# Done	States Responses and any comments added to questions.	CONTACT PHONE/FAX # EMAIL ADDRESS	1. Are differing location referencing methods in legacy databases are a current area of concern in your State?	2. Do you have a current efforts on-going to address this concern?	3. Is your state aware of the LRS model developed through NCHRP 20-27 and the work of several lead states who have implemented variations of this model?	4. Would you be interesting in receiving information via webinar about best practices from LST states and the benefits they have seen?	5. Might there be an interest in several LST members visiting your state to share their experiences in implementing an LRS or to review your situation and offer suggestions for your consideration?	6. Is there some other type of assistance from the LST that would be beneficial to your state?	7a. Who are the potential business and technical champions in your state?	7b. Who is the sponsor or high level decision-maker with authority to allocate budget and direct an enterprise-level program?
x	ALABAMA	Danny Manley Jeff Brown	No	No	Yes		No	No	None known	None known
	COMMENTS	334-242-6585	Not Really	Not Really		That would be of some assistance		I can't see any need for assistance at this point in time		
x	ALASKA	Kerry Kirkpatrick-GIS-T 907-465-8957 kerry.kirkpatrick@dot.state.ak.us	No		Yes		No	No	Jack Stickel	Jack Stickel
	COMMENTS						But may be interested after listing on webinar	But may be interested after listing on webinar	907-465-6998	907-465-6999
x	ARIZONA	Mick Cseri 602-712-6171 mcseri@azdot.gov	No	No	Yes	No	No	Yes		
	COMMENTS		We currently use our Arizona Transportation Information System (ATIS) linear referencing system. It's the single source for LRS that the entire state utilizes in order to spatially reference anything from crash records to the location of signs. ATIS can work with data coming from GPS (x,y location), data involving intersection/offset, or crash data based off a known reference marker (e.g.		If you are talking about the data model implemented by Bill Shuman for the Iowa DOT, then yes.			Additional resource funding for CPM/HPMS		Rakesh Tripathi, Director, Multimodal Planning Division, ADOT (602) 712 8143
x	ARKANSAS	Sharon Baker Mark Bradley 501-569-2205	Yes	Yes	Yes		Yes			
	COMMENTS		Somewhat. Solving road log inventory and HPMS issues by developing an LRS for city and county roads. 75% complete with this effort.	State Highway LRS has been in place for 10 years now. County and City LRS will be merged in. They will add ramps in 2009. State maintained roads like parts and Airports will be added	Tried to copy it the best they could. Can not hire a consultant. Trying to emulate Kentucky and Iowa work. They are confident in what they have deleloped.	Always	That would be wonderful. She would like to show someone what they have done and discuss it with them.	She would like to send someone their road log and LRS and have someone map it. Using GeoMedia and concerned about need to fit it all into Arc for HPMS. Arc needs a single use id and they have several in their system that have to map to one. Very interested in experts looking at their system.	No high level decision maker yet. Arkansas Geographic Information Office is working with the National Map folks. Not going to have perfect topology to meet HPMS deadline.	
x	**CALIFORNIA**	**Oscar Jarquin Lead State Team Rep**								
	COMMENTS	**916-440-0552 oscar_jarquin@dot.ca.gov**								
x	COLORADO	Tami Lang Marv Koleis 303-757-9811 marvin.koleis@dot.state.co.us	No	No			No	No		
	COMMENTS					Our needs are currently set, but would be interested in staying in contact for anything having to do with best practices.				
x	CONNECTICUT		Yes	No	Yes	Yes		Yes	Technical: Jim Spencer	Sponsor: Planning Director
	COMMENTS		County - Route - Milepost and State Route Milepost. Possible need to include street name and address.					Assistance with standardizing roadway networks for HPMS submittal, TIGER roadway, etc.		
