



BUREAU of PLANNING and ECONOMIC DEVELOPMENT

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## COORDINATION DOCUMENT

# Wisconsin Department of Transportation

## Coordination Document

Final: April 2021



# COORDINATION DOCUMENT

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## Definitions

The following list identifies and defines key terms used throughout this document as defined 23 CFR §450.204.

**Consideration** means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

**Consultation** means that one or more parties confer with other identified parties in accordance with an established process and prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the "consultation" performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

**Cooperation** means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordination** means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

**Federal land management agency** means units of the Federal Government currently responsible for the administration of public lands (e.g., U.S. Forest Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the National Park Service).

**Freight shippers** means any entity that routinely transport cargo from one location to another by providers of freight transportation services or by their own operations, involving one or more travel modes.

**Indian Tribal government** means a duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103-454.

**Long-range statewide transportation plan** means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

**Metropolitan Planning Organization (MPO)** means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

**Nonmetropolitan local officials** means elected and appointed officials of general purpose local government in a nonmetropolitan area with responsibility for transportation.

**Performance measure** refers to "Measure" as defined in 23 CFR 490.101.

**Performance metric** refers to "Metric" as defined in 23 CFR 490.101.

**Performance target** refers to "Target" as defined in 23 CFR 490.101.

**Project selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first 4 years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

**Provider of freight transportation services** means any entity that transports or otherwise facilitates the movement of cargo from one location to another for others or for itself.

**Public transportation operator** means the public entity or government-approved authority that participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is a recipient of Federal funds under title 49



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U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include sightseeing, school bus, charter, certain types of shuttle service, intercity bus transportation, or intercity passenger rail transportation provided by Amtrak.

**Statewide Transportation Improvement Program (STIP)** means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

**Strategic Highway Safety Plan** means a comprehensive, multiyear, data-driven plan, developed by a State DOT in accordance with the 23 U.S.C. 148.

**Transit Asset Management Plan** means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transportation improvement program (TIP)** means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

**Unified Planning Work Program (UPWP)** means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.



## 1. Introduction

The Wisconsin Department of Transportation (WisDOT) cooperates and consults continuously with affected and interested parties in all areas of Wisconsin. This document outlines the processes by which WisDOT will coordinate with various parties during the development of required planning products and other select programs. It also highlights some of WisDOT's successful practices and reviews the steps in the local cooperation and consultation processes for select planning and programming efforts.

This document, formerly titled *Documentation of the Wisconsin Department of Transportation's Process for Cooperation and Consultation with Local Officials and Tribal Governments in Non-Metropolitan Areas* was last updated in March 2016. [Per 23 CFR §450.210\(b\)\(1\)](#), WisDOT must reevaluate this document and provide opportunity for comments and suggested changes every five years. This update is intended to satisfy that requirement and has been expanded to include cooperative coordination practices for not only non-metropolitan and tribal governments, but also for areas that fall under a Metropolitan Planning Organization (MPO), Regional Planning Council (RPC), and other affected and interested parties. This document also includes Public Involvement Plans (PIP) for multiple WisDOT planning efforts as appendices to increase transparency and ease of understanding WisDOT's public involvement efforts.

WisDOT will continuously review and improve its coordination and cooperation processes. WisDOT is committed to continue working to improve and update its process to achieve its goal of ensuring that everyone has input in the transportation planning process. In addition to updating this document every five years and soliciting comments, WisDOT will assess the success of various tools and techniques used to acquire input. Assessments may address the level of input, the type of input received and/or the role the input had in the process. WisDOT will also monitor and implement best practices developed within Wisconsin and around the country, as applicable and relevant.

## 2. Federal Requirements

### 2.1. Title VI

Title VI of the Civil Rights Act of 1964 provides that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination on the grounds of race, color, or national origin, under any program or activity receiving federal financial assistance.

Nondiscrimination laws are also found in other statutes, regulations, and Executive Orders. The Federal Aid Highway Act of 1973 prohibits discrimination based on sex. Disability was added as a protected class through Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990. Age was subsequently added in 1975 under the Age Discrimination Act. In addition, Executive Order 12898 (1994), also known as environmental justice, requires recipients of federal financial assistance to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Executive Order 13166 (2000), limited English proficiency or LEP, was signed into effect which requires federal agencies to ensure



that recipients of federal financial assistance provide meaningful access to their programs and activities to LEP beneficiaries.

The Civil Rights Restoration Act of 1987 defined "program" to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal financial assistance. Thus, state and local government, corporations, partnerships, and other private organizations or sole proprietorships are covered in their entirety if such entity receives any federal financial assistance (FHWA Notice N 4720.6, September 2, 1992).

WisDOT is committed to ensuring that no person in the State of Wisconsin, on the basis of race, color, national origin, sex, age, disability, or income status, is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any and all programs, services, or activities administered by the department, its recipients, subrecipients, and contractors. Additionally, WisDOT is committed to ensuring that its programs incorporate access for people with limited English proficiency.

WisDOT, as a recipient of federal financial assistance, will ensure full compliance with Title VI of the Civil Rights Act of 1964; 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964); and related statutes and regulations.

Any person who believes that they, individually, or as a member of any specific class of persons, have been subjected to discrimination on the basis of race, color, national origin, sex, age, disability, or income status may file a discrimination complaint with WisDOT using the complaint form located on [WisDOT's Title VI website](#).

For additional information regarding Title VI complaint procedures and/or information regarding WisDOT's non-discrimination obligations, please contact Taqwanya Smith, WisDOT Title VI and ADA Coordinator, Office of Business Opportunity and Equity Compliance, Phone: (608) 266-8129, Fax: (608) 267-3641 [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov).

## 2.2. 23 CFR §450.21

This document is intended to satisfy the following federal requirements in [23 CFR §450.210](#).

[23 CFR §450.210](#) Interested parties, public involvement, and consultation.

(a) In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

(1) The State's public involvement process at a minimum shall:

(i) Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;



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- (ii) Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;
  - (iii) Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;
  - (iv) To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;
  - (v) To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;
  - (vi) To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;
  - (vii) Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;
  - (viii) Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and
  - (ix) Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.
- (2) The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the FTA for informational purposes.
- (3) With respect to the setting of targets, nothing in this part precludes a State from considering comments made as part of the State's public involvement process.
- (b) The State shall provide for nonmetropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for cooperating with nonmetropolitan local officials representing units of general-purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this cooperative process(es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.
- (1) At least once every 5 years, the State shall review and solicit comments from nonmetropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the cooperative process and any proposed changes. The State shall direct a specific request for comments to the State association of counties, State municipal league, regional planning agencies, or directly to nonmetropolitan local officials.



(2) The State, at its discretion, is responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to nonmetropolitan local officials or their associations.

(c) For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.

### 3. Non-Metropolitan Cooperation and Consultation Process

WisDOT's non-metropolitan cooperation and consultation process is built upon a strong tradition of working with local officials and tribal governments. WisDOT continues to incorporate tribal governments and local officials into the transportation planning and programming decision-making processes. The Department has always been committed to working closely with local officials and tribes to understand and meet their transportation needs. WisDOT advises but does not set local priorities. WisDOT has a long-standing practice of working with officials in an effort to reach shared goals and objectives.

#### 3.1. Local Programs

Wisconsin's local programs and related processes are outlined on the WisDOT website at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx>. This site provides information of interest to local governments and their associations, regional entities and the general public in an up-to-date format. Related information is included, such as WisDOT central office and region contacts, program guidelines, timelines, applications, policies and procedures, and approved program lists.

Below are steps taken by WisDOT to facilitate a cooperative and collaborative relationship with local officials regarding local programs.

