HIDTA with the assignment of one trooper and his K9 partner to local, state and federal task forces. The WSP K9 team is assigned to the HIDTA Interdiction Team. Their primary role is to interdict and investigate high level drug trafficking organizations using our state's transportation system to move contraband and drug proceeds.

2018 K-9 Unit Summary

Marijuana: 320,028 grams (707.9 pounds)

Cocaine: 2,173 grams (4.78 pounds)

Heroin: 872 grams (1.92 pounds)

Methamphetamine: 19,406 grams (42.74 pounds)

Currency: \$1,621,697

Weapons: 60

Warrants: 61

Bureau of Field Operations

Special Use K9's



The Wisconsin State Patrol K9 unit has two EDD (Explosive Detection Dog) teams. They have received specialized training to alert on the odor of explosives.

Both Wisconsin State Patrol EOD K9 teams are used extensively throughout the state to provide an added layer of security at large public gatherings where public safety is of major concern. (PGA Golf Championship, Presidential/VIP details, etc.).

The teams are available for any investigation that involves the conveyance of explosives by various modes of transportation within this state. EDD K9 teams are also issued personal radiation detectors to passively monitor the environment for the presence of radioactive materials.

Since the threat of terrorist “dirty bombs,” containing crude radioactive sources is ever-present, having the ability to monitor the environment when searching for explosive devices is another way that we are achieving the goals of the Wisconsin State Patrol’s strategic plan.



Honor Guard



The Wisconsin State Patrol Honor Guard Unit (HGU) serves as a tribute to sworn personnel who have made the ultimate sacrifice. Additionally, the HGU represents the men and women of the Wisconsin State Patrol, paying tribute to deceased active and retired WSP personnel. Tributes include; serving as pallbearers, rifle bearers and presenting national, state and WSP colors. The team also participates in parades, and local, state and national police memorial services, and other special events as approved.

Bureau of Field Operations



2018 Honor Guard Summary

2018 proved, unfortunately, to be another busy year for the Wisconsin State Patrol Honor Guard. Members of this team represented the Wisconsin State Patrol at seven funeral services for fallen state officers that died in the line of duty throughout the country and two in the state of Wisconsin.

The Wisconsin State Patrol conducted a total of 39 Honor Guard details in 2018

- 12 funerals
- 3 retiree funerals
- 7 out-of-state Line-of-Duty funerals
- 2 in-state Line-of-Duty funerals
- 15 Law Enforcement Memorial Events
- 11 Color Guard Presentations (8 from outside agencies)
- 1 Parade



Air Support Unit



The Wisconsin State Patrol Air Support Unit provides unique and necessary emergency aviation services to all Wisconsin public safety providers while enhancing traffic highway safety and homeland security for the citizens and visitors of the state.

- » Provide air support for patrol operations (i.e. traffic enforcement details)
- » Provide photography services for scene reconstruction investigations such as traffic crashes and other significant crime scenes (i.e. fatal shootings)
- » Provide photography of infrastructure damage during natural or man-made disasters. (i.e. flooding damage)
- » Provide surveillance and photography for investigative units. (i.e. surveillance and photography in support of counter drug operations, etc.)

Bureau of Field Operations

- » Provide general photographic services for evidence gathering, planning, critiquing, and surveying
- » Provide an aerial platform assisting with the security of VIPs and foreign dignitaries
- » Search for lost or stranded persons, suspects or fugitives
- » Provided support for other missions as deemed necessary

The above services are conducted utilizing the Wisconsin State Patrol's three Cessna 172 fixed wing airplanes. These aircraft have been proven invaluable for their primary missions of traffic patrol and enforcement flights.

Aircraft provide tremendous opportunities for law enforcement operations. From the air, a pilot and tactical flight officer (TFO) can see miles of highway or terrain. From that vantage point, the pilot or TFO can quickly and easily identify vehicles that are operating in a dangerous manner or the object of an intended "locate." Using aircraft to quickly identify dangerous drivers allows ground troopers and assisting officers the ability to stop those vehicles and to take the necessary enforcement action thereby preventing the high probability of serious injury and/or fatality crashes due to their aberrant driving behavior.

2018 Air Support Unit Activity Summary

Traffic Enforcement

The Air Support Unit conducted 43 traffic enforcement flights stopping 1288 vehicles. 966 citations were issued to drivers who were observed by Wisconsin State Patrol pilots operating in a dangerous manner.

Non-Traffic Enforcement Missions

The Wisconsin State Patrol Air Support Unit conducted 11 natural disaster photography flights in support of the 2018 flooding, 9 felony fugitive search and locate flights, 8 missing person search and locate flights, 4 criminal surveillance flights and 2 special event flights supporting large outdoor sporting events.



2018 brought the addition of an Unmanned Aircraft System (UAS/ drone) program to the Wisconsin State Patrol. This drone technology provides the Air Support Unit additional options during search and locate/rescue efforts, disaster response, counter drug investigations, crime and crash scene reconstructions and other missions that would benefit from the use of an aerial camera platform and having live video feed capabilities. Currently, 7 Wisconsin State Patrol FAA certified drone operators have completed training with the UAS systems and technology.

Wisconsin State Patrol Air Support Unit

2019 Traffic Enforcement Activity Totals

Mission Information

| Totals | Traffic Missions | Other Agency # Units | Other Agency # Stops | WSP # Units | WSP # Stops | Total # Stops | Citations | Warnings |
|--------|------------------|----------------------|----------------------|-------------|-------------|---------------|-----------|----------|
| Yearly | 43 | 19 | 99 | 194 | 1189 | 1288 | 966 | 824 |

Bureau of Field Operations



Force Protection Team and Tactical Team



The mission of the Wisconsin State Patrol Force Protection Team is to provide mobile field force protection and neutralize lethal threats which pose an imminent threat of great bodily harm to the public, dignitaries, or officers under their watch. Force

Protection Team members are capable of providing covert intermediate to long range cover and counter-sniper control.

Homeland Security

Overview

The Wisconsin State Patrol prepares for disasters using an all-hazards approach based on NIMS and ICS standards. Exercising, training and field operations are employed to mitigate any threat should they occur.

The Wisconsin State Patrol provides support and coordination to emergency responders and incident commanders in the prevention of threats, as well as the response to and recovery from disasters to minimize the impact on lives, property, and the economy. The Wisconsin State Patrol accomplishes this in collaboration with federal, state, tribal, and local partners, the private sector, and volunteer organizations. Through continued training, exercises and programs intrinsic to homeland security, we seek to maximize readiness by fostering preparedness. To that end, the Wisconsin State Patrol (WSP) provides traffic and criminal law enforcement and assistance to local law enforcement during emergencies that exceed normal operations.

Homeland Security Activities

- » 54th CST (Civil Support Team) Coordination
- » DATCP Agricultural Quarantine and Security
- » EPS (Emergency Police Services)
- » Governor's Homeland Security Council
- » Hill Farms State Office Building Duress Alarms response
- » HRCQ (Highway Reportable Controlled Quantities)
- » Human Trafficking
- » Incident Command System (ICS) Training
- » IMT (Incident Management Team)
- » PRD (Personal Radiation Detector) Program
- » RAVE Alerts

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- » SARs (Suspicious Activity Reports)
- » SNS: Strategic National Stockpile
- » State Emergency Operations Center (SEOC) Staffing
- » WebEOC
- » WI Emergency Management (WEM) Training and Exercises
- » Dark Sky
- » Master Exercise Practitioner Capstone
- » Nuclear Power Plant Evaluated Exercises
- » Patriot North
- » SARX
- » SIMCOM
- » WI National Guard ICS Training
- » WI-CAMS (WI Credentialing and Asset Management System)
- » WSIC (WI Statewide Intelligence Center)


*Note: The above list is not all inclusive



Dignitary Protection Unit (DPU)

The Dignitary Protection Unit (DPU) is charged with the protection of Wisconsin's First Family while in state and out of state. The DPU facilitates the transportation and security of the Governor and the Lieutenant Governor anywhere in the world.

During special functions or upon request, the security, transportation and protection is extended to the First Lady. The DPU currently consists of one Team Leader and 8 members to make up the seven-person unit.



The DPU has daily contact with many high-profile people and groups, such as the Governor's Cabinet and staff, legislators, National Guard, local and national media outlets, Transportation Security Administration, U.S. Secret Service, all levels of law enforcement, and various state and national departments. The DPU has had the distinct honor of coordinating travel and visits within Wisconsin for the President and Vice President of the United States, presidential candidates, various U.S. secretaries, foreign governors, other states governors, lieutenant governors, Miss America, and the Dalai Lama.

Duties of the DPU have integrated into field operations to the extent that DPU protocols and procedures are currently trained during annual trooper and inspector in-service recertification training. The men and women of the DPU, past and present, are dedicated to the values, goals and mission of the Wisconsin State Patrol. They are honored to represent the Wisconsin State Patrol to the governor, his cabinet, the legislature and others requiring extraordinary protection.

Activity at a Glance FY2018

| | |
|--|-------------|
| Total sworn officers | 489 |
| Traffic stops | 225,111 |
| Traffic citations | |
| Speeding | 46,859 |
| Safety belts | 19,066 |
| Total citations issued | 126,395 |
| Drug/alcohol related traffic offenses | 3,718 |
| Warnings and motorist assists | |
| Traffic warnings | 221,061 |
| Motorist assists | 39,525 |
| Arrests | |
| Criminal interdiction/controlled substances | 4,175 |
| Warrant arrests | 1,556 |
| Probation/parole holds | 409 |
| Non-traffic arrests | 5,210 |
| Probation/parole contacts | 2,279 |
| Crash investigations | |
| Crash investigations | 7,220 |
| Technical reconstruction cases | |
| Criminal reconstruction cases | 253 |
| Non-criminal traffic reconstruction cases | 189 |
| Crime scene mapping cases | 78 |
| Total | 511 |
| Motor Carrier | |
| Total commercial motor vehicle inspections | 36,592 |
| Unsafe commercial motor vehicle DRIVERS ordered out-of-service | 2,477 |
| Unsafe commercial motor VEHICLES ordered out-of-service | 6,905 |
| Commercial motor vehicles weighed (total) | 2,132,939 |
| Static scales | 318,758 |
| Weigh-in-motion | 1,810,521 |
| Portable scales | 3,660 |
| Post-crash MCSAP inspections | 521 |
| Safety Reviews | |
| Compliance reviews | 75 |
| New entrant program reviews | 524 |
| Wisconsin State Patrol Academy | |
| Participants in Wisconsin State Patrol Academy training courses and programs | 7,094 |
| Bureau of Transportation Safety | |
| Federal funding disbursed traffic safety program grants | \$8,783,012 |



Bureau of Field Operations

The Wisconsin State Patrol Predictive Analytics tool utilizes two existing resources—Mobile Architecture for Communication Handling (MACH) and Community Maps crash mapping. The Wisconsin State Patrol can harness more timely, accurate, and consistent crash data that is now made available on a daily basis from WisDOT’s new traffic crash database, which went live January 1, 2017. The Wisconsin State Patrol harnesses the 100% electronically supplied crash data to assist with the most effective and efficient deployment planning, in-car access to troopers working in the field utilizing MACH, and the evaluation of deployment results.

