

BARRON COUNTY TRAFFIC SAFETY COMMISSION MEETING

Tuesday, June 9, 2026 12:00 PM Meeting Minutes

Barron County Justice Center, Emergency Operations Center, 1420 State Hwy 25 North, Barron, WI 54812

Present: Chairman Louie Okey, Barron County Board of Supervisors; Brad Wolf, Barron County Board of Supervisors; Administrator Jeff French, Barron County; Sheriff Jodi Kummet, Barron County Sheriff's Department; Chief Deputy Jason Hagen, Barron County Sheriff's Department; Captain Darren Hodek; Barron County Sheriff's Department; Director of Emergency Services Michael Judy, Barron County Sheriff's Department; Medical Examiner Nate Dunston, Barron County; Assistant District Attorney Adrian Longacre, Barron County District Attorney's Office; Law Student Intern John Kapsner, Barron County District Attorney's Office; Matt Reedy, Wisconsin Department of Transportation; Sergeant Tatsue Andruze-Bell; Wisconsin State Patrol; Chief Steve Roux, Rice Lake Police Department; Law Enforcement Liaison Trace Frost, Bureau of Transportation Safety and Fiscal Manager Penny Pierce, Barron County Sheriff's Department

Appearing Virtually: None

Others Present: Bob Zeintara

Call to order by Chairman Okey at 12:00 p.m.

Public Notification – Penny Pierce stated the County's compliance with open meeting laws.

Public Comment – No public comment.

Approve Agenda

Motion: (French/Kummet) to approve the agenda. Motion carried.

Approve Minutes from March 10, 2026 meeting.

Motion: (Kummet/Roux) to approve the meeting minutes as presented. Motion carried.

Remote attendance for future meetings.

Motion: (French/Wolf) to allow remote attendance at the Traffic Safety Commission Meetings. Motion carried.

Reports on traffic safety related matters by:

Trace Frost's presentation included the year to date and 2025 data, daily fatality report, crash review, crash hot spots identified in Barron County and citation data. 100% of Barron County crashes were mapped in 2025. Information on the Governor's Conference was presented. Community Maps data was reviewed for Barron County.

Matt Reedy advised on the construction projects in Barron County. 2026 projects include Highway 53 south bridge and bridge deck replacement; Highway 63 from Highway 8 East to Highway 48 West resurfacing; Highway 63 to County Line resurfacing and Highway 63 bridge replacement in the City of Cumberland.

Suggestions for Future Agenda Items: None

Next meeting dates: September 8, 2026 and December 8, 2026

Adjourned by unanimous consent at 12:30 p.m.

Minutes submitted by Penny Pierce, Fiscal Manager.

Meeting minutes posted in draft form. Minutes not official until approved at the next meeting.

BARRON COUNTY TRAFFIC SAFETY COMMISSION (TSC)

Meeting Date: 6/9/26

Signature for Attendance

Louie Okey, TSC Chairman

TSC Coordinator, Board of Supervisors Chair

Bradley Wolf

Barron County Board of Supervisors

Education Representative

Jeff French, County Administrator

Barron County

Jodi Kummet, Sheriff

Law Enforcement Designee

Jason Hagen, Chief Deputy

Barron County Sheriff's Department

Darren Hodek, Captain

Barron County Sheriff's Department

Michael Judy, Director of Emergency Service

Barron County Sheriff's Department

Penny Pierce, Office/Fiscal Manager

Barron County Sheriff's Department

Nate Nelson, Highway Commissioner

County Highway Designee

Brian Wright, District Attorney

Legal Representative

John Rafa Todd, Assistant District Attorney

Legal Representative

Adrian Longacre, Assistant District Attorney

Legal Representative

John Kaspner, Law Student Intern

Legal Representative

Lisa Henkel, RN

Medical Representative

Louie Okey

Brad Wolf

Jeff French

Jodi Kummet

Jason Hagen

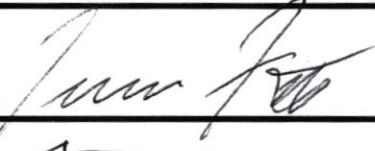
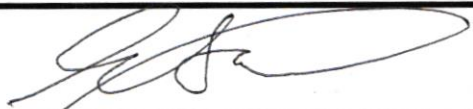
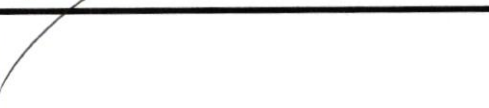
Darren Hodek

Michael Judy

Penny Pierce

Adrian Longacre

John Kaspner

Brenda Henck	
Medical Representative	
Matt Reddy, WisDOT Traffic Engineer	 ✓
Wisconsin Department of Transportation	
Jeff Emerson, Access and Planning Supervisor	
Wisconsin Department of Transportation	
Trace Frost	
BOTS Law Enforcement Liaison	
Tatsuo Andruze-Bell, Sergeant	 ✓
Wisconsin State Patrol	
Brock Rizzo, Trooper	
Wisconsin State Patrol	
Joseph Vierkandt, Chief	
Barron Police Department	
Anthony Engel, Chief	
Cameron Police Department	
Ron Ambrozaitis, Chief	
Chetek Police Department	
Heather Wolfe, Chief	
Cumberland Police Department	
Steve Roux, Chief	 ✓
Rice Lake Police Department	
Derek Posey, Chief	
Turtle Lake Police Department	
Nate Dunston	 ✓
Barron County Medical Examiner	
Amy Heizler, Chemical Test Section	
Wisconsin Department of Transportation	



Barron County Traffic Safety Commission Quarterly Informational Slides

Wisconsin Department of Transportation
Division of State Patrol
Bureau of Traffic Safety and Technical Services
Law Enforcement Liaison

June 9, 2026

Daily Fatality Report -- Monday, June 8, 2026

Includes crashes reported by 7:30 a.m. Monday, June 8, 2026

NOTE: 2026 Data is Preliminary

Data in this report is based upon fatalities that result from crashes on public roadways only

Newly Reported Fatalities: 6 Crash(es) 6 Fatality(ies)

Date / Time	County	Location	Role	Age	Sex	Agency

2026-06-03 11:43 AM	DANE	USH 151	PEDESTRIAN	72	M	MADISON PD
2026-06-06 03:22 PM	BUFFALO	STH 37	MC DRIVER	75	M	BUFFALO CO SHERIFF
2026-06-06 04:22 PM	BURNETT	STH 70	DRIVER	69	M	BURNETT CO SHERIFF
2026-06-06 07:47 PM	JEFFERSON	USH 18	UNKNOWN	42	M	JEFFERSON CO SHERIFF
2026-06-07 12:57 PM	PRICE	STH 111	DRIVER	74	F	PRICE CO SHERIFF
2026-06-07 09:53 PM	SHEBOYGAN	STH 23	DRIVER	22	M	SHEBOYGAN CO SHERIFF

	Year to Date		Year End	
	Crashes	Fatalities	Crashes	Fatalities

2026	166	174	-----	-----
2025	191	206	493	538

2026 Interstate Data

	Crashes	Fatalities
--	---------	------------

<i>Urban:</i>	8	8
---------------	---	---

<i>Rural:</i>	3	3
---------------	---	---

2026 Roles

DRIVER	104
MC DRIVER	21
MC PASSENGER	3
PASSENGER	21
PEDESTRIAN	23
UNKNOWN	2

WisDOT Internet site:

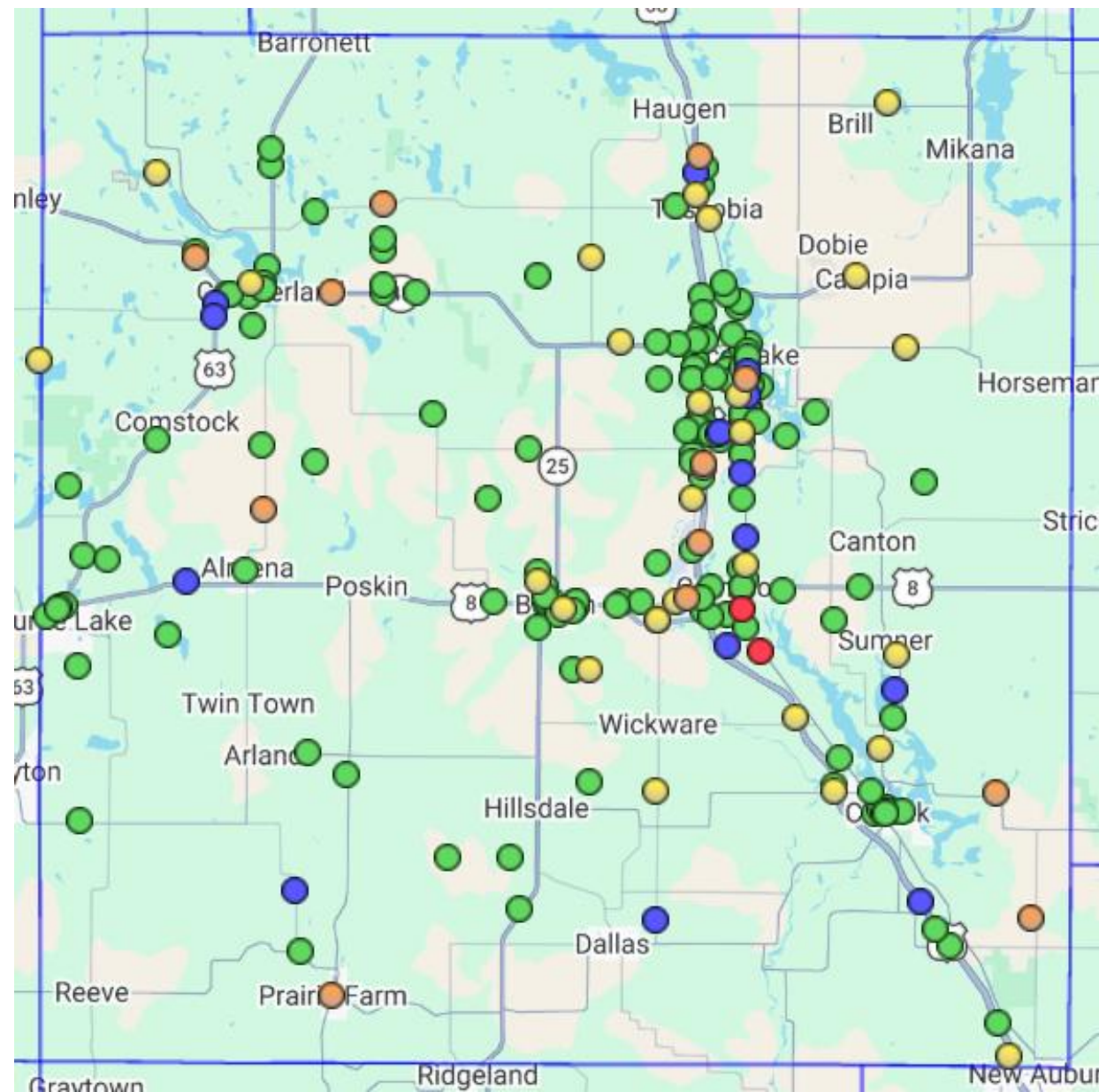
<http://wisconsindot.gov/Pages/about-wisdot/newsroom/statistics/fatality.aspx>

Report generated on Monday, June 8, 2026

2026 YTD Crashes

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)
● Property Damage

There were **233** total crashes reported resulting in **2** fatalities and **71** injuries. Of this total, **232** crashes are mapped.



2026 YTD Fatal Crashes

● Fatality
 ● Injury (A)
 ● Injury (B)
 ● Injury (C)
 ● Property Damage

There were **2** total crashes reported resulting in **2** fatalities and **0** injuries. Of this total, **2** crashes are mapped.

4BL06KHWRP

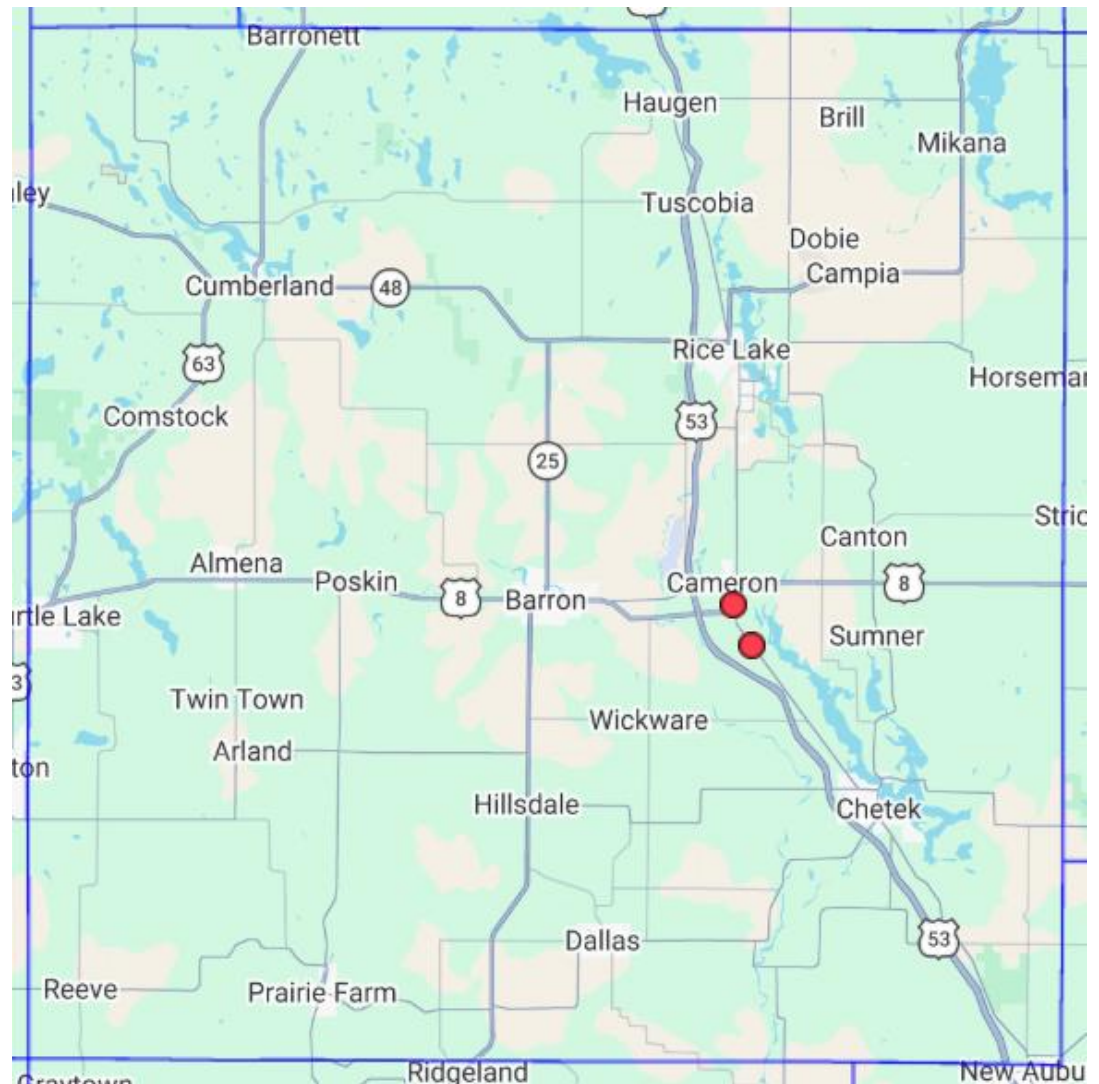


21ST ST AT SS
 STANLEY(T), BARRON County
 (K) Fatality
 03/18/2026
 Flags: Occp Protection, Lane Depart 1U

7PLONTWRBJ



008 AT SS
 CAMERON(V), BARRON County
 (K) Fatality
 05/05/2026



2026	YTD	2
2025		2
2024		11
2023		7
2022		8
2021		9
5 Year Ave		7

DocNum: **4BL06KHWRP**

Date: 03/18/2026

County: BARRON

Municipality: STANLEY (Town)