	DELAWARE									
	COMMENTS									
x	FLORIDA	Pat O'Rourke, Mgr./GIS Support Section Transporation Statistics Office 850-414-4732 paul.orourke@dot.state.fl.us	NO	No	No	Yes	No	No		
	COMMENTS		Currently the FDOT LRS and all associated maintenance is performed in the ESRI ArcINFO workstation environment. The organization is in the process of migrating data and applications to the ESRI ArcSDE (with Oracle as the RDBMS) environment. Primary elements of the model are arcs, nodes and routes with built-in measures. Business rules will be incorporated either through domains or application extensions and customizations to handle such things as route consistency and gaps.		The representative I spoke with indicated that the NCHRP 20-27(3) work had not been a topic of conversation at FL DOT.	There was interest expressed in attending a webinar to learn about other states' experiences and best practices			Jared Causseaux (Best point of Contact) (Statewide Level) - Richard Butgereit - GIS Administrator/Florida Div Emergency Mgmt Steering Committee (Business or Tech Champion) Information regarding Florida's Strategic Plan for Statewide GIS Coordination see (www.floridadisaster.org/GIS/CAPGRANT)	
x	GEORGIA	Teague Buchanan tebuchanan@dot.ga.gov	Yes	Yes	Yes	Yes	Yes	Yes		
	COMMENTS		GDOT has a route milepost/milepost LRS based on a modified UNETRANS schema. The LRS was contained in a legacy flat-file database. It has since been moved to an Oracle RDBMS and the business logic is being applied to the schema. The GIS route milepost/milepost LRS is contained in Oracle/ArcSDE. The tabular and spatial data are manually reconciled to support dynamic segmentation and event mapping of roadway characteristics supporting HPMS reporting. Potential next steps are to load the geometry and		NCHRP 20-27 was released ages ago with reported difficulty in agency implementation/support, albeit newer vendor systems (Exor) were more favorable. What has changed?			See attached Comments	There are no champions beyond GDOT as an agency at the state level. The business case has been clearly stated within GDOT and the database development is being implemented by the Office of IT Applications and the Office of Transportation data. GDOT is currently in a state of mass reorganization and the budget/future is quite uncertain for projects and programs.	New efforts would require budgeting and executive support from our Commissioner.
x	HAWAII	Goro Sulijoadikusumo 808-587-1839 gogo_sulijoadikusumo@hawaii.gov	Yes	Yes	Yes	Yes	Yes	Yes		
	COMMENTS		Absolutely.		Familiar with Iowa, but seems more than Hawaii would need			Lane modeling, ramps. Promoting open standards for HPMS reporting	Local Hawaii FHWA office.	Local Hawaii FHWA office.
x	IDAHO	Brian Emmen 208-332-7889 Brian.Emmen@itd.idaho.gov	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response
	COMMENTS		We have a number of referencing methodoligies as well as an official linear reference system	We have just begun a process to evaluate the needs for linear referencing and to review the options for replacing our current system.	In talking with some other states, I was made aware of the LRS model that has been developed in Iowa and of other states that are working to implement systems similar to the one in Iowa.	I would be interested in receiving information. I have talked with Eric Abrams and Steve Kadolph and have requested they keep me posted on the progress with their system development.	Once we have finished our reviews of our systems and identified our needs, we may request LST members visit and discuss their experiences in implementation.	At the current time, I cannot identify any additional assistance		
x	ILLINOIS	William Oesterreich Eric Harm Amy Schutzbach Curt Reynolds 217-524-6532 217-785-2392	Yes	Yes			No	Yes	Mark Kinkade, IDOT CIO (Business Champion/enterprise program direction)	Mark Kinkade, IDOT CIO (Business Champion/enterprise program direction)
	COMMENTS			A project to develop a new roadway inventory/centerline database is underway. It is not "on going".	We are aware of the NCHRP 20-27 and some work from other states.		Not at this time	We would like to maintain communications with the LST for future development efforts in Illinois.	Technical: Joel Bump & Melisa Shaw	IT Director & Planning Director
x	INDIANA		Yes	Yes	Yes	Yes	No	No		
	COMMENTS		County-Route-Milepost, State-Route-Milepost, GPS	Utilizing EXOR to implement customized solution.						