While MACH provides in-car analytic capabilities for law enforcement in the field, Wisconsin State Patrol leadership can utilize Community Maps to target law enforcement deployments in the areas of greatest safety challenges based on time of day, day of week, location, and other data-driven facets. In addition, by utilizing the crash data provided through Community Maps, Wisconsin State Patrol has been able to bolster its statutory responsibility to provide crash locations to local safety partners.

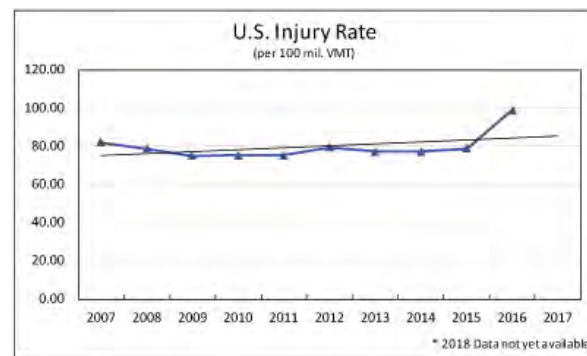
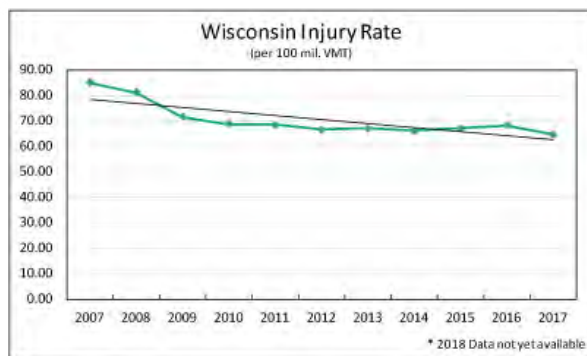
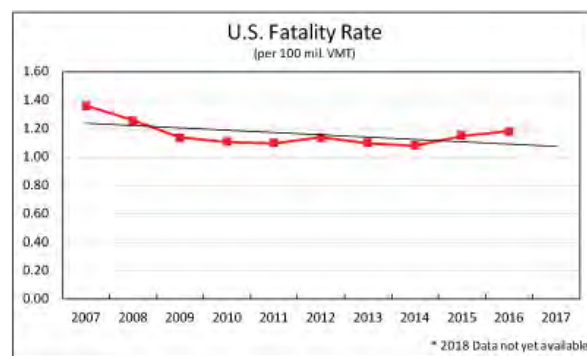
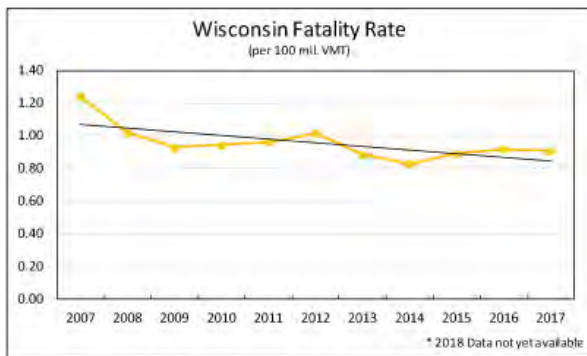
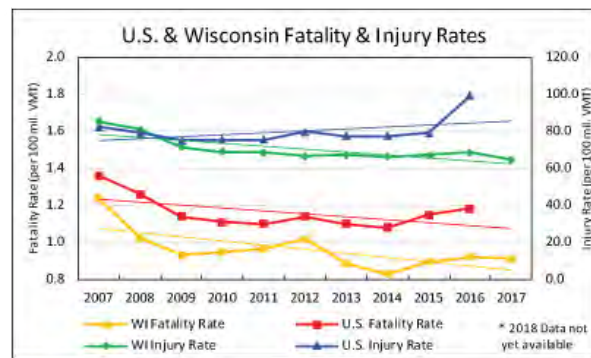
The Predictive Analytics tool was completed by the end of 2017 and has been presented to each of the Wisconsin State Patrol regional posts. During 2018, the Wisconsin State Patrol utilized the tool to enhance its capabilities. To further develop the predictive nature, the heat mapping component, MACH mapping visualizations, and reporting processes were fully implemented. These additional components further improved the accuracy of the predictive model.

- » 100% electronic transmission of traffic crash forms
- » An updated traffic crash form (DT4000) that collects additional data about crash elements and attributes (roundabouts, cell phone use, etc.)
- » Data from all law enforcement agencies on all roadways across the state
- » Immediate access to crash information. Crashes entered into the system on one day are available in the UW’s WisTransPortal the next morning
- » 94% of all crashes come with precise geo-coded locations, which helps identify exactly where safety problems exist

» The Wisconsin State Patrol utilizes this timely and accurate data in Community Maps, a Wisconsin State Patrol created public facing platform, to map precise locations of traffic crashes, injuries, and fatalities

This initiative is directly aligned with the Wisconsin State Patrol Strategic Plan.

| Year | Wisconsin | | United States | |
|------------|---------------|-------------|---------------|-------------|
| | Fatality Rate | Injury Rate | Fatality Rate | Injury Rate |
| 2007 | 1.24 | 85.18 | 1.36 | 82.22 |
| 2008 | 1.02 | 81.16 | 1.26 | 78.90 |
| 2009 | 0.93 | 71.51 | 1.14 | 75.06 |
| 2010 | 0.95 | 68.81 | 1.11 | 75.48 |
| 2011 | 0.96 | 68.56 | 1.10 | 75.25 |
| 2012 | 1.02 | 66.63 | 1.14 | 79.56 |
| 2013 | 0.89 | 67.03 | 1.10 | 77.40 |
| 2014 | 0.83 | 66.12 | 1.08 | 77.27 |
| 2015 | 0.89 | 67.03 | 1.15 | 78.92 |
| 2016 | 0.92 | 68.37 | 1.18 | 99.04 |
| 2017 | 0.91 | 64.57 | | |
| 07-'16 Ave | 0.96 | 71.04 | 1.16 | 79.91 |



Bureau of Field Operations

Trending traffic crash data (fatalities and injuries) indicate that they are declining in Wisconsin. The Fatality Rate and Injury Rate per 100 million miles traveled in Wisconsin is trending downward over the ten-year period of 2007 to 2017. (2018 data is not yet available.) while the crash injury rate nationally is trending upwards. Predictive analytics is a tool that the Wisconsin State Patrol is utilizing to further the goal of making our highways safer by reducing traffic crashes, thus improving the quality of life in Wisconsin. That is a major emphasis within the Wisconsin State Patrol's five-year strategic plan.

Bureau of Support Services

Overview

Traffic Management Center (TMC): The TMC has two primary purposes: 1) monitor, operate, and maintain ITS field devices in support of traffic management, traveler information, and incident response for its stakeholders and 2) dispatch Wisconsin State Patrol resources in response to incidents across the state of Wisconsin. This can be further distilled into six core functions that are executed on a routine basis:

- » Public safety dispatching: the TMC serves as the primary dispatch center for Wisconsin State Patrol resources across Wisconsin.
- » Incident management: with combined Wisconsin State Patrol dispatching and statewide traffic management functionality, the TMC is Wisconsin's focal point for highway incident management.
- » Traffic management: as the name suggests, the TMC leads the management of traffic on State and Interstate highways across Wisconsin.
- » Data acquisition: in coordination with the TOPS Lab, the TMC serves as a statewide warehouse for transportation data.
- » Intelligence and traveler information sharing: the TMC is a data clearinghouse for partner agencies and a source of information dissemination for the traveling public.
- » Infrastructure monitoring and reporting: the TMC monitors infrastructure assets and coordinates maintenance and repair efforts.

The TMC is staffed 24 hours a day, 7 days a week and communicates regularly with external partner agencies located in Wisconsin and the Midwest region. The TMC also provides information to media outlets, construction project managers and to the public through the 511wi.gov website.

Bureau of Support Services


Wisconsin State Patrol Academy: The Academy provides training for Wisconsin State Patrol recruit classes, federal state and local law enforcement, and for state employees. The academy facility contains high-tech classrooms and meeting areas, an indoor firing range, and on-site lodging and dining. The academy grounds also contain an emergency vehicle operations course that is used by the Wisconsin State Patrol and other agencies for training purposes.

Engineering and Communications Section: This section includes engineering and support staff based at the Wisconsin State Patrol central headquarters in Madison and at the following locations across the state:

- » Fleet Installation Center (FIC) in Madison.
- » Southern service area with offices in Waukesha, DeForest and Tomah.
- » Western service area with offices in Spooner and Eau Claire.
- » Northeastern service area with offices in Wausau and Fond du Lac and remote sites in Tomahawk and Green Bay.

Section engineer, technicians and other professional staff design, implement, administer, operate and maintain sophisticated statewide wireless communications and information systems. These systems include WISCOM, the state's primary statewide P25 trunked two-way radio system, a digital microwave backbone, fiber optic network connections, the Wisconsin State Patrol's voice over internet protocol (VoIP) telephone system, and other voice, data and radio communications systems at over 160 tower sites supporting WSP, DNR, DOJ, DMA, Capitol Police Department and other public safety agencies.

The Fleet Installation Center (FIC) equips over 1,000 Wisconsin State Patrol, DNR and other state agency vehicles with emergency lighting and sirens, video camera, speed detection, mobile data computer, mobile radio and other specialized public safety systems and equipment.



