I am looking forward to serving as the 2016 ITE Wisconsin Section President. I have always been impressed with the section’s organization and the events that provide our members with many opportunities to help strengthen and encourage our profession. Our section leaders have been busy planning events tailored to our membership ranging from technical presentations to summer socials. It is our hope that you can take advantage of these opportunities and actively participate in section activities throughout the year!

Throughout my time on the Wisconsin Section Executive Board, I have been privileged to serve with an outstanding group of professionals and this year is certainly no exception. I am honored to be working with the following board members:

- Brian Porter – Vice President
- Yang Tao – Treasurer
- Allan Pacada – Secretary
- Kelly Greuel – Director
- Ashley Vesperman – 2nd Year Affiliate
- Erin Schoon – 1st Year Affiliate
- Dawn Krahn – Past President
- John Bruggeman - Administrator

Thank you to Mike McCarthy and Stacey Pierce for their past service on the ITE Executive Board! We also welcome Kelly Greuel and Erin Schoon as our new board members.

Implementation of the new section website last year was a big undertaking. I hope that your experience interacting with the website has been positive. Many thanks to everyone that helped make this happen, but in particular to Brian Porter and John Bruggeman that took on the bulk of this task and made the transition very smooth! We hope that you have found the ability to renew affiliate memberships and sign-up/pay for meetings on-line easy and convenient.

We started the year with a very successful and well attended section meeting on January 20th. The meeting was held in Madison and we had more than 80 people in attendance. Brandon Lamers from WisDOT’s SW Region gave a very interesting presentation on the Madison Beltline Planning and Environmental Linkages Study.
Please be sure to mark your calendars for these upcoming meetings:

- The next section meeting will be on **Thursday, March 3rd** in Milwaukee and will be the annual UW Milwaukee/Marquette Student night.
- The Traffic Engineering Workshop and Transportation Planning Forum will follow on **Wednesday, April 20th** at the Country Springs Hotel in Pewaukee.

I hope to see you all at both of these events.

Please ask me or any one of the Board members if you would like to become involved in any of the many volunteer opportunities within our Wisconsin Section. If you have any questions or comments about the Section, please contact me at stephan.hoffmann@rasmithnational.com.

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2016 ITE Board: Erin Schoon, Kelly Greuel, Allan Pacada, Yang Tao, Brian Porter, Stephan Hoffmann, and Dawn Krahn
(Not pictured: Ashley Vesperman, John Bruggeman)

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Are you interested in advertising in our quarterly newsletter? Advertising is a great way to sponsor the Wisconsin Section and promote your firm/agency to hundreds of fellow Wisconsin Section members! Advertising options start at just $50 per issue. Contact Kelly Greuel, Newsletter Editor, at (608) 828-8132 or kelly.greuel@aecom.com for more details.
Feature Article

Envisioning Smart, Connected Cities
By Peter Rafferty, Wisconsin TOPS Lab

Some see nothing but more congestion, more stress, more crashes, more cost. “America’s transportation system is a fossil in 2045.” That’s a scenario described in USDOT’s Beyond Traffic 2045 framework. But in an alternative future scenario, we’ve made huge progress toward zero deaths, emissions and fuel consumption are a fraction of today’s, and everybody has convenient mobility choices with access to everywhere, anytime.

How do transportation agencies and communities get there? Better transportation systems management & operations (TSM&O) is a key part of it, including active traffic management (ATM), intelligent transportation systems (ITS), and a host of other acronyms. And beyond those are emerging technologies that offer great promise for transforming our mobility: connected vehicles, autonomous vehicles, electric vehicles, and data systems.

CONNECTED VEHICLES

Connected vehicles (CV) - formerly referred to as vehicle infrastructure integration (VII), IntelliDrive, and others - encompass many things. One way to understand the universe of CV is by what the vehicle is communicating with:

- Vehicle to vehicle (V2V) – Motivated largely by safety, and pursued by the market for these technologies and the auto manufacturers. There are some TSM&O strategies involved, including congestion reduction.
- Vehicle to infrastructure (V2I) – Here there are more TSM&O applications, more data for operations, field devices working more collaboratively.
- Vehicle to bicycles, to phones, and to everything else (V2X) – Think of the internet of things here.