On: 21ST ST

At: SS

Crash Hour: (1900-1959) 7:00pm to 7:59pm

Severity: Fatality (K) : 1 Fatality

Flag(s): Occp Protection, Lane Depart 1U

Total Vehicles: 1

Manner of Collision: No Collision W/Vehicle In Transport

Crash Type: Tree

Agency: BARRON COUNTY SHERIFFS DEPT

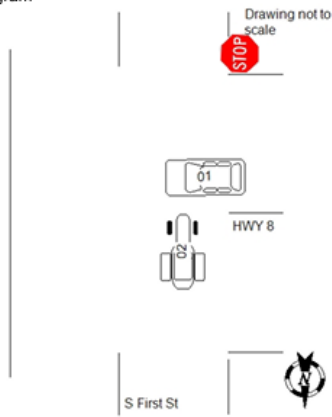
Coordinates: 45.381536845,-91.72512945

Description

Diagram	Reconstruction By Photos By N. ANDERSON #317 Additional Information PHOTOS, FATAL CRASH SUPPLEMENT
☒ I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report. UNIT 1 WAS TRAVELING NORTH BOUND ON 21ST STREET NEAR 12TH AVE. UNIT 1 APPROACHED THE RAILROAD CROSSING AT A HIGH RATE OF SPEED THEN BECAME AIRBORNE. UNIT 1 ONCE ON THE NORTH SIDE OF THE TRACKS IT BOTTOMED OUT ON THE ROADWAY AND FAILED TO STOP AT THE STOP SIGN AT 21ST STREET AND COUNTY HIGHWAY SS. UNIT 1 WENT THROUGH THE INTERSECTION AND LOST CONTROL. UNIT 1 THEN STRUCK A TREE IN FRONT OF 1225 21ST STREET. THE OPERATOR WAS IDENTIFIED AMY M. VOLKERT DOB 8/29/1987 WHO WAS THE SOLO OCCUPANT OF UNIT 1 WHO HAD NOT SURVIVED THE CRASH. UNIT 1 WAS LATER REMOVED BY S&R TOWING. THIS IS ALL THE INFORMATION I HAVE AT THIS TIME. N. ANDERSON #317 BNSO	

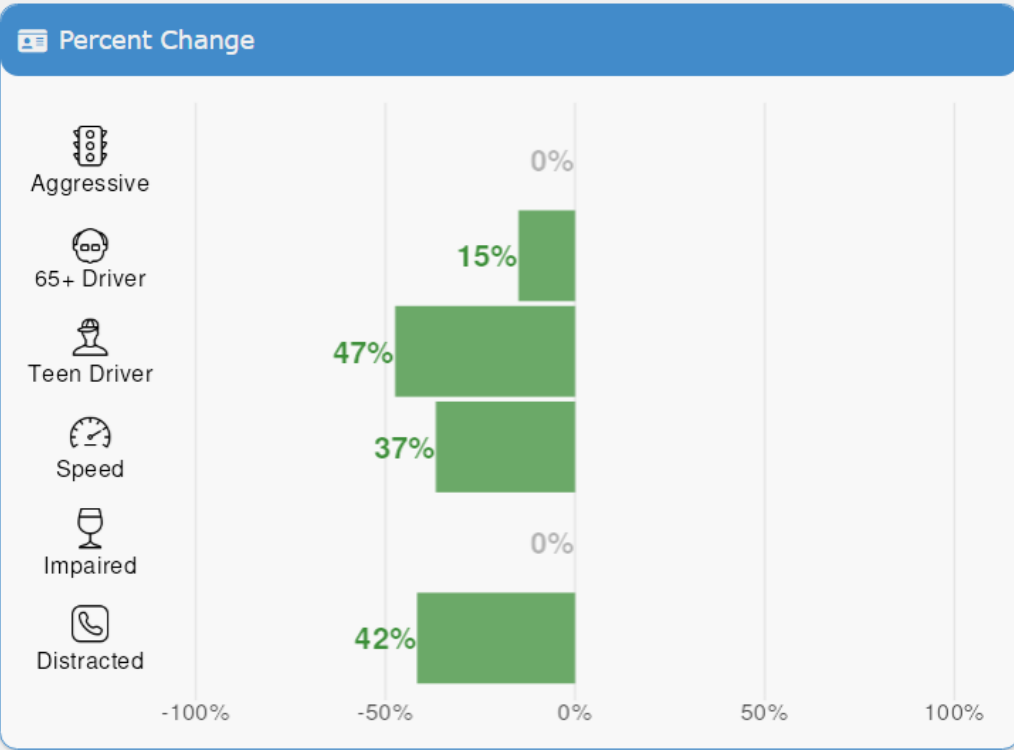
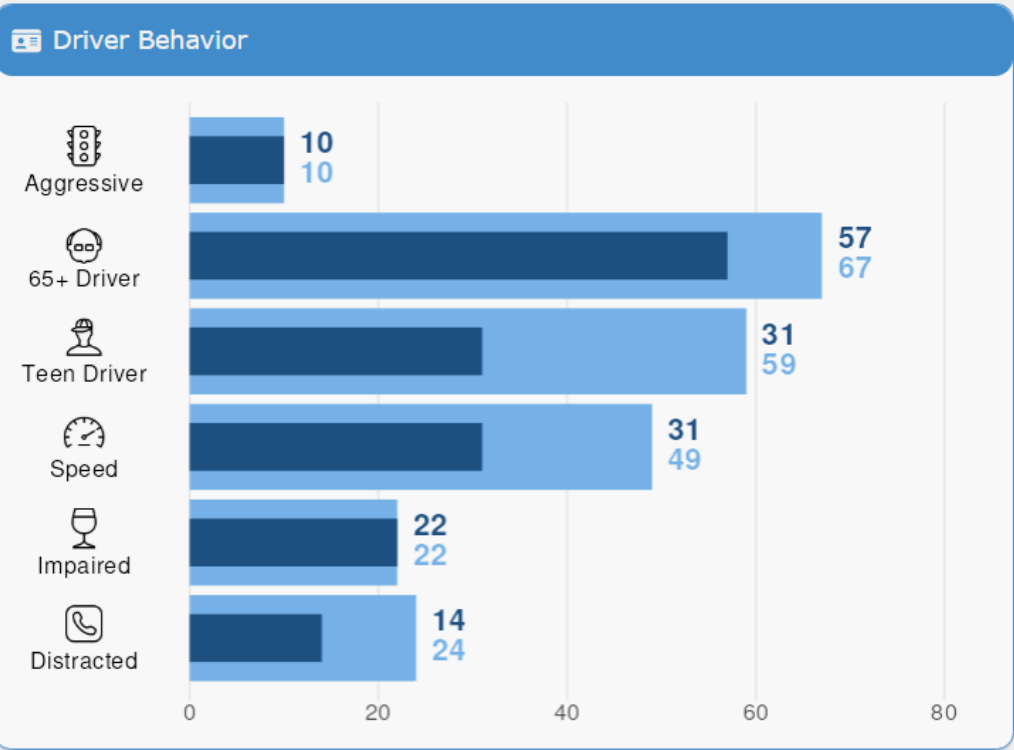
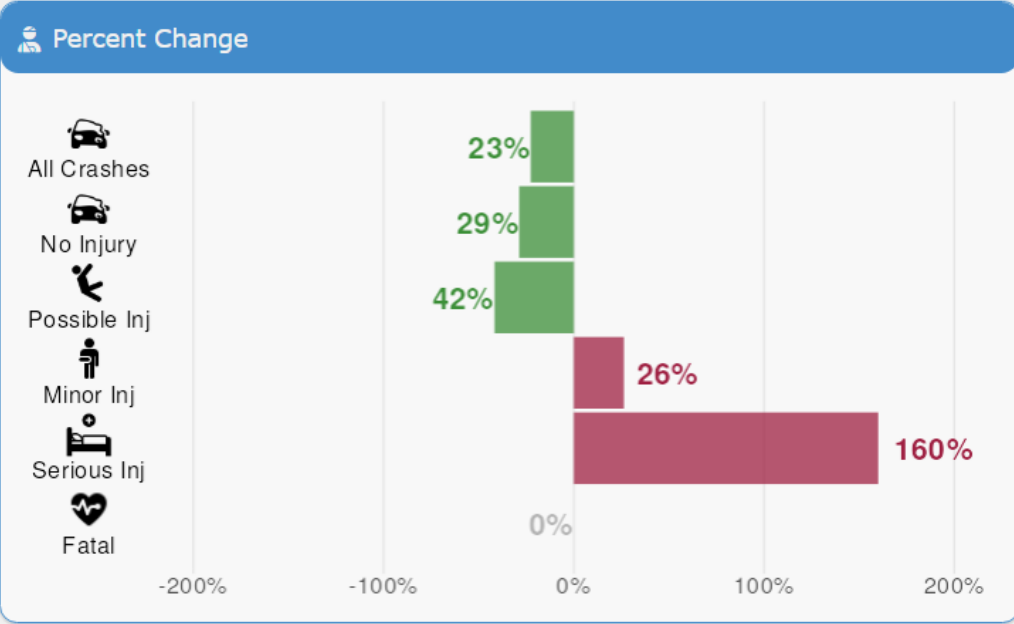
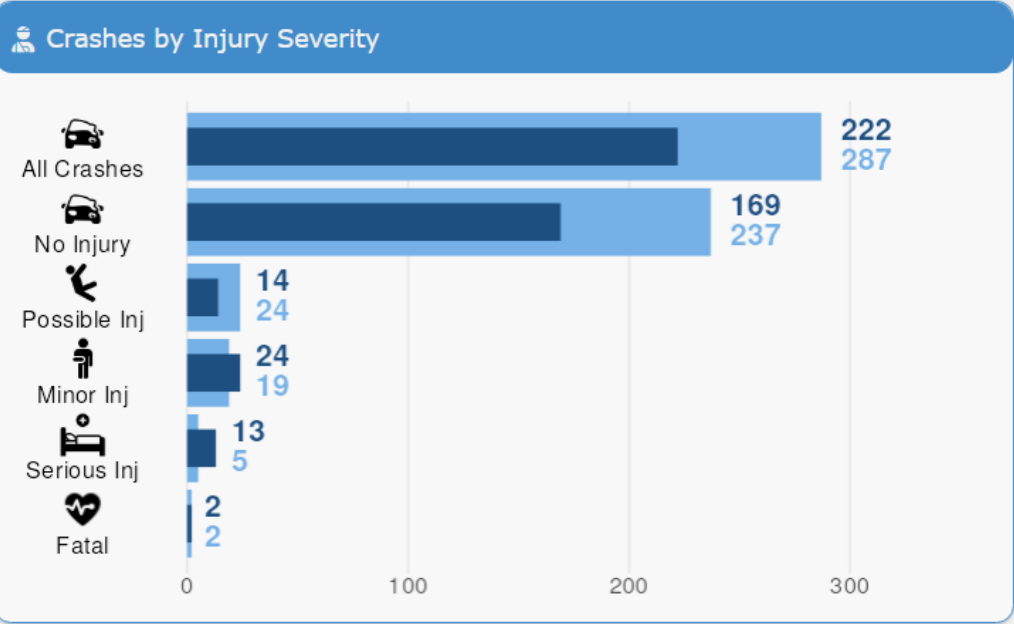
DocNum: **7PLONTWRBJ**
 Date: 05/05/2026
 County: BARRON
 Municipality: CAMERON (Village)
 On: 008
 At: SS
 Crash Hour: (1500-1559) 3:00pm to 3:59pm
 Severity: Fatality (K) : 1 Fatality
 Flag(s):
 Total Vehicles: 1
 Manner of Collision: Front to Side
 Crash Type: Motor Veh In Transport
 Agency: CAMERON POLICE DEPARTMENT
 Coordinates: 45.3983339,-91.73550544

Description

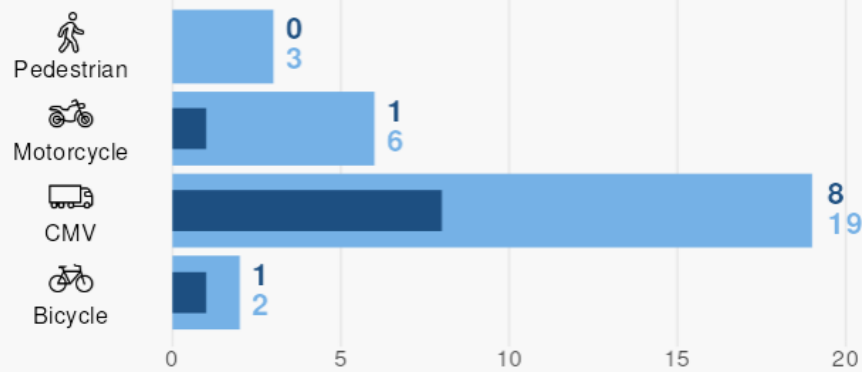
Diagram  Drawing not to scale 01 HWY 8 S First St	Reconstruction By CAMERON POLICE DEPARTMENT Photos By LUKE SCHROEDER Additional Information PHOTOS, RECONSTRUCTION, FATAL CRASH SUPPLEMENT
☒ I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report. UNIT 1 WAS EASTBOUND ON USH 8 AND FAILED TO COME TO A COMPLETE STOP AT THE STOP SIGN LOCATED AT THE INTERSECTION OF 1ST STREET. UNIT 2 WAS SOUTHBOUND ON 1ST STREET AND HAD THE RIGHT-OF-WAY. UNIT 1 PULLED OUT IN FRONT OF UNIT 2 AND UNIT 2 STRUCK UNIT 1 IN THE INTERSECTION. THE DRIVER OF UNIT 1 SUFFERED LIFE-THREATENING INJURIES AND WAS PRONOUNCED DEAD AT THE SCENE.	