Public Safety Technical Services (PSTS) Section: The PSTS includes technical support staff at the Wisconsin State Patrol central headquarters in Madison and at the Wisconsin State Patrol Academy. Units within PSTS provide technical support for Wisconsin State Patrol personnel and for public safety agencies users of Traffic and Criminal Software (TraCS) and Mobile Architecture for Communications Handling (MACH) software across the state. The PSTS—Crash Records Unit compiles and maintains all Wisconsin traffic crash data for use by researchers, traffic engineers, traffic safety advocates and other public safety entities. Traffic crash data is also made available to the public using the Community Maps website.

Bureau of Support Services



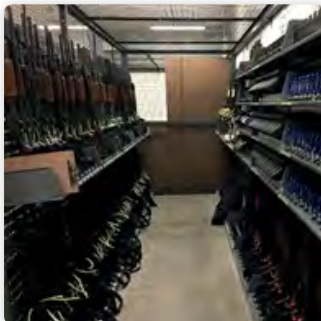
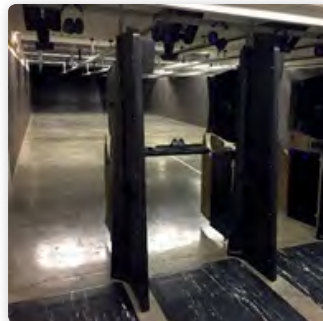
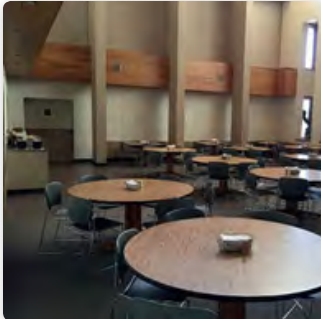
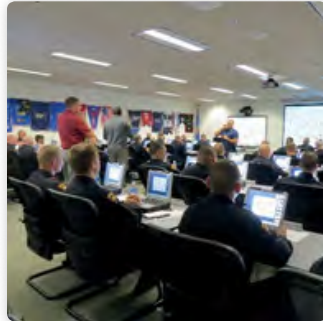
Wisconsin State Patrol Academy: Training for Excellence



The Wisconsin State Patrol Academy is located on 50 acres of the Fort McCoy Military Installation. The Academy is accessed from Highway 21 between the cities of Sparta and Tomah, Wisconsin.

The Emergency Vehicle Operations

Course is located adjacent to the Academy buildings. The course is on 33 acres of land and has numerous intersections and a divided highway. Some of the uses for this course are: Turn around and Comprehensive Courses, Pursuit Operations, Vehicle Contacts, Evasive and Controlled Brake Course, High Risk Stops, Serpentine, Roadblocks, Traffic Direction, First Responder Practical Scenarios, Traffic Direction, Searches (Wooded areas of EVOC), and Radio Communications.



The main academy building contains administrative offices, six classrooms capable of handling 20 to 50 students, food service and dining area, indoor firearms range, a multi-purpose room, conference/meeting room and three, two floor dormitory wings.

Dorm rooms are built to accommodate two students per room. Each room is equipped with two twin beds, refrigerator, television, a workspace (desk and chair), and an individual closet and clothing storage drawer for each occupant. Bathroom and shower area are shared with the adjoining room.

Bureau of Support Services

Calendar Year 2018 Program Listing

- » ABATE motorcycle training
- » Capitol Police Department PIT training
- » Dakota County, MN tactical team
- » DATCP defensive driver training
- » DCI Drug School
- » Wisconsin State Patrol Supervisor In-Service
- » Wisconsin State Patrol Trooper/Inspector In-service
- » Wisconsin State Patrol Quick Response Team Training
- » Wisconsin State Patrol SWAT Training
- » DNR Recruit class (2)
- » Farmington MN tactical team
- » FBI SWAT Training
- » FHWA Traffic Incident Management train-the-trainer
- » Fort McCoy Garrison meetings
- » Fort McCoy motorcycle Safe Rider training
- » Goodhue County MN tactical team
- » Greenfield Police Department Pursuit Intervention Training (PIT)
- » IACP Leadership of Police Organizations (LPO) training
- » La Crosse Police Department EVOC (in-service)
- » Madison Police Department recruit class: EVOC and vehicle contacts
- » MCSAP Part A and Part B
- » Rochester Police Department tactical team
- » WisDOT DMV All Leaders meeting
- » American Legion Law Enforcement Career Academy
- » Wisconsin Challenge Academy class in processing
- » Wisconsin Department of Justice (WIDAJ) 5th Command College
- » Wisconsin Department of Justice (WIDAJ) 6th Command College

- » Wisconsin Department of Justice (WIDDOJ) Evidence Technician
- » Wisconsin Department of Justice (WIDDOJ) Instructor update training
- » Wisconsin Department of Justice (WIDDOJ) Training and Standards Unified Tactical Instructor Update Training
- » Wisconsin State Patrol 63rd Recruit class (2017–2018)
- » Wisconsin State Patrol 64th Recruit class (2018–2019)

Fiscal Year Facility Usage

- » Fiscal Year 2013: 6,082 students trained
- » Fiscal Year 2014: 9,008 students trained
- » Fiscal Year 2015: 8,031 students trained
- » Fiscal Year 2016: 6,111 students trained
- » Fiscal Year 2017: 6,567 students trained
- » Fiscal Year 2018: 7,094 students trained

Timetable for 65th WSP Recruit Class (Tentative)

| | |
|--|--------------------------------|
| Announce | January 28, 2019 |
| On-Line Application Deadline | March 31, 2019 |
| Physical Readiness Testing, Milwaukee/WSPA | April 6–14, 2019 |
| Applicant Background Profiles due to BHRS | April 21, 2019 |
| Pre-Screening of Applicant Background | April 23–26, 2019 (1 day) |
| Background Investigations | April 29–June 17, 2019 |
| Backgrounds due to HR | June 21, 2019 |
| Interviews (Pewaukee and Madison) | June 24 through June 28, 2019 |
| Board Review/Conditional Selection | July 1 or 2, 2019 |
| Conditional Offers | July 5, 2019 |
| Written Psychological Exam | July 13, 2019 |
| Psychological Interview/Medical Examination | July 29 through August 2, 2019 |
| Meet with psychologist | August 22, 2019 |
| Final Offers | August 26, 2019 |
| Family day at the Wisconsin State Patrol Academy | September 7, 2019 |
| Class Begins | September 15, 2019 |
| Graduation | March 22, 2020 |

Traffic Management Center (TMC)



Since its inception, the Wisconsin Department of Transportation (WisDOT) Statewide Traffic Management Center (TMC) has played a critical role in promoting the safety and convenience

of the traveling public and the freight industry while supporting partner agencies, including law enforcement, Federal/State/local transportation agencies, and transportation data and information services. The team of professionals that make up the TMC apply the many tools and supporting systems housed in the center to execute its mission and deliver benefits to stakeholders across the state.

During 2018, the TMC has undergone several significant changes, including the introduction of statewide Wisconsin State Patrol (WSP) dispatching services and the deployment of a new, "Next Generation" advanced traffic management system (ATMS) software. This Concept of Operations documents the existing organizational structure and the functions currently provided by the TMC. This document then anticipates the enhanced capabilities and operational efficiencies that the center will offer as these new changes are implemented.

The following goals have been identified to realize these benefits and are aligned with the Wisconsin State Patrol's Strategic Plan:

- » Improve communication
- » Enhance resource sharing
- » Build cross-familiarization

By realizing these straightforward goals and their supporting objectives, the TMC will be better positioned to respond to incidents, share data amongst its partners, and manage the transportation network of the future.



TMC Facility

The TMC consists of the Control Room, WisDOT offices, conference rooms, and ancillary facilities. The space has secure access, both to the center and to the Control Room.

Communications Center Consolidation

The consolidation of communications centers at the Traffic Management Center (TMC) enhances the existing organizational structure and the functions provided by seven independent Wisconsin State Patrol communications centers. The consolidation project anticipates enhanced capabilities and operational efficiencies that a single point communications center will offer as the consolidation is implemented.

The following goals have been identified to realize these benefits:

- » Improve statewide communications
- » Enhance utilization of staff resources and source sharing
- » Build cross-familiarization with LED and TMC operator functions

Bureau of Support Services

By realizing these straightforward goals and their corresponding objectives, the consolidated dispatch center located at the TMC will be better positioned to coordinate incidents, share data amongst its partner agencies and provide a one-stop point of contact for various ancillary services offered by the Wisconsin State Patrol.

While cost efficiency was the primary factor behind the co-location of Wisconsin State Patrol and traffic operations functions within the TMC, the reconstitution of the center provides many opportunities for collaboration and operational efficiencies as well. The following goals and objectives have been identified to realize these benefits:

- Improve communication
 - Realize more efficient communication through standardization
 - Improve data validation to ensure that the resulting message is accurate
 - Increase flow of information between the Wisconsin State Patrol, traffic operations, and the on-site command team
 - Provide faster data acquisition and reporting
- » Increase the amount and effectiveness of data gathered
- » Provide better traffic incident alerts (TIAs).
- » Enhance resource sharing
- Develop a better, more coordinated approach to incident response, e.g., monitoring devices used during a pursuit or other critical events
 - Establish uniformed messaging
- » Build cross-familiarization
- Conduct team-building exercises as a single TMC group
 - Implement a shadowing program
 - Perform tabletop exercises to demonstrate how each group can complement the other in a given scenario
 - Identify future training opportunities
 - Build toward a culture of collaboration

The advantage of co-location at the TMC is the consistency and continuity of command and control as well as daily operations.

On-Site Command Team

- Wisconsin State Patrol Lieutenant
- Wisconsin State Patrol Sergeant (3)
- LED Supervisor (2)

Wisconsin State Patrol Dispatch & Support Staff

- Law Enforcement Dispatchers
- Network Communications System Analyst
- Office Operations Associate

Timeline for Communications Center Consolidation

- December 2017: Transfer of SER dispatch operations to the TMC
- April 2018: Regional LED Work Unit Transition to Bureau of Support Services
- April 2018: TMC Concept of Operations Development
- May 2018: Remoting of Regional Dispatch Operations
- June 2018: Addition of TMC Section Duty Sergeant
- September 2018: Begin Continuous Recruitment for Wisconsin State Patrol LED positions
- January 2019: Begin overnight Duty Sergeants to cover SE, NE and NC regions

Control Room Redesign



With the introduction of Wisconsin State Patrol dispatching functionality into the TMC control room, the space will need to be reconfigured to support the additional staff. The redesign of the control room will be based on the goals and objectives contained in this concept of operations, as well as functional requirements that will be developed in a subsequent step.