There are hundreds of different applications within the CV universe, promising benefits for safety, delay, reliability, user costs, and the environment. The applications span several areas including safety, e.g., forward collision warning, red light violation warning, applications targeted at vulnerable road users (VRUs); TSM&O, e.g., probe data, including fleet-based asset sensors, work zone traveler info; weather, e.g., winter weather management; environment, e.g., speed harmonization, eco-fill-in-the-blank solutions; and mobility, e.g., V2I traffic signal applications, smart truck parking. Some of these are already out there functioning, and all of them are being developed further.

1 www.transportation.gov/beyondtraffic
AUTONOMOUS VEHICLES

The fully autonomous vehicle (AV), or automated or driverless vehicle, is a bit farther in the future. The Google Car may be the most recognizable, and it is certainly operational, but it isn’t yet ready for consumers. The National Highway Traffic Safety Administration (NHTSA) and the Society of Automotive Engineers (SAE) define similar levels of automation, from zero to four or five. Today we have about level two available, which is partial automation, e.g., adaptive cruise control.

This January, two colleagues – Max Sauban and Jon Riehl – had separate opportunities to drive a Tesla Model S with a partial AV package. While their harrowing tales may be more about what it’s like to drive in “Ludicrous Mode”2, they brought back good insight into the current state of the industry, as far as consumer AV goes. In short, the vehicles got especially confused when lane markings weren’t clear or when navigating intersections. When lane changing, the Tesla knew enough not to go when a vehicle or other obstruction was present, but it didn’t instill great confidence.

When we speak of CV and AV, these are very different things, yet not mutually exclusive. Not far off when Tesla or other electric vehicle (EV) manufacturers improve AV, combined with CV, we’ll meet the triune vehicle.

WISCONSIN INITIATIVES

The Wisconsin Traffic Operations and Safety (TOPS) Lab at the University of Wisconsin-Madison is actively undertaking or collaborating on several initiatives involving CV, AV, data applications, and related technologies. Here are some examples:

- V2I data collection and modeling, which involves leading edge microsimulation, traffic state estimation and prediction, trip mode, travel demand, emissions modeling, and macro fundamental diagram (FD) estimation.
- For freeways, the TOPS Lab is researching behaviors and interactions between vehicles performing lane changes, benefits and effects of car following and cooperative adaptive cruise control (CACC), and merging assistance, all in an advanced simulation testbed.
- On arterials, intersection control is central to the investigations, seeking to leverage the benefits of communication between signals and vehicles (V2I) and VRUs (V2X), also within a simulation testbed.
- Applying CV to the development of smart variable speed limit (VSL) control significantly improves the control effectiveness and reduces the implementation cost.
- The TOPS Lab was awarded a National Science Foundation (NSF) project to explore the behavior of a high-performance type of AV, with CACC, and to develop smart control to improve non-AV traffic.
- When incidents or related traffic events occur, the impacts to other users and how other vehicles react is a big topic, replete with opportunities for substantial benefit gains from CV applications. Modeling and quantifying this can take several forms, and the work underway is investigating these in conjunction with field data made available by cellular signal processing and GPS probe data.
- The TOPS Lab will be developing modules for their full scale driving simulator to support further research into a variety of CV and AV applications.

The Wisconsin Department of Transportation (WisDOT) continues to move forward with CV readiness, in part catalyzed by their progress with the TSM&O Capability Maturity Model. WisDOT’s current work with smart

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2 mashable.com/2015/07/17/tesla-ludicrous-mode
truck parking is a good example, funded by the USDOT, including a portion of a multistate award from the Transportation Investment Generating Economic Recovery (TIGER) program. WisDOT is also an active contributor to the CV Transportation Pooled Fund.3 The TOPS Lab helps our transportation community keep abreast of developments through the V2I Deployment Coalition, comprising interested stakeholders from government, industry, and academia.4 That coalition was launched in 2015 and is organized into several technical working groups covering research, standards, partnerships, and other areas.