x	KANSAS	Brian Logan 785-296-4899 785-296-8168 (fax) brian@ksdot.org	No	Yes	Yes	Yes		No		
	COMMENTS		Not much. Our LRS effort has standardized most of the major databases to a common set of location referencing. We have a method for resolving other referencing schemes. We know what to do; though some data holders do not see sufficient benefit to offset the costs of the required changes.			Best practices would be interesting. We are aware of the benefits.	We have established an LRS that works. There is no minor improvement that would be worth uprooting the current LRS from the main database and all peripheral databases that synchronize with it. The probability and scope of any improvement would have to be spectacular.		The State of Kansas has a GIS Policy Board that involves all levels of government and local utility companies. Brian Logan is a member of that Board and his staff is active on their Technical Advisory Committee with such activities and Imagery for the Nation, Transportation for the Nation, LIDAR and Elevation Subcommittee etc. KDOT has a Geospatial Enablement Committee that reports to our Executive IT Committee. GIS is housed in Planning and works cooperatively with our CIO.	
x	KENTUCKY		Yes	Yes	Yes	Yes		Yes	Techical: Will Holmes	Sponsor: IT and Planning Directors
	COMMENTS		County-Route-Milepost, State-Route-Milepost, Street name and Address	Utilizing EXOR				Funding		
x	LOUISIANA	Jim Mitchell 225-379-1881	No	Yes	Yes	Yes	No			
	COMMENTS		Developed One LRS and stock to it. Currently it is a single Link Representation. Control Section, Loc Mile not Good Link to Route-Mile.	Project to build Public Roads Base. Map Based on Updates to Tiger Data.	But we're not incorporating it.	Sure, Why not...	Not at this time	NCHRP 20-27, is it all or Nothing? Don't have routing, need to retrofit, how? Based LRS ID on existing control section created coding. 18 character code, good to see how others approach. In particular, how are ramps dealt with? (Louisiana ID's remaps with a Type Code Right or Left, etc.) Using sequential # system driven by Inventory will plug into Asset Manager	Planning depends on IT, Pvmt Mgmt, Asset Mgmt and Maint Mgmt Darryl Mack - 225-379-1283 Lead in Mapping & Planning (build & maintain LRS)	
x	MAINE	Thomas Marcotte 207-624-3183 thomas.marcotte@marine.gov http://megis.maine.gov/users.asp	No	Yes	Yes	Yes	Yes	No		
	COMMENTS		but looking at changing from 1 form of linear referencing to adding route-X/Y	Looking to adding a route-X/Y method for data collection and need to integrate with existing LRS				Nothing at this time.	Unsure at this time, undergoing re-organization	Unsure at this time, undergoing re-organization
x	MARYLAND	Neil Pedersen/ Richard Woo 410-545-5537	Yes	Yes	Yes	No		Not sure	Neil Peterson/Greg Slater Michel Sheffer	Governor O'Malley
	COMMENTS		(1) Two ID's/ NLFID 13 Character (2) 32 Character Route ID used for HMIS & Fed. Submition	One LRS / Education on New Route ID	Predecessor developed this and it was based on Model	Midght help them to know if there is something they could do better.	Probably Not	Webinar might help. Not looking for something different.		Need new addressing system for LRS using County Route Mile Posts
x	MASSACHUSETTS	Mark Berger 617-973-7340 mark.berger@state.ma.us	No	NO	NO		Yes	Yes	Mark Berger	Mark Berger
	COMMENTS						Possibly.	Possibly assistance related to data shifts from roadway changes (alignments, etc.)		