Status:

- Summer 2018: Conceptual design
- 2019: Construction, if funded

Bureau of Support Services

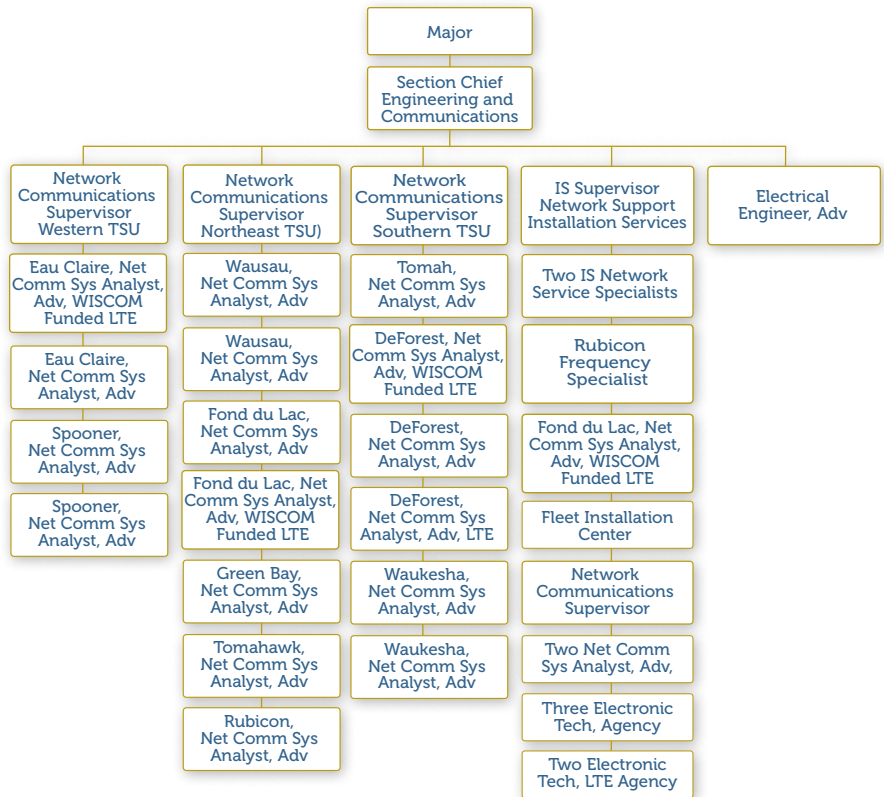
Engineering and Communications Section

Overview

The Engineering and Communications Section network team has been heavily invested in a multitude of projects across the state. Below are a few highlights and accomplishments from 2018.

Network technicians were instrumental in the new Hill Farms State Office Building project by designing, developing and implementing network connectivity and phone service for the WSP's wing on the 9th floor. This project included configuration and installation of equipment providing redundant network connectivity through fiber and WSP microwave for access to e-mail, share drives and the phone system. This also included the configuration and installation of wireless access points, data jacks and phones throughout the entire floor.

This network team also provided assistance to a critical external customer. During the summer of 2018, technicians were approached by the Wisconsin Air National Guard for assistance in providing an internet protocol (IP) data circuit from Volk Field to Boulder Junction. Technicians were able to facilitate this connection over WSP-owned fiber optics and the WSP microwave data network to create a routed virtual private network. The Air National Guard had an investment of \$1,000 for network gear with no monthly charge for use of the network. The Air National Guard was extremely pleased with the services provided and shared immense gratitude for making this happen.



Technical Services Unit (TSU)

Two-way radio communications is vital to any law enforcement agency. Portable, mobile and base station radios provide the lifelines for WSP troopers and inspectors. A statewide VHF trunked interoperable radio system is the WSP's primary means of radio communications. Technical service teams throughout the state help maintain the communications hardware and software at the WSP's various posts of duty, at the various tower sites and in the fleet of cruisers. These technicians also support DNR conservation wardens and other law enforcement partners with radio programming, portable and mobile radio support as well as maintenance of emergency equipment installed in fleet vehicles.

In 2018, Engineering and Communications staff supported the Department of Natural Resources (DNR) with a number of large scale projects. Of particular note, WSP technical staff led the installation of DNR Forestry's P25 digital radio system, which encompassed the removal and installation of radio infrastructure at 74 communication sites, removal and installation of many new mobile radios, and programming all DNR Forestry radios statewide. The project began in the fall of 2017 and was a large undertaking, requiring considerable attention. Technical staff were asked to manage a number of priorities to accomplish this task while working with the DNR to meet their mission expectations and deadlines. In addition, upgrading DNR Forestry's radio system also required a refresh of the DNR Bureau of Law Enforcement (BLE) radio program, so that they could access the system. Throughout the summer of 2018, WSP technical staff re-programmed the BLE fleet, in conjunction with compiling an inventory of all their radios statewide.

Bureau of Support Services

Network Support and Installation Services

A statewide radio system is only as effective as its back up systems. A team of IS network professionals have designed, tested and implemented digital microwave and fiber optic paths providing critical redundancy and resiliency to the Wisconsin State Patrol's communications networks. In addition to the radio network, the IS team supports a statewide Voice over IP (VoIP) telephone system along with other secure wireless data networking technologies which deliver critical software tools to WSP personnel. While initially built for the Wisconsin State Patrol, the voice and data communications architecture has been extended to other law enforcement and public safety partners to ensure continuity and improved coordination.

Frequency coordination and radio spectrum management are also critical to the operation. The WSP's frequency specialist coordinates with the FCC, APCO and other governmental entities to ensure the most efficient and cost-effective use of limited radio frequency resources.

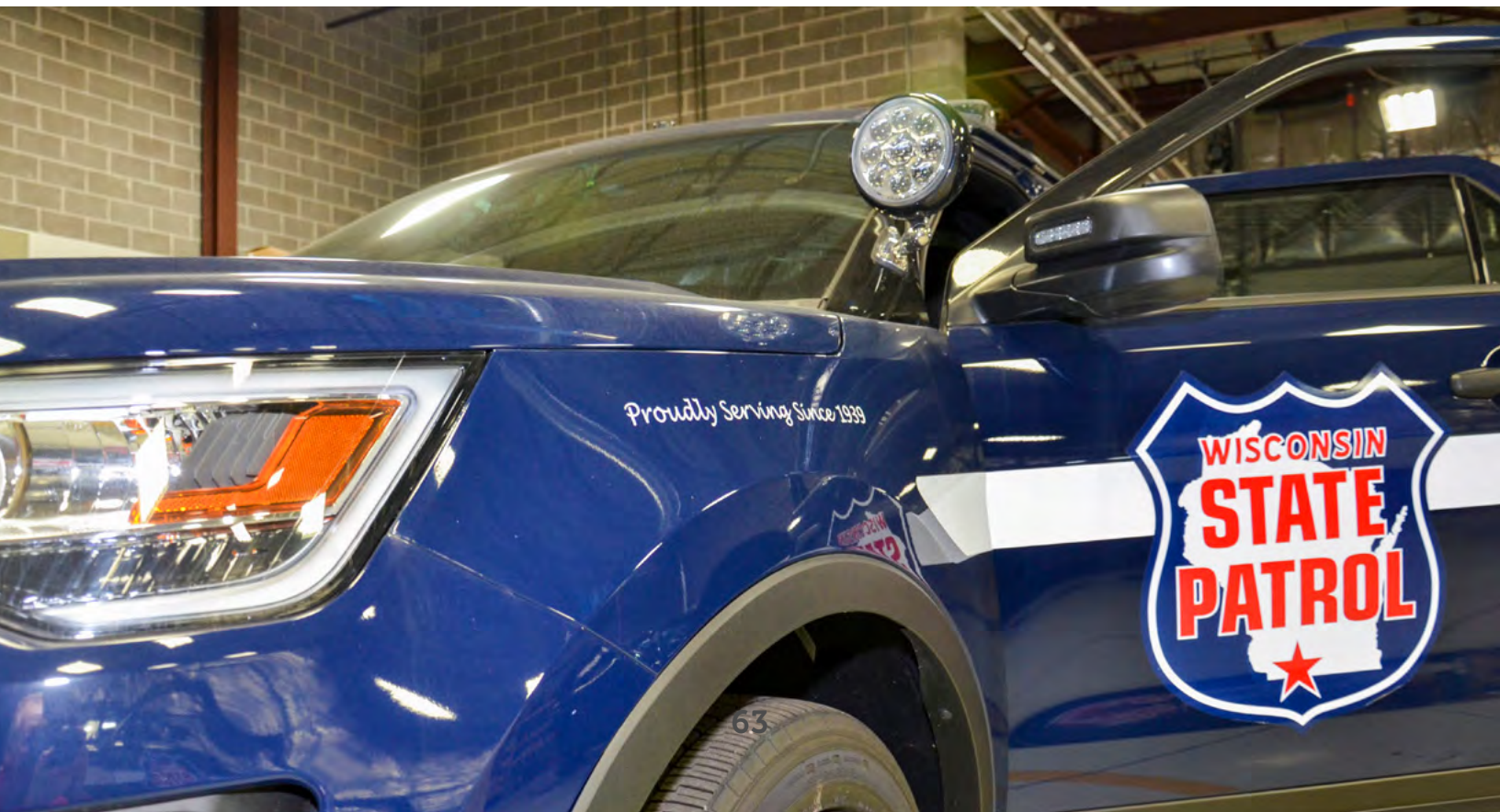
Fleet Installation Center

The workload at the WSP's Fleet Installation Center (FIC) for 2018 was plentiful and often times overflowing. A number of new technologies were implemented enhancing the fleet while stretching the imaginations of the staff. Those technologies were:

- » SoundOff Signal's bluePRINT® automated emergency light and siren control package; and
- » Allied Concepts/Stalker's CopTrax mobile video camera system

These highly complex computerized systems meant new training and new opportunities for FIC staff, field technical staff and the sworn end users. In 2018, the FIC integrated the CopTrax solution in 82 new fleets and 182 old fleets as part of a camera retrofitting process. While much work has been done, this work will continue in 2019.

Beyond technology integration, general fleet production was increased with the 2018 buy/build. In 2018, WSP procured a mix of 45 Ford Police Interceptor Utilities, 22 Dodge Chargers, nine Chevrolet Tahoes and six Chevrolet Suburbans for a total of 82 vehicles.