Among the highest profile federal opportunities for a state like Wisconsin are the CV Pilots.5 These are distinct from the CV test beds - emphasizing affiliations - the most prominent of which is the activity around Ann Arbor, Mi.6 The CV Pilots Wave 1 winners announced last September are Wyoming, Tampa, and New York City. Wyoming is focusing on weather and heavy vehicles on rural interstates; Tampa has a variety of safety and mobility applications, centered on a key freeway corridor; and New York City is advancing their work with intersection control and communications, grid flow, and pedestrian safety. In preparation for applying for Wave 2 in 2017, the TOPS Lab continues its collaboration with WisDOT and other potential partner agencies to make steps to keep Wisconsin competitive.

The City of Madison completed an ITS strategic plan in 2015, for which TOPS had an advisory role, and CV and V2I are a part of the plan. The City of Madison and the TOPS Lab are collaborating in pursuit of some initial steps to make toward demonstrating CV implementation in Madison. These include installing DSRC radios at intersections and on buses with potential applications for transit safety, real-time information, signal priority, and V2X for VRU safety. A second concept is targeted at communication between train crossings, signals, and vehicles at the numerous crossing along the isthmus, with applications for rail crossing safety, improved traffic signal operations, traveler information. As another example of network connectivity, Metro Transit has installed WiRover – developed through the Department of Computer Sciences – on some of buses, with further deployment of that anticipated.

Then on December 7, 2015, the United States Department of Transportation (USDOT) announced the Smart City Challenge.

THE SMART CITY CHALLENGE

“The USDOT vision of the Smart City Challenge is to demonstrate and evaluate a holistic, integrated approach to improving surface transportation performance within a city and integrating this approach with other smart city domains such as public safety, public services, and energy. The USDOT intends for this challenge to address how emerging transportation data, technologies, and applications can be integrated with existing systems in a city to address transportation challenges. The USDOT seeks bold and innovative ideas for proposed demonstrations to effectively test, evaluate, and demonstrate the significant benefits of smart city concepts.”7

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3 www.cts.virginia.edu/cvpfs
4 www.transportationops.org/V2I/about
5 www.its.dot.gov/pilots
6 its.dot.gov/testbed.htm
7 www.transportation.gov/smartcity
The Challenge is targeted at mid-size cities, and in lieu of multiple awards, one city will be selected to receive $40 million from USDOT, plus $10 million from Paul Allen’s Vulcan corporation, plus other industry contributions. The USDOT emphasizes the objectives of addressing safety, mobility, and climate change. Around 60 cities are eligible, from as small as Des Moines to as large as San Francisco. Madison is at the lower end of population range, but higher in terms of their population density and percent of urban area criteria. Initial applications were submitted February 4, from which five finalists will receive $100k and approximately two more months to flesh out their proposal. What follows here is adapted from the proposal introduction, put together by the City of Madison, the TOPS Lab, and other stakeholders from UW-Madison and private industry, with support from Kimley-Horn and Associates.

“Smart Madison for Shared Prosperity”

The City of Madison, in partnership with the UW-Madison and private entities, envisions a Smart Madison for Shared Prosperity. Madison is proposing to take on climate change, safety, and public health by implementing advanced and innovative transportation technologies and services. Madison, as a living mobility lab with the Shared Madison Data Platform and an existing fiber communications backbone, will be the foundation for autonomous and connected vehicle technologies, including V2I, V2X, smart bicycle services, algorithms for microtransit service and ride sharing, electric vehicle infrastructure, partnerships with private entities for driverless shuttles on UW-Madison and business campuses, and other smart city solutions. The platform’s open source nature will allow all citizens, educational institutions, and businesses to not only contribute information to its catalog but also to receive, digest, and design new technologies from its wealth of big data.

Partners with Madison in this include the region’s two largest employers – UW-Madison and Epic Systems, businesses with roots in the area such as Trek and Propeller Health, and nationally and internationally based technology companies including LeapCraft, Easymile, Cisco, and Econolite.