Barron County: Crashes from Jan. to May.: 2026 verse 1 year average

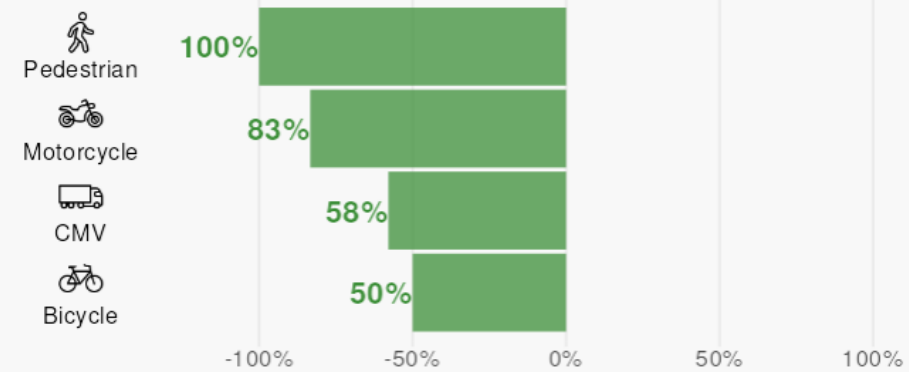
Note: *N/A: increase from 0



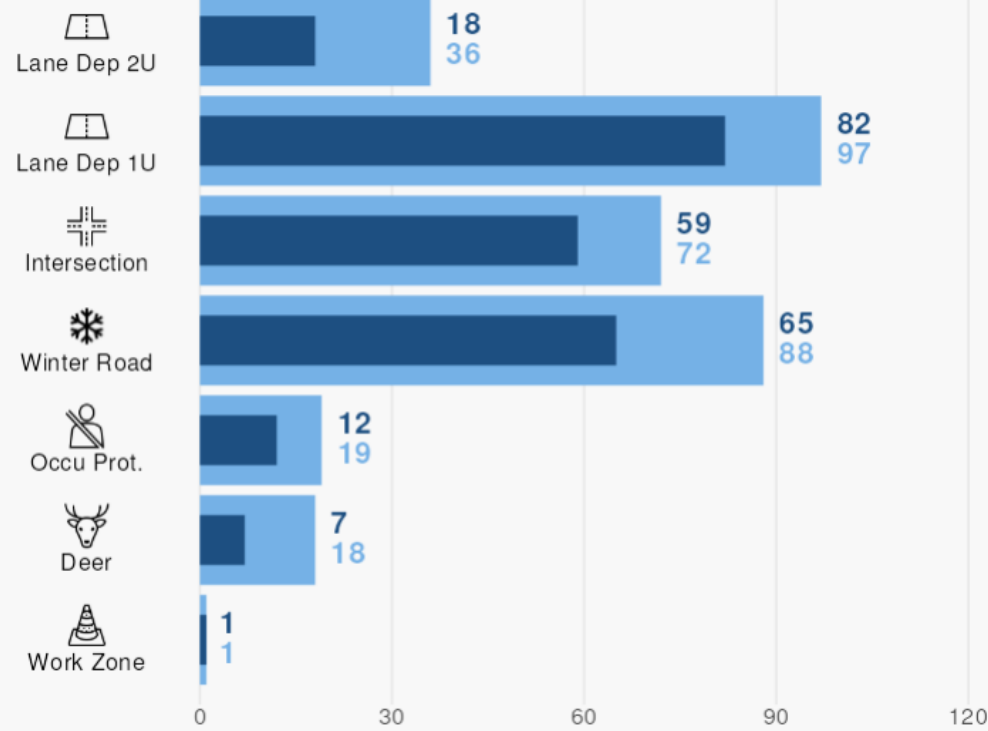
 Flags by Unit



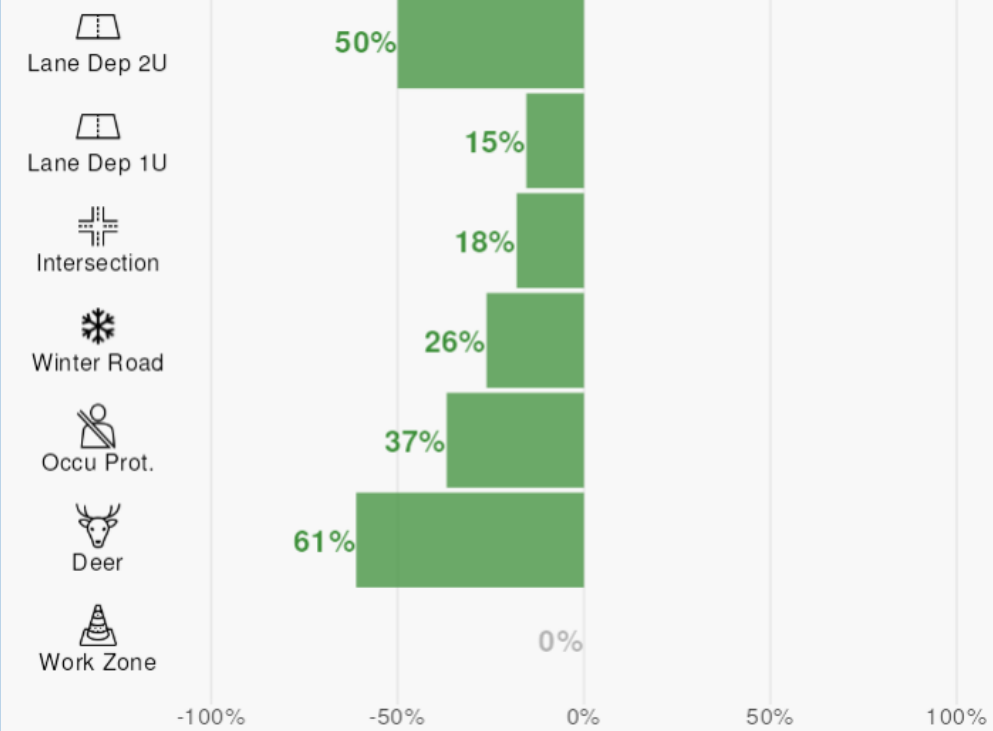
 Percent Change



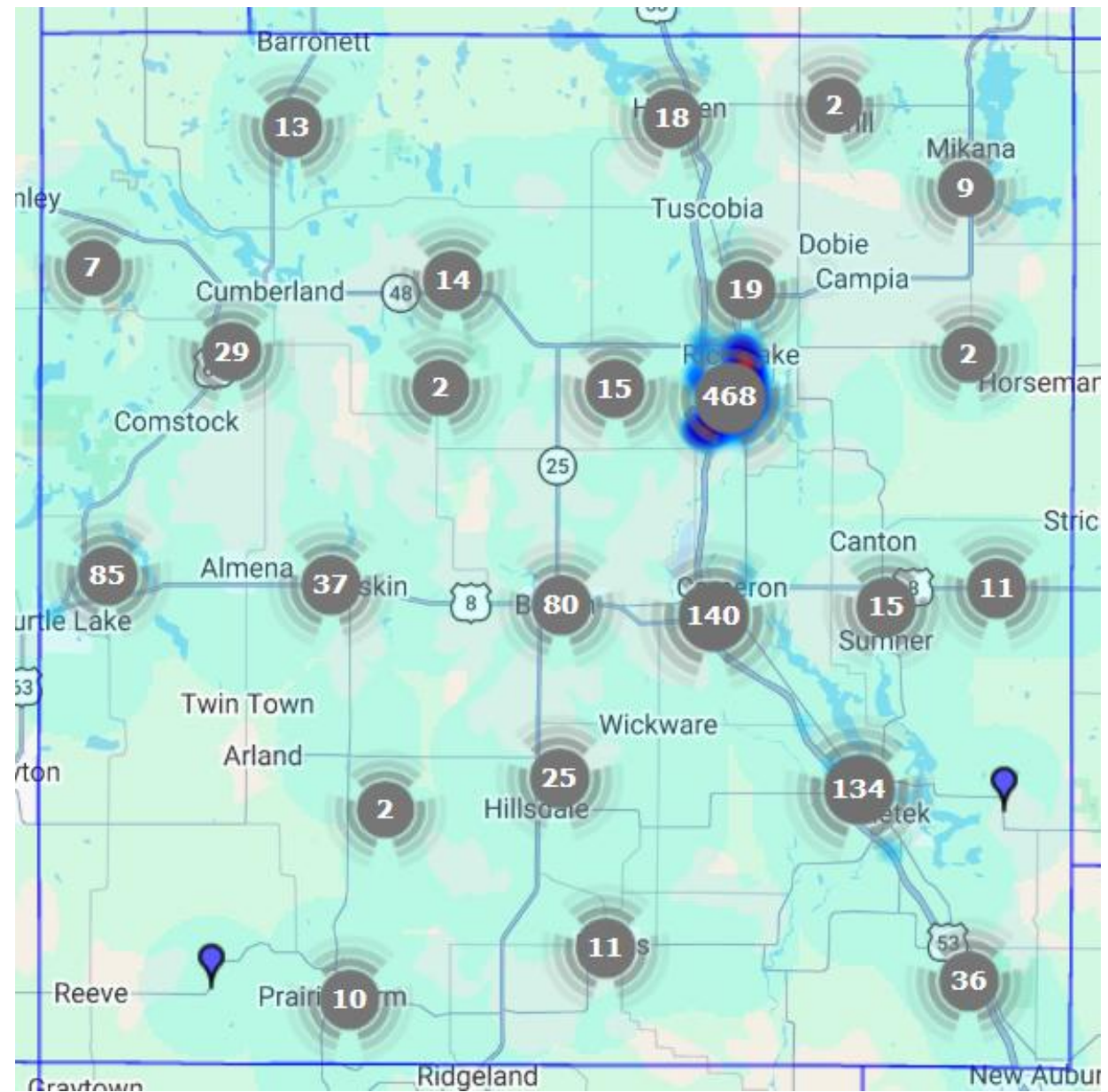
 Other Crash Flags



 Percent Change



WiSTAR Project



Community Maps Traffic Citations - Participating Law Enforcement Agencies

The Traffic Citation dynamic layer displays enforcement instances based on pre-adjudicated Uniform Traffic Citations and Warning Citations from Badger TraCS. Multiple citations issued during a single stop are grouped into one enforcement instance, which is shown as a single marker on the map. The Traffic Citation dynamic layer includes data from July 2024 to the present for participating pilot law enforcement agencies and is updated nightly. The first and last available citation and warning enforcement dates are displayed for each agency. If your agency is not listed, [contact your Law Enforcement Liaison \(LEL\)](#).

County:

BARRON

Order By:

Agency Name

☒ Include Non-Participating Agencies

Search

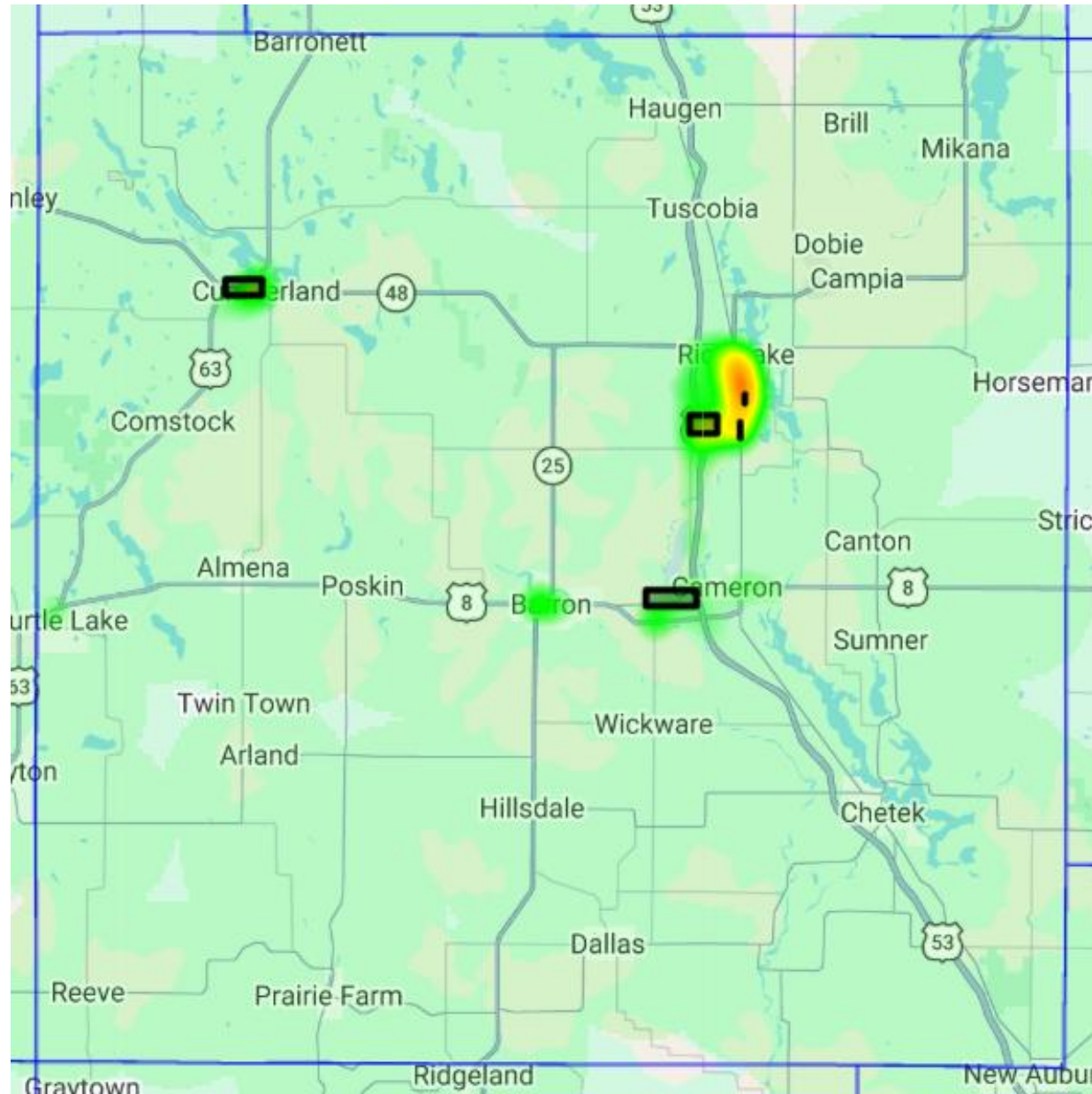
Reset

Total Number of Agencies Shown: 9

Agency Name	County	First Warning Violation Date	Last Warning Violation Date	First Citation Violation Date	Last Citation Violation Date
BARRON COUNTY SHERIFFS DEPT	BARRON	2026-01-31	2026-06-03	2025-07-08	2026-06-04
BARRON POLICE DEPARTMENT	BARRON	---	---	---	---
CAMERON POLICE DEPARTMENT	BARRON	---	---	---	---
CHETEK POLICE DEPARTMENT	BARRON	---	---	---	---
CUMBERLAND POLICE DEPARTMENT	BARRON	---	---	---	---
FOUR CORNERS POLICE DEPARTMENT	BARRON	---	---	---	---
RICE LAKE POLICE DEPARTMENT	BARRON	2025-11-01	2026-06-04	2024-06-07	2026-06-04
TURTLE LAKE POLICE DEPARTMENT	BARRON	---	---	---	---
WI STATE PATROL NWR/SPO	STATEWIDE	2025-10-03	2026-06-07	2024-01-11	2026-06-07

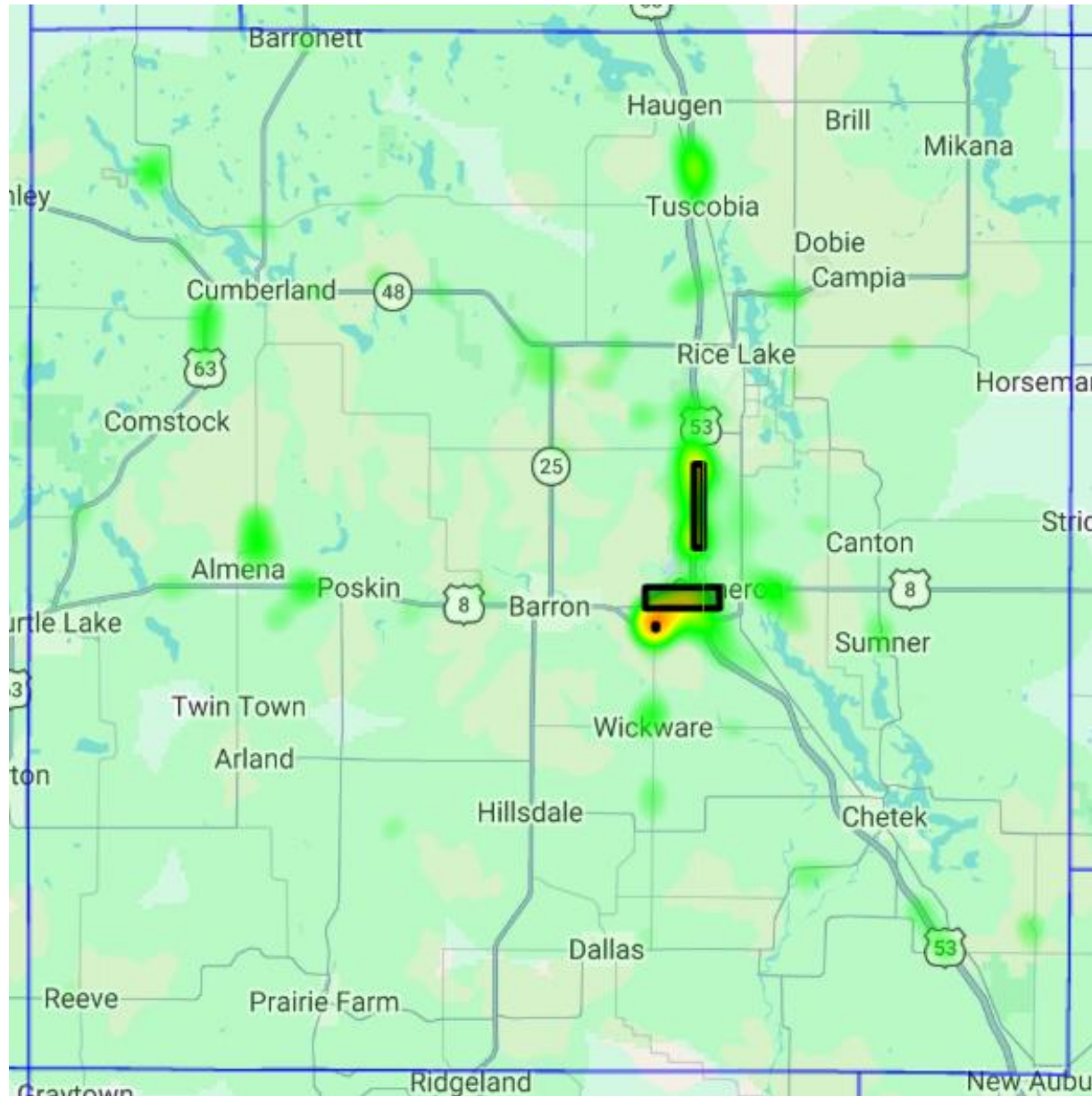
Predictive Analytics

Top 5 county high crash probability locations based on previous three years worth of (KABC) county wide crash data.



Predictive Analytics

Top 3 county high crash probability locations based on previous three years worth of (KABC) Barron County SO crash data.



Community Maps Virtual Office Hours

Second Monday of Each Month from 12 to 1 PM



If you are interested in learning more about Community Maps or have questions that need answers, please join us on the second Monday of each month at noon, beginning on July 8th. Community Maps Virtual Office Hours will be held on Zoom. Simply click the link below to join us!

<https://uwmadison.zoom.us/j/97091429213?pwd=EHjPsYlQxhYK1vxtWCiiOEvAAVmAHn.1>

Who Should Attend?

- Traffic Safety Commission Members
- Law Enforcement Agency Supervisors
- Highway/Traffic Safety Professionals
- Current and New Users
- Anyone Interested in Community Maps



Scan the QR code to join the Zoom meeting!

Why Should You Attend?

To explore exciting new features, learn and share best practices, get your questions answered, and provide feedback.