Bureau of Support Services

In addition to WSP fleet vehicles, the FIC also supported a number of other governmental partners including State Fair Park Police, State Capitol Police, the Wisconsin Department of Revenue, and the Wisconsin Office of Emergency Communications. The FIC team was able to build another six vehicles to assist those agencies.

Another key partner at the FIC is the Wisconsin Department of Natural Resources (DNR). In 2018, the FIC built 15 law enforcement vehicles, 10 UTV/ATVs, 10 snowmobiles and one boat. Having a dedicated technician support the DNR allows other FIC technicians to focus on the WSP fleet.

As with most teams, the FIC experienced some staff turnover. The FIC was able to hire a network communications system analyst advanced, an electronics technician and looks to fill an electronics technician vacancy in early 2019. In addition, the FIC picked up one LTE, hopes to recruit a second and is in the process of implementing Youth Apprenticeship and Summer Internship programs. Developing a highly capable team was a top priority in 2018 and will continue in 2019.

In summary, the additions of the CopTrax mobile video camera system and the bluePRINT® automated emergency light and siren control systems in the 2018 fleets created an exciting atmosphere at the FIC for its technicians. The FIC was tasked with many projects, advancements and opportunities for 2018, which will continue for years to come.

Other program area

Site On Wheels (SOW)

The Engineering and Communication Section staff also deploy, operate and maintain the WSP's site on wheels (SOW), a 45 foot mobile tower site that houses trunked VHF, conventional VHF and 800 MHz radio communication equipment. The SOW is a key resource providing critical WISCOM communications support to public safety partners across the state. In 2018, the SOW was deployed for the following events:

- » American Birkebeiner annual cross country ski race, Cable, WI
- » Country Jam USA country music festival, Eau Claire, WI
- » MABAS conference, Stevens Point, WI
- » Coverage for local law enforcement; special event at Epic, Verona, WI
- » Coverage for law enforcement following flooding, Juneau County, WI
- » Tomahawk Fall Ride motorcycle event, Tomahawk, WI
- » Wisconsin Emergency Management exercise, Volk Field, Camp Douglas, WI
- » Coverage for law enforcement; election night operations, Pewaukee, WI

Bureau of Support Services

Public Safety Technical Services

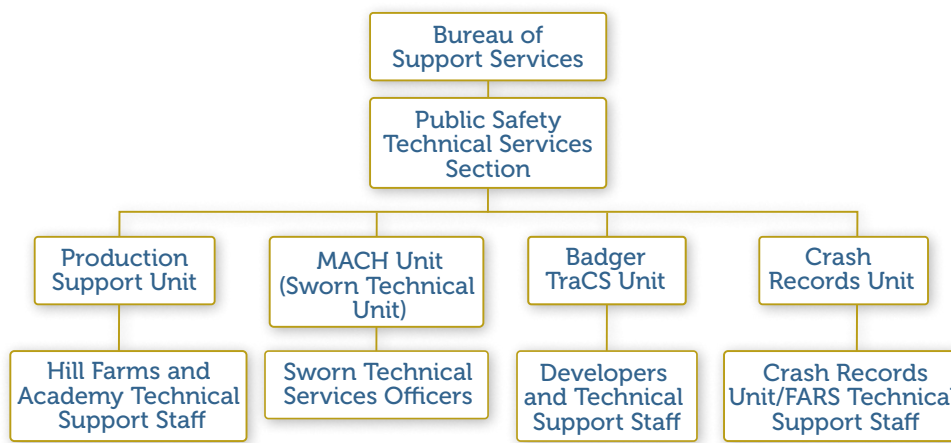
Overview

The Wisconsin State Patrol, Public Safety Technical Services (PSTS) Section, was established as part of the Bureau of Support Services (BSS) in April of 2018. In June of 2018, a Department of Transportation reorganization effort aligned four units under the new PSTS Section.

The four units under the Public Safety Technical Services Section are as follows:

- » **Badger TraCS Unit** moved from the WSP of Motor Vehicles (DMV)
- » **Crash Records Unit** moved from the Wisconsin State Patrol Bureau of Transportation Safety (BOTS)
- » **Production Support Unit** previously “Wisconsin State Patrol IT Section” that reported directly to the BSS Bureau Director (Major)
- » **MACH Unit moved** from the Wisconsin State Patrol Bureau of Field Operations (BFO)

The reorganization effort brought together separate elements of the Wisconsin Department of Transportation (WisDOT) that all work to provide technical support for the Wisconsin State Patrol (WSP) and for state, county and local public safety agencies across the state. A summary of the functions of each unit is included below.



Badger TracS Unit



Traffic and Criminal Software (TraCS) was developed by the State of Iowa in partnership with the Federal Highway Administration (FHWA) to serve as the National Model for the development of automated reporting systems for law enforcement. TraCS is designed with modular architecture capable of sharing common data across forms.

In the fall of 2003, WisDOT created an Accident Task Force Team of law enforcement personnel, business area experts and TraCS developers. The team developed a new electronic accident entry form within TraCS and an interface to transmit the data to WisDOT via TraCS. The form was tested by four agencies from October 2004–June 2005. In June 2005, the Badger TraCS Suite of Forms was implemented for use by all law enforcement and included a Warning form developed by the Wisconsin State Patrol, a Uniform Traffic Citation form developed by the DMV Citations and Withdrawals Section, and the Accident suite of forms that included the crash, Car/Deer Amendment and Fatal Supplement forms. Since that time, the number of available forms in TraCS and has continued to grow, while the number of TraCS users has expanded to include nearly all Wisconsin law enforcement agencies.

Coinciding with a WisDOT move to the new Hill Farms State Office Building in the spring of 2018, the Badger TraCS Unit was moved from the DMV to being co-located with the Wisconsin State Patrol. The finalized reorganization had the Badger TraCS Unit residing within the Wisconsin State Patrol Bureau of Support Services. Since the beginning of the use of TraCS in Wisconsin, the Wisconsin State Patrol has always been one of the largest Wisconsin law enforcement agency users of the software. For this reason, the Wisconsin State Patrol has always had a close working relationship with the Badger TraCS Unit. The reorganization that brought the Badger TraCS Unit into the Wisconsin State Patrol saw this relationship further strengthened as both benefited from a simplified organizational structure.

Bureau of Support Services

As of January of 2018, Wisconsin law enforcement agencies using TraCS software and the Badger TraCS Suite of forms had the following 21 available forms.

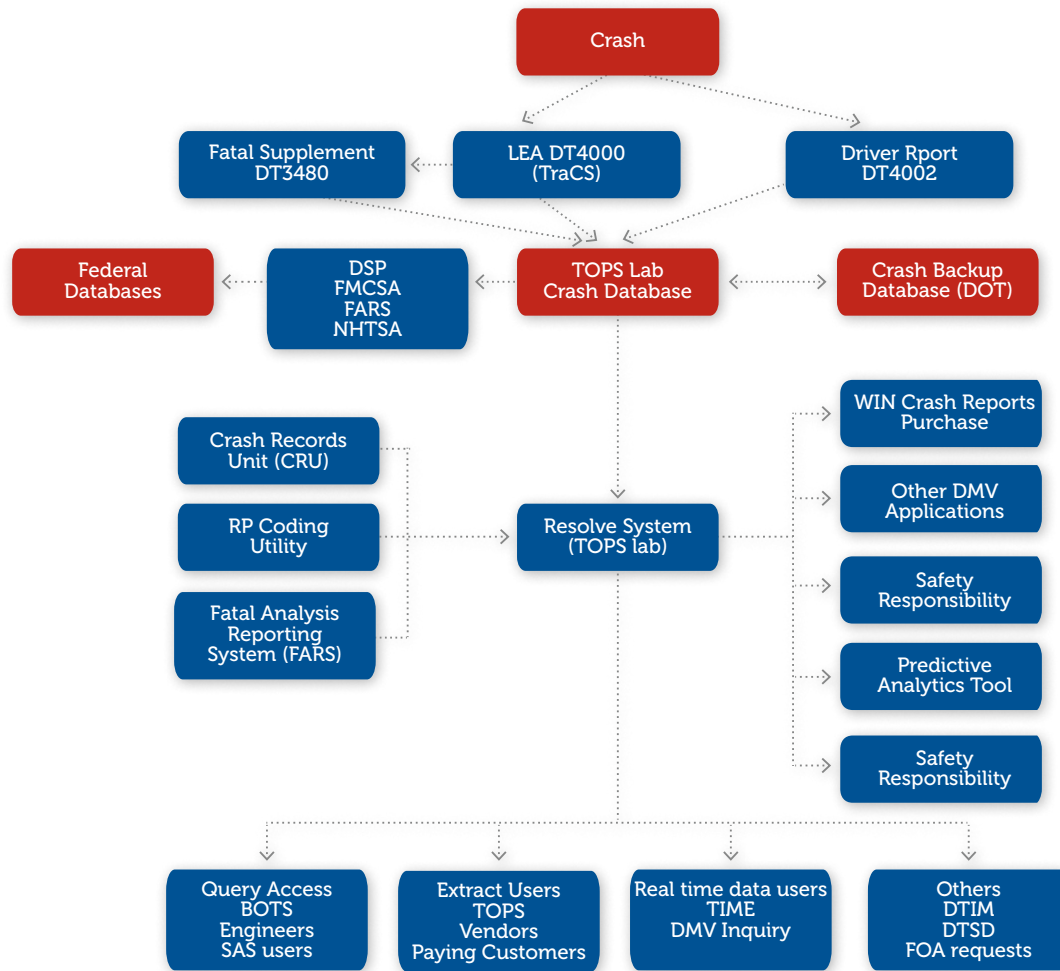
| Current Badger TraCS Suite of Forms | | |
|-------------------------------------|--|----------------------------|
| Alcohol Incident | Crash (includes Car/Deer & Fatal Supplement) | Natural Resources Citation |
| Arrest | DNR Crash | Non-Traffic Citation |
| Attachment | Driver Condition or Behavior | Pursuit |
| Call for Service | Drug & Alcohol Influence | Task |
| Case Summary | ELCI Number Inventory Control | Vehicle Killed Wild Animal |
| Citizen Contact | Equipment Inventory | Uniform Traffic Citation |
| Contact Summary | MV Inspection (includes MCSAP) | Warning |

TraCS software, with forms developed and supported by the Badger TraCS Unit, is now used as the reporting tool for 100% of traffic crashes reported by Wisconsin law enforcement.