Again from Beyond Traffic 2045, Madison may be “Drifting Toward Gridlock,” but Madison rejects that future. Madison envisions:

- A transportation reality in which versatile, shared data empowers Mobility as a Service and a more equitable and responsive public transit system
- A future where people have the information they need to make the best transportation choice for each trip, and connections between transportation modes are easy and intuitive.
- Social, legal, and economic incentives reinforcing transportation decisions in favor of environmental quality and health.
- Buses that continue to serve main routes, while on-demand autonomous shuttles connect people to hubs and destinations across the city, day and night.
- A smart, shareable delivery system connects regional farmers and other producers with city vendors and buyers.
Why Madison?

Madison is facing major challenges dealing with income inequality, racial disparity, mobility, safety, and the environment. Madison’s thriving metro area is the fastest growing in Wisconsin and the second fastest growing region in the Midwest. Madison is projected to grow from 233,000 people in 2010 to 291,000 by 2035 (a 25% increase). The city must be innovative as it grows in order to address equity, mobility, safety, and environmental concerns.

Existing transportation systems have alleviated some issues, but improvements are uneven. Current transit serves the urban core adequately, but Madison seeks to improve mobility for everybody more dynamically, in underserved neighborhoods, and at all times. Madison is situated in a distinctive isthmus landscape, creating a dense urban core surrounded by two large lakes. With other lakes further constraining geography, traffic heading into the city from surrounding freeways must be funneled through limited arterials into the urban core. With a wide range of weather over four seasons and numerous special events, the ecological and cultural character of the area combine to cause inherent mobility problems and challenges. These conditions offer the ideal proving ground for ensuring new technologies and deployments bring measurable mobility improvement and are transferable to other cities.

As alternative travel mode shares continue to increase, VRUs face increasing interactions and conflicts. Safety for VRUs will be improved by integrating transformative connected vehicle technologies, including V2I and V2X, as well as advanced collision avoidance systems such as that provided by Mobileye\(^8\) for bus fleets.

Electric zero-emission vehicles benefit from new charging stations as Madison builds or rehabilitates parking facilities, Madison Gas & Electric is a partner in the proposal for smart grid improvements, and UW-Madison is one of just four pilot universities receiving Innova Dash\(^9\) vehicles for first and last mile connectivity. Madison’s existing network of thermal and environmental sensors, coupled with new in-situ and remote air quality monitoring integrated into the data platform will benefit public health while providing valuable performance metrics.

Connected and Data-enabled

Just as a private corporation applies business intelligence to disparate data sources toward more efficient operations, Madison is adapting these techniques to the marketplace of mobility and equity. Leapcraft\(^{10}\) will

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8 www.mobileye.com
9 www.innovaevcarshare.com
10 leapcraft.dk
provide data services support to supplement the existing ITS technology and fiber network to yield critical analytics. Examples of real-time data made available to the public on the shared data platform include road conditions, traffic volumes, travel times, transit tracking, parking availability, bicycle and ride share availability, air quality, and freight delivery logistics. Private transportation network companies will use the data to optimize routing. Data will be made available to connected vehicles providing real-time parking occupancy and availability information. And the platform will support the deployment of a single fare collection system that integrates B Cycle Bike Share, Metro Transit, parking fare collection, and other user services.

**HOW TO STAY CONNECTED**

Please keep in touch. If you have any questions about anything you’ve read here, or have comments, ideas you want to try, or suggestions for us, please contact Peter Rafferty at 608-890-1218 or prafferty@wisc.edu.
Recent Meetings and Events

Annual Section Meeting – December 2, 2015
By Stacey Pierce

The Wisconsin Section held the annual meeting at the Delafield Brewhaus on December 2. Shawn Leight, the ITE Vice President, and John Davis, the ITE Midwestern District Director spoke about the opportunities to be involved with ITE beyond the section level. The annual election results were announced and new officer inductions occurred with Shawn Leight swearing in the new officers.

Awards were presented for the Harvey Shebesta Award, the Young Professionals Award, and the Distinguished Service Award.