Community Maps provides Wisconsin's law enforcement agencies and county Traffic Safety Commissions (TSCs) with a statewide map of all police reported motor vehicle crashes from 2010 to the current year. Fatal crashes are included from 2001. Crashes are updated on a nightly basis using geo-coded locations from the Wisconsin Department of Transportation (WisDOT) DT4000 police crash report. The Community Maps system was designed to support and enhance traffic safety planning, resource allocation, and decision support at the local level, in particular through the regular review of crashes at each of the county TSC quarterly meetings.

ZERO IN WISCONSIN GOVERNOR'S CONFERENCE ON HIGHWAY SAFETY



topslab.wisc.edu/gchs

SAVE THE DATE

August 24-25, 2026

*Business meetings and
specialized training:
August 26, 2026*

Kalahari Convention Center
Wisconsin Dells, WI



2026 GCHS Topics

- E-Bikes, Vulnerable Road Users
- Various Impaired Driving topics
- Sharing the road with ATV/UTVs
- Safe Routes to School & More
- Wisconsin's NEW Roadside Oral Fluid law
- Teen Driver Safety
- Traffic Safety Messaging & Communication
- MADD's Court Monitoring Program
- Traffic Incident Management topics

SAVE THE DATE
TSC Coordinator's Meeting & Dinner
Annual Governor's Conference on Highway Safety

The Wisconsin Department of Transportation would like to extend an invitation to all of the Traffic Safety Coordinators to join us for an informal dinner and meeting at the Annual Governor's Conference on Highway Safety. This will be an opportunity to learn about the latest happenings in the world of TSCs, raise issues and questions, and network with your fellow traffic safety professionals.

Who: TSC Coordinator (or designee) plus up to one additional member (each needs to register)

When: **Tuesday, August 25, 2026; 5:30 PM – 7:30 PM**

Where: Kalahari Resort, Wisconsin Dells, Wisconsin.

Cost: **Free**

Registration link: [TSC Coordinator Meeting & Dinner](#) **Please register by June 30th 2026**

While you do not have to attend the full conference, you are strongly encouraged to do so. However, please note that the registration for the Governor's Conference is separate and can be found here: [GCHS Registration](#). **Please note that this year the conference is a full two days (Monday and Tuesday), with business meetings and training opportunities on Wednesday.** Therefore, we had to move our dinner meeting to Tuesday evening.

Children's Wisconsin Teen Driving Program



Children's
Wisconsin



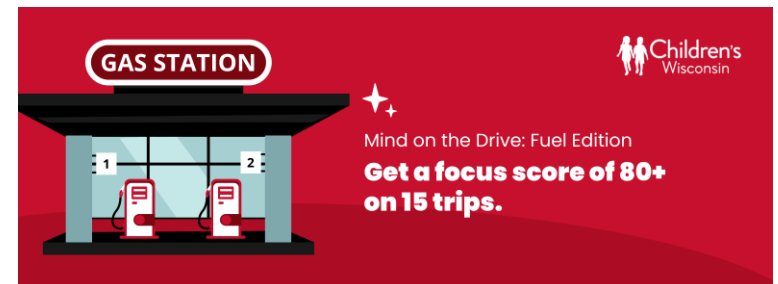
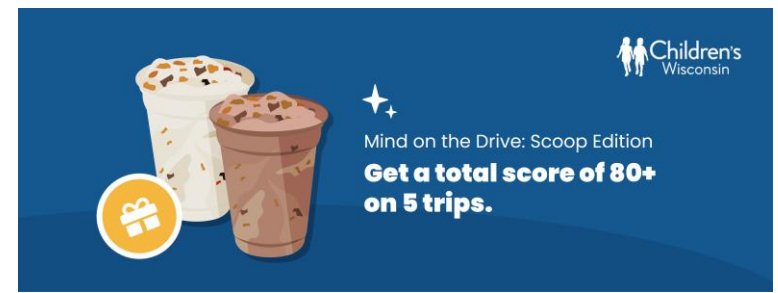
Mind on the Drive pilot campaign

National Distracted Driving Awareness Month

This April, Children's Wisconsin is partnering with the Safe Roads Challenge and 11 Wisconsin high schools to promote distraction-free driving.

How teens can participate

1. Download the app and enter their school's join code
2. Drive distraction-free to complete quests in the app
3. Win prizes for completing quests!



100 SAFEST DAYS

The 100 Deadliest Days for Teen Drivers

More teen driving fatalities occur between Memorial Day & Labor Day than the rest of the year.

Our Mission: The 100 Safest Days

- Empower young drivers to make safer choices.
- Turn a dangerous period into a safer one.

How it Works

- Gamified app rewards safe driving with points & prizes.
- Encourages mindful habits & improves road safety.
- Drivers contribute to safer communities.



Scan the QR code to
download the app!



Impact Teen Drivers Train-the-Trainer

Location: Kalahari Convention Center

Time: Wednesday, August 26th, 2026, 9:00 a.m.-2:30 p.m.

Cost: Free

Learn about:

- How to present evidence-based teen driving programs in your community
- Current research and trends in teen driving
- Evidence-based strategies for distracted driving, GDL laws, seat belts, and more

Ashley Baggett

- Program Manager
- 262-838-8631
- abaggett@childrenswi.org

Bria Thalacker

- Program Coordinator
- 414-335-6924
- bthalacker@childrenswi.org



Scan the QR code to sign up for the free training!



Wisconsin Child Passenger Safety Program

Jim Savage and Libbe Slavin
Program Managers

SAFE
KIDS
WISCONSIN

Led by



Children's
Wisconsin



Program Overview

Safe Kids Wisconsin and Children's Wisconsin are contracted by the [Wisconsin Department of Transportation](#) to coordinate the [Wisconsin Child Passenger Safety Program](#). This program provides child passenger safety technician training and resources on child passenger safety for parents and caregivers.



Program Resources

- Educational materials for professionals and caregivers (www.safekidswi.org/order)
- Trainings (www.safekidswi.org/training)
 - Technician certification trainings
 - Car Seat Basics and Car Seat Basics for Law Enforcement
- Caregiver questions and Contacts
 - carseatwi@childrenswi.org
 - 1-855-224-3692 Option 3

Wisconsin child passenger safety		
Type of seat	Wisconsin law	Safest practice
 Rear-facing Car Seat	Children must ride in a rear-facing car seat until they are 1 year old and weigh 20 pounds.	Children should ride in a rear-facing car seat until at least the age of 2. Keep children rear facing as long as they are within the age, height and weight requirements for the car seat.
 Forward-facing Car Seat	Children must ride in a forward-facing car seat with a harness until they are 4 years old and weigh 40 pounds.	Children should ride in a forward-facing car seat with a harness as long as they are within the age, height and weight requirements for the car seat.
 Booster Seat	Children must ride in a booster seat until they are 8 years old or weigh 80 pounds or are 4 feet 9 inches tall (4'9").	Children should ride in a booster seat until they are tall enough to sit on the vehicle seat without slouching, and the seat belt fits snugly across the top of the thighs and across the shoulder.
 Seat Belt	Children must be restrained in a seat belt when they outgrow the requirements of a booster seat.	Children should ride using a lap and shoulder belt once they have outgrown their booster seat.
 Back Seat	Children required to ride in a rear-facing or forward-facing car seat must be restrained in the back seat.	Children under 13 years of age should ride in the back seat using a lap and shoulder belt.

**SAFE
KIDS**
WISCONSIN

Led by
 **Children's
Wisconsin**



*Highway Safety Improvement Program
Data Driven Decisions*



HIGHWAY SAFETY IMPROVEMENT PROGRAM

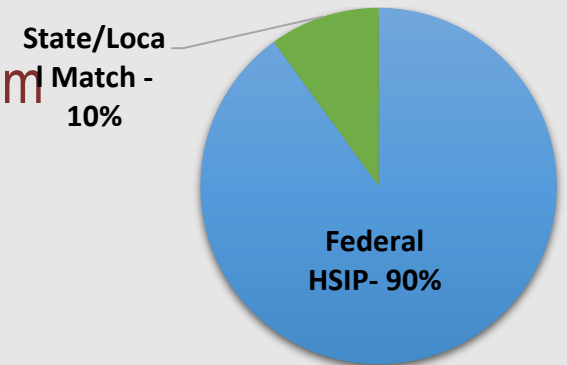
Program managed by:

Division of Transportation Investment Management
Bureau of State Highway Programs

HSIP General Information
Q2 Traffic Safety Commission

HSIP Basics: Overview

- Projects that reduce the number and severity of crashes on all public roads
- Focused on infrastructure improvements identified and selected through a data-driven approach
- A federal reimbursement program and NOT a federal grant program
 - 90% federal HSIP funds available for most projects
 - 10% match required - determined by jurisdictional system the roadway is on



Program Cycle & Application Deadlines

- Four-year program¹
- Solicitation is on a bi-annual cycle (Spring and Fall)
- Current program is SFY2027-2030
 - Fall Cycle: August 15th, 2026
 - Spring Cycle: February 15th, 2027

¹*Projects with longer, more complicated delivery schedules (at least 4 years) will be considered for approval in Years 5 and 6; but will be given lower priority than projects that can be delivered quickly.*



Typical Eligible Projects*

As allowed under statutes when applicable

- Intersection safety improvements
 - Roundabouts, Traffic Signals, All-Way Stops, Turn Lanes, Realignment
- Signal Visibility/Equipment improvements
 - Reflective backplates, Flashing Yellow Arrows, Signal heads per lane
- Installing signs, delineators, flashing warning lights
- Lane Departure improvements
 - Shoulder paving, rumble strips, high friction surface treatment
- Bicycle and Pedestrian Improvements
- Access Modifications
- Improving sight distance



*Not an exhaustive list



For More Information

- WisDOT Programs for Local Government
 - <http://www.dot.wisconsin.gov/localgov/highways/hsip.htm>
 - HSIP application materials are available for download at the website listed above
- WisDOT HSIP Staff
 - WisDOT Regional HSIP Coordinators and Safety Engineers
 - General program information
 - Questions about specific potential projects and application help
 - **Statewide HSIP Manager**
Matthew Johnson-Gast
608.267-3277
matthew.johnsongast@dot.wi.gov



See HSIP
website for up-
to-date
contacts

Regional HSIP Coordinators

NW Region

Tim Smrstick

715.836.2834

timothy.smrstick@dot.wi.gov

Northwest

North Central

NC Region

Cole Dineen

715.421.8083

cole.dineen@dot.wi.gov

NE Region

Kelsey Lorenz

920.492.0142

kelsey.lorenz@dot.wi.gov

Northeast

SW Region

Lorraine Betzel

608.246.3279

lorraine.betzel@dot.wi.gov

Southwest

SE Region

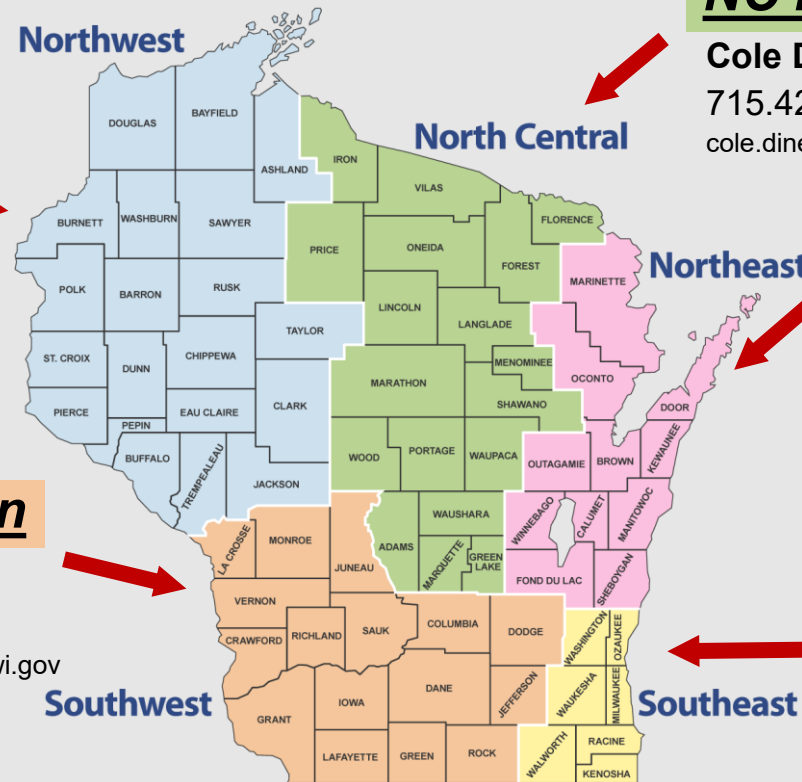
Vacant

Roslin Burns

262.521.5383

roslin.burns@dot.wi.gov

Southeast



See HSIP
website for up-
to-date
contacts

Regional Safety Engineers

NW Region

Jennifer Leech

715.836.2853

jennifer.leech@dot.wi.gov

SW Region

Chris Wells (Madison)

608.246.3275

christopher.wells@dot.wi.gov

Brad Byom (La Crosse)

608.789.5707

brad.byom@dot.wi.gov

NC Region

Tony Kemnitz

715.421.8023

tony.kemnitz@dot.wi.gov

NE Region

Mason Simmons

920.492.5980

mason.simmons@dot.wi.gov

SE Region

Dan Dedrick

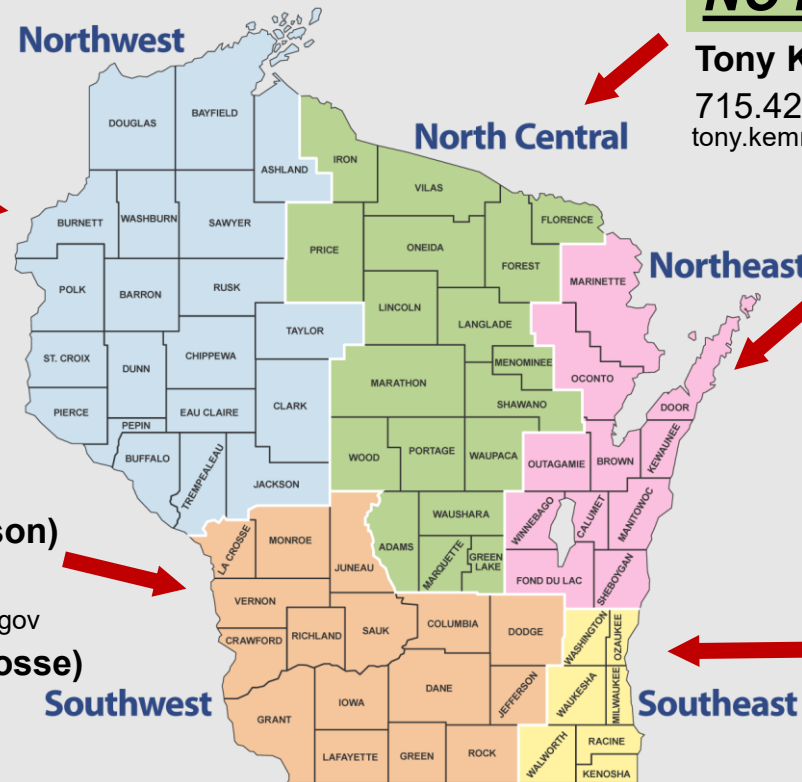
262.548.5958

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The following Traffic Safety Commission (TSC) resources are available:

Name	Description	Version
TSC Toolkit	This toolkit, produced by BOTS, includes a variety of tools, templates, and other documents designed to improve TSC functionality.	November 2024
Regional Contact Information	For information about where and when your TSC meets, please contact one of the WisDOT Bureau of Transportation Safety (BOTS) Statewide Law Enforcement Liaisons (LELs).	MARCH 2025
TSC Guidelines (Revised Feb 2023)	Download the new TSC Guideline document.	February 2023
TSC Master Schedules	Click here for a statewide schedule of Traffic Safety Commission meetings. Please note that meeting dates, times and locations are set by each local TSC, and therefore may change. You are encouraged to contact the local TSC or a LEL to verify meeting information.	2025
Wisconsin SHSP 2023-27	The current version of the Wisconsin Strategic Highway Safety Plan (SHSP) articulates strategies for the Wisconsin Department of Transportation and its many partners to address key challenges in the highway safety arena through 2027.	2023-2027
Legislative Summary	This document is produced by DSP/BOTS Analysts to provide our traffic safety partners with information on pending legislation that has an impact on traffic safety. Document is updated weekly.	Updated Weekly
Teen Driver Safety Presentation	Customizable Canva presentation intended for law enforcement (or anyone else) to use in Driver's Education classes or any other teen focused group.	October 2024
Teen Driver Safety Resources	Additional resources to be used as needed in the Teen Driver Safety Canva presentation.	October 2024
	The 2024 statewide seat belt survey showed a 89.3% seat belt usage rate. Curious to know the usage in your neighborhood, school, city? Download the app and conduct a survey! The slideshow here will help you get started.	July 2024
County Profiles	Anatomy of Traffic Safety by county, prepared by WisDOT Bureau of Transportation Safety. 1 - ADAMS 2 - ASHLAND 3 - BARRON 4 - BAYFIELD 5 - BROWN 6 - BUFFALO 7 - BURNETT 8 - CALUMET 9 - CHIPPEWA 10 - CLARK 11 - COLUMBIA 12 - CRAWFORD 13 - DANE 14 - DODGE 15 - DOOR 16 - DOUGLAS 17 - DUNN 18 - EAU CLAIRE 19 - FLORENCE 20 - FOND DU LAC 21 - FOREST 22 - GRANT 23 - GREEN 24 - GREEN LAKE 25 - IOWA 26 - IRON 27 - JACKSON 28 - JEFFERSON 29 - JUNEAU 30 - KENOSHA 31 - KEWAUNEE 32 - LA CROSSE 33 - LAFAYETTE 34 - LANGLADE 35 - LINCOLN 36 - MANITOWOC 37 - MARATHON 38 - MARINETTE 39 - MARQUETTE 40 - MILWAUKEE 41 - MONROE 42 - OCONTO 43 - ONEIDA 44 - OUTAGAMIE 45 - OZAUKEE 46 - PEPIN 47 - PIERCE 48 - POLK 49 - PORTAGE 50 - PRICE 51 - RACINE 52 - RICHLAND 53 - ROCK 54 - RUSK 55 - ST. CROIX 56 - SAUK 57 - SAWYER 58 - SHAWANO 59 - SHEBOYGAN 60 - TAYLOR 61 - TREMPEREAU 62 - VERNON 63 - VILAS 64 - WALWORTH 65 - WASHBURN 66 - WASHINGTON 67 - WAUKESHA 68 - WAUPACA 69 - WAUSHARA 70 - WINNEBAGO 71 - WOOD 73 - MENOMINEE	June 2025



Our Team



Division of State Patrol Bureau of Transportation Safety and Technical Services Law Enforcement Liaisons and Regional Program Managers Region Map

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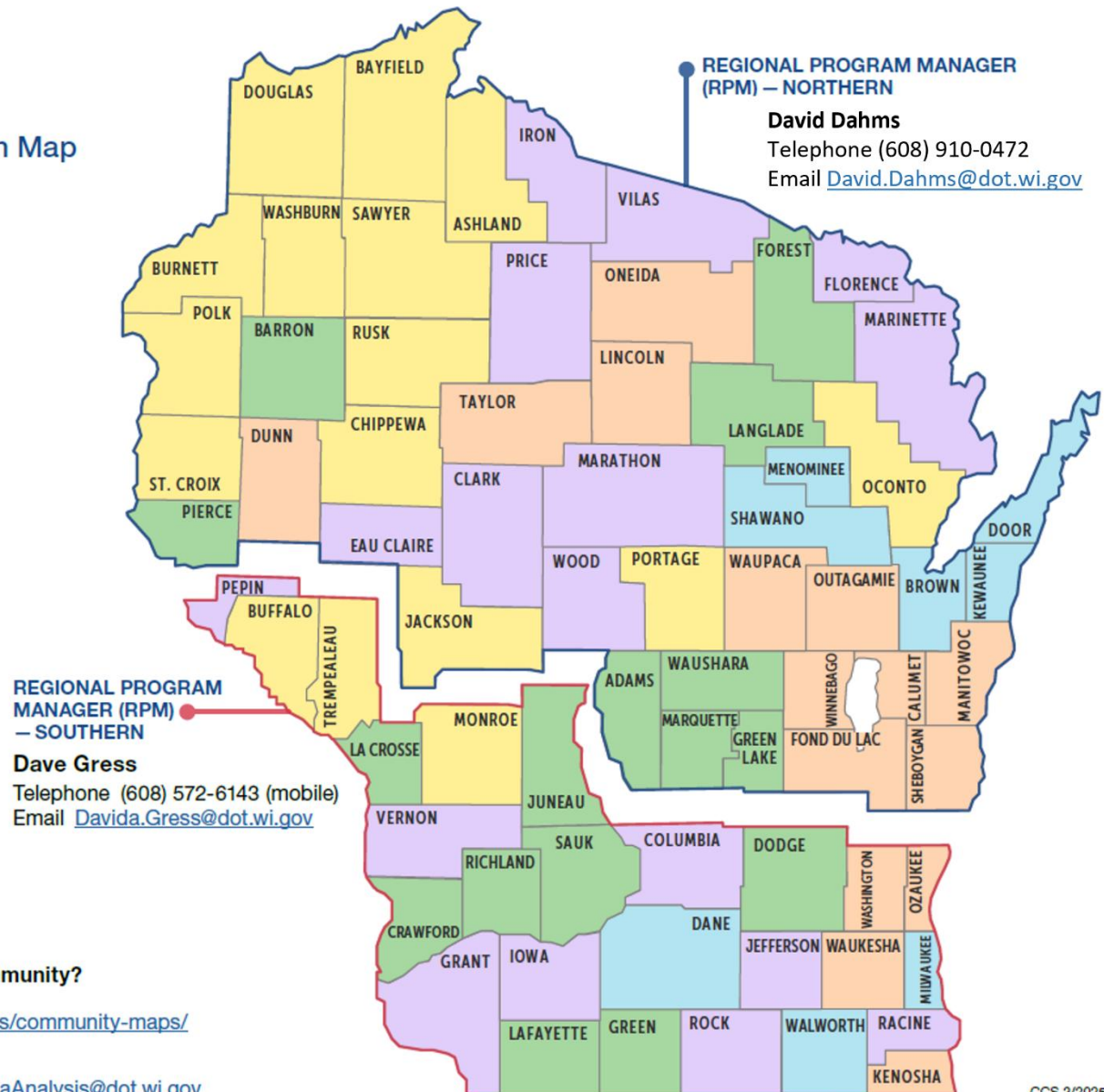
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How safe are the drivers in your community?
Find out here
<https://transportal.cee.wisc.edu/partners/community-maps/>

For data analysis requests, please email CrashDataAnalysis@dot.wi.gov



If I Can Help...



Trace Frost

Law Enforcement Liaison

Wisconsin Department of Transportation

Bureau of Transportation Safety/Wisconsin State Patrol

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[920-382-2424](tel:920-382-2424)

Stay Safe

Proposed Legislation Introduced in the Assembly (AB)/Senate (SB)

[SB-54](#) / [AB-57](#), Detention Assistance Requirements: Under this bill draft, no official, employee, or agent of a state agency or other body in state government or a local governmental unit, including any law enforcement officer, could aid in the detention of an individual if the individual is being detained on the sole basis that the individual is or is alleged to be not lawfully present in the United States. The bill would only apply to a detention that occurs in a public building or facility, school, place of worship, place where childcare services are provided, or place where medical or other health care services are provided. Also, the bill draft would not prohibit any state or local government official from providing access to any place or facility as required pursuant to a properly executed judicial warrant. [AB-57: [Rep. Ortiz-Velez](#), D - Milwaukee / SB-54: [Sen. Carpenter](#), D – Milwaukee]

[SB-129](#) / [AB-135](#) Right to Repair Motor Vehicle: This bill draft would prohibit vehicle manufactures from having a barrier that impairs the ability of the vehicle owner and the person making repairs to the vehicle from accessing the vehicle's data, repair information, or tools for repairs. Further, the bill draft would prohibit vehicle manufactures from having a barrier that affects the ability to use aftermarket parts. A manufacturer that violates these provisions would be subject to a forfeiture of \$10,000 per violation. [SB-129: [Sen. Jacques](#), R – DePere / AB-135: [Rep. Penterman](#), R – Hustisford]

[SB-299](#) / [AB-300](#), ALPR Grants: This bill draft would create a grant program under the Department of Justice for rural local law enforcement agencies to purchase automated registration plate reader systems. [SB-299: [Sen. James](#), R – Thorp / AB-300: [Rep. Novak](#), R – Dodgeville]

[SB-318](#) / [AB-360](#), Training Grants for Small Law Enforcement Agencies: This bill draft would create a pilot grant program under The Department of Administration for small law enforcement agencies to pay for training costs for new law enforcement and tribal law enforcement agencies. [SB-318: [Sen. James](#), R – Thorp / AB-360: [Rep. Donovan](#), R – Greenfield]

[SB-345](#) / [AB-332](#), Stop for Pedestrians: This bill draft would require a driver to stop their vehicle and remain stopped until a pedestrian crossing at a cross walk has completed crossing the roadway. [SB-345: [Sen. Larson](#), D – Milwaukee / AB-332: [Rep. Snodgrass](#), D - Appleton]

[SB-329](#) / [AB-319](#), Extreme Risk Protection Temporary Restraining Orders and Injunctions: This bill draft would set up a grant program under the Department of Administration to be used to train law enforcement officers on how to identify a person who is substantially likely to injure themselves or another if the person possess a firearm and not to file a petition for an extreme risk protection TRO or injunction. Further, under current law a person who is subject to a domestic abuse injunction and in some cases a harassment or an individuals-at-risk injunction they are prohibited from possession a firearm and must surrender them. Violating the prohibition is a Class G felony. This bill draft creates an extreme risk protection temporary restraining order and injunction to prohibit a person from possessing a firearm. Either a law enforcement officer or a family or household member of the person may file a petition with a court to request an extreme risk protection injunction. The petition must allege facts that show that the person is substantially likely to injure himself or herself or another if the person possesses a firearm. [SB-329: [Sen. Johnson](#), D - Milwaukee / AB-319: [Rep. Andraca](#), D - Whitefish Bay]

[SB-369](#) / [AB-378](#), Government Data Sharing: This bill draft would require that no state agency or other body in state government may share with the federal government data containing personally

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

identifiable information unless the data is first masked or other anonymized. There would be exceptions made for data that is required to be shared in order to comply with state or federal law or in order to carry out the administration of a state or federal program. [SB-369: [Sen. Hesselbein](#), D – Middleton / AB-378: [Rep. Bare](#), D – Verona]

[SB-433](#) / [AB-434](#), Traffic Calming Grants: This bill draft would create a local traffic calming grant program under the DOT which would award grants to political subdivisions and Indian tribes for infrastructure projects designed to reduce the speed of vehicular traffic. [SB-433: [Sen. Johnson](#), D - Milwaukee / AB-434: [Rep. Moore Omokunde](#), D – Milwaukee]

[SB-444](#) / [AB-441](#), Law Enforcement Face Coverings and Identification: This bill draft would require law enforcement officers when arresting or detaining an individual to:

- identify themselves as a law enforcement officer
- display their surname, badge number, and agency insignia on their uniform or badge
- provide the authority for the arrest or detention
- not cover their faces or use another disguise for the purpose of concealing their identity

[SB-444: [Sen. Johnson](#), D - Milwaukee / AB-441: [Rep. Ortiz-Velez](#), D – Milwaukee]

[SB-484](#) / [AB-444](#), Immigration Detention Facilities: Under this bill draft, no state agency or other body in state government, political subdivision of the state, or county sheriff may use or permit the federal government to use a facility owned or operated by them to detain or hold in custody an individual if the individual is being detained or held in custody solely on the basis of the individual's immigration status. Further, the bill draft provides that no state agency, political subdivision, or county sheriff may expend moneys to establish or operate, or to assist in the establishment or operation of, an immigrant detention facility in Wisconsin. [SB-484: [Sen. Larson](#), D – Milwaukee / AB-444: [Rep. Phelps](#), D - Eau Claire]

[SB-493](#) / [AB-739](#), Law Enforcement Prohibition from Immigration Enforcement: Under this bill draft, no official, employee, or agent of a state agency or other body in state government or a local governmental unit, including any law enforcement officer, may aid in the detention of an individual if the individual is being detained on the sole basis that the individual is or is alleged to be not lawfully present in the United States. The bill draft does not prohibit any state or local government official from providing access to any place or facility as required pursuant to a properly executed judicial warrant. Further, the bill draft would prohibit state agencies or other bodies in state government and local governmental units, including any law enforcement agencies, from entering into 287(g) agreements or continuing existing 287(g) agreements. [SB-496: [Sen. Drake](#), D - Milwaukee / AB-739: [Rep. Hong](#), D – Madison]

[SB-527](#) / [AB-522](#), Skateboards on Roadways: This bill draft would remove skateboards from the statutory definition of a play vehicle and instead treat them the same as in-line skates. Which would allow skateboards to be used on roadways, unless otherwise restricted by the local authority. [SB-527: [Sen. Cabral-Guevara](#), R - Appleton / AB-522: [Rep. Gustafson](#), R - Fox Crossing]

[SB-784](#) / [AB-558](#), Warrior Style Law Enforcement Training: This bill draft would prohibit warrior-style training for law enforcement. "Warrior-style training" is defined as training for law enforcement officers that dehumanizes people or encourages aggressive conduct by law enforcement officers during encounters with others in a manner that de-emphasizes the value of human life or constitutional rights,

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

the result of which increases an officer's likelihood or willingness to use deadly force. [SB-784: [Sen. Larson](#), D – Milwaukee / AB-558: [Rep. Madison](#), D – Milwaukee]

AB-575, Facial Recognition Technology: This bill draft would prohibit any state agency or local governmental unit from using facial recognition technology or data generated from it for any purpose. The bill defines “facial recognition technology” as an automated system that takes from camera footage a digital image or video frame of an individual's face and compares it against a database of faces in order to identify matches. [[Sen. Larson](#), D – Milwaukee / AB-575: [Rep. Clancy](#), D – Milwaukee]

AB-576, Automated License Plate Readers (ALPR): This bill draft would prohibit the use of automated license plate readers. There would be exceptions for parking enforcement entities, controlling access to nonpublic areas, and the regulation of commercial vehicles. It would also change the data collection parameters for the allowable use of the ALPRs. Further, the bill draft would prohibit a law enforcement agency from using data from a privately owned security camera (doorbell camera) without a search warrant unless there is a life-or-death emergency. A violation of this prohibition would be a misdemeanor with a fine not to exceed \$10,000. [AB-576: [Rep. Clancy](#), D – Milwaukee]

SB-607 / AB-609, Conceal Carry: This bill draft would generally eliminate the requirement for a conceal carry permit to carry a firearm. Conceal carry licenses or a law enforcement identification card would still be issued for those who want them or need for use in other states. Under the bill draft, DOJ must perform a background check to ensure that the person is not prohibited from possessing a firearm only under federal law. The bill draft also makes changes to the general prohibitions of carrying a firearm in certain places. Further, the bill draft eliminates the prohibition on loading a firearm in a vehicle and reduces the distance a person must be from a hospital sanatorium, or school to hunt, from 1,700 feet to 1,200 feet. [[Sen. Jacques](#), R - DePere / [Rep. Green](#), R - Grand View]

SB-619 / AB-626, Electronic ID Cards: This bill draft would allow DOT to issue an electronic copy of a driver license or ID. Further, a person would be allowed to use an electronic copy of their driver license while operating a motor vehicle or for presentation upon demand from a law enforcement officer. [SB-619: [Sen. Roys](#), D – Madison / AB-626: [Rep. Bare](#), D – Verona]

AB-634, Release of Audio/Video, Officer-Involved Deaths/Critical Incidents: This bill draft would require law enforcement agencies to release audio and visual data from any incidents that are related to an officer-involved death, any incident that results in great bodily harm or death in the presence of a law enforcement officer, or an incident involving a death if there is a discharge of a firearm by a law enforcement officer. Under the bill draft, the data must be released by the agency within 15 days of the. The bill draft provides exemptions for data that must be kept confidential. Further, law enforcement agencies would have 48 hours to notify those who would have the ability under the bill to request data be altered. [[Sen. Roys](#), D – Madison / AB-634: [Rep. Cruz](#), D - Racine]

SB-659 / AB-655, Speed Limiters: This bill draft would require DOT to implement a speed limiter program that would be very similar to that of the current IID program. Those who are convicted of a second or subsequent reckless driving violation in a five-year period which involves speeding 20 or more MPH over the speed limit would be ordered to have a speed limiter installed for at least one year. [SB-659: [Sen. Larson](#), D – Milwaukee / AB-655: [Rep. Goodwin](#), D – Milwaukee]

SB-660 / AB-654, Aggressive and Reckless Driving Campaign: This bill draft would provide \$500,000 to DOT to supplement the ongoing aggressive/reckless driving public safety campaigns run by the department. [SB-660: [Sen. Larson](#), D – Milwaukee / AB-654: [Rep. Goodwin](#), D – Milwaukee]

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

[SB-661](#) / [AB-653](#), Local Intersection Safety Program: This bill draft would require the DOT to establish a local intersection safety program. The program would provide \$6 million in funding for improving safety at signalized and stop sign-controlled intersections. [SB-661: [Sen. Larson](#), D – Milwaukee / AB-653: [Rep. Goodwin](#), D – Milwaukee]

[SB-679](#) / [AB-667](#), Personal Data: This bill draft would prohibit a law enforcement agency from requesting, obtaining, or receiving access to any individual's personal data in exchange for payment or a thing of value without a warrant. The bill draft would create the same exceptions to the prohibition for exigent circumstances or with consent of the owner. The bill draft defines "personal data" as information collected from or generated by an individual as part of a consumer transaction or as part of the use of a product or service, including billing information, demographic data, Internet search history, or use of applications. [AB-667: [Rep. Phelps](#), D - Eau Claire / SB-679: [Sen. Roys](#), D – Madison]

[SB-730](#) / [AB-738](#), Law Enforcement Decertification: This bill draft would require LESB to decertify a law enforcement officer for the current law reasons and adds the following to the list of reasons for decertification: 1) violating or not complying with the law governing the use of force and 2) terminating employment while under investigation for committing an act of official misconduct. This bill adds that a law enforcement officer must use skills and tactics, including de-escalation tactics, that minimize the likelihood that force will become necessary and that a law enforcement officer who is authorized to use force must use the least amount of force necessary to address the threat. The bill draft also would also require the LESB to develop a model use of force policy for agencies to use in addition to complying with the use of force law. [SB-730: [Sen. Larson](#), D – Milwaukee / AB-738: [Rep. Hong](#), D – Madison]

[SB-808](#) / [AB-815](#), Blue Envelope Program: This bill draft would create a blue envelope program with WisDOT. The envelope would be designed to hold a copy of the recipient's vehicle registration, insurance card, and other useful documents. Further the envelope must contain:

- printed information for the recipient regarding traffic stop safety,
- printed recommendations for responding law enforcement officers regarding interaction techniques to promote enhanced communication and accommodation between law enforcement officers and the recipient,
- a space for the recipient to provide emergency contact information, and
- a space for the recipient or their emergency contact to add additional information pertaining to the recipient's needs or requested accommodations.