- Regional staff provide Surface Transportation Program-Urban (STP-U) notification and statewide eligibility criteria for all eligible municipalities with populations between 5,000 and 50,000 seeking funding for projects
- Regional staff provide Local Bridge Improvement Assistance Program and Surface Transportation Program-Rural (STP-R) notification and statewide eligibility criteria to county highway commissioners, who set priorities within their regions and vie for projects statewide
- Notifying local jurisdictions, including targeted outreach to non-metropolitan officials, of Congestion Mitigation and Air Quality Improvement (CMAQ) program funding availability in eligible non-attainment areas of the state (southeast Wisconsin)
- Notifying local jurisdictions, including targeted outreach to non-metropolitan officials, of local Transportation Alternative Program (TAP) program funding availability
- Coordination with state agencies and external stakeholders to facilitate review and scoring of TAP and CMAQ project proposals
- Conducting local program meetings and ongoing communication and technical assistance throughout the state to provide information on various state and federal programs at the local level
- Participating in statewide local association conferences, conventions, meetings and training sessions



to provide information on various state and federal programs available to local communities

- After project approval, regional project development staff coordinate with local officials to ensure completion of the project, from design through construction

### 3.2. Other Local Cooperation Practices

- Working with the state's local associations (Wisconsin Counties Association, Wisconsin County Highway Association, League of Wisconsin Municipalities, Wisconsin Towns Association, and Wisconsin Public Transit Association) on major policy issues, funding formulas and related topics for federal and state funded local improvement and assistance programs
- Involving local officials in the project development process
- Working with the Regional Planning Commissions (RPCs), Metropolitan Planning Organizations (MPOs), Transportation Management Areas (TMAs), cities, and counties to stay informed on local issues
- Responding to requests by local governments to attend various meetings
- Participating in quarterly safety commission meetings
- Holding meetings with county highway commissioners to discuss topics such as programming and schedules for state trunk highway improvement and maintenance projects
- Holding meetings on corridor planning projects, access management issues, or major highway development issues that ultimately could impact program delivery
- Cooperating with local officials during the enumeration and scheduling of projects ahead of letting
- Partnering with, educating and training county highway commissioners and other local officials with regard to state funded Local Roads Improvement Program guidelines, policies, applications and other key information, including the facilitation of statewide funding review committees for project award recommendations
- Working cooperatively with DTSD Regions, FHWA, local municipalities, and local associations to facilitate, review, and update state and local systems that affect improvement and maintenance project scheduling, programming, and funding of roadways: <http://wisconsindot.gov/Pages/projects/data-plan/plan-res/default.aspx>
- Cooperating with local officials to develop and implement Highway Safety Improvement Program (HSIP)
- WisDOT regions along with the Bureau of Planning and Economic Development meet and coordinate with local officials with regard to state funded Transportation Economic Assistance (TEA) projects during initial application and construction
- Coordinating access management and local road connection issues with various municipalities; this includes direct contact or attendance at public meetings

## 4. Metropolitan Cooperation and Consultation Process

### 4.1. MPO Coordination

A metropolitan planning organization (MPO) is an organization of primarily local elected officials who provide a forum for local decision-making on transportation issues of a regional nature. The federal government requires that an MPO be designated for each urbanized area with a population greater than 50,000. This designation must be agreed on by the governor and the units of general purpose local governments that together represent



at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census).

Each MPO has a policy board that is generally comprised of chief elected officials who represent different parts of the region served by the MPO. This board is advised by a technical committee (typically referred to as a Technical Advisory Committee, or TAC) that consists of planning and engineering staff from jurisdictions within each region. The TAC develops high quality technical tools and analysis for the region and advises the MPO policy board on technical and administrative issues related to regional transportation planning. Some MPOs also utilize a citizen advisory committee and other specialized committees to advise the policy board.

Wisconsin has 14 metropolitan planning organizations (MPOs) that share responsibility for transportation planning in 17 metropolitan areas.

WisDOT coordination with the MPOs includes the following items:

- Participation on the MPOs TAC
- Quarterly MPO/RPC Director's Meetings
- Annual Unified Planning Work Program (UPWP) Review
- Processing UPWP Amendments as necessary
- Annual UPWP Mid-Year Review Meetings
- Annual Transportation Improvement Program (TIP) Review
- Processing MPOs TIP Amendments
- Reviewing and approving MPO invoices
- Coordination on Federal Transportation Performance Measures
- Reviewing MPOs Long-Range Transportation Plans and amendments
- Providing technical assistance as necessary

WisDOT works closely with MPOs to ensure a comprehensive, coordinated approach to local, regional and state transportation planning, and continued transportation funding in Wisconsin's urbanized areas. More information on WisDOT's MPO Coordination Program is available on the WisDOT website at <https://wisconsindot.gov/Pages/doing-bus/local-gov/plning-orgs/mpo.aspx>.

## 5. Consultation with Indian Tribal Governments

The Wisconsin Department of Transportation has a unique and robust consultation relationship with its [eleven federally-recognized tribes](#).

Following an executive order (EO 39) issued in 2004, WisDOT, the Wisconsin Division of FHWA and the eleven tribes entered into a partnership agreement in May 2005. When this agreement was revised in 2019, the Bureau of Indian Affairs (BIA) joined partnership agreement. The purpose of the agreement is to, "create and define processes by which WisDOT, FHWA, and the BIA will work in collaboration with Wisconsin's eleven sovereign Indian Nations. The agreement acknowledges and supports the government-to-government relationship between tribes and state and federal agencies and supports American Indian sovereignty."



As part of the partnership agreement, WisDOT established the WisDOT Inter-Tribal Task Force which includes representatives from each tribe, WisDOT, FHWA, and the BIA. Part of the Task Force's goal is to define tribal consultation for transportation-related projects and planning efforts.

WisDOT consults with tribes that have ancestral homelands and existing trust lands and reservations within the state boundaries on all decisions that may have impacts on tribal lands or affect tribal rights and interests regarding long- and short-range transportation planning. WisDOT is committed to government-to-government consultation with tribes on actions that affect identified tribal rights and issues.

Consultation means respectful, effective communication in a cooperative process that works toward a consensus before a decision is made or an action is taken. Consultation means more than simply informing affected tribes about what the Department is planning to do. WisDOT acknowledges that consultation is a process, not a guarantee of agreement on outcomes. While dedicated to implementing constructive consultation practices, the Department's hopes are to go beyond issue-specific consultation. The goal is to achieve mutually beneficial priorities, programs and interests.

Given the number of tribes, the extent of tribally reserved rights, and the size and complexity of the Department, WisDOT may not be able to identify in advance all issues that may be appropriate subjects for tribal consultation. However, WisDOT has implemented a multi-faceted approach to establish clear and effective communications. Those efforts include the items below.

## 5.1. Annual Consultation Meeting

The Secretary of WisDOT hosts an annual consultation meeting with tribes which provides an opportunity for tribal leaders and representatives to express concerns, highlight issues and make recommendations regarding statewide and local transportation issues. WisDOT's annual tribal consultation meeting ensures that Department leadership is aware of tribal transportation needs and priorities.

In addition to the annual consultation meeting, WisDOT and Wisconsin's Tribal Nations have formed special groups to solicit input on projects, programs and policies that may affect the state's tribal communities. These groups include the Inter-Tribal Task Force, the Tribal Historic Preservation Project, and the Tribal Labor Advisory Committee.

## 5.2. Inter-Tribal Task Force

The [Inter-Tribal Task Force](#) was established through the partnership agreement to serve as a policy advisory group regarding transportation related matters that have the potential to impact tribal communities. Task Force members consist of WisDOT statewide and regional tribal liaisons and other WisDOT agency employees, the FHWA, the Bureau of Indian Affairs and representatives appointed by each respective tribal government. The Task Force meets on a bi-monthly basis and has developed numerous tribal initiatives. The Task Force also serves as a forum to discuss projects within the state and the individual tribes' transportation improvement programs. Consultation on long-term transportation planning also occurs.



As WisDOT Regions develop their six-year transportation improvement program, WisDOT regional liaisons bring the short-range planning goals within WisDOT's six-year highway program and plans to the Task Force to provide tribes an opportunity to discuss issues and needs. If requested, the regional liaisons facilitate follow-up meetings between WisDOT staff and individual tribes to discuss specific projects or planning goals.

### 5.3. Tribal Historic Preservation Project

The [Tribal Historic Preservation Project](#) was created to strengthen tribal participation in WisDOT programming and project development. Its focuses on historic preservation and environmental issues. The members include the Tribal Historic Preservation Officers from the federally recognized tribes of Wisconsin, federal agencies, and WisDOT staff. Project meetings occur on a bi-monthly basis. In these meetings WisDOT seeks guidance on the care and treatment of historic properties, sacred sites, burials and traditional cultural properties.

Project highlights include:

- Redrafting of the WisDOT's Facilities Development Manual (FDM) Chapter 26, which deals with the Section 106 process
- A draft environmental/cultural resource consultation policy
- An annual listening session between all stakeholders in WisDOT project efforts
- Direct involvement with tribes in state plans, projects and other specific initiatives, including regular preservation training opportunities for both tribes and WisDOT employees

### 5.4. Business and Labor Development

To ensure that tribes and tribal members receive all the employment, training, business, and economic opportunities for Indian-owned businesses afforded by law, WisDOT and the eleven Tribes created a [Tribal Labor Advisory Committee \(TLAC\)](#). TLAC was established in December 2011 and meets quarterly to develop strategies to enhance Native American labor opportunities on state and federal projects.

### 5.5. WisDOT Tribal Liaisons

WisDOT has created two statewide tribal affairs management positions which implement the government-to-government relationship with tribes at the state level. The tribal affairs managers also serve as a primary point of contact for tribal elected officials, regional tribal liaisons, and the Great Lakes Intertribal Council (GLITC).

The regional tribal liaisons are assigned to the five region offices (North Central, Northeast, Northwest, Southeast and Southwest). The regional tribal liaisons serve as the primary points of contact for the tribes located in their respective regions regarding transportation projects that are on or near tribal lands. Tribal liaison contact information is posted on the [WisDOT Tribal Liaisons](#) website.

The regional liaisons meet regularly with tribes to maintain an open dialogue on transportation issues and ensure that each Tribe has a close, personal relationship with their main point of contact for transportation issues.

With its Tribal consultation programs firmly in place, WisDOT is able to continuously receive and share accurate information on upcoming projects, programs and policies to maintain WisDOT's consistent and positive relationships with Tribal Nations.



## 6. Planning Program Cooperation and Consultation Process

The following section briefly lays out the steps in the local cooperation processes for some of WisDOT's programs and statewide transportation plans.

### 6.1. Planning Studies and Land Use Issues

- Creating advisory committees (committees include professional staff, municipal representatives, local leaders, and other interested parties), work groups, expert panels, web sites, newsletters, and brochures
- Assisting local officials in updating long-range comprehensive plans, including discussion of local and regional land use, transportation, and access management
- Working with consultants on public involvement issues, including organizing meetings and focus groups
- Holding a statewide symposium to provide information and answer questions. Local and county officials are invited to the symposiums to discuss project requirements within the local programs. Various local programs (STP, TAP, Local Bridge, etc.) are presented along with practical project delivery requirements and best practices (i.e. consultant contracting, right of way acquisition, and design processes).

### 6.2. Six-Year Highway Improvement Program

- Organizing meetings with county highway committees to review program additions and any changes in the project schedules
- Discussing potential candidate projects with cities, counties and tribes
- Maintaining a Six-Year Highway Improvement Program [website](#) providing region projects and contacts for questions regarding the program.

### 6.3. State Transportation Improvement Program (STIP)

WisDOT's public involvement activities for the STIP are extensive. Opportunities for the public to comment on local projects and programs before they become part of the final STIP are promoted and maximized.

Public outreach for the STIP contains the following major components:

- Publication of official public notice of the statewide 30-day public comment period
- Host local Public Involvement Meetings (PIMs) for the Six-Year Highway Improvement Program including:
  - Meetings with local officials and the public in their communities, to obtain project requests, understand local needs, and address local concerns
  - Meetings to inform the public of the proposed Six-Year Highway Improvement Program and the range of modal alternatives that were explored in its formation, and to receive comments on its projects
- Each WisDOT Region conducts ongoing and continuous outreach to non-metropolitan official on the projects, programs and a range of modal alternatives
- Conduct small urban center and rural transit program and project PIMs
- Facilitate local project PIMs

WisDOT notifies stakeholders, the general public, county highway officials, tribal leaders, MPOs and RPCs that the draft STIP is available on our web site. They are notified of the 30-day public comment period for



incorporation in the final STIP. This outreach is conducted on an annual basis. Information regarding previous planning efforts and the State Transportation Improvement Program (STIP) is also available by contacting the Bureau of Planning and Economic Development at [bop.dtim@dot.wi.gov](mailto:bop.dtim@dot.wi.gov). Current STIP information is available online: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stip.aspx>.

WisDOT's Public Involvement Plan for the Statewide Transportation Improvement Program is included as Appendix A to this document.

## 6.4. Transit Programs

There are many opportunities for public involvement in [transit grant assistance](#) projects. WisDOT notifies potential applicants of eligibility and funding availability through a variety of means:

- Posting notifications of transit funding opportunities for various state and federally funded transit programs on our website at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/default.aspx>.
- Participating in regional or statewide local association conferences or conventions to provide information on various state and federal funding opportunities available at the local level.
- Conducting individual meetings with potential applicants to discuss the availability of state and federal funding, and the application process; and offering technical assistance.

Numerous opportunities are available at the local level for the public to participate in the review, prioritization, and selection of transit projects:

- Local communities are required to hold public hearings when a federally funded transit capital project affects significant economic, social or environmental interests and sub recipients must consider the economic, social and environmental effects of the project.
- Local communities receiving state operating assistance must offer opportunities for public hearings if new services or major service changes (e.g., fare increases, substantive service hour changes or service area changes) are planned.
- Public participation is required, and especially encouraged, from target populations, including individuals with disabilities, older adults and people with low incomes in the development of a locally developed, coordinated public transit - human services transportation plan.

## 6.5. Local Roads Improvement Program (LRIP)

The [Local Roads Improvement Program \(LRIP\)](#) is a state-funded entitlement and discretionary program provided by WisDOT to aid local units of government with improvements to their existing local roads. The program is managed by WisDOT's Local Transportation Programs and Finance Section with assistance from Wisconsin's 72 county highway commissioners. It includes the following six programs:

- County Highway Improvement Program (CHI)
- Town Road Improvement Program (TRI)
- Municipal Street Improvement Program for Cities and Villages with a Population of Less Than 20,000 (MSILT) Municipal Street Improvement Program for Cities and Villages with a Population of 20,000 or More (MSIGT)
- County Highway Improvement Discretionary Program (CHID) for high cost county projects
- Town Road Improvement Discretionary Program (TRID) for high-cost town projects
- Municipal Street Discretionary Improvement Program (MSID) for high-cost municipal projects



In general, the steps in the local consultation process include:

- Working with local association leadership on understanding program policies and elements
- Notifying local jurisdictions of program eligibility and funding availability. This is provided by WisDOT's Local Transportation Programs and Finance Section in coordination with Wisconsin's 72 county highway commissioners
- Local review, prioritization and selection of projects
- Selecting projects by groups represented by:
  - Town road committees and municipal street committees for municipalities with populations less than 20,000 (TRI and MSILT). Counties and municipalities with populations over 20,000 select their own projects (CHI and MSIGT)
  - Statewide committee consisting of six Wisconsin Towns Association district directors and six members at large (TRID)
  - Statewide advisory committee consisting of members of the League of Wisconsin Municipalities (MSID)
  - Committees established in the eight Wisconsin County Highway Association Districts (that roll up into WisDOT's five transportation regions) made up of all county highway commissioners within the district (CHID)

The discretionary programs each have distinct regional and statewide processes for project review, selection and recommendation for approval. Eligibility is based on community type.

The Local Transportation Programs and Finance Section of WisDOT's Bureau of Transit, Local Roads, Railroads and Harbors manages all local highway, bridge and multi-modal programs.

## 7. Statewide Transportation Plan Development

### 7.1. Long-Range Statewide Transportation Plan Development

To help the department focus outreach activities and ensure a comprehensive approach throughout the development of a [statewide Long-range Transportation Plan \(LRTP\)](#), Wisconsin Department of Transportation (WisDOT) develops a Public Involvement Plan (PIP) and a System-Plan Environmental Evaluation (SEE) if necessary.

Development of a LRTP typically includes a comprehensive, four-phase process. The process provides opportunities for public and stakeholder involvement in each of the four phases beginning with early input into the scope of the draft plan and ending with public hearing(s) on the Final Draft Plan. This approach allows the department to reflect and balance a variety of stakeholder needs and interests. The four phases and major work items of each phase include:

- Phase 1: Early planning
  - Publish Notice of Intent to update the LRTP with 30-day public comment period
  - Draft and adopt the PIP, compliant with 23 CFR §450.210 and 23 CFR §450.216
- Phase 2: Pre-draft plan
  - Public and stakeholder involvement to identify planning priorities
- Phase 3: Draft plan



- Write the draft plan and release for 30-day public comment period
- Phase 4: Final plan
  - Consider and revise the draft plan based on comments received
  - Adopt the final plan

### 7.1.1. Public Involvement Plan

The Public Involvement Plan (PIP) describes and identifies the public involvement activities and strategies WisDOT will use during the development of a long-range transportation plan to engage members of the public, stakeholders, and Environmental Justice (EJ) populations. The purpose of the public and stakeholder involvement is to create opportunities for all members of the public and stakeholders to participate and have their voice heard during the planning process.

The PIP identifies activities, strategies, and the length of public comment periods WisDOT will adhere to throughout the plan's update process. The PIP is intended to satisfy the requirement in 23 CFR §450.210(a) of using a documented public involvement process that provides opportunities for public review and comment at key decision points in the LTRP update process. The PIP identifies WisDOT's public involvement commitments throughout the planning process under normal circumstances. The events in the PIP may be modified as necessary during documented states of emergency or other unforeseen, catastrophic circumstances, as long as the intent of 23 CFR §450.210(a) is met and alternative opportunities are provided to ensure public participation in the planning process. The changes made to the PIP in the event of unforeseen catastrophic circumstances must be posted on the website.

### 7.1.2. The Public

WisDOT is committed to the fair treatment and meaningful engagement of all people. The PIP should identify activities and strategies that will be used to engage all members of the public.

### 7.1.3. Stakeholders

The groups identified below, plus other groups including but not limited to advocacy groups, major businesses within the state, public ports, freight shippers, private providers of transportation (including intercity bus operators), and others, are considered stakeholders and should be included in the planning process and the PIP. Stakeholder consultation is regulatory in nature, but WisDOT strives to exceed the regulatory requirements in who and how stakeholders are consulted with.

- 23 CFR 450.216(g) requires that within each metropolitan area of the State, the State develop the long-range statewide transportation plan in cooperation with the affected MPOs.
- 23 CFR 450.216(h) requires that for nonmetropolitan areas, the State develop the long-range statewide transportation plan in cooperation with affected nonmetropolitan local officials with responsibility for transportation or, if applicable, through RTPOs described in §450.210(d) using the State's cooperative process(es) established under §450.210(b).
- 23 CFR 450.216(i) requires that for each area of the State under the jurisdiction of an Indian Tribal government, the State develop the long-range statewide transportation plan in consultation with the Tribal government and the Secretary of the Interior consistent with §450.210(c).
- 23 CFR 450.216(j) requires that the State develop the long-range statewide transportation plan, as appropriate, in consultation with State, Tribal, and local agencies responsible for land use management,



natural resources, environmental protection, conservation, and historic preservation.

#### 7.1.4. Title VI and Other Nondiscrimination Authorities

As a recipient of federal funds administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), WisDOT is required to comply with Title VI of the Civil Rights Act of 1964, [42 U.S.C. §2000d](#), in accordance with the U.S. Department of Transportation Title VI regulations ([49 CFR part 21](#)) and to integrate into its programs and activities considerations expressed in the [Department's Policy Guidance Concerning Recipients' Responsibilities to Limited-English Proficient \(LEP\) Persons \(70 FR 74087, December 14, 2005\)](#).

The purpose of these regulations is to assure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity administered by WisDOT. The regulations also assure WisDOT will provide meaningful access to services for persons with limited-English proficiency (LEP).

WisDOT is committed to ensuring equal opportunities for all persons in the development and implementation of its projects, programs and activities.

#### 7.1.5. Environmental Justice

The PIP must include a discussion of Environmental Justice outreach activities that will be taken to ensure minority and low-income group participation in the planning process. [Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations \(1994\)](#) requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

[Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency](#), indicates that differing treatment based upon a person's inability to speak, read, write or understand English is a type of national origin discrimination. WisDOT will take reasonable steps for providing language assistance to persons with limited English proficiency who wish to access and participate in WisDOT planning activities.

As a recipient of federal financial assistance, WisDOT has a responsibility to implement Executive Order 12898 and Executive Order 13166. WisDOT recognizes minority, low-income groups and limited-English proficient (LEP) individuals may face obstacles to participating in the transportation planning process. The PIP will include public involvement activities specifically to reach and make sure minority, low-income groups, and LEP individuals have the opportunity to participate in the planning process. The PIP may also identify strategies to help inform minority, low-income, and LEP citizens about the planning process, such as reaching out to community-based organizations and using targeted advertising.

#### 7.1.6. System-Plan Environmental Evaluation

Wisconsin DOT's Administrative Code, [Chapter Trans 400, Wisconsin Environmental Policy Act Procedures for Department Actions](#), establishes rules for analyzing the environmental effects of transportation plans. A System-Plan Environmental Evaluation (SEE) is required during the preparation of statewide, system-level transportation plans when initial WisDOT analyses determine that the plan contains "major and significant new proposals" likely to affect the quality of the human and natural environment. The SEE does not provide the kind of quantitative detail found in project-level environmental analyses (e.g., environmental assessments, environmental impact



statements), nor does it replace them. Project-level impacts are dependent on location and design decisions that are not known during the development of the LRTP and SEE analysis. The SEE looks at the policies and recommended actions identified in the LRTP and discusses the potential environmental impacts of implementing these policies and actions in qualitative and comparative terms. WisDOT will make an official determination whether a SEE is necessary for an LRTP update after the plan has been drafted. If it is determined that a SEE is required, WisDOT will hold a public hearing as required in Trans 400.

## 7.2. Modal Plan and Other Statewide Plan Development

WisDOT develops many modal plans or plans specific to one mode of transportation. These plans, often required by federal regulation to ensure continued federal funding related to their specific mode, identify the strategies and often projects that WisDOT will implement specific to that mode of transportation.

Currently, WisDOT develops the following modal plans:

- Wisconsin State Freight Plan
- Wisconsin Rail Plan
- Wisconsin State Airport System Plan
- Wisconsin Pedestrian Policy Plan
- Wisconsin Bicycle Transportation Plan

In addition to these modal plans, WisDOT develops the Strategic Highway Safety Plan, Transportation Asset Management Plan, and American's with Disabilities Act (ADA) Transition Plan, all of which are statewide plans. For more information on the plans listed above see the [WisDOT Planning Resources](#) website.

The modal plans and other statewide plans that WisDOT develops will follow the statewide long-range transportation plan's public involvement process where appropriate. If requirements are in place for a modal plan that guide its public involvement process, those requirements must be followed and met.



# Appendix A: Public Involvement Plan for the Statewide Transportation Improvement Program

## A.1. Information Availability

WisDOT's website for the STIP is located at: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stip.aspx>. The website includes the STIP and all amendments to the STIP. Copies of the draft and final STIP are available in paper and electronic format.

## A.2. STIP Public Involvement Process

### A.2.1. Draft STIP

WisDOT posts the draft STIP on the STIP website. Interested individuals also have the opportunity to request a printed copy. WisDOT provides a 30-day public comment period. WisDOT announces the start of the public comment period by:

- Publishing a legal notice in the Wisconsin State Journal
- Sending an email to each MPO, RPC, County Highway Commissioner and transit operator

WisDOT may provide the opportunity for an individual to request a formal public hearing on the STIP. If a public hearing opportunity is provided, WisDOT:

- Publishes a legal notice announcing the public hearing at least 14 days prior to the hearing
- Sends an email to each MPO, RPC, county highway commissioner and transit operator informing them of the upcoming public hearing

### A.2.2. Final STIP

WisDOT posts the final STIP on the STIP website. Printed copies are available upon request. WisDOT documents the comments received and WisDOT's response to those comments.

### A.2.3. STIP Amendment Process

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approve the STIP. The STIP can be administratively modified or officially amended at any time.

Code of Federal Regulations (CFR) definitions for administrative modifications and amendments to the STIP (23 CFR 450-104 *Definitions*)

*Administrative modification* means a minor revision to a STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).



*Amendment* means a revision to a STIP that involves a major change to a project included in a STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for “non-exempt” projects in non-attainment and maintenance areas).

Administrative Modifications are considered a minor revision to the STIP, including:

- Minor changes to project/project phase costs – less than 20% and \$2 million
- Minor changes to funding sources for previously included projects
- Minor changes to project/project phase initiation dates within the same calendar year
- And the change does not impact:
  - Conformity in non-attainment/maintenance areas
  - Fiscal constraint of the STIP – the cumulative impact to be determined by the WisDOT Bureau of Planning and Economic Development

Administrative modifications are processed within the existing WisDOT programming structure.

Any changes that do not fall under the definition of an administrative modification are considered an amendment to the STIP and are required to be published on the web site for a 15-day period prior to FHWA/FTA approval. In addition, e-mails are sent to each MPO, RPC, transit operators and County Highway Commissioners.

For projects located within metropolitan planning areas, the MPO is responsible for amending the TIP (refer to the individual MPO’s Public Participation Plan for a description of the TIP amendment process). Once a TIP amendment has been approved the MPO’s Policy Board, the amendment is submitted to the WisDOT Secretary. The WisDOT Secretary forwards his approval of the TIP amendment to the FHWA and FTA.

### A.3. Additional Public Involvement Activities

WisDOT continues to seek ways to improvement the STIP public involvement process. Continued activities include:

- Maintaining the STIP email distribution list – anyone interested in receiving updates on the STIP, including the availability of the draft and final STIP, as well as STIP amendments
- Working with Wisconsin’s eleven tribal governments to identify ways to improve tribal involvement in the STIP process

### A.4. Amending the STIP Public Involvement Plan

WisDOT reviews the STIP Public Involvement Plan each year. If changes are made, WisDOT provides a 45-day public comment period. WisDOT announces the start of the public comment period by:

- Publishing a legal notice in the Wisconsin State Journal
- Sending an email to each MPO, RPC, transit operators and County Highway Commissioners
- Post the draft STIP Public Involvement Plan on the web site
- Documenting any comments received and WisDOT’s response to those comments



## Appendix B: Connect 2050 Public Involvement Plan

(Included as adopted on February 11, 2020)

### B.1. Overview

Statewide long-range transportation plans (LRTPs) are federally required planning documents that define the vision for a state's transportation system based on a continuing, cooperative and comprehensive planning process. The Wisconsin Department of Transportation (WisDOT) will be updating its previous LRTP, [Connections 2030](#). The result will be known as [Connect 2050](#) and will focus on addressing the state's multimodal transportation needs through the year 2050.

Connect 2050 will be a new plan for a new time – a streamlined, user-friendly document that utilizes innovative planning and data visualization techniques to guide Wisconsin's transportation future. Connect 2050 will be a policy-based vision plan that identifies the direction for Wisconsin's entire multimodal transportation system. Associated technical reports, analyses, and modal-specific plans will exist alongside this plan, allowing Connect 2050 to be a visionary document that will guide overall transportation decision-making for Wisconsin. The plan will provide all Wisconsinites, service providers, and stakeholders user-friendly access to useful information.

A crucial part of the long-range statewide transportation planning process is public involvement. Public involvement does not include just the public, but includes all affected entities including: individuals, public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties. A comprehensive public involvement process helps ensure the plans and related decisions regarding the transportation system incorporate the concerns of the transportation system's users.

This publication, the Connect 2050 Public Involvement Plan (PIP), addresses that need.

The purpose of this PIP is to identify the process that WisDOT will follow during the update of its long-range statewide transportation plan from Connections 2030, to Connect 2050. In compliance with 23 C.F.R. § 450.210(a) WisDOT will release the PIP for a 45-day public review and comment period before it is adopted. This PIP has been developed in accordance with [Wisconsin Department of Transportation's Public Involvement Plan for Statewide Long-Range Transportation Plans](#), 2016.

It is important to note that while this plan is titled a Public Involvement Plan, WisDOT will be utilizing public engagement techniques during the Connect 2050 update process. We will be using innovative and proven communication techniques to reach out to people where they are and engage them in our long-term planning process. We plan to present the material in such a way that the public and stakeholders may better understand the importance of participating in a planning effort. Creating interest and an informed public is crucial to helping WisDOT plan for a transportation system that is safe and efficient and responsive to the needs of its citizens.

Development of a long-range plan typically requires a four-phase process: Early Planning, a Pre-Draft Plan, a Draft Plan, and the Final Plan. This comprehensive process provides opportunities for public and stakeholder involvement in each of the four phases beginning with early input into the scope of the draft plan and ending



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with public hearing(s) on the Final Draft Plan. This approach allows WisDOT to reflect and balance a variety of stakeholder needs and interests in its vision and policies.

## B.2. Federal and State Requirements

Per [23 C.F.R. §450 – Planning Assistance and Standards](#) the following Federal and State regulations identify the minimum requirements that WisDOT must meet as part of the statewide long-range transportation plan update process.

Citation	Requirement	WisDOT Action
23 C.F.R. § 450.208(a)(1)	Coordinate planning carried out under this subpart with the metropolitan transportation planning activities carried out under subpart C of this part for metropolitan areas of the State. The State is encouraged to rely on information, studies, or analyses provided by Metropolitan Planning Organizations (MPOs) for portions of the transportation system located in metropolitan planning areas;	WisDOT will engage Wisconsin’s 14 MPOs through the quarterly MPO Director’s Meetings and as requested as part of stakeholder engagement outlined in Section 8 of this PIP.
23 C.F.R. § 450.208(a)(2)	Coordinate planning carried out under this subpart with statewide trade and economic development planning activities and related multistate planning efforts;	WisDOT will engage trade and economic development stakeholder groups such as the Freight Advisory Committee, Transportation Stakeholder Task Force, Wisconsin Economic Development Corporation, Wisconsin Department of Agriculture, Trade and Consumer Protection, and Wisconsin’s 9 Regional Economic Development Organizations as a part of stakeholder engagement outlined in Section 8 of this PIP.
23 C.F.R. § 450.208(a)(3)	Consider the concerns of Federal land management agencies that have jurisdiction over land within the boundaries of the State;	WisDOT will engage Federal land management agencies as a part of formal Consultation outlined in Section 8 of this PIP.
23 C.F.R. § 450.208(a)(4)	Cooperate with affected local elected and appointed officials with responsibilities for transportation, or, if applicable, through Regional Transportation Planning Organizations (RTPOs) described in section 450.210(d) in nonmetropolitan areas;	WisDOT will engage local elected officials through groups such as the Wisconsin Counties Association, Wisconsin County Highway Association, League of Wisconsin Municipalities and Wisconsin Towns Association, Wisconsin’s 14 MPOs, and Wisconsin’s 9 Regional Planning Commissions (RPCs) as part of formal Consultation outlined in Section 8 of this PIP.
23 C.F.R. § 450.208(a)(5)	Consider the concerns of Indian Tribal governments that have jurisdiction over land within the boundaries of the State;	WisDOT will engage Indian Tribal Governments through groups such as the Tribal Labor Advisory Committee (TLAC) and Inter-Tribal Task Force (ITTF) as part of formal Consultation outlined in Section 8 of this PIP.



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Citation	Requirement	WisDOT Action
23 C.F.R. § 450.208(a)(6)	Consider related planning activities being conducted outside of metropolitan planning areas and between States; and	WisDOT will consider planning activities being conducted outside of metropolitan planning areas and between States through engagement with groups such as the Wisconsin Counties Association, Wisconsin County Highway Association, League of Wisconsin Municipalities and Wisconsin Towns Association, Federal Highway Administration (FHWA), Wisconsin’s 14 MPOs and 9 RPCs as part of formal Consultation outlined in Section 8 of this PIP.
23 C.F.R. § 450.208(a)(7)	Coordinate data collection and analyses with MPOs and public transportation operators to support statewide transportation planning and programming priorities and decisions.	WisDOT will coordinate data collection and analysis with MPOs and public transportation operators as needed.
23 C.F.R. § 450.208(e)	In carrying out the statewide transportation planning process, States should apply asset management principles and techniques consistent with the State Asset Management Plan for the National Highway System (NHS) and the Transit Asset Management Plan, and Public Transportation Agency Safety Plan in establishing planning goals, defining Statewide Transportation Improvement Program (STIP) priorities, and assessing transportation investment decisions, including transportation system safety, operations, preservation, and maintenance.	WisDOT’s Bureau of Planning and Economic Development will meet with appropriate WisDOT staff to verify that Connect 2050 is consistent with the State Asset Management Plan, Transit Asset Management Plan, and Public Transportation Agency Safety Plan.
23 C.F.R. § 450.208 (g)	The statewide transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 C.F.R. § 940.	WisDOT’s Bureau of Planning and Economic Development will meet with appropriate WisDOT staff to verify that Connect 2050 is consistent with the ITS Guidance in WisDOT’s Facilities Development Manual.
23 C.F.R. § 450.210(a)	In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.	This PIP serves as the documented public involvement process providing opportunities for public review and comment at key decision points.
23 C.F.R. § 450.210(a)(1)(i)	Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes to individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;	This PIP establishes the public involvement processes that WisDOT will use to receive feedback on Connect 2050 for the organizations listed in 23 C.F.R. § 450.210(a)(1)(i) as well as other stakeholders.
23 C.F.R. § 450.210(a)(1)(ii)	Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;	Technical and policy information will be available through Connect 2050 and its associated technical reports.
23 C.F.R. § 450.210(a)(1)(iii)	Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;	This PIP will be made available for a 45-day public review and comment period before adoption.



# COORDINATION DOCUMENT

Citation	Requirement	WisDOT Action
23 C.F.R. § 450.210(a)(1)(iv)	To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;	WisDOT will hold public meetings in locations that are accessible by public transit and in accordance with the Americans with Disabilities Act (ADA), and at convenient times, whenever practicable.
23 C.F.R. § 450.210(a)(1)(v)	To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;	WisDOT will use data visualization techniques such as infographics, maps and charts during stakeholder and public involvement activities and in the plan itself, whenever practicable.
23 C.F.R. § 450.210(a)(1)(vi)	To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;	WisDOT will leverage technology in all aspects of plan development and public involvement, including WisDOT's social media accounts, and WisDOT's website.
23 C.F.R. § 450.210(a)(1)(vii)	Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;	Public input will be solicited throughout all phases of plan development and will be summarized in an appendix to the final plan.
23 C.F.R. § 450.210(a)(1)(ix)	Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.	Public involvement activities and their effectiveness will be summarized in an appendix to the final plan.
23 C.F.R. § 450.210(a)(2)	The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the Federal Transit Administration (FTA) for informational purposes.	This PIP will be made available for a 45-day public review and comment period before adoption.
23 C.F.R. § 450.210(b)	The State shall provide for nonmetropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for cooperating with nonmetropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this cooperative process(es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.	WisDOT will coordinate with non-metropolitan local officials through groups such as the Wisconsin Counties Association, Wisconsin County Highway Association, League of Wisconsin Municipalities and Wisconsin Towns Association, and Wisconsin's 9 Regional Planning Commissions (RPCs) as part of formal Consultation outlined in Section 8 of this PIP. WisDOT's consultation process is documented in Appendix A, <i>Documentation of the Wisconsin Department of Transportation's Process for Cooperation and Consultation with Local Officials and Tribal Governments in Non-Metropolitan Areas</i> , 2016.
23 C.F.R. § 450.210(c)	For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.	WisDOT will engage Indian Tribal Governments through groups such as the Tribal Labor Advisory Committee (TLAC) and Inter-Tribal Task Force (ITTF) as part of formal Consultation outlined in Section 8 of this PIP. WisDOT's consultation process is documented in Appendix A, <i>Documentation of the Wisconsin Department of Transportation's Process for Cooperation and Consultation with Local Officials and Tribal Governments in Non-Metropolitan Areas</i> , 2016.



### B.2.1. System-Plan Environmental Evaluation

Wisconsin DOT's Administrative Code, Trans 400 *Wisconsin Environmental Policy Act Procedures for Department Actions*, establishes rules for analyzing the environmental effects of transportation plans. Defined in code as the conceptual environmental evaluation, a System-Plan Environmental Evaluation (SEE) is required during the preparation of statewide, system-level transportation plans when initial WisDOT analyses determine that the plan contains "major and significant new proposals" likely to affect the quality of the human and natural environment. The SEE does not provide the kind of quantitative detail found in project-level environmental analyses (e.g., environmental assessments, environmental impact statements), nor does it replace them. Project-level impacts are dependent on location and design decisions that are not known during the development of the LRTP and SEE analysis. The SEE looks at the policies and recommended actions identified in the LRTP and discusses the potential environmental impacts of implementing these policies and actions in qualitative and comparative terms.

In summary, whereas project-level environmental analyses focus on specific individual project details, the level of analysis in the SEE is broad, covering conceptual ideas about the future of transportation in Wisconsin. WisDOT will make an official determination whether a SEE is necessary for Connect 2050 after the plan is drafted. If it is determined that a SEE is not required for Connect 2050, WisDOT will not hold a public hearing as required in Trans 400. However, there will be public involvement opportunities throughout the planning process, and a public review and comment period on the draft plan.

### B.3. Early Planning Phase

The early planning phase is primarily focused on preparing for the plan and working to ensure that the necessary resources are available to complete the plan update. During this phase, the following public involvement-related actions will be completed by WisDOT:

- Issue a Notice of Intent (NOI) with an associated 30-day comment period announcing WisDOT's intent to update the statewide long-range transportation plan
- Develop the public involvement plan (PIP) with an associated 45-day comment period
- Make a preliminary determination on whether a System-Plan Environmental Evaluation (SEE), as described in Trans 400.07, will be necessary; the final determination will be made after the plan has been drafted
- Identify stakeholders to engage in the planning process, including those identified in 23 C.F.R. § 450.210(a)(1)(i).

### B.4. Pre-Draft Plan Phase

The purpose of early engagement during the pre-draft plan phase is to identify priorities, provide educational opportunities, and receive feedback on proposed plan goals early in the process to ensure the plan is drafted with the concerns of all stakeholders in mind. Early engagement would involve soliciting feedback from the public, internal and external stakeholder groups, and resource agencies, to help identify priorities so they can be considered in the drafting of the plan. Early engagement is meant to be a two-way flow of information, meaning that WisDOT is relaying information to the public and soliciting responses from the public.



During the Pre-Draft Plan Phase, WisDOT will take the following actions:

- Public engagement
  - Minimum of one pop-up event, and one in-person meeting in each Region
- Stakeholder identification
- Stakeholder engagement
- WisDOT Region engagement
  - Meet with WisDOT staff in each Region
- Develop and distribute an online survey
- Develop educational and informational video(s)
- Outreach communications

Engagement efforts and comments received will be summarized and included as an appendix to the final plan.

## B.5. Draft Plan Phase

The purpose of engagement during the draft plan phase is to give the public, internal and external stakeholder groups, and resource agencies a chance to review the draft plan and provide feedback to WisDOT. At this stage of plan development, WisDOT will have written the draft plan and is now seeking feedback on its content. Engagement at this point is intended to further shape the plan policies through clarification and refinement based on public and stakeholder input.

During the Draft Plan Phase, WisDOT will take the following actions:

- Release the Draft Plan for review and comment, with a minimum 30-day comment period
- Public engagement
  - Minimum of one pop-up event, and one in-person meeting in each Region
- Stakeholder engagement
- WisDOT Region engagement
  - Meet with WisDOT staff in each Region
- Outreach communications

## B.6. Final Plan Phase

The goal of the final plan phase is to release the final, adopted plan. At this stage of development, WisDOT will have written the draft plan and released it to the public for a 30-day comment period. WisDOT will have considered all comments that were received, engaged the public and stakeholders, and finalized the plan that will be adopted.

A summary of engagement efforts and comments received will be included as an appendix to the final plan.

During the Final Plan Phase, WisDOT will take the following actions:

- Publish the adopted plan on its website
- Distribute copies of the adopted plan and related summary materials upon request



## B.7. Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations. As a recipient of federal financial assistance, WisDOT has a responsibility to implement Executive Order 12898. This is accomplished through the development of an Environmental Justice Plan (EJP).

The intent of an EJP is to describe how WisDOT ensures minority and low-income group participation in the planning process. This section of the Connect 2050 PIP is intended to act as the EJP described in Wisconsin Department of Transportation's Public Involvement Plan for Statewide Long-Range Transportation Plans, 2016. WisDOT recognizes that minority and low-income groups may face obstacles to participating in the transportation planning process. The EJP targets public involvement activities and identifies meetings specifically directed to minority and low-income groups.

WisDOT is committed to the fair treatment and meaningful engagement of all people. Actions taken by WisDOT to ensure that all people are given ample opportunity to engage in and be a part of the transportation planning process will include but are not limited to:

- Identify EJ populations and stakeholders
- Conduct an EJ analysis
- Identify EJ stakeholder groups, or stakeholder groups who can help access EJ populations
- Leverage stakeholders' capabilities to reach and engage low-income and minority populations in their areas
- Hold meetings at transit-accessible locations, when available
- Targeted communications
- Provide translators upon request
- Translate materials into other languages upon request

## B.8. Stakeholder Engagement & Consultation

Once stakeholders are identified in the Early Planning Phase, WisDOT will reach out to them to schedule initial engagement meetings. The meeting type and location, and the need for follow-up meetings will be determined based on the stakeholders' needs and requirements. Stakeholders are generally defined as groups with a stake in the plan; since this is a statewide plan, every group could be considered a stakeholder.

WisDOT will:

- Identify stakeholders
- Schedule at least one meeting/phone call with each identified stakeholder group; additional meetings will be held as requested by the stakeholder
- Leverage the capabilities of stakeholders to maximize the reach of engagement efforts; this may include but is not limited to presenting at already-scheduled stakeholder meetings, encouraging stakeholders to share WisDOT's social media posts, encouraging stakeholders to utilize their contact lists to disseminate information and surveys, and leveraging stakeholders' local contacts and knowledge to maximize reach and feedback



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23 CFR 450.216(j) requires the state to develop the long-range plan in consultation with state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, as appropriate. WisDOT has formal processes in place that outline how WisDOT will consult with non-metropolitan local officials and Indian Tribal Governments. WisDOT will follow the process outlined in Appendix A, [\*Documentation of the Wisconsin Department of Transportation's Process for Cooperation and Consultation with Local Officials and Tribal Governments in Non-Metropolitan Areas, 2016\*](#). WisDOT will hold a minimum of one meeting with Indian Tribal Governments, non-metropolitan and local officials, and environmental resource agencies, and hold additional meetings as requested.

### B.9. Information Availability & Data Visualization

WisDOT will use a variety of tools to disseminate information to the public and various stakeholders. Participation is encouraged throughout the development of the plan. Information will be added to the Connect 2050 webpage (<https://wisconsindot.gov/Pages/projects/multimodal/connect2050.aspx>) throughout the planning process. Information and engagement opportunities also will be available through WisDOT's social media accounts. Public engagement is expected to include both virtual and in-person opportunities. WisDOT will provide translators, and translate materials into other languages, upon request.

Anyone who wishes to express comments, ideas, and/or concerns during the plan update process may do so by writing, calling or emailing:

Wisconsin Department of Transportation  
Division of Transportation Investment Management  
4822 Madison Yards Way, 6th Floor South  
P.O. Box 7913  
Madison, WI 53707-7913  
Tel: (608) 266-9495  
Email: [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov)

23 C.F.R. § 450.210 requires that to the maximum extent practicable, states use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies. The techniques used by WisDOT for Connect 2050 may include but are not limited to infographics, videos, maps and charts.

### B.10. Meeting Accessibility

23 C.F.R. § 450.210 requires that to the maximum extent practicable, public meetings are held at convenient and accessible locations and times. This has been a goal for WisDOT in the past and will continue to be a goal for the Connect 2050 engagement process. WisDOT also will hold meetings at transit-accessible locations, when available, to allow non-driving and transit-dependent citizens to attend meetings and engage in the transportation planning process.

### B.11. Outreach Communications

Throughout the planning process, WisDOT will capitalize on the ability of social media to allow the public to easily and conveniently voice their opinions. With the constantly growing popularity and usage of social media, this platform provides an opportunity for WisDOT to connect with and engage the public. In addition, WisDOT



will use advertising and communication techniques to build awareness of and interest in the plan and in public engagement activities.

WisDOT will:

- Utilize social media to share information with the public, including but not limited to locations of in-person events; videos; and informational posts about the plan
- Utilize social media to receive input from the public through polls and surveys
- Leverage the capabilities of stakeholders' social media accounts to maximize the reach of engagement efforts, when possible
- Utilize advertising and communication techniques to spread awareness, provide education and outreach, and direct the public to feedback mechanisms such as engagement events or surveys

## B.12. In-Person Events

Pop-up outreach is used as a direct way to engage people at a high-density location to provide information and get quick feedback for a plan or project. The purpose of pop-up events is to engage the public by going to where people are already congregating, rather than making them attend a public meeting. These events will be scheduled ahead of time and communicated to maximize participation. Pop-up outreach creates opportunity for WisDOT planning staff to partner with other WisDOT divisions to enhance public outreach and information-sharing on a variety of topics. WisDOT will:

- Partner with internal and external stakeholders to join already-scheduled events, where possible
- Schedule a minimum of one pop-up event per WisDOT Region in the pre-draft phase, and one event in the draft plan phase
- Provide mobile devices such as iPads or tablets to allow people to take surveys or watch videos at pop-up engagement events

In addition to these events, WisDOT will utilize traditional in-person public meetings to provide an additional opportunity for the public to participate in the planning process. Public meetings will be held at the WisDOT Region offices and will be scheduled to align with pop-up events in that region, whenever practicable.



## Appendix C: Wisconsin Rail Plan 2050 Public Involvement Plan

### Wisconsin Rail Plan 2050 Public Involvement Plan

The Wisconsin Department of Transportation (WisDOT) Public Involvement Plan for the Wisconsin Rail Plan 2050 provides the strategies that will be used to involve the public in long-range rail planning process.

Rail Plan 2050 will set Wisconsin's priorities for passenger rail, commuter rail, freight rail and rail crossing safety for the next 30 years. The Rail Plan will outline rail data conditions and trends, existing and possible future service levels, and commodity freight movements. Rail-related policies will be developed, and rail-related improvements or plans will be identified. WisDOT will complete an environmental justice analysis and consider environmental issues throughout the planning process. A System-plan Environmental Evaluation (SEE) may be completed if major or substantial changes to WisDOT's policies or resources would result from the Rail Plan's implementation. If a SEE is written, it will be included directly in the Rail Plan.

This PIP provides the big picture of what strategies will be used to involve the public during the long-range plan writing process.

WisDOT sought feedback on the draft PIP. The 45-day comment period was July 15 through August 28, 2020. Rail Plan 2050 PIP comments have been addressed in the final PIP. The final Wisconsin Rail Plan 2050 Public Involvement Plan has been posted on the Rail Plan webpage. The Rail Plan website is available at: [WisconsinDOT.gov/RailPlan2050](http://WisconsinDOT.gov/RailPlan2050).

### Public Involvement Plan

Public involvement will be encouraged throughout the planning process

The Wisconsin Rail Plan 2050 will generally follow the same steps as WisDOT's other multimodal long-range transportation plans. Plan phases include:

- Plan Kick-off
- Pre-draft Plan Phase
- Draft Plan Phase
- Final Draft Plan Phase
- Plan Adoption

Each phase has its own public involvement activities. Individuals, organizations, businesses and local governments all will have an opportunity to impact the plan. It is expected that public involvement will occur formally for 18-months; from about July 2020 to January 2022.



It is expected public involvement for the Rail Plan will be affected by the worldwide COVID-19 pandemic. The pandemic is anticipated to continue during significant portions of the plan's public involvement activities. WisDOT is committed to holding meetings for the Rail Plan in a safe way. The meetings will either be conducted online or a mix of on-line and in-person, as the public health situation permits. No matter the format, the public will have ample opportunities to interact with planning staff, receive information, and submit comments.

WisDOT will develop a distribution list to be used during the Rail Plan. WisDOT will use the list to send out plan information such as online meeting notifications and availability of the Draft Rail Plan. The distribution list will contain partners in local government, rail transit commissions, the freight industry, passenger rail, commuter rail, environmental resource agencies, environmental justice organizations and anyone who provides their contact information during the planning process.

WisDOT will review and consider all comments throughout the planning process. This approach allows WisDOT to reflect on and balance a variety of stakeholder needs and interests in its policies.

### **Plan Kick-off**

Plan kick-off has two main involvement opportunities; publishing the Notice of Intent and the draft Public Involvement Plan. This phase occurs during the months of July to August 2020.

1. **Notice of Intent:** WisDOT's first official announcement of the Wisconsin Rail Plan 2050 involved publishing a Notice of Intent (NOI). The NOI was published in the state paper of record, on the WisDOT website, using social media, and by sending out an email to the Rail Plan distribution list. The NOI gives a general idea about the Rail Plan contents and the planning process. Any comments received were used to help make decisions on the plan.

The NOI was posted at [WisconsinDOT.gov/RailPlan2050](https://wisconsinDOT.gov/RailPlan2050) for a 30-day comment period ending on July 31, 2020. It was published in the Wisconsin State Journal on July 2, 2020. Social media posts (on WisDOT's Facebook page) also announced the NOI.

2. **The Final Wisconsin Rail Plan 2050 Public Involvement Plan (PIP):** The final public involvement plan (this document), contains the strategies WisDOT will use to involve the public during Rail Plan development and will be posted on the Rail Plan 2050 webpage ([WisconsinDOT.gov/RailPlan2050](https://wisconsinDOT.gov/RailPlan2050)). WisDOT sent a news release to alert the public about the opportunity to comment on the draft public involvement plan. The news release was posted on August 14. A notice of the draft public involvement plan also was sent to the distribution list with a 45-day public comment period. This final PIP has been posted on the Rail Plan webpage after the public comments were considered. After the consideration of comments, two minor changes were made. The more inclusive term "regional and county economic development organizations" replaced the term "chambers of commerce." Text was also changed to clarify that WisDOT intends to hold a public hearing during the final plan phase should a SEE be done with the Wisconsin Rail Plan 2050.

### **Pre-Draft Plan Phase**

During the pre-draft plan phase, public involvement is focused on stakeholder information sharing. This phase will occur from September to December 2020.



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1. **Environmental Resource Agency Outreach:** Outreach with state and federal government environmental resource agencies begins early to coordinate long-range plans. Agencies, such as the Wisconsin Department of Natural Resources and the Federal Fish and Wildlife Service, have developed their own plans to protect and improve Wisconsin's natural world. WisDOT will meet and discuss how these plans might interact with ideas being looked at for freight, passenger and commuter rail service and rail crossing safety.
2. **Groups Representing Environmental Justice and Title VI Communities:** Environmental justice and Title VI, are terms from federal regulations referring to the need to include the concerns of all people in planning and policy development. Specific efforts are made to involve groups representing racial minorities, people with disabilities, seniors, people who are not fluent in English, and people with low incomes for their perspectives.
3. **Industry Stakeholders:** WisDOT will reach out to companies and organizations involved in freight rail, passenger rail, commuter rail and rail crossing safety. This includes businesses and industries that rely on rail transportation for the movement of goods and supplies. WisDOT will reach out to general business interests through organizations such as Wisconsin Economic Development Corporation, regional or county economic development organizations and Amtrak.
4. **Local and State Governments, including those with special responsibility for rail.** WisDOT will reach out to its local government partners directly or through groups such as the Wisconsin Towns Association, the Wisconsin Counties Association, rail transit commissions, metropolitan planning organizations, regional planning organizations, commuter rail providers (ex. Metra) and similar groups. WisDOT also will work with its transportation partners in the adjacent states of Minnesota, Iowa and Illinois.
5. **Consultation with Tribal Nations in Wisconsin:** WisDOT will consult with Tribal Nations directly and through established groups such as the Inter-Tribal Task Force. WisDOT may ask to present at existing regular meetings of these groups or tribal governments.

### Draft Plan Phase

The draft plan phase is designed to be the best opportunity to comment directly on the Draft Rail Plan and potential SEE. This phase is expected to occur from January 2021 to June 2021.

1. **Public Comment Period:** The Draft Rail Plan and potential SEE will be available for at least 30-days for comment. In-person or virtual meetings with the public will be held during the comment period. The comment period and meetings will be announced on the Rail Plan website, via social media, news release, and by sending out an email to the distribution list.
2. **Meetings with the Public:** WisDOT will hold 4-6 virtual or in-person meetings in different parts of the state during the comment period. At least some of these meetings will be held in communities served by passenger and commuter rail. The meetings will be announced in the same way as the public comment period. People will be able to examine materials explaining the Draft Rail Plan and potential SEE and provide comment. If the meetings are in-person, they will be in facilities accessible to people with disabilities and near transit routes if transit is available. Sign language and foreign language



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interpretation will be available if requested before the meetings. Meeting materials will be translated into other languages upon request.

3. **Meetings with Groups or at Conferences:** WisDOT will meet with organizations, virtually or in-person upon request to present and discuss the Draft Rail Plan. WisDOT may present at meetings or conferences, especially those related to the rail industry or passenger rail.
4. **Notice to the Federal Railroad Administration (FRA):** FRA reviews the adopted Rail Plan. WisDOT will ask for FRA's feedback on the draft Rail Plan and potential SEE. WisDOT will consider any comments or feedback provided.

### **Final Plan Phase**

The final plan phase runs from approximately July 2021 to December 2021. The updated Rail Plan will be posted for final review and comment.

1. **Public Comment Period.** This is the final chance for public review and comment before the Rail Plan and potential SEE are adopted. The draft final Rail Plan and potential SEE will be available for 30-days for public comment. At least one formal public hearing will be held during the comment period if a SEE is conducted. The comment period and public hearing will be announced on the Rail Plan website, via social media, news release, and by sending an email to the distribution list.
2. **Public Hearing.** If a SEE is conducted, WisDOT will hold at least one public hearing on the draft final Rail Plan and SEE. A notice of at least 15 days will be made to advertise the public hearing. The public hearing will take place during the comment period. People will be able to provide formal statements that are recorded by a