Harvey Shebesta Scholarship Award

James Markosian received the Harvey Shebesta Award. James is a 2nd year graduate student at UW-Madison and will graduate in May 2016 with his master’s degree. His interests are in traffic engineering and advanced technologies, considering the impacts of each on safety. James is a researcher at the UW Traffic Operations (TOPS) Laboratory and teaching assistant for an Introduction to Transportation Engineering course on campus. James is also the current UW-Madison ITE Student Chapter Vice President.

The $1,500 Harvey Shebesta Scholarship Award is presented annually by the Wisconsin Section of ITE to encourage students to consider Transportation Engineering in their studies and career aspirations, and to provide partial financial support to students who have demonstrated an interest and are likely to work in the transportation field. Applicants were evaluated on the basis of past academic performance, education plans, career goals, activities and record of leadership.

Congratulations James and best wishes in your future endeavors!

Young Professional Award

John Campbell received the Young Professionals Award. John is a senior traffic engineer with Traffic Analysis and Design, Inc. and received his BSCE from Marquette University and his MSCE from UW-Madison. He also obtained a Transportation management and Policy Certificate from UW-Madison.

He has authored or co-authored six publications and made numerous presentations at ITE, ASCE, APWA, and Mid-Continent Transportation Research Symposium events.
Outside of work, John is a dedicated husband and father of two children, and has given his time to the Gift of Adoption Fund, served as an 8th Grade Assistant Football Coach, and also as an adult softball Team Manager. He is also a founding member of the Brave Investment Group, and also a past president of the organization.

John was selected as the 2015 ITE Young Professional Award winner for his essay on flexibility in transportation projects. He believes that engineers will be able to overcome the challenges of changing human behavior while working with the confines of existing infrastructure through inter-agency and public/private collaboration.

The Young Professionals Award recognizes the achievements of transportation professionals who are under the age of 35. Each prospective applicant must be actively involved in transportation engineering and draft a short essay on the challenges facing the industry.

Congratulations John!

**Distinguished Service Award**

**Rich Coakley** received the **Distinguished Service Award**. Rich received his BSCE from the University of Illinois – Urbana-Champaign, his MSCE from UW-Madison, and an MBA from the Keller Graduate School of Management.

Rich served on the ITE Wisconsin Board from 2009-2014 (president in 2013), and won the Martin Bruening Award in 2003. He has been an instructor for Highway Safety Manual and PTOE refresher courses. Rich was a reviewer for the Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges: An ITE Proposed Recommended Practice and the Traffic Engineering Handbook.

He has held adjunct faculty positions at UW-Madison and Marquette University, and published two articles in the ITE Journal. Rich has also been a member of the TRB Geometric Design Committee since 2006, and the TRB CSD Task Force since 2012. He is also a member of ASCE.


The Distinguished Service Award recognizes an ITE member’s outstanding contributions to the transportation profession. Selection of the winner is based on continued member leadership roles on difficult transportation issues or projects; notable and outstanding contributions to the profession through the section or national Institute and other professional activities; and recognition for the advancement of the integrity of traffic engineering, design, planning, or education.

Congratulations Rich! The Wisconsin ITE Section thanks you for your support and contributions to the transportation community.
Other Recognitions

Special recognition was given to 2015 Past President, Mike McCarthy, in appreciation of his work the past 6 years on the ITE Wisconsin Section Executive Board. Mike was given a gift in appreciation for the time he volunteered this past year serving as the Chairman for both the Distinguished Service Award and Young Professional Award for 2015. Thank you Mike for your years of dedicated service!

Committee chairpersons were also recognized with certificates for their service to ITE Wisconsin, and thanks given also to all of the members of all of the committees.
Second Wisconsin’s Professional Traffic Bowl Held at Annual Dinner  
By John Davis

After the annual awards and recognitions, Kelly’s Heroes, Civil Discourse, the Signal Squad, the Cookie Monsters, and the Traffic Warriors participated in the second Wisconsin Professional Traffic Bowl as a part of the Section’s 2015 Annual Dinner program. Forty members participated in the competition of traffic/transportation knowledge and trivia.