WisDOT must provide a blue envelope for an individual that is any of the following:

- an individual protected by the federal Americans with Disabilities Act,
- an individual who has a condition or disability for which additional accommodations or awareness may be necessary, or
- a parent or legal guardian, family member, conservator, or driver of an individual with a disability.

[SB-808: [Sen. Hesselbein](#), D – Middleton / AB-815: [Rep. Bare](#), D – Verona]

[SB-846](#) / [AB-843](#), Law Enforcement Citizenship Requirement: This bill draft provides that no person may be employed as a law enforcement officer or tribal law enforcement officer in this state unless that person is a citizen of the United States. This includes traffic officers of the state traffic patrol, conservation wardens, and other state law enforcement officers. [SB-846: [Sen. Nass](#), R – Whitewater / AB-843: [Rep. Kreibich](#), R - New Richmond]

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

[AB-883](#), ALPR Limitations: This bill draft would limit the use of automatic license plate readers to only parking enforcement entities, controlling access to nonpublic spaces, and for the regulation of commercial motor vehicles. [[Rep. Gustafson](#), R - Fox Crossing]

[SB-935](#) / [AB-975](#), Cell Phone While Driving Prohibition: This bill draft would prohibit any person from using a cell phone while driving, except to report an emergency. [SB-935: [Sen. James](#), R – Thorp / AB-975: [Rep. Mursau](#), R – Crivitz]

[SB-1022](#) / [AB-1042](#), Driver Test Over Age 75: This bill draft would require a person who is at least 75 years old to pass a driving skills test before their 76th birthday and then every five years thereafter. If the person fails or refuses the test, their operator's license would be cancelled by WisDOT. [SB-1022: [Sen. Cabral-Guevara](#), R – Appleton / AB-1042: [Rep. Maxey](#), R - New Berlin]

[SB-1045](#) / [AB-1061](#), Legalizing Cannabis: This bill draft would legalize recreational cannabis and intoxicating hemp products for those who are at least 21. Further a person who is at least 18 or a minor with parental consent may possess medical cannabis. It would also allow those who are properly licensed to produce, process, or sell cannabis. [SB-1045: [Sen. Johnson](#), D – Milwaukee / AB-1061: [Rep. Madison](#), D – Milwaukee]

[SB-1067](#) / [AB-1094](#), Law Enforcement Officer Identifying Information: Under this bill draft it would be a Class H felony to publish, post, or disclose to a public internet site or public forum the personally identifying information of a law enforcement officer, corrections officer, juvenile detention officer, or a federal agent or federal law enforcement officer operating in this state if the action is taken to intimidate, abuse, threaten, harass, or frighten the officer or to obstruct or delay an investigation, an enforcement action, or a duty of the officer. [SB-1067: [Sen. Jacques](#), R – DePere / [Rep. Goeben](#), R – Hobart]

[AB-1072](#), Motor Vehicle Crash Reporting: This bill draft would increase the reporting threshold for motor vehicle crashes from \$1,000 to \$2,000 of damage to property. [AB-1072: [Rep. Tittl](#), R – Manitowoc]

[SB-1111](#) / [AB-1131](#), OWI and Ignition Interlock: This bill draft would require an IID for a first offense OWI for those with a BAC of .08 or higher, remove the 10 year look back for the determination of whether the offense is a second offense or not, and would allow an absolute sobriety offense to be counted as a prior OWI offense. [SB-1111: [Sen. Larson](#), D – Milwaukee / AB-1131: [Rep. Spaude](#), D – Ashwaubenon]

[SB-1128](#) / [AB-1159](#), Maple Syrup Transport: This bill draft would extend the same special weight limits for dairy vehicles to vehicles transporting maple sap or syrup from the point of collection or production to storage or the primary market. [SB-1128: [Sen. Roys](#), D – Madison / AB-1159: [Rep. Johnson](#), D - Town of Shelby]

[AB-1171](#), Sexual Contact by an Officer: This bill draft would add that it is also second degree sexual assault for a law enforcement officer to have sexual contact or sexual intercourse with a person who the law enforcement officer knows is a victim, witness, or suspect in any open criminal investigation or a person whom the law enforcement officer contacts in the exercise of their official duties. Also under the bill, the new offenses would be subject to requirements for registering as a sex offender. [[Rep. Clancy](#), D – Milwaukee]

SB-1166, Autonomous Weapon Prohibition: This bill draft would prohibit law enforcement agencies from using autonomous devices that are equipped with dangerous weapons. An autonomous device is defined as a device that is capable of operating without active control by a human operator. [SB-1166: [Sen. Roys](#), D – Madison]

Proposed Legislation in the Public Hearing Process

SB-35 / AB-36, Rehired Annuitants (Law Enforcement/Firefighter): (SB-35, Public Hearing 3/13/25) (AB-36, Public Hearing 4/29/25) This bill draft would allow an annuitant who was a law enforcement officer or firefighter to return to work with an employer that participates in the WRS and elect to not become a participating employee for purposes of the WRS but instead continue to receive an annuity from the WRS. [SB-35: [Sen. Jacque](#), R - DePere / AB-36: [Rep. Wichgers](#), R – Muskego]

SB-141 / AB-143, Unlicensed Person Using a Vehicle: (AB-143, Public Hearing 4/9/25) This bill draft would increase the penalty for a person who allows an unlicensed person to operate their motor vehicle to a fine of \$1,000 for a first offense and \$10,000 for a second offense. Further the prohibitions in the bill would apply irrespective of whether the person permitting the operation of a motor vehicle had actual knowledge of the vehicle operator's authorization to operate a motor vehicle. [SB-141: [Sen. Bradley](#), R - New Berlin / AB-143: [Rep. Maxey](#), R - New Berlin]

SB-375 / AB-371, Speed and Red Light Running Cameras (Milwaukee): (SB-375, Public Hearing 10/7/25) This bill draft would allow law enforcement agencies in a first class city (presently only Milwaukee) to use a speed safety camera system to identify speed limit violations and a traffic control photographic system to identify certain traffic signal violations. Citations would be issued for speed violations that are 15 miles per hour over the speed limit and for failing to properly stop at a red traffic signal at an intersection. [SB-375: [Sen. Tomczyk](#), R – Mosinee / AB-371: [Rep. Novak](#), R – Dodgeville]

SB-499 / AB-503, Hemp Definition: (AB-503, Public Hearing 11/4/25) This bill draft would update the definition of hemp to be narrower as to exclude the other forms of cannabinoids and synthetic cannabinoids that cause impairment that aren't Delta-9 THC. It also clarifies the definition of hemp as it relates to the production of industrial hemp. [SB-499: [Sen. Kapenga](#), R - Delafield / AB-503: [Rep. Brill](#), R - Sheboygan Falls]

Proposed Legislation that has Passed out of Committee

SB-6 / AB-29 Vehicle Impoundment Traffic Offenses: (SB-6, Public Hearing 2/6/25, Voted out of Cmte. as amended 2/18/25) (AB-29, Public Hearing 3/5/25) This bill draft would allow law enforcement to immediately impound vehicles used in the following offenses for 90 days:

1. Operating a vehicle without a license, with certain exceptions, or with a revoked operating privilege.
2. Speeding at a rate higher than 25 miles per hour above the speed limit.
3. Fleeing from a law enforcement officer.
4. Racing on a highway.

[SB-6: [Sen. Jacque](#), R - DePere / [Rep. Penterman](#), R - Hustisford]

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

[SB-9](#) / [AB-28](#), Black and White Registration Plates: (SB-9, Public Hearing 5/6/25, Voted out of Cmte. 5/8/25) This bill draft would create a special license plate that is all black with white lettering. Revenue from the license plate would go to the state transportation fund. [AB-28: [Rep. Melotik](#), R - Grafton / SB-9: [Sen. Tomczyk](#), R – Mosinee]

[SB-17](#) / [AB-53](#), Battery to a Community Service Officer: (AB-53, Public Hearing 5/7/25, Voted out of Cmte. 5/21/25) Under current law, a person who intentionally causes or threatens to cause bodily harm to a law enforcement officer in response to an action that officer took in an official capacity is guilty of a Class H felony. The bill draft adds a community service officer so to make it a Class H felony to cause or threaten to cause bodily harm to a community service officer in response to an action the CSO took in an official capacity. [AB-53: [Rep. Goeben](#), R – Hobart / SB-17: [Sen. James](#), R – Thorp]

[SB-94](#) / [AB-88](#), Riots: (SB-94, Public Hearing 4/1/25, Voted out of Cmte. 6/4/25) (AB-88, Public Hearing 5/7/25) This bill draft increases the penalties for participating in a riot and would allow for a person who suffers an injury to themselves or their property to bring civil action. It would further prohibit a government official from limiting or restricting the authority of law enforcement officers to arrest or detain a person participating in a riot. Last, the bill draft would prohibit a government official, law enforcement agency, or law enforcement officer from discharging, demoting, reassigning, or taking any punitive action against any employee because the employee made a charge, testified, assisted, or participated in any manner in any investigation proceeding, or hearing regarding a violation of the prohibitions on government officials as stated in the bill. [SB-94: [Sen. Feyen](#), R - Fond du Lac / AB-88: [Rep. Sortwell](#), R - Two Rivers]

[SB-105](#) / [AB-138](#), Rehired Annuitants (Protective Occupation): (SB-105, Public Hearing 4/1/25) (AB-138, Public Hearing 5/21/25, Voted out of Cmte. 5/27/25) This bill draft would allow an annuitant who was in a protective occupation or a county jailer to return to work with an employer that participates in the WRS and elect to not become a participating employee for purposes of the WRS but instead continue to receive an annuity from the WRS. [SB-105: [Sen. Tomczyk](#), R – Mosinee / AB-138: [Rep. Donovan](#), R – Greenfield]

[SB-455](#) / [AB-463](#), Occupational Licenses: (AB-463, Public Hearing 1/21/26, Voted out of Cmte. 2/18/26 as amended) This bill draft would allow a person who has had their driver license permanently revoked after an OWI 4th to be eligible for an occupational license after 180 days of their revocation has elapsed. The person would be restricted to operating a vehicle with an IID under the occupational license. [SB-455: [Sen. Wimberger](#), R – Oconto / AB-463: [Rep. Goeben](#), R – Hobart]

[SB-534](#) / [AB-547](#), Medical Marijuana: (SB-534, Public Hearing 10/22/25, Voted out of Cmte. 2/5/26) This bill draft would allow the possession of medical cannabis by registered patients and only for certain medical conditions. The Office of Medical Cannabis Regulation (under DHS) would operate and regulate the cannabis dispensaries. Further, the Office of Medical Cannabis Regulation would also establish and manage the patient and caregiver registry to oversee the dispensing of medical cannabis. Under the bill, medical cannabis products would only include concentrates, oils, tinctures, edibles, pills, topical forms, gels, creams, vapors, patches, liquids, and forms administered by a nebulizer but excludes cannabis in a form that can be smoked. DATCP would handle the regulation of cannabis growers, processors, and testing laboratories. [SB-534: [Sen. Testin](#), R - Stevens Point / AB-547: [Rep. Synder](#), R – Weston]

[SB-681](#) / [AB-606](#), Hemp Products: (AB-606, Public Hearing 11/4/25, Voted out of Cmte. 11/12/25 as amended) This bill draft would create under the Department of Revenue a similar regulatory framework for hemp products as is currently in place for alcohol beverages. This bill draft further creates a

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

definition for a “hemp-derived cannabinoid” as any cannabinoid that is extracted from hemp, including delta-6-THC, delta-8-THC, delta-9-THC, and delta10-THC, subject to certain exclusions. Hemp-derived products would not be allowed to be sold, consumed, or be in the possession of a person under 21 years old. [SB-681: [Sen. Wimberger](#), R - Oconto / AB-606: [Rep. Swearingen](#), R – Rhinelanders]

[SB-831](#) / [AB-848](#), Autonomous Vehicles: (AB-848, Public Hearing 2/3/26) (SB-831, Public Hearing 2/12/26, Voted out of Cmte. 3/2/26) This bill draft would create an Autonomous Driving Safety Board under WisDOT, that would include one WisDOT employee and one Wisconsin State Patrol employee.

The board would do the following:

- Approve/deny and issue permits to people wishing to operate an autonomous vehicle in WI.
 - Also suspend and revoke those permits.
 - Hold public hearings to vote whether to issue a permit.
- Approve the highways that the autonomous vehicles could operate on.

A permit applicant or holder would be required to do the following:

- Submit to the board an application for a permit.
- Submit to the board any changes to the permit.
- Submit to WisDOT proof of financial responsibility for any damages, injury, or death caused by the operation of an autonomous vehicle.
- Submit to the board information regarding how a person providing law enforcement, firefighting, or emergency medical services should interact with the autonomous vehicle they are operating.
- Submit a report to the board summarizing results and observations related to safety, traffic operations, interaction with roadway infrastructure, comments from the public, and any other relevant information.