	MICHIGAN									
	COMMENTS									
x	MINNESOTA	Dan Ross (GIS-T) Matthew Koukol (Section Director) Jonette Kreideweis (TDA Office Director)	Yes	Yes	Yes			No		
	COMMENTS		Mn/DOT has initiated a RFI to see the available COTS applications that may be candidates for a future effort for a MLRS/TIS replacement effort. This effort will begin with replacing the system that maintains the primary LRM for Mn/DOT (Route and Reference Point). Future work may expand it to include			We have been in contact with Iowa DOT regarding their LRS and contact shortly for clarification on several issues and possible pilot efforts.	Mn/DOT would also be interested in speaking with other Lead State Team members who are currently using a variety of LRS Management tools.	None that we can think of at this time	The current effort has identified MnDOT Division Directors as the authority to allocate budget. We are working on getting funding from the legislature for this effort. LRS Business Lead is Jonette Kreideweis, the office director of the office with the GIS and current TIS application. We are working cooperatively with our IT office for IT technical expertise.	
x	MISSISSIPPI	Ray Barksdale or Randy Barrey 601-359-8206	Yes	Yes	Yes	Yes	Yes	Yes	Ray Barksdale	Ray Barksdale
	COMMENTS						March, April 2009	Documentation		
x	MISSOURI	Arnold Williams or Mara Campbell 573-751-7012	No	Yes	Yes	Yes	No	No		Same as question 7a.
	COMMENTS		Went through big enterprise wide LRS project. All data in one database called TMS (Transportation Management Systems). There is still a little bit of		Vaguely	Their system is so different. Would consider sitting in on it.			Not really high level champion, Arnold is the techinical champion	
x	MONTANA	Marlin Sanders or Sue Sillick 406-444-9294	Yes	Yes	Yes	Yes		Yes	Marlin Sanders, Chair Steering Committee	
	COMMENTS						6 to 8 months needed for them to be ready	Mid-tier ESRI interface		
x	NEBRASKA	Rose Braun 402-479-3696 Rose.braun@nebraska.gov	No	No	Yes	Yes	No	No		Division Directors, Names not volunteered
	COMMENTS					Always interested in what others are doing and best practices.	Not necessary	Not at this time.		
x	NEVADA	Eric Warmath 775-888-7265 ewarmath@dot.state.nv.us	No		Yes	Yes	No	Yes	Eric Warmath	
	COMMENTS		Not really too many. Our preferred method of locating most things in X,Y,Z.	Kind of....We have a solution (more like temporary) but it is not user friendly, is over complicated, inflexible as well as being entirely to software vendor specific. Unfortunately the software part is most difficult since we are migrating our GIS from Intergraph to ESRI over the next 20 months or so. Knowing that IOWA is an Intergraph shop, I wonder if your solution will be right for us or is even compatible. I think that depends on if it is a data solution or a software solution.	However, many here are of the opinion that too much focus is placed on linear referencing when it is not always the correct solution to some problems.	Sure. Knowledge is always good. If nothing else it makes you aware of things to avoid.	Probably not at this time due to the software training ongoing for the new software and the work focusing on finishing our Right of Way Project.	A detailed list of "things that did not work as expected: and "when you do this, bad things happen" You know what I mean.	There are no really high level decision makers with any money in their budget since the state is undergoing a serious financial crisis, trying to avoid layoffs and cutting services across the board 14%. It will be at least 2 years before any serious non-construction or maintenance activities occur at NDOT and that includes IT type things like this	
	Nevada - Continued	Lawrie Black	Yes	Yes	Yes	Yes	Yes	Yes	Eric Warmath and Lawrie Black	