The categories for this year’s first round were:
- “Christmas Transport” – Transportation modes or means for Christmas
- “Warning Sign Symbols” – Identify the traffic warning sign
- “Name the Engineer or Scientist” – Famous engineers or scientists

For the doubles round, the categories were:
- “Geometry is FUN!” – Clues involving geometry
- “TV/Movie Cars” – Clues about cars seen in TV shows and movies
- “ON ITE Wisconsin” – Wisconsin ITE facts

The final clue’s topic was “Is it Christmas Yet?”, and featured a mathematical clue about the carol, *The Twelve Days of Christmas*. Most every clue was answered correctly by one of the five teams!

The winning team was the Cookie Monsters with a final score of 1290 and answering the final clue correctly! The members of Cookie Monsters were: **George Schulz**, SRF Consulting; **Erin Schoon**, WisDOT; **Tristan Hickman**, Ayres Associates; **Brian Porter**, WisDOT; **John Campbell**, TADI; **Luke Holman**, Strand; and **Vicki Haskell**, WisDOT. They each won a bag of popcorn. It was reported the popcorn was good and helped get some folks through the first half of the Packers-Lions football game!

By the way next time, be sure to choose carefully who you sit with for dinner as Erin, Tristan, and Brian were also on the winning team last year. Congrats to them for being two time winners.

Judges were: **Mike McCarthy**, EMCS; **Stephan Hoffman**, RA Smith National; and **Dawn Krahn**, WisDOT. **Stacey Pierce**, WisDOT was the scorekeeper, **Yang Tao**, City of Madison was timer, and **John Davis**, Ayres Associates organized the game and served as moderator. Everyone had a wonderful time and enjoyed the evening.
Section Lunch Meeting – January 20, 2016
By Kelly Greuel

The first section meeting of 2016 - Public Service Appreciation Luncheon - was held at The Great Dane - Eastside in Madison to recognize those professionals who have served in the public sector.

The registration started at 11:30, followed by networking and social time prior to lunch. The 2016 Wisconsin Section officers gave a brief membership report and a treasurer’s report.

Brandon Lamers, WisDOT Major Studies Supervisor, spoke on the Madison Beltline Planning & Environmental Linkages (PEL) Study. The project extends 19 miles from USH 14 in Middleton to CTH N in Cottage Grove. This is the main east/west highway in the Madison area and carries more than 123,000 vehicles per day. The Madison Beltline needs to be improved to provide better multimodal services, increase safety, and replace/repair deteriorating structures. The corridor includes several closely spaced interchanges that create heavy merge and weave movements that create both operational and safety concerns. Additionally, the project has other challenges such as the Arboretum and Yahara River and Marsh Crossing that limit the improvements available in these areas.

Brandon Lamers, WisDOT Major Studies Supervisor

The Madison Beltline study is broken into three parts: an O-D study (completed in 2014), a PEL study, and an EIS study. Currently, WisDOT is in the process of completing the PEL study. The PEL process is new and the Madison Beltline is a pilot project for this type of study. The PEL study is a planning-level development and analysis of the effectiveness of all possible solutions to the Madison Beltline’s current and long-term future needs. These solutions include capacity expansion and changes/improvements to the Beltline itself, modal strategies, and other route alternatives to the Beltline relieve some of the current traffic. The results of the study will analyze all potential strategies and determine what strategies work best to address the existing issues and accommodates future growth in the Madison area.

Thank you Brandon for a very interesting presentation!
ITE Lifetime Achievement Award

Prior to the start of Brandon Lamer’s presentation, Yang Tao and Stephan Hoffmann presented the ITE Lifetime Achievement Award to Dan Dettmann (City of Madison, 42 years of service) and Wes Shemwell (FHWA, 42 years of service). Congratulations to Dan and Wes on this great accomplishment!
**Future City Competition – January 16, 2016**

By Shana Brummond

The 2016 Wisconsin Regional Future City Competition was held on January 16 at the MSOE Kern Center in Milwaukee. The Future City Competition is a national, project-based learning experience where 6th, 7th and 8th grade students imagine, design, and build cities of the future. The competition encourages and strengthens the students’ knowledge of Science, Technology, Engineering and Mathematics (STEM). Approximately 200 students, including a total of 54 teams from schools around Wisconsin participated in the event. The overall winner was “Kai Aupuni” from St. Alphonsus School in Greendale. The “Kai Aupuni” team will compete against 35 other regional winners in the Future City National Finals held in Washington D.C. from February 13–17. We wish them the best in the National Competition!