A person who would operate an autonomous vehicle without a valid permit would be required to forfeit not more than \$1,000. [SB-831: [Sen. Cabral-Guevara](#), R - Appleton / AB-848: [Rep. Maxey](#), R - New Berlin]

[SB-1006](#) / [AB-1020](#), State Trooper Memorial Highways: (SB-1006, Public Hearing 2/19/26, Voted out of Cmte. 3/12/26) This bill draft would designate roadside memorial markers in recognition of the fallen Wisconsin State Patrol officers. [SB-1006: [Sen. Stafsholt](#), R - New Richmond / AB-1020: [Rep. VanderMeer](#), R – Tomah]

Proposed Legislation that has Passed in One or Both Chambers

[SB-227](#) / [AB-229](#), Law Enforcement Bill of Rights: (AB-229, Public Hearing 9/10/25, Voted out of Cmte. 10/1/25) (SB-227, Public Hearing 9/17/25, Voted out of Cmte. 11/11/25, Passed Senate 11/18/25) This bill draft would make it so the law enforcement officers’ bill of right would apply to state law enforcement officers. [AB-229: [Rep. Goben](#), R - Hobart / SB-227: [Sen. James](#), R – Thorp]

[SB-393](#) / [AB-393](#), School Bus Operation over 70: (AB-393, Public Hearing 10/29/25, Voted out of Cmte. 1/7/26, [as amended](#), Passed Assembly 1/20/26) (SB-393, Public Hearing 11/4/25, Voted out of Cmte. 1/13/26 [as amended](#)) This bill draft changes the requirement for the frequency of CDL testing for drivers over the age of 70 from two years to four years. It also makes changes to the process for “S”

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

endorsement cancellation for medical reasons and the reinstatement process after a medical cancellation. [SB-393: [Sen. James](#), R – Thorp / AB-393: [Rep. Penterman](#), R – Hustisford]

[SB-508](#) / [AB-561](#), School Bus Stop-Arm Cameras: (SB-508, Public Hearing 11/19/25, Voted out of Cmte. 3/12/26) (AB-561, Public Hearing 12/3/25, Voted out of Cmte. 2/3/26, Passed Assembly 2/18/26)

This bill draft would allow the use of cameras to identify school bus stop-arm violations. Under the bill the camera vendor would prepare a report regarding the violation, including images, and provide the report to the local law enforcement agency in which the violation occurred. The bill draft would also increase the maximum forfeiture for the violation to \$500. [SB-508: [Sen. Hutton](#), R – Brookfield / AB-561: [Rep. Kaufert](#), R – Neenah]

[SB-795](#) / [AB-798](#), DOT Caregiver Records: (SB-795, Public Hearing 1/20/26, Voted out of Cmte. 2/4/26 **as amended, Passed Senate 2/18/26) (AB-798, Public Hearing 2/3/26) This bill draft would require DOT to add to the driver record and make accessible to law enforcement the names and contact information for up to three people in which the driver is the primary caregiver for. [SB-795: [Sen. Quinn](#), R – Birchwood / AB-798: [Rep. Green](#), R - Grand View]**

Legislation Signed into Law by Governor Evers

[Act 14](#) | [SB-283](#) / [AB-285](#), Hearing Protection Grant for Law Enforcement & Fire Protective Agencies: (AB-285, Public Hearing 6/3/25, Voted out of Cmte. **as amended 6/11/25) (SB-283, Public Hearing 6/4/25, Voted out of Cmte. **as amended** 6/12/25, Passed Senate 6/18/25, Passed Assembly 6/24/25, Signed into Law by Governor Evers 7/2/25) This bill draft would require DOT to establish and administer a public protective services hearing protection program. The draft would require that the hearing protection devices meet certain specifications. [SB-283: [Sen. James](#), R – Thorp / AB-285: [Rep. Jacobson](#), R – Mosinee]**

[Legislative Council Act Memo 2025 Act 14](#)

[Act 28](#) | [SB-64](#) / [AB-61](#), K9 Riggs Act: (SB-64, Public Hearing 4/1/25, Voted out of Cmte. 6/4/25) (AB-61, Public Hearing 3/5/25, Voted out of Cmte. 3/11/25, Passed Assembly 3/13/25, Passed Senate 6/19/25, Signed into Law by Governor Evers 8/8/25) This bill draft would increase the penalty for injuring a K9 to a Class H felony and the penalty for causing the death of a K9 to a Class G felony. [SB-64: [Sen. Wanggaard](#), R - Racine / AB-61: [Rep. Nedweski](#), R - Pleasant Prairie]

[Legislative Council Act Memo 2025 Act 28](#)

[Act 35](#) | [SB-182](#) / [AB-198](#), EMS Education and Live 911 Pilot Program: (SB-182, Public Hearing 4/23/25, Voted out of Cmte. 5/2/25, Passed Senate **as amended 6/18/25, Passed Assembly 10/14/25, Signed into Law by Governor Evers 10/21/25) (AB-198, Public Hearing 4/23/25, Voted out of Cmte. 6/4/25) This bill draft would create a grant program and funding for tuition and materials costs for EMS education, certification, or initial licensure. The bill draft further creates a Live 911 Pilot Program under the Department of Military Affairs which would provide grants to public safety answering points to enable real-time video and multimedia communications during 911 calls. [AB-198: [Rep. Kurtz](#), R - Wonewoc / SB-182: [Sen. Marklein](#), R - Spring Green]**

[Legislative Council Act Memo 2025 Act 35](#)

Legislative Proposals of Interest to DSP/Law Enforcement
2025-2026 Legislative Session (05/22/26)

Act 37 | [SB-66](#) / [AB-77](#), License Plate Concealment Devices: (SB-66, Public Hearing 3/13/25, Voted out of Cmte. 4/15/25, Passed Senate 4/22/25, Passed Assembly 10/14/25, Signed into law by Governor Evers 10/31/25) (AB-77, Public Hearing 6/25/25, Voted out of Cmte. 9/16/25) This act prohibits the possession, sale, purchase, installation, and use of a registration plate concealment device. The penalty for the violation is a fine of not more than \$1,000, up to 90 days in prison, and the vehicle can be impounded. [SB-66: [Sen. Wanggaard](#), R - Racine / AB-77: [Rep. Donovan](#), R - Greenfield]
[Legislative Council Act Memo 2025 Act 37](#)

Act 39 | [SB-159](#) / [AB-179](#), Police Vehicle Lights: (SB-159, Public Hearing 5/6/25, Voted out of Cmte. 5/8/25, Passed Senate 10/14/25, Passed Assembly 10/14/25, Signed into law by Governor Evers 10/31/25) (AB-179, Public Hearing 7/22/25, Voted out of Cmte. 9/16/25) This act provides that, on a marked police vehicle with an exterior light bar, the blue light must be mounted on the roof of the passenger side of the vehicle and the red light must be mounted on the roof of the driver side of the vehicle. For lights mounted inside the vehicle, blue lights must be displayed on the interior of the passenger side of the vehicle and red lights must be displayed on the interior of the driver side of the vehicle. The act also authorizes the use of a combination of blue and red lights mounted on the front, sides, or rear of a police vehicle if the vehicle is already equipped with roof or interior lights as required by the bill draft. [SB-159: [Sen. Wanggaard](#), R - Racine / AB-179: [Rep. Jacobson](#), R – Mosinee]
[Legislative Council Act Memo 2025 Act 39](#)

Act 41 | [SB-309](#) / [AB-309](#), 911 Dispatcher Immunity: (AB-309, Public Hearing 9/3/25, Voted out of Cmte. 9/9/25) (SB-309, Public Hearing 9/4/25, Voted out of Cmte. 10/2/25, Passed Senate 10/14/25, Passed Assembly 10/14/25, Signed into law by Governor Evers 10/31/25) This act provides that any public safety answering point, or dispatcher that transfers a caller to the national 988 Suicide and Crisis Lifeline is generally immune from civil liability for any outcomes resulting from the transfer. [SB-309: [Sen. James](#), R – Thorp / AB-309: [Rep. VanderMeer](#), R – Tomah]
[Legislative Council Act Memo 2025 Act 41](#)

Act 46 | [SB-65](#) / [AB-78](#), Reckless Driving Vehicle Impoundment: (SB-65, Public Hearing 3/13/25, Voted out of Cmte. 4/15/25) (AB-78, Public Hearing 3/5/25, Voted out of Cmte. 3/11/25, Passed Assembly [as amended](#) 3/13/25, Passed Senate 10/14/25, Signed into law by Governor Evers 10/31/25) This act expands on 2023 Act 1 to allow vehicles that were impounded under local ordinance for reckless driving to be impounded until the outstanding fines and forfeitures are fully paid by the vehicle's owner. The act requires a law enforcement officer to attempt to determine if the vehicle being impounded has been reported stolen and attempt to contact the owner. If the vehicle was reported stolen, then it must be returned to the owner without the payment of a fee or charge. [SB-65: [Sen. Wanggaard](#), R - Racine / AB-78: [Rep. Donovan](#), R - Greenfield]
[Legislative Council Act Memo 2025 Act 46](#)

Act 51 | [SB-273](#) / [AB-271](#), CMV Cameras "Mirror Eye": (AB-271, Public Hearing 6/25/25, Voted out of Cmte. 9/16/25 [as amended](#), Passed Assembly 10/7/25, Passed Senate 10/14/25, Signed into law by Governor Evers 12/09/25) (SB-273, Public Hearing 9/23/25, Voted out of Cmte. 9/26/25 [as amended](#): SSA1 & SA1-SSA1) This act allows a commercial motor vehicle to be equipped with a camera monitor system approved by FMCSA as an alternative to mirrors. [[Sen. Wimberger](#), R - Oconto / [Rep. Spiros](#), R – Marshfield]
[Legislative Council Act Memo 2025 Act 51](#)

Act 52 | [SB-288](#) / [AB-302](#), Purple Funeral Vehicle Lights: (AB-302, Public Hearing 7/22/25, Voted out of Cmte. 9/16/25, Passed Assembly 10/7/25, Passed Senate 11/18/25, Signed into law by Governor Evers

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

12/09/25) (SB-288, Public Hearing 10/7/25, Voted out of Cmte. 10/10/25) This act allows the lead vehicle in a funeral procession to use a purple flashing light. [SB-288: [Sen. Bradley](#), R - New Berlin / AB-302: [Rep. Kaufert](#), R – Neenah]

[Legislative Council Act Memo 2025 Act 52](#)

Act 53 | [SB-365](#) / [AB-346](#), Fleet Registration: (AB-346, Public Hearing 8/5/25, Voted out of Cmte. 9/16/25, Passed Assembly 10/7/25, Passed Senate 10/14/25, Signed into law by Governor Evers 12/09/25) (SB-365, Public Hearing 10/7/25, Voted out of Cmte. 10/10/25) Under prior law, an owner of a fleet of 10 or more automobiles or motor trucks with a gross weight of not more than 8,000 pounds may register the vehicles as a fleet. This act allows 10 or more of any combination of the certain heavy truck registrations up to 54,000 and trailer registrations up to 80,000 pounds to also be registered as a fleet. [SB-365: [Sen. Hutton](#), R – Brookfield / AB-346: [Rep. Behnke](#), R - Town of Chase]

[Legislative Council Act Memo 2025 Act 53](#)

Act 54 | [SB-409](#) / [AB-409](#), Move Over Slow Down Disabled Vehicle: (AB-409, Public Hearing 9/10/25, Voted out of Cmte. 10/1/25, Passed Assembly 10/14/25, Passed Senate 11/18/25, Signed into law by Governor Evers 12/09/25) (SB-409, Public Hearing 10/22/25, Voted out of Cmte. 11/11/25) This act adds under the Move Over Slow Down law the requirement for a driver to move over or slow down for a disabled vehicle. A disabled vehicle is now defined as a motor vehicle that is stopped and is displaying hazard lights, emergency flares are placed near the vehicle, or a person(s) is attending to the vehicle and are visible to passing drivers. [SB-409: [Sen. James](#), R – Thorp / AB-409: [Rep. Piwowarczyk](#), R – Hubertus]

[Legislative Council Act Memo 2025 Act 54](#)

Act 55 | [SB-132](#) / [AB-136](#), Impersonating an Officer: (AB-136, Public Hearing 9/25/25, Voted out of Cmte. 10/1/25, Passed Assembly 10/14/25, Passed Senate 11/18/25, Signed into law by Governor Evers 12/09/25) (SB-132, Public Hearing 10/22/25, Voted out of Cmte. 11/11/25) This act increases the penalty for impersonating a peace officer, a fire fighter, an emergency services medical practitioner, or an emergency medical provider from a Class A misdemeanor to a Class I felony. [SB-132: [Sen. James](#), R – Thorp / AB-136: [Rep. Wichgers](#), R – Muskego]

[Legislative Council Act Memo 2025 Act 55](#)

Act 58 | [SB-279](#) / [AB-278](#), Law Enforcement Data Sharing Grants: (SB-279, Public Hearing, 5/27/25, Voted out of Cmte. 6/4/25, Passed Senate [as amended](#) 6/18/25, Passed Assembly [as amended](#) 10/14/25, Passed Senate [as amended](#) 11/18/25, Signed into law by Governor Evers 12/09/25) (AB-278, Public Hearing 6/3/25, Voted out of Cmte. 6/11/25) This act creates a grant program under the Department of Justice to provide funding for law enforcement agencies to purchase data-sharing platforms. [SB-279: [Sen. Wanggaard](#), R - Racine / AB-278: [Rep. Donovan](#), R – Greenfield]

[Legislative Council Act Memo 2025 Act 58](#)

Act 64 | [SB-221](#) / [AB-221](#), ATV/UTVs Registered out of State: (AB-221, Public Hearing 7/22/25, Voted out of Cmte. 9/16/25 [as amended](#), Passed Assembly 10/7/25 [as amended](#), Passed Senate 10/14/25, Signed into law by Governor Evers 12/09/25) (SB-221, Public Hearing 9/16/25, Voted out of Cmte. 9/23/25 [as amended](#)) This act requires that an ATV/UTV that is already registered in another state must also meet the Wisconsin vehicle requirements in order to be registered and subsequently operated in Wisconsin. [AB-221: [Rep. Mursau](#), R - Crivitz / SB-221: [Sen. Marklein](#), R - Spring Green]

[Legislative Council Act Memo 2025 Act 64](#)

Act 83 | [SB-339](#) / [AB-327](#), Increased Weight Limits for UTVs: (AB-327, Public Hearing 9/16/25, Voted out of Cmte. 10/29/25 [as amended](#)) (SB-339, Public Hearing 9/23/25, Voted out of Cmte. 9/26/25 [as](#)

Legislative Proposals of Interest to DSP/Law Enforcement
2025-2026 Legislative Session (05/22/26)

amended, Passed Senate 10/14/25, Passed Assembly 1/13/26, Signed into Law by Governor Evers 2/6/26) This act raised from 3,000 pounds to 3,500 pounds the maximum weight allowable for a motor driven device to be classified as a UTV. [SB-339: [Sen. Felzkowski](#), R – Tomahawk / AB-327: [Rep. Krug](#), R – Rome]

[Legislative Council Act Memo 2025 Act 83](#)

Act 97 | [SB-537](#) / [AB-523](#), Counterfeit Airbags: (SB-537, Public Hearing 10/29/25, Voted out of Cmte. 11/12/25, Passed Senate 11/18/25, Passed Assembly 1/15/26, Signed into Law by Governor Evers 3/13/26) (AB-523, Public Hearing 12/16/25, Voted out of Cmte. 12/18/25) This act expands on the current airbag law to include the prohibition on importing, manufacturing, or selling a previously a deployed airbag, a nonfunctional airbag, or a counterfeit airbag. Under the bill draft, “nonfunctional airbag” means a replacement airbag that 1) was previously deployed or damaged; 2) has an electric fault that is detected by the motor vehicle’s diagnostic system; 3) includes a part or object intended to mislead the owner or operator of the motor vehicle into believing that a functional airbag has been installed; or 4) is prohibited from being sold under federal law. Further, “counterfeit airbag” means a replacement airbag, or an airbag component, that displays an unauthorized mark substantially similar to the mark of an original equipment manufacturer or a genuine supplier of parts to the manufacturer of a motor vehicle. [SB-537: [Sen. Wanggaard](#), R – Racine / AB-523: [Rep. Melotik](#), R – Grafton]

[Legislative Council Act Memo 2025 Act 97](#)

Act 99 | [SB-678](#) / [AB-681](#), Oral Fluid Roadside: (SB-678, Public Hearing 12/17/25, Voted out of Cmte. 1/13/26 **as amended, Passed Senate 2/18/26, Passed Assembly 2/19/26, Signed into Law by Governor Evers 3/13/26) (AB-681, Public Hearing 1/6/26, Voted out of Cmte. 1/21/26 **as amended**) This act allows for the use of an oral fluid testing device during a traffic stop where a law enforcement officer has probable cause to believe the person has committed an OWI violation. The oral fluid sample is to be treated the same as how breath samples are currently treated which is preliminary only. [SB-678: [Sen. James](#), R - Thorp / AB-681: [Rep. Dittrich](#), R – Oconomowoc]**

[Legislative Council Act Memo 2025 Act 99](#)

Act 114 | [SB-331](#) / [AB-329](#), ATV/UTV Operation & Patrol ATV/UTV, OHM, Snowmobile: (SB-331, Public Hearing 9/23/25, Voted out of Cmte. 9/26/25 **as amended, Passed Senate 10/14/25, Passed Assembly 2/12/26, Signed into Law by Governor Evers 3/20/26) (AB-329, Public Hearing 1/6/26, Voted out of Cmte. 1/14/26) This act makes numerous changes to ATV/UTVs, off-highway motorcycles, and snowmobiles statutes including:**

- Prohibits a person from operating an ATV/UTV in any careless, reckless, or negligent manner which would impair the life, person, or property of another.
- Eliminates the 1,000-foot bridge crossing limitation for ATV/UTVs, and would also allow them to cross culverts and railroad rights-of-way.
- Requires ATV/UTVs to be equipped with a brake light and that they be in working condition. An ATV/UTV would only be able to be operated if the if the headlamps and tail lamps are lighted. The brake must also be functioning.
- Require an ATV/UTV operator to render aid if involved in an accident and provide their contact information to the injured party.
- ATVs/UTVs are allowed on any roadway if operated for emergency use under a declared emergency by the governmental agency with jurisdiction over the roadway.
- The definition of an authorized emergency vehicle is expanded to include ATVs/UTVs and snowmobiles, and off-highway motorcycles operated by law enforcement officers and conservation wardens.