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x	COMMENTS	775-888-7206 Lblack@dot.state.nv.us	Absolutely, we have been operating and maintaining several LRM's for many years. E.g. milepost panels, intersections, State and County Cumulative, milepost index. These LRM's are the basis on which we locate our crashes on our 2 networks (State and County Road networks). Since our goal is to accurately locate as many crashes as possible from our central state crash database (NCATS), we have developed many applications to improve this process. Our new "Event GeoLocator" (EGL) application is now coming online. NDOT has no overseeing Office of Transportation Data, therefore each Division is working with their own datasets and standards and policies. A recent FHWA Workshop (Asset Mgmt)has highlighted the need for Data Integration, and LRS enterprise standards and policies.	Safety Engineering has been using the "GeoTrans" Transportation Data Model for over 5 years. We are the beta tester - working with Intergraph on developing their COTS tools and workflows to integrate street centerline files into the GeoTrans model. Currently we are working intensely with INTG to improve reliability and stability, so that we can publish several model "Production Datasets". Our MLLRS is a key component of our Safety Management System (SMS). Please find attached by separate email – due it size of docs - some documents describing our system.	See Prior Answer. My understanding is that Geotrans came directly out of 20-27 -2. (more focused on LRS) See Phil Hardy's - of INTG - presentation attached. Phil is the main developer of the GeoTrans Model and its subsequent Maintenance tools. Routing currently not priority for NDOT – too much maintenance work/overhead. NDOT is focused on LRS maintenance.	Ours MLLRS is based on COTS tools and is quite advanced. We focus on maintenance of mlrs, and development of tools, eg conflation and Integ of new attrib (Transportation Mngr and Fusion); Updating of event and linework geom. and networks; and Temporal/ Timestamp aspects using "Transaction Manager". We are happy to demo these tools to other states.	We have hosted several States in the past demonstrating our MLLRS (Wyoming, Iowa, WSDOT, Ohio)	Some type of regular update on each states problems and successes with using LRS. Would like experience on management of lrs for segmented Divisions especially relating to a stds/policies approach. Enterprise Process is an issue here. What should be the policies, and roles of each div in support of lrs? Source centerline data – TIGER or county/city sources?, Do others have legal issues on using commercial data such as Tele-Atlas and Navteq? Are local govts collaborating to automate the integration of datasets (As in WSDOT)?. Is xml used to update networks. What is the future direction of LRS at Director/Asst Dir. level?	I hope that would be us! (Safety Engineering). Our SMS is funded through NDOT and FHWA. Executive level support/sponsor buy in will be key.	We need a Director level authority to allocate budget for lrs, and develop a Strategic plan for "Enterprise LRS".
	NEW HAMPSHIRE	Dennis Fowler								
	COMMENTS	603-271-3344								
	NEW JERSEY	Andrew Rowan	Yes	Yes	Yes	No		No	No response	No response
x	COMMENTS	609-633-9100 andrew.rowan@oit.state.nj.us	There is some concern	NJDOT has had some success in converting differing location referencing to the departmental standard.	NJDOT/GIS is aware of the NCHRP 20-27	Not at this time	NJDOT is always interested in emerging technologies and business practices.	Not at this time		
x	NEW MEXICO David Fletcher Lead States Team Rep	David Fletcher Lead States Team Rep								
	COMMENTS	fletcher.d@att.net								
	NEW YORK	Kevin Hunt								
	COMMENTS	518-485-7152 khunt@dot.state.ny.us 'http://www.nysgis.state.ny.us/outreach/whoswho/whoalpha.cfm?AlphaIndex=H)'								
x	NORTH CAROLINA Janet Lowe Lead States Team Rep	Janet Lowe Lead States Team Rep								
	COMMENTS	919-707-2153 jolowe@ncdot.gov								
	NORTH DAKOTA	Gerald Kautzman	Yes	No	No	Yes	Yes	No		Transportation Program Deputy Commissioner
x	COMMENTS	Gerald working in Planning and Program Delivery. He was on the initial team involved in development	but the DOT IT folks seem to be able to manage these to some extent.			to see what Iowa and other are doing to maintain an MLLRS and how it is benefiting the departments.	At this time, not necessary	Not that Gerald could identify.		