The use of TraCS across Wisconsin has led to significant efficiencies for law enforcement, court systems and prosecutors in Wisconsin, divisions within WisDOT, traffic safety partners, researchers and others. The expansion and enhancement of TraCS form functionality has continually led to improvements in the timeliness, accuracy, completeness, consistency, accessibility and integration of the collected data.

Crash Records Unit

Crash System Business Process Diagram



Prior to the establishment of the Public Safety Technical Services Section within the Wisconsin State Patrol, Bureau of Support Services, the Crash Records Unit (CRU) and Fatal Analysis Reporting System (FARS) staff were a part of the Wisconsin State Patrol, Bureau of Transportation Safety (BOTS). Before that, the Crash Records Unit was part of the Division of Motor Vehicles (DMV).

Bureau of Support Services

The Crash Records Unit is supervised by an IS Supervisor and has two FTE positions (IS Business Automation, Senior) who ensure the general quality of crash forms and crash data. Crash Records Unit members also institute ongoing crash data quality improvement efforts and provide outreach training for law enforcement agencies and other crash data stakeholders across the state. Other duties of the unit include creating and maintaining online crash related help documentation, working with data resolution specialists and other users to establish and improve data accuracy and consistency, supporting back-end users in the department, performing ad hoc data analyses, identifying external data sources that enhance the compatibility and interoperability between the department and external data sources, providing general IT support assistance for Wisconsin State Patrol personnel, and identification and implementation of business process improvements.

The Fatality Analysis Reporting System (FARS) was created by NHTSA in order to create a national dataset of fatal crash data. The Crash Records Unit has 1.2 FTE FARS Analysts (IS Resources Support Technician-Entry) who receive fatal crash notifications and initiate a FARS case file for each reportable fatality. The FARS Analysts also resolve crash data inconsistencies related to reportable fatalities, perform follow-up to ensure that Fatal Supplement forms are submitted when crashes involve a reportable fatality, collect external source data including laboratory reports, death certificates, and coroner's reports needed for case files and updates to the FARS data. The analysts also work with partner entities to continually refine the processes for the timely and accurate submission of FARS data. Analysts participate in annual training to keep abreast of FARS changes and to maintain their expertise in the submission of FARS data. FARS fatal crash data is also regularly provided for the divisions within the WisDOT and for external traffic safety partners.

A Crash Database and Resolve System business process diagram is included below to show how the Crash Records Unit supports the use of crash data across other systems within the WisDOT.

Production Support Unit

The eight members of the Production Support Unit (PSU) provide support for IT equipment and associated software for the over 600 sworn and civilian staff of the Wisconsin State Patrol. Supported Wisconsin State Patrol staff work in mobile environments and at the various Wisconsin State Patrol facilities including, but not limited to the Wisconsin State Patrol Headquarters, the seven Wisconsin State Patrol posts, 13 Wisconsin State Patrol Safety and Weight Enforcement Facilities, five Virtual Weigh in Motion locations, the Wisconsin State Patrol Training Academy, the Traffic Management Center, the Fleet Installation Center and the Wisconsin State Patrol Chemical Test Section facility. Production Support Unit staff also support federal motor carrier inspection software used by select local law enforcement agency partners.

Production Support Unit members are based at the Wisconsin State Patrol Headquarters in Madison and at the Wisconsin State Patrol Training Academy. Individual user support is provided on-site, but more often through remote device access and control. Occasional off-site support needs and infrastructure maintenance requires Production Support Unit members to respond to off-site locations across the state. Members of the unit support over 800 computers in total including approximately 600 ruggedized laptop Mobile Data Computers (MDC). Wisconsin State Patrol officers use MDCs as their primary devices for the completion and submission of all enforcement activity and service forms, and for all other business needs. MDCs are portable and are mounted in docking stations in Wisconsin State Patrol cruisers during use in the mobile patrol environment. The Production Support Unit also manages and supports broadband connectivity devices, barcode readers, printers, peripheral devices and an array of storage hardware and software that Wisconsin State Patrol applications and phone systems run on.

Bureau of Support Services

Members of the Production Support Unit create and deliver a myriad of reports derived from the volumes of data maintained in the various Wisconsin State Patrol databases.

Report subscriptions maintained by the Production Support Unit deliver business content to support internal processes and information sharing as well as subscriptions that deliver information to external federal, state and local partner agencies.

To further serve the business needs of the WSP, the Production Support Unit is staffed with members trained in application development who develop, refine and maintain a variety of dedicated in-house computer applications.

Production Support Unit members also serve as the WSP's WisDOT Security Officers (IT) and administrators for the majority of general use applications, software and web content of Wisconsin State Patrol. Production Support Unit staff are the primary Wisconsin State Patrol interface with the greater WisDOT Bureau of Information Technology Services (BITS) and with the staff of the DOT Help Desk.

Amongst a host of additional duties, the Production Support Unit provides technical support and serves as the host for the Mobile Architecture for Communications Handling (MACH) software that is used by the Wisconsin State Patrol, DNR and public safety agencies across the state.

MACH Unit/Sworn Technical Services Unit (STSU)



The MACH (Mobile Architecture for Communications Handling) unit consists of a sworn supervisor and two non-supervisory sworn staff who act as the WSP administrators for law enforcement user specific software. The members of the unit also act as the statewide court liaisons and the primary liaison between the Wisconsin State Patrol staff and the technical staff of the Badger TraCS Unit, Crash Records Unit and Production Support Unit.

MACH and MACH CAD: Mobile Architecture for Communications Handling (MACH) continues to be a driving force by the Wisconsin State Patrol. This software package features automatic vehicle location, silent dispatching, secure car-to-car messaging, in-car mapping and the ability to query the Wisconsin Transaction of Information for Management of Enforcement (TIME) system.

Managed by the Wisconsin State Patrol and funded cooperatively with the Wisconsin Department of Natural Resources, MACH has 4,279 users and 182 user agencies including state, county, tribal, city and local public safety agencies across Wisconsin.

The enhanced cooperation and coordination available during daily activities, large-scale planned events, and emergencies is a key selling point of the MACH system. MACH information is shared with the State Traffic Management Center (TMC) and with other public safety partners, including Wisconsin Emergency Management and the Wisconsin National Guard.

MACH is utilized in patrol vehicles, boats, airplanes and in mobile command posts. At fixed locations, MACH is used by dispatchers in communication centers and by support and command staff in Emergency Operations Centers. MACH continues to be an integral part of the State Emergency Operations Center in Madison and the newly re-branded State Traffic Management Center in Milwaukee.

Bureau of Support Services

The MACH software continues to evolve as the Computer Aided Dispatch (CAD) platform for both the Wisconsin State Patrol and the Wisconsin Department of Natural Resources.

User agencies include fellow state law enforcement, county sheriff's departments, and city, village, township, university and tribal police departments. MACH software is also used by Wisconsin Emergency Management, the Wisconsin National Guard and as the computer aided dispatch (CAD) software solution for both the Wisconsin State Patrol and Wisconsin DNR. The software features automatic vehicle location capabilities, silent dispatching, secure car to car messaging, in-car mapping, and the ability to query the Wisconsin Transaction of Information for Management of Enforcement (TIME) System.

MACH is integrated with Traffic and Criminal Software (TraCS) to provide a complete public safety software solution for its users.



More information: <https://www.youtube.com/watch?v=io-eLDgNct0>

Research & Development: New Technologies

Engineering and Communications Section staff are regularly called upon by the WSP to research, recommend and develop various technologies for implementation.

In 2018, technical staff formed a small task force to field test and evaluate vehicle-based repeaters for use on WISCOM. The testing and evaluation (T&E) process involved components from a variety of vendors installed in a couple of different vehicles. The focus of the effort was to help identify an integrated solution that could meet the needs of the Bureau of Field Operations. Coverage, reliability, ease of use, fit, function and integration, among other attributes, were considered as part of this process. To culminate the project, technical staff prepared a formal review of their work, submitting their paper to the WSP.

Technical staff take great pride in their research and hope the WSP finds the data useful to inform strategic operational and budget planning.

Bureau of Transportation Safety

Executive Summary

The Bureau of Transportation Safety (BOTS) provides a department-wide focus for transportation safety programs and safety policy analysis, carries out public outreach on safety issues, is the data steward of the department's crash database, and provides grant funding provided by both the state and the federal government.

Approximately \$10 million in federal grant funds are provided annually through the USDOT National Highway Traffic Safety Administration (NHTSA). The purpose of the grant funds is to promote behavioral highway safety statewide.

BOTS is responsible for transmitting information about traffic fatalities through the USDOT's Fatality Analysis Reporting System (FARS).

In addition, BOTS administers the statewide Chemical Testing program.

BOTS has dozens of internal and external safety partners that support the bureau in its task of reducing preventable traffic fatalities and serious injuries on Wisconsin roadways.

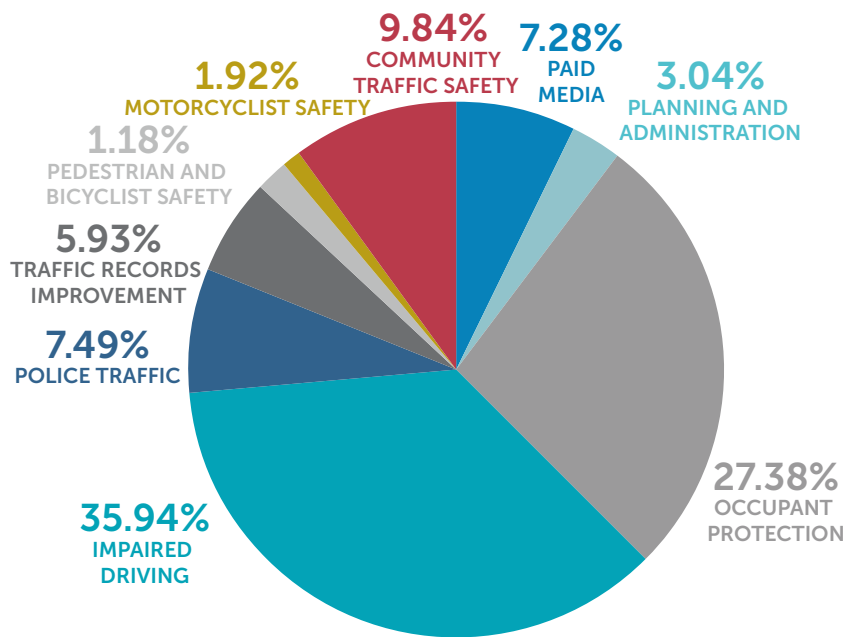
The bureau has two sections: The Policy Analysis and Local Programs Section and the Chemical Testing Section.