The ITE Wisconsin Section sponsored the “Best Transportation System” award as part of the competition. This year’s award was given to “Bright Shore” from Waukesha STEM Academy. Alicia Dougherty, Jeremy Iwen, Phil Bielefeld, Shana Brummond and Tim Anheuser served as judges for the award. It was great to see so many young students interested in engineering and excited to present their future city. We look forward to next year’s competition!

ITE Best Transportation System Award
Students from Team “Bright Shore” – Waukesha STEM Academy
Upcoming Awards

ITE Ken Voigt Young Members Award

The Young Members Award, sponsored by and funded by the ITE Wisconsin Section, recognizes achievement in transportation by younger transportation professionals who are members of ITE. The award will be given annually for a paper reporting on transportation activities; the paper does not have to report upon a total project, but can cover the portion of the project for which the writer was responsible.

Application Deadline: May 1, 2016

ELIGIBILITY:
- Any member of ITE who has not reached his/her 35th birthday by June 1 is eligible to apply for the award.
- Must be a Wisconsin Section Member or Affiliate Member (ITE Student members are not eligible)

More information regarding the submission procedure and evaluation criteria coming soon!

AWARD:
- Recognition at an ITE Section Meeting
- Plaque
- 2016 ITE Annual Meeting Registration (Early Registration Member Cost) and up to $1,000 travel reimbursement to attend ITE Annual Meeting

Questions regarding the Ken Voigt Young Members Award may be directed to:
Rich Coakley
E-mail: richard.coakley@ch2m.com
Phone: 414.847.0423
Midwestern District Update

2016 Midwestern + Great Lakes Joint District Annual Meeting
June 26-June 28, 2016 – Chicago, Illinois

This meeting will represent 14 states, providing an opportunity for attendees to network with a diverse group of transportation professionals and to experience a robust technical program focusing on the latest trends in transportation. It will be located at the Holiday Inn Chicago-Mart Plaza River North, steps from downtown Chicago’s famous restaurants, shops, and attractions.

Conference website:
http://www.chicago2016mwglite.com/

Preliminary Schedule is available at:
http://www.chicago2016mwglite.com/programming_full.html

2017 Midwestern District Annual Meeting
June 18-June 20, 2017 – Madison, WI

In 2017, the Wisconsin Section will play host to the 11-state Midwestern District Annual Meeting and Conference. The dates of the meeting are June 18-20, 2017, and the site will be The Madison Concourse Hotel, in downtown Madison. The Section’s Local Arrangement Committee is starting to plan in detail the technical program and social events that will be a part of the 2017 meeting. If you would like to join the fun and excitement of planning this event, there are several committee’s available to join! Committee’s available to join include: Publicity, Venue/Hotel Arrangements, Finance, Registration, Corporate Sponsorship & Industry Exhibitor, Social Activities, Hospitality and Family Program, and Technical. If you don’t have time to volunteer before the event, there are plenty of micro volunteer opportunities available during the event. Please contact John Davis (DavisJ@AyresAssociates.com, (262) 522-4905) or Jess Billmeyer (Jess.Billmeyer@aecom.com, (608) 828-8157) if you are interested in helping out in some way. No experience is necessary!
# 2015-2016 Wisconsin Section Budget

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<td>Officer Meeting Registration</td>
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<td>Harvey Shebesta Scholarship Fund</td>
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<td>Ken Voigt Award</td>
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<td>$1,684.38</td>
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<td>TRB Wisconsin Reception</td>
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<td>Star Chapter Website Maintenance</td>
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<td>ITE Annual Meeting Reception Sponsorship</td>
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<td><strong>Total Expenditures</strong></td>
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<td><strong>Net Change</strong></td>
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<td>$ (582.06)</td>
<td>$ (7,250.00)</td>
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Upcoming Events

March 3  
Marquette/UW-Milwaukee Student Night and Martin Bruening Award  
Marquette University, Milwaukee, WI