x	OHIO David L Blackstone Lead States Team Rep	David L Blackstone Lead States Team Rep	Yes	Yes	Yes	Yes	Yes	Yes	David Blackstone	Currently Vacant
	COMMENTS	614-466-2594 Dave.Blackstone@dot.state.oh.us	County -Route-Milepost, State-Route-Milepost	Utilizing Intergraph's Geo Transportation Model				LRS standard adobped by other Federal Agencies: USGS, Census, Etc		
	OKLAHOMA	Jay Adams	No	No	Yes	Yes	No	No	Jay Adams	Jay Adams
x	COMMENTS	GIS Coord.	All of Oklahoma DOT uses a single unified LRS which was put into place in the 1960s and simplifies life for Jay immensely. The system is based on a county control and mile point system.		they are aware of the 20-27, but do not need a data model to that degree of sophistication.	ODOT is always interested in seeing and hearing what other DOTs are doing with the data for their network.	Not necessary, but GIS-T is a great opportunity for DOT folks to network and discuss current and future issues regarding transportation and GIS.	Jay may spend some time to see if there are spatial SQL scripts that may benefit ODOT.	Jay is the GIS Coordinator for the DOT, they maintain data on about 120, 000 centerline public road miles. The LRS they maintain is only for the state's systems about 13, 000 miles. The data is stored in Oracle Spatial and they use LDMX and a schema similar to thar to Iowa's.	
x	OREGON	Dennis Scofield	Yes	Yes	Yes	Yes	Yes	No	Transportation Data Section Managers: Dennis Scofield, Robin Ness, Heather King and Section Manager: David Ringeisen	TDD Administrator: Jerri Bohard
	COMMENTS	503-986-3156 dennis.j.scofield@dot.state.or.us	Pilot project to integrate use MLRS	Our pilot is 20-27 compliant				Unknown at this time		
	PENNSYLVANIA	J. Michael Long, PE	Yes	Yes	Yes	Yes	Yes	No	Mike Long and Frank DeSendi	Jill Reeder, CIO
x	COMMENTS		While nearly all data collected uses the same LRM, new construction uses a stationing method that is not transferable, local federal and inventory mimics the LRM, but is not field measured and is not used to locate crashes, and addresses are geocoded through TeleAtlas license, but are not associated with the state roads. Crash locations and highway occupancy permits are the driving forces behind address geocoding on state roads.	A Linear Referencing Management System (LRMS) study and the requirements report were developed to examine feasibility and need. The effort has stalled somewhat because of budget and IT planning.	I am aware of NCHRP 20-27 work completed at Iowa DOT through involvement at the GIS-T Symposium and professional contacts.	Pennsylvania DOT has acknowledged the value in a multi-level LRS. PennDOT would be very interested in an opportunity to see and hear about best practices in a multi-level LRS environment.	PennDOT would be very interested in an opportunity to see and hear about best practices in a multi-level LRS environment.	Not at this time, Thank you		
	RHODE ISLAND									
	COMMENTS									
	SOUTH CAROLINA		NO	NO		No	No	No	Angela Hance with Road Inventory, Todd Anderson (PM for ITMS) Bill Beck, Assistant Director and chief of Road Data Services.	Angela Hance with Road Inventory, Todd Anderson (PM for ITMS) Bill Beck, Assistant Director and chief of Road Data Services.
x	COMMENTS		SC just recently (2005) upgraded their system and are using the GeoMedia suite of software to maintain it. They also are using a web-based information transportation management system that was written by them, and they are heavily invested in it.				They would be interested in interaction with respect to seeing what other organizations are doing, but they aren't really interested in assistance at this time.			
	SOUTH DAKOTA	Terry Erickson, Rock Hook, Roger Brees	No	Yes	Yes	Yes	Yes	No		Deputy Secretary
x	COMMENTS		Currently South Dakota only works with the State Hwy system in their LRS (30+ year old mainframe) with about 8,000 miles.	not on the state system. Regarding all other systems, the South Dakota DOT does not work with these and has no issue with them right now, but they are looking to the future to deal with the other systems.	but they are only in the very early planning stages now.	they have heard some of what Iowa has as a MLLRS.	they would be interested in what other states are doing to address their LRS issues.	Maybe in the future as they progress with their planning to expand to the all systems.	Not at this time – although it did sound as though they were going to be involved in a HPMS web conference with several other DOTs and Iowa was among the other DOTs.		