Bureau of Transportation Safety

Policy Analysis and Local Programs Section

There are two units in this section managed by the Policy and Program Chief, who supervises and oversees all traffic safety programs administered by BOTS. The Program and Policy Unit and the Transportation Safety Programs Unit are what NHTSA refers to as the State Highway Safety Office (SHSO).

General Federal Fiscal Year Highway Safety Office Expenditures



BOTS expended over \$8.7 million in federal funds in federal fiscal year 2018. Furthermore, state funds of \$441,649 were spent on planning and administration, \$625,899 was spent on transportation alternatives (safe-ride grant program), \$182,191 was spent on motorcyclist safety program management and community support, and \$74,851 was spent on pedestrian and bicyclist safety program management.



Program and Policy Unit

The Program and Policy Unit Supervisor manages the section's policy analysts, regional program managers, and law enforcement liaisons. This unit is responsible for applying for all federal funding through the annual application process and leads the development of the behavioral highway safety programs to local law enforcement agencies. This unit also is involved with targeting of grant funds at the local level and reporting through the annual report activities that are federally funded.

Transportation Safety Programs Unit

The Transportation Safety Programs Unit is overseen by the Grants Management Supervisor. This section manages the processing of grants that BOTS provides to entities throughout the state. They also manage the state's program areas and help to develop countermeasure strategies in their program areas. The major purpose of the unit is to process the fiscal reimbursement to grantees through the state's WISE-Grant and STAR system.

Bureau of Transportation Safety

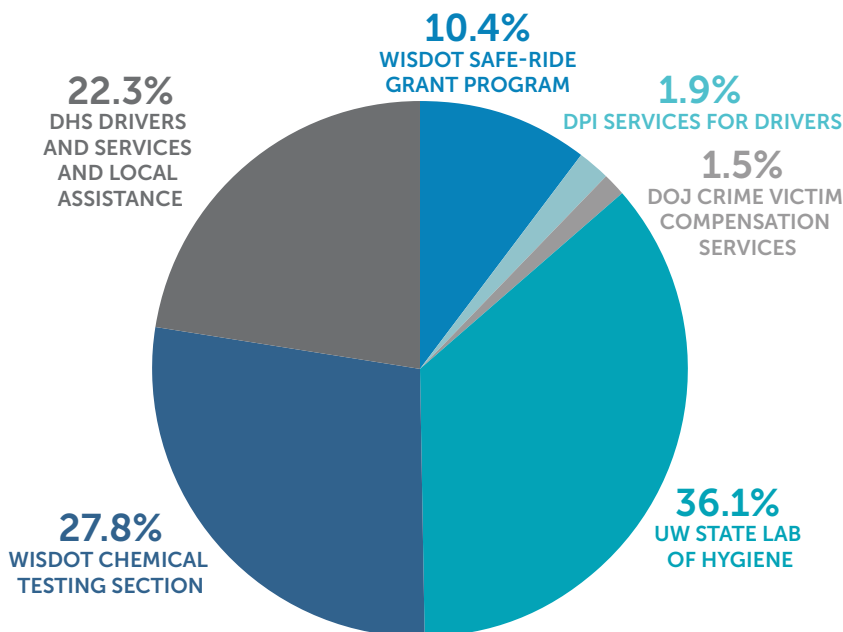
Chemical Testing Section



The Chemical Testing Section is responsible for the statewide Breath Alcohol Program and is funded by a portion of the OWI surcharge. Wisconsin's Breath Alcohol Program provides a systematic and standardized methods of breath alcohol content measurement for pre-arrest roadside, evidential, and post-adjudication ignition interlock scenarios.

Individuals who are convicted of an OWI offense are required to pay a \$435 driver improvement surcharge (i.e. OWI surcharge), 49.7% of which is forwarded to the state. In addition to the Chemical Testing Section, the state's share of OWI surcharge revenue is used for other OWI-related programs, as detailed below from 2015-16 budget data.

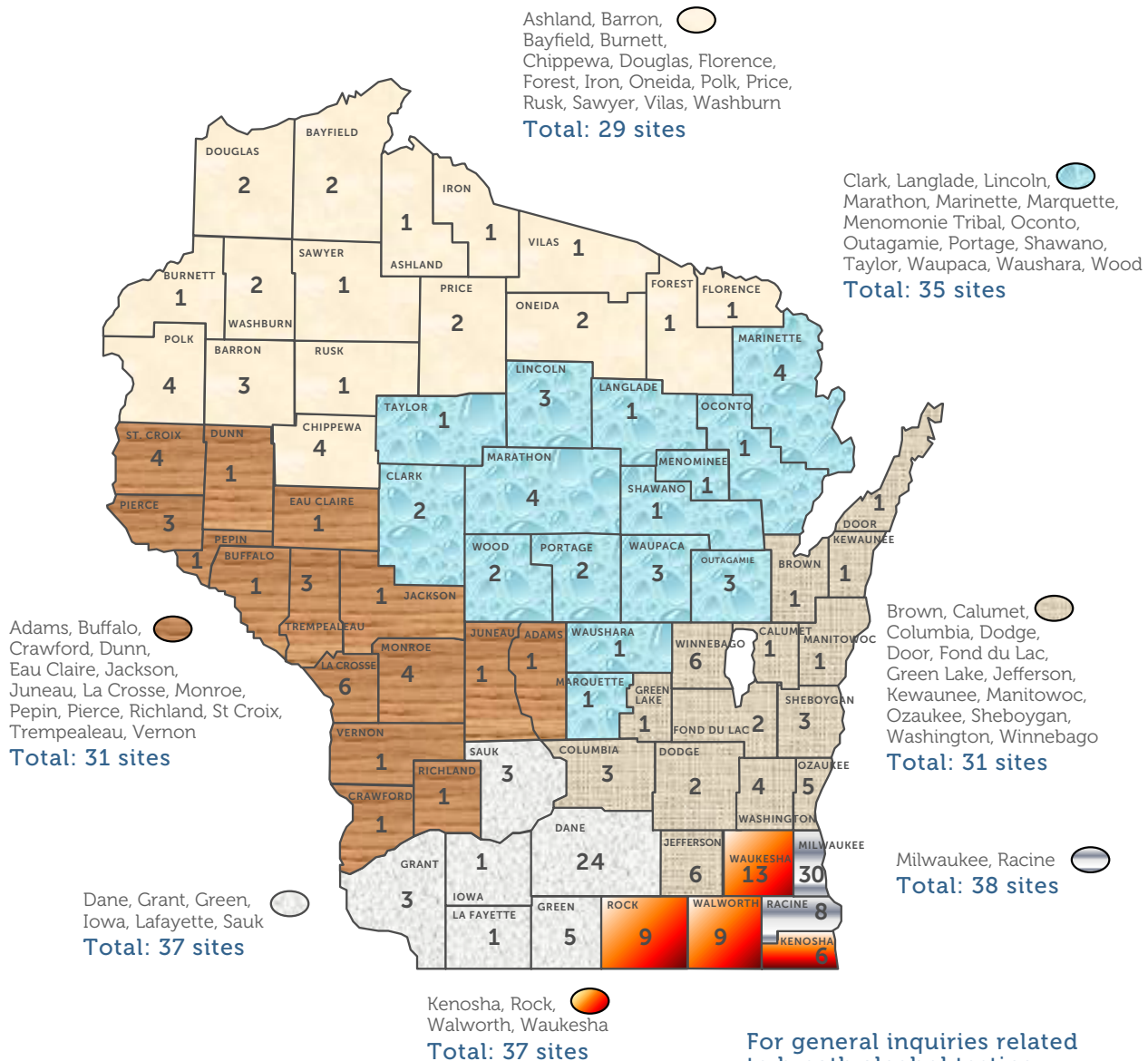
The Section strives to work collaboratively and harmoniously with other forensic scientists and adjudication stakeholders on technical issues, questions, and new technologies as they arise. Section staff participate in research and pilot studies, aspiring to add to forensic science's body of knowledge through peer-reviewed research publications and presentations at national conferences.



Wisconsin State Patrol Chemical Testing Sites

The number in each county refers to the number of testing sites in that county.

<https://wisconsin.gov/Pages/about-wisdot/who-we-are/dsp/spec-svcs/chemtest.aspx>



For general inquiries related to breath alcohol testing, contact the Chemical Test Section, Central Office
 3502 Kinsman Boulevard
 Madison, WI 53704
 Tel: (608) 243-2946
 FAX: (608) 243-2954

Awards

The Wisconsin State Patrol's annual awards ceremony, held Thursday October 11, 2018 at the State Capitol, recognized 25 law enforcement officers for lifesaving efforts and exemplary public service. Seven officers received awards that involved administering the opioid antidote Narcan to overdose victims. As of January 19, 2018, all Wisconsin State Patrol officers were trained and equipped to administer Narcan.



Meritorious Service Award

Recognizes an employee who placed himself or herself at risk of injury while exceeding the expectations of his or her duties. The following employee received the Meritorious Service Award.

- Trooper Jamie Kahkola

Lifesaving Effort Award



Recognizes significant or prolonged lifesaving efforts. The following employees received the Lifesaving Effort Award:

- Trooper Evan Fox
- Sergeant Nathan Wright
- Trooper Jeffery Zuzunaga
- Trooper Jeffery Splinter
- Trooper Megan LaFave
- Trooper Jason Tauschek

Lifesaving Award



Recognizes an employee who performs a lifesaving effort.

The following employees received the Lifesaving Award:

- Trooper Mitchell Schaeppi
- Trooper Keith Wright
- Trooper Ashley Morales
- Trooper Christopher Saraniecki
- Sergeant Edward Witkiewicz
- Trooper Jason Tauschek
- Trooper Kevin Kinderman
- Trooper Jonathan Fenrick
- Trooper Aaron Peterson
- Trooper Joseph Youngblood
- Trooper Adam Lukaszewski
- Trooper Alex Medina
- Trooper Scott Darin
- Trooper Jake Fricke



Superintendent's Star of Recognition Awards

Recognizes distinguished or exceptional achievements in the performance of duties.