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

- Creates definitions for a patrol ATV, UTV, off-highway motorcycle, and snowmobile. Which would be an ATV/UTV, OHM, and snowmobile that are owned/leased by a governmental entity and used for law enforcement, fire fighting, emergency medical response, and are equipped with sirens and lights. While responding to an emergency those patrol vehicles would be exempt from certain operation limitations such as speed and proximity to highways while responding to emergencies or violations of the law, subject to specified use of sirens and lights.

[SB-331: [Sen. Marklein](#), R - Spring Green / AB-329: [Rep. Mursau](#), R - Crivitz]

[Legislative Council Act Memo 2025 Act 114](#)

[Act 148](#) | [SB-192](#) / [AB-192](#), Fatality Review Teams: (AB-192, Public Hearing 9/10/25, Voted out of Cmte. 2/4/26, Passed Assembly [as amended](#), Passed Assembly 2/19/26, Passed Senate 3/17/26, Signed into Law by Governor Evers on 4/2/26) (SB-192, Public Hearing 1/14/26, Voted out of Cmte. 2/5/26, Passed Senate) This act creates fatality review teams under the authority of the Department of Health Services (DHS). Under the bill draft, motor vehicle incidents would be considered a reviewable death. The bill draft would authorize the fatality review teams access to a variety of records including law enforcement records. Further, the bill draft includes provisions regarding the confidentiality and privacy of certain information a fatality review team may have. [SB-192: [Sen. James](#), R – Thorp / AB-192: [Rep. Moses](#), R – Menomonie]

[Legislative Council Act Memo 2025 Act 148](#)

[Act 150](#) | [SB-191](#) / [AB-191](#), Subpoenas to Law Enforcement: (SB-191, Public Hearing 4/30/25, Voted out of Cmte. 5/8/25 [as amended](#), Passed Senate, 5/15/25, Passed Assembly 10/14/25, Signed into Law by Governor Evers on 4/2/26) (AB-191, Public Hearing 5/7/25, Voted out of Cmte. 5/21/25) This act requires a subpoena to be served upon a law enforcement officer or tribal law enforcement officer in the officer's official capacity as an officer and to be only served at the officer's work address. [AB-191: [Rep. Goben](#), R - Hobart / SB-191: [Sen. James](#), R – Thorp]

[Legislative Council Act Memo 2025 Act 150](#)

[Act 160](#) | [SB-391](#) / [AB-395](#), School Bus Camera Recording: (SB-391, Public Hearing 10/28/25, Voted out of Cmte. 11/10/25 [as amended](#), Passed Senate 11/18/25, Passed Assembly 1/13/26, Signed into Law by Governor Evers on 4/2/26) (AB-395, Public Hearing 10/30/25, Voted out of Cmte. 11/6/25 [as amended](#)) This act allows school districts to record audio in addition to video on school busses. [SB-391: [Sen. James](#), R – Thorp / AB-395: [Rep. Penterman](#), R – Hustisford]

[Legislative Council Act Memo 2025 Act 160](#)

[Act 161](#) | [SB-722](#) / [AB-679](#), OSOW Permit Grain, Feed, Commercial Fertilizer: (AB-679, Public Hearing 12/3/25, Voted out of Cmte. 2/3/26 [as amended](#), Passed Assembly 2/17/26, Passed Senate 3/17/26, Signed into Law by Governor Evers on 4/2/26) (SB-722, Public Hearing 1/20/26, Voted out of Cmte. 3/2/26 [as amended](#)) This act creates a new Oversize Overweight (OSOW) permit for the transport of grain, commercial feed, or bulk fertilizer. Transporters would be allowed to haul up to 91,000 pounds on routes specified by DOT. [SB-722: [Sen. Tomczyk](#), R – Mosinee / AB-679: [Rep. Jacobson](#), R – Mosinee]

[Legislative Council Act Memo 2025 Act 161](#)

[Act 162](#) | [SB-426](#) / [AB-425](#), Manufactured Homes Trailer Registration: (AB-425, Public Hearing 10/29/25, Voted out of Cmte. 11/13/25 [as amended](#), Passed Assembly 1/13/26, Passed Senate 1/21/26, Signed into Law by Governor Evers on 4/2/26) (SB-426, Public Hearing 1/6/26, Voted out of Cmte. 1/13/26 [as amended](#)) This act adds “manufactured housing unit” to the current WisDOT trailer registration options as a transporter of modular or other portable housing. [SB-426: [Sen. James](#), R – Thorp / AB-425: [Rep. Krug](#), R – Rome]

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

[Legislative Council Act Memo 2025 Act 162](#)

Act 181 | [SB-390](#) / [AB-387](#), Funding for the Hearing Protection Grant for Law Enforcement & Fire Protective Agencies: (AB-387, Public Hearing 8/21/25, Voted out of Cmte. 8/21/25, Passed Assembly 2/19/26, Passed Senat 3/17/26, Signed into Law by Governor Evers on 4/3/26) (SB-390, Public Hearing 8/21/25, Voted out of Cmte. 8/21/25) This act made several technical changes and also included funding for the hearing protection grant program that was signed into law last year. [SB-390/AB-387: [Joint Finance Committee](#)]

[Legislative Council Act Memo 2025 Act 181](#)

Act 189 | [SB-519](#) / [AB-530](#), Drones Over School Property: (AB-530, Public Hearing 10/22/26, Voted out of Cmte. 11/5/25 [as amended](#), Passed Assembly 11/19/26, Passed Senate 3/17/26, Signed into Law by Governor Evers on 4/3/26) (SB-519, Public Hearing 10/29/26, Voted out of Cmte. 3/12/26) This act prohibits the operation of a drone over a property owned by a school or on which a school is located, with certain exceptions. The exceptions include authorization by a school authority or at the direction of the local chief of a public protective services agency. [SB-519: [Sen. James](#), R - Thorp / AB-530: [Rep. Kitchens](#), R - Sturgeon Bay]

[Legislative Council Act Memo 2025 Act 189](#)

Act 194 | [SB-766](#) / [AB-768](#), Drones Over Utilities: (SB-766, Public Hearing 1/7/26, Voted out of Cmte. 3/3/26 [as amended](#)) (AB-768, Public Hearing 1/14/26, Voted out of Cmte. 1/21/26 [as amended](#), Passed Assembly 2/17/26, Passed Senate 3/17/26, Signed into Law by Governor Evers on 4/3/26) This act prohibits the unauthorized operation of a drone at an altitude of less than 300 feet over or within 500 feet of a parcel on which certain water reclamation, power, telecommunications, and water system facilities are located. The penalty for a violation of this prohibition is the same as for unauthorized operation of a drone over a correctional institution. Law enforcement investigating an alleged violation are be required to seize the image data recorded by the drone during the violation. Then transfer the data to the law enforcement agency that has jurisdiction over the area in which the violation occurred. Then at the completion of any enforcement proceedings provide copies of the data to the municipality or county in which the violation occurred. [SB-766: [Sen. Tomczyk](#), R – Mosinee / AB-768: [Rep. Donovan](#), R – Greenfield]

[Legislative Council Act Memo 2025 Act 194](#)

Act 195 | [SB-845](#) / [AB-856](#), Operating While Intoxicated: (AB-856, Public Hearing 1/21/26, Voted out of Cmte. 1/29/26 [as amended](#), Passed Assembly 2/18/26, Passed Senate 3/17/26, Signed into Law by Governor Evers on 4/3/26) (SB-845, Public Hearing 2/17/26, Voted out of Cmte. 3/3/26 [as amended](#)) This act updates several areas of statute to reflect recent decisions by the Wisconsin Supreme Court and the United States Supreme Court. Due to those decisions, there are several provisions regarding implied consent that are no longer constitutional or workable in practice. One of those changes would include updating the “informing of the accused” statutory language. [SB-845: [Sen. James](#), R – Thorp / AB-856: [Rep. Spiros](#), R – Marshfield]

[Legislative Council Act Memo 2025 Act 195](#)

Act 208 | [SB-136](#) / [AB-126](#), School Bus Lamps: (AB-126, Public Hearing 7/22/25, Second Public Hearing 9/16/25, Voted out of Cmte. 10/29/25 [as amended](#)) (SB-136, Public Hearing 9/25/25, Voted out of Cmte. 9/26/25 [as amended](#), Passed Senate 10/14/25, Passed Assembly 1/13/26, Signed into Law by Governor Evers 4/8/26) This act allows a school bus to be equipped with one back-up lamp mounted to each side of the vehicle and directed to project a white or amber light illuminating the rear wheels of the vehicle while backing. It further allows a school bus to have an illuminated sign placed above the

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

front windshield and an illuminated sign mounted on the rear above the window. And finally allows for a light-emitting diode (LED) strobe light mounted on the roof. [[Rep. Tusler](#), R - Harrison / [Sen. Tomczyk](#), R – Mosinee]

[Legislative Council Act Memo 2025 Act 208](#)

[Act 209](#) | [SB-392](#) / [AB-394](#), Driver Education Curriculum (School Bus): (SB-392, Public Hearing 10/28/25, Voted out of Cmte. 11/10/25, Passed Senate 11/18/25, Passed Assembly 1/13/26, Signed into Law by Governor Evers 4/8/26) (AB-394, Public Hearing 10/30/25, Voted out of Cmte. 11/6/25)

This act requires all approved driver education courses to include instruction relating to student crossing, school bus lights, and when to stop for a stopped school bus. [SB-392: [Sen. James](#), R – Thorp / AB-394: [Rep. Penterman](#), R – Hustisford]

[Legislative Council Act Memo 2025 Act 209](#)

[Act 210](#) | [SB-248](#) / [AB-258](#), Ignition Interlocks: (SB-248, Public Hearing 11/12/25, Voted out of Cmte. 1/13/26 [as amended](#), Passed Senate 1/21/26, Passed Assembly 2/18/26, Passed Senate 3/17/26, Signed into Law by Governor Evers 4/8/26) (AB-258, Public Hearing 1/7/26, Voted out of Cmte. 1/14/26 [as amended](#))

This act extends the IID restriction for a person who has been ordered to have an IID for an additional 180 days for an IID violation. The draft would also eliminate the waiting periods for a person who has an administrative driver license revocation, or a court ordered revocation to apply for an occupational driver license. [SB-248: [Sen. Wanggaard](#), R - Racine / AB-258: [Rep. Spiros](#), R – Marshfield]

[Legislative Council Act Memo Act 210](#)

[Act 245](#) | [SB-782](#) / [AB-791](#), False 911 Text Messages: (SB-782, Public Hearing 1/7/26, Voted out of Cmte. 1/12/26, Passed Senate 1/21/26, Passed Assembly 2/17/26, Signed into Law by Governor Evers 4/9/26) (AB-791, Public Hearing 1/14/26, Voted out of Cmte. 1/21/26)

Under current law, any person who intentionally dials the telephone number “911” to report an emergency, knowing that the fact situation that the person reports does not exist, is subject to a fine of between \$100 and \$600 or imprisonment for up to 90 days or both for a first offense and is guilty of a Class H felony for a repeat offense committed within four years after an offense. This bill draft adds intentionally sending a false text message to the telephone number “911” as an offense subject to the penalty. [SB-782: [Sen. Wanggaard](#), R – Racine / AB-791: [Rep. Donovan](#), R – Greenfield]

[Legislative Council Act Memo 2025 Act 245](#)

Legislation Vetoed by Governor Evers

[Veto Message SB-25](#) | [SB-25](#) / [AB-34](#), John Doe Charges: (SB-25, Public Hearing 2/6/25, Voted out of Cmte. 2/18/25, Passed Senate 3/18/25, Passed Assembly 10/14/25, Vetoed by Governor Evers 10/31/25) (AB-34, Public Hearing 5/7/25, Voted out of Cmte. 5/21/25)

Under current law, a district attorney has the discretion as to whether or not to issue a complaint to charge a person with a crime. Current law also provides that, if a district attorney refuses to issue a complaint against a person, a judge may conduct a hearing to determine if there is probable cause to believe that the person committed a crime and, if so, issue a complaint. Under this bill draft, when there is an officer-involved death, which is a death that results directly from an action or an omission of a law enforcement officer, and the district attorney determined there was no basis to prosecute the officer, a court may not issue a complaint against the involved officer unless there is new or unused evidence presented. [SB-25: [Sen. Hutton](#), R – Brookfield / AB-34: [Rep. Moses](#), R – Menomonie]

Legislative Proposals of Interest to DSP/Law Enforcement

2025-2026 Legislative Session (05/22/26)

[Veto Message SB-699](#) | [SB-699](#) / [AB-709](#), Pupil Transport (15-Passenger Van): (SB-699, Public Hearing 1/6/26, Voted out of Cmte. 1/13/26, Passed Senate 2/11/26, Passed Assembly 2/17/26 **as amended**, Passed Senate 2/18/26 **as amended**, Vetoed by Governor Evers 4/3/26) (AB-709, Public Hearing 1/21/26, Voted out of Cmte. 2/5/26) Under current law, a school board or governing body of a private school may provide pupil transport in vehicles other than a school bus. This bill draft would increase the allowable number of passengers in those vehicles from 9 to 14. [SB-699: [Sen. LeMahieu](#), R - Oostburg / AB-709: [Rep. Brill](#), R - Sheboygan Falls]
Legislative Council Act m

[Veto Message for AB-24](#) | [SB-57](#) / [AB-24](#), County Sheriff Immigration Functions: (AB-24, Public Hearing 2/25/25, Voted out of Cmte. **as amended** 3/11/25, Passed Assembly 3/18/25, Passed Senate 3/17/26, Vetoed by Governor Evers 4/3/26) (SB-57, Public Hearing 5/13/25, Voted out of Cmte. 6/12/25) This bill draft would require sheriffs to request proof of legal presence status from those held in a county jail for an offense punishable as a felony. It would also require sheriffs to comply with detainers and administrative warrants received from homeland security regarding individuals held in the county jail for a criminal offense. [AB-24: [Rep. Vos](#), R - Rochester / SB-57: [Sen. Bradley](#), R - New Berlin]
[Legislative Council Act Memo 2025 Act 209](#)

[Veto Message for AB-629](#) | [SB-626](#) / [AB-629](#), Disabling Drones by Law Enforcement: (AB-629, Public Hearing 12/3/25, Voted out of Cmte. 1/21/25 **as amended**, Passed Assembly 2/17/26, Passed Senate 3/17/26, Vetoed by Governor Evers 4/3/26) (SB-626, Public Hearing 1/7/26, Voted out of Cmte. 3/4/26 **as amended**) This bill draft would allow a law enforcement officer to disable a drone to mitigate a threat posed by the drone if the officer reasonably suspects the drone is an imminent threat to public safety. Further it would be a Class H felony if a person were to operate a weaponized drone, which the use of poses a threat to public safety. [SB-626: [Sen. Bradley](#), R - New Berlin / AB-629: [Rep. Wichgers](#), R - Muskego]

Unintroduced Draft Legislative Proposals

[LRB-0040](#) | [0040 Memo](#), Excited Delirium Law Enforcement Training: This bill draft would prohibit LESB from having a course that includes training on the detection or use of excited delirium. The bill draft would also prohibit a law enforcement agency from providing training to a law enforcement officer on the detection or use of excited delirium. The bill draft defines “excited delirium” as a description of a person's state of agitation, excitability, paranoia, extreme aggression, physical violence, or apparent immunity to pain that is not listed in the most current version of the Diagnostic and Statistical Manual of Mental Disorders or for which there is insufficient scientific evidence or diagnostic criteria to be recognized as a medical condition. [[Rep. Tenorio](#), D - West Allis]

[LRB-5280](#) | [5280 Memo](#) Criminal Justice and Public Safety Bill Package: This bill draft contains a number of proposals related to criminal justice and public safety. The proposals include:

- Requiring firearm background checks to take place before a gun transfer, with exceptions for transfers involving law enforcement.
- Increasing law enforcement’s access to handgun background check information from DOJ.
- Creating an extreme risk protection order which is a temporary restraining order and injunction to prohibit a person from possessing a firearm.

Legislative Proposals of Interest to DSP/Law Enforcement
2025-2026 Legislative Session (05/22/26)

- Domestic violence protection orders would need to be entered into a notification system so that they are available to all law enforcement in the state.
- A prohibition against ghost guns.
- Increasing the penalty for the illegal possession of a firearm or for the straw purchase of a firearm.
- Increasing the penalty for the intimidation of a witness or a victim.
- Creating a grant program under DOJ to recruit and retain law enforcement officers and to promote officer wellness.
- Redefining obstructing justice to include a variety of acts that interfere with a governmental or criminal investigation.
- Creating a community policing and community prosecution grant program under the DOJ.
- Creating violence prevention grant program under the DOJ.
- Increasing the positions at the DOJ, including two additional positions for law enforcement training and wellness initiatives.

[[Sen. Roys](#), D – Madison / [Rep. McGuire](#), D – Kenosha]