



Measuring Transportation Investments: The Road to Results

Wisconsin is one of 19 states with mixed results

in having the essential tools—goals, performance measures and data—needed to help decision makers choose more cost-effective transportation funding and policy options.

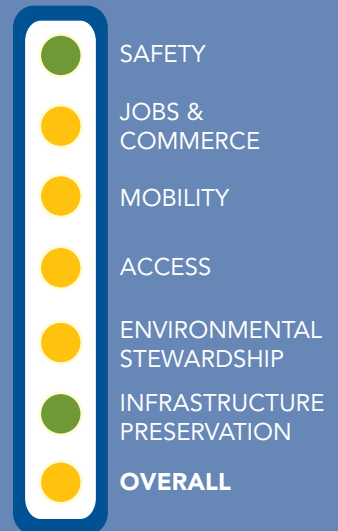
The state has a detailed long-range strategic plan, which includes sections on transportation’s role in driving progress toward the six key policy objectives, such as jobs, mobility and safety, examined in the Pew-Rockefeller study. Wisconsin’s report includes goals, policies and specific action items for each policy during the short term (2008-2013) and entire planning period (through 2030). For example, in the area of safety, Wisconsin set a goal to reduce crashes, injuries and fatalities and presents data to show progress on its performance. But in the area of access, it reports only non-core measures, such as a count of transit ridership. The usefulness of such data could be improved by expanding it to include the percentage of residents served by transit.

\$2.86 BILLION The state spent an estimated \$2.86 billion on transportation in fiscal year 2010.*

HOW IS THE STATE DOING?

Does it have the tools to ensure transportation spending and policy decisions are advancing six key goals?

- Leading the Way
- Mixed Results
- Trailing Behind



*National Association of State Budget Officers State Expenditure Report 2010.

METHODOLOGY: States were given one of three ratings—leading the way, showing mixed results or trailing behind—based on whether they have the goals, performance measures and data needed to help decision makers ensure their surface transportation systems are advancing six key goals. The ratings are based on 10 criteria. Each state was rated for its performance in each of the six goal areas and given an overall rating.

SOURCE: Wisconsin Department of Transportation, “Connections 2030,” 2009, <http://www.dot.wisconsin.gov/projects/state/2030-background.htm> (accessed April 7, 2011).