The following employees received the Superintendent's Star of Recognition Award:

- Sergeant Robert Hartson
- Trooper Alex Trofin
- Trooper Ryan Zukowski
- Inspector David Cahoon

Recruitments and Retentions

One of the most pressing challenges facing law enforcement agencies today is recruiting and retaining highly qualified officers. Many agencies across the country are having difficulty filling vacancies. The Wisconsin State Patrol is no exception.

According to national statistics of law enforcement agencies conducted by the U.S. Department of Justice, Bureau of Justice Statistics (1987–2013), law enforcement agencies nationally are seeing a decline in new recruits/hires because of private sector competition, negative media coverage of the police, and a strong economy. It's predicted that many law enforcement agencies will continue to face tough times retaining officers due to varying schedules, low pay and long hours.

Diversity in recruitment and retention is an even a bigger challenge. Despite focused minority and female recruitment, only 13.3% of the qualified applicants hired for the 64th Recruit Class were female or minorities. At week 12 of 26, that number has decreased to less than 12.5%.

Many of the same issues that make recruiting difficult also make retaining qualified personnel a challenge. From 2014–2018 the Wisconsin State Patrol lost 210 personnel.

| Reason for leaving | 2014 | 2015 | 2016 | 2017 | 2018 | Total |
|-------------------------------------|------|------|------|------|------|-------|
| Discharged | 3 | 2 | 0 | 2 | 2 | 9 |
| Left for private sector job | 5 | 1 | 0 | 1 | 0 | 7 |
| Resignation | 4 | 18 | 21 | 22 | 17 | 82 |
| Retirement | 17 | 25 | 14 | 18 | 19 | 93 |
| Transferred to another state agency | 3 | 0 | 5 | 0 | 1 | 9 |
| Other | 6 | 2 | 1 | 1 | 0 | 10 |
| Total | 38 | 48 | 41 | 44 | 39 | 210 |

Promotions and Retirements

Promotions



Eleven sworn officers and one civilian were promoted in 2018. Nineteen sworn officers and two civilian employees concluded their careers with the State Patrol and retired from state service during 2018. Sworn officers accumulated 476 years of combined service for an average of 25 years of service each.

Sworn

- Larson, Craig State Patrol Lieutenant
- Amlong, Kyle M State Patrol Sergeant
- Arras, David State Patrol Sergeant
- Ballweg Larsen, Erica A State Patrol Sergeant
- Chahal, Harmanjot State Patrol Sergeant
- Goldberg, Raymond L State Patrol Sergeant
- Jacobs, Andrew J State Patrol Sergeant
- Luck, Jonathan M State Patrol Sergeant
- Pratt, Cory L State Patrol Sergeant
- Smith, Timothy S State Patrol Sergeant
- Wright, Nathan D State Patrol Sergeant

Civilian

- Harvey, David A DOT Program Chief

Promotions and Retirements



Retirements

Sworn

| | | |
|-----------------------|-------------------------|------------|
| • Lind, James D | Superintendent | 24.2 years |
| • Lindgren, Craig J | State Patrol Lieutenant | 24 years |
| • Galvan, Michael D | State Patrol Sergeant | 22 years |
| • Smith, Timothy S | State Patrol Sergeant | 18 years |
| • Younglove, Wendy S | State Patrol Sergeant | 31 years |
| • Berg, Timothy J | State Patrol Trooper | 21.9 years |
| • Hurley, Kimberly J | State Patrol Trooper | 28 years |
| • Kauffman, Timothy S | State Patrol Trooper | 27.4 years |
| • Kind, Randy L | State Patrol Trooper | 37.6 years |
| • Llanas, Alan J | State Patrol Trooper | 30.6 years |
| • Luhman, Dean R | State Patrol Trooper | 26.9 years |
| • Marcelin, Jean J | State Patrol Trooper | 20 years |
| • McMahon, Jack C | State Patrol Trooper | 23.5 years |
| • Moody, Jean A | State Patrol Trooper | 25.5 years |
| • Morrin, Micheal E | State Patrol Trooper | 26.5 years |
| • Severson, Scott D | State Patrol Trooper | 20 years |
| • Walsh, Neal T | State Patrol Trooper | 23.5 years |
| • Stanfley, Vernon L | State Patrol Inspector | 16.8 years |
| • Windey, Sharon | State Patrol Inspector | 27.5 years |

Civilian

| | | |
|--------------------|------------------|------------|
| • Pulse, GERALYN E | Payroll Ben Spec | 17 years |
| • White, Charles D | Electronics Tech | 17.8 years |

In Memoriam

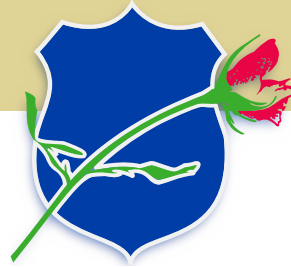
Wall of Honor



In honor of the officers of the Wisconsin State Patrol who have lost their lives while in the performance of their duties, a Wall of Honor display is located at each of the Posts, the Academy and at Central Headquarters.

The Wall of Honor serves as a memorial to those who have made the ultimate sacrifice.

In Memoriam



Wall of Honor

- *Honoring their service, remembering their sacrifice...*



In Memory of

Trooper Donald C. Pederson

End of Watch August 26, 1972



On August 26, 1972, Trooper Donald Pederson, 31 years of age and a six-year veteran of the Wisconsin State Patrol made the ultimate sacrifice when he lost his life in the line of duty while working traffic patrol in Green Lake County.

Trooper Pederson was shot and killed when he was ambushed by a 16-year-old he had stopped and cited earlier in the evening.

Wall of Honor



- *Honoring their service, remembering their sacrifice...*



In Memory of

Trooper Gary G. Powless

End of Watch May 18, 1980



On May 18, 1980, Trooper Gary Powless, 31 years of age and a one-year veteran of the Wisconsin State Patrol made the ultimate sacrifice when he lost his life in the line of duty while working traffic patrol in Monroe County. Trooper Powless was killed when the patrol vehicle he was operating was struck by a tractor trailer unit that had lost control due to an equipment failure.

In Memoriam



Wall of Honor

- *Honoring their service,
remembering their sacrifice...*



In Memory of

Trooper Deborah M. McMenam
End of Watch October 26, 1989



On October 26, 1989, Trooper Deborah McMenam, 31 years of age and a four-year veteran of the Wisconsin State Patrol made the ultimate sacrifice when she lost her life in the line of duty while conducting a traffic stop in Eau Claire County. Trooper McMenam was returning to her patrol vehicle after making a traffic stop when she was struck and killed by a passing vehicle.

Wall of Honor



- *Honoring their service,
remembering their sacrifice...*



In Memory of

Trooper William Schoenberger

End of Watch April 22, 1993



On April 22, 1993, Trooper William Schoenberger, 31 years of age and an eight-year veteran of the Wisconsin State Patrol made the ultimate sacrifice when he lost his life due to injuries he sustained in the line of duty while working traffic patrol in Eau Claire County.

Trooper Schoenberger was seriously injured on April 17, 1993, when his patrol vehicle was struck from behind by a tractor trailer as he was assisting at the scene of a vehicle fire.

In Memoriam



Wall of Honor

- *Honoring their service,
remembering their sacrifice...*



In Memory of

Trooper Jorge R. Dimas

End of Watch June 14, 2009




On June 14, 2009, Trooper Jorge Dimas, 23 years of age and an eleven-month veteran of the Wisconsin State Patrol made the ultimate sacrifice when he lost his life due to injuries he sustained in the line of duty while working traffic patrol in Polk County.

Trooper Dimas was seriously injured on May 9, 2009, when the patrol vehicle he was operating was struck by another vehicle as he was in the process of initiating a traffic stop.

Wall of Honor




- *Honoring their service, remembering their sacrifice...*



In Memory of

Trooper Trevor J. Casper
End of Watch March 24, 2015




On March 24, 2015, Trooper Trevor Casper, 21 years of age and an eight-month veteran of the Wisconsin State Patrol made the ultimate sacrifice when he lost his life in the line of duty while attempting to apprehend a suspect in Fond du Lac County. Trooper Casper was following a vehicle driven by a suspect from a bank robbery and murder that occurred earlier in the day. Before backup could arrive, the suspect opened fire on Trooper Casper. Though wounded, Trooper Casper was able to return fire and kill the suspect before succumbing to his fatal injuries.

In Memoriam




Wall of Honor

- *Honoring their service, remembering their sacrifice...*



In Memory of
Trooper Anthony J. Borostowski
End of Watch April 11, 2017



On April 11, 2017, Trooper Anthony Borostowski, 34 years of age and a two and one-half-year veteran with the Wisconsin State Patrol made the ultimate sacrifice when he lost his life in the line of duty while working traffic patrol in Sauk County.

Trooper Borostowski sustained fatal injuries when the patrol vehicle he was operating left the roadway and struck a tree.

In Honor of



- *In honor of the members of the Wisconsin State Patrol who gave their lives serving the citizens of the state, a public wreath placing ceremony was conducted graveside in honor of National Police Memorial Week.*
- *On Wednesday, May 23rd and Thursday May 24th, the Wisconsin State Patrol placed a memorial wreath at the grave of each of our officers killed in the line of duty.*
- *The public was cordially invited to join us in honoring the ultimate sacrifice made by each of these fallen troopers. A presentation took place at each trooper's grave/memorial site.*

Wednesday, May 23, 2018

9:00am–9:30am

Trooper Jorge R. Dimas
Amery, Wisconsin

11:30am–12:00pm

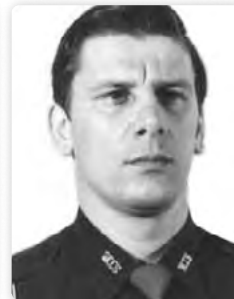
Trooper William Schoenberger
Eau Claire, Wisconsin

2:00pm–2:30pm

Trooper Deborah M. McMenemy
Tomah, Wisconsin

3:00pm–3:30pm

Trooper Anthony J. Borostowski
Tomah, Wisconsin



Thursday, May 24, 2018

9:00am–9:30am

Trooper Donald C. Pederson
Green Lake, Wisconsin

11:30am–12:00pm

Trooper Trevor J. Casper
Kiel, Wisconsin

2:30pm–3:00pm

Trooper Gary G. Powless
New Berlin, Wisconsin



Contact us



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