April 20  
Traffic Engineering Workshop / Transportation Planning Forum  
Country Springs Hotel, Pewaukee

April 20  
Lunch Meeting – TEW/TPF,  
Pewaukee, WI

May 11  
Fox Valley Dinner Meeting

June/July TBD  
Annual Social Event(s)

June 26-June 28  
Midwestern + Great Lakes Joint District Annual Meeting  
Chicago, IL

July 13  
Joint Meeting with ITS Wisconsin

August 14-17  
ITE 2016 Annual Meeting and Exhibit  
Anaheim, CA

Do you have some information or great ideas to share? The ITE Newsletter is an excellent medium for reaching section members. If you would like something published in the upcoming newsletter, please contact the 2016 Wisconsin Section Member Director, Kelly Greuel at (608) 828-8132 or kelly.greuel@aecom.com
ITE Wisconsin Section Dinner Meeting- UWM/Marquette Student Night and Martin Bruening Award
Hosted by UW-Milwaukee

**Date:** Thursday, March 3, 2016

**Time:**
- 5:30 Registration/Social
- 6:00 Dinner
- 6:30 Program

**Place:** Milwaukee Beer Bistro
2730 N Humboldt Blvd
Milwaukee, WI

**Topic:**
- ITE Student Chapter Updates
- Martin Bruening Award Presentation

**Speaker:** Lakefront Gateway Project
*Presented by Mary Beth Pettit, PE*

**PDH:** The Wisconsin Section is offering 0.5 PDH for this presentation.

**Menu:** Choice of the following entrees:
- Wisconsin Cheese & Bacon Burger
- Braised Beef Short Rib Sandwich
- Herb Marinated Sautéed Portabella Sandwich
- Caesar Salad

All entrees are served with your choice of fries or a side salad. Soda is included. Cash bar available.

*Note: Parking space in the restaurant lot is limited. There is plenty of adjacent street parking. There is also parking available in the Gordon Park lot one block north of the restaurant.*

Register and pay online at itewisconsin.org by **NOON Tuesday, March 1, 2016.** WI ITE non-members can also register using the same site (register as guest). If you prefer to sign up via email or phone (and pay at the door), please RSVP to Kait Sanford, EMCS, Inc. by email at: ksanford@emcsinc.com or by phone at 414-347-1607. No shows will be charged and no refunds will be made after the event.

**Cost:**
- $15 for member professionals
- $8 for students
- $20 for non-member professionals

**Directions:**
From Madison: Take I-94 eastbound. Take exit 310B to merge onto I-43 N. Take exit 74 toward Locust St. Merge onto N. 7th St. Turn right onto W. Locust St. Turn right onto N. Humboldt Blvd.

Next Meeting: April 20, 2016 – Lunch Meeting at Traffic Engineering Workshop and Transportation Planning Forum (Pewaukee)

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Get ready to be immersed in 4 days of transportation know-how!

Join the Institute of Transportation Engineers August 14–17 in Anaheim, CA at our 2016 Annual Meeting & Exhibit as we explore “Expanding Our Horizons-Change. Challenge. Opportunity.” This year’s Annual Meeting & Exhibit is about embracing the change facing our profession.

Transportation professionals from around the world will convene at the Anaheim Marriott for four days of discussion, peer-to-peer conversation, and networking. As the showcase event for both ITE and the transportation profession, our Annual Meeting & Exhibit is the stage for national and international perspectives to be shared. Educational content will also tap into the wealth of transportation innovation taking place in California.

The ITE 2016 Annual Meeting & Exhibit will:

• Offer a glimpse of the future and what attendees need to know to prepare today.
• Provide the opportunity to acquire new skills and tools and refresh existing ones.
• Deliver access to the critical capabilities required to develop into a leader in the transportation profession.

You will leave Anaheim feeling energized and renewed in order to successfully achieve your current responsibilities, to meet your most daunting challenges, and to seek out new endeavors.

For more information, visit www.ite.org/annualmeeting.
To become an exhibitor or a sponsor, contact Pam Goodell, pgoodell@ite.org, +1-202-785-0060 ext 128.
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