x	TENNESSEE	Kim McDonough Sherry J. Hankins	No	No	No	Yes	Yes	Yes	William (Vic) Mangrum, IT Director Kim McDonought, IT/GIS Coordinator Jeanne Stevens, Director of the Long Range Planning Division	William (Vic) Mangrum, IT Director Kim McDonought, IT/GIS Coordinator Jeanne Stevens, Director of the Long Range Planning Division
	COMMENTS	Sherry.Hankins@state.tn.us	Not really. We have long/lat as well as logmiles in our Tennessee Roadway Information Management System (TRIMS) database..	Apparently so, but I am not sure to what extent we understand it. I am investigating further.	Possibly once we have had a chance to really study the LRS model developed through NCHRP 20-27.	Possibly once we have had a chance to fully study the LRS model developed through NCHRP 20-27.	Are you dealing with the direct import of local street inventory into a statewide database such as what is being developed by the WaTrans TPF? What about the consolidation of address based and LRS based attributes onto a common geometry?			
	TEXAS									
	COMMENTS									
	UTAH	Chris Glazier		No	Yes	Yes	No	No	Craig Hancock, CHANCOCK@utah.gov	
x	COMMENTS	801-965-4381 cglazier@utah.gov	This has been resolved as far as the uniform linear address, but not the conversion to X/Y.				Not at this time	Organization and Staffing		
x	VERMONT	Jonathon Croft	No	No	Yes	Yes		Yes	Jonathan Croft	Jonathan Croft
	COMMENTS	802-828-2600	Not Really, only issue is non-std route codes	Have techniques to solve our problems			No much benefit since they have mature model. Might consider NCHRP 20-27 design in the future.	Would be interesting to see if states are moving towards a similar model would could then drive how HPMS is reported.		
	VIRGINIA									
	COMMENTS									
x	WASHINGTON	Mark Finch	Yes	Yes	Yes	Yes	Yes	Yes	John Bower Ron Cihon (CihonR@wsdot.wa.gov) Mark Finch	
	COMMENTS	360-570-2369 FinchM@wsdot.wa.gov	Developing Business requirements, ESRI developing a new tool that they are coming in to show them. Al Butler (contractor through ESRI) had some ideas. Package proposed to legislature to replace 10 mainframes. LRS component in the TRIP system is top priority. Doing a feasibility study.				They can not travel. After legislative session. After 6 months.	Understanding what other states are doing		
x	WEST VIRGINIA		Yes	NO	Yes	Yes	Yes	No	Technical Champion: Hussein Elkhansa	
	COMMENTS		County - Route - Milepost - GPS	Very interested in solution.						
x	WISCONSIN Jonathan DuChateau Lead States Team Rep	Jonathan DuChateau Lead States Team Rep	Yes	Yes	Yes	No	No	Yes	Susie Forde (Data Management Chief), Mike Gilchrist (GIS Unit Supervisor), Jonathan DuChateau (Enterprise Architect/IT Strategist)	Susie Forde (Data Management Chief), Mike Gilchrist (GIS Unit Supervisor), Jonathan DuChateau (Enterprise Architect/IT Strategist)
	COMMENTS	608-266-6975 jonathan.duchateau@dot.state.wi.us				Already a lead state	Potentially sharing experience of API development for LRS translations/transformations			
	WYOMING									
	COMMENTS									
x	San Juan, Puerto Rico	Miguel Martinez-Yordan	Yes	Yes	No	Yes	YES	Yes	DOT & Public Works, Hwy & Transp. Authority(PRHTA), and Municipalities Public Works divisions.	Secretary of the DOT and Executive Director of the PRHTA
	COMMENTS	787-721-8959 (direct) migmartinez@act.dtop.gov.pr	We need different calibration data because we have different referencing systems in Puerto Rico	But it is only in the first stage.	But I will look for more information.	Any help or additional information will be much appreciated.	!!!	Workflows		
	# of "Yes" Responses		22	25	34	36	21	21		
	# of "NO" Responses		17	15	4	3	19	18		
	% of Yes Responses		44%	50%	68%	72%	42%	42%		
	% of No Responses		34%	30%	8%	6%	38%	36%		
	Total % of state responses		78%	80%	76%	78%	80%	78%		
	Unresponsive		13%	13%	13%	13%	13%	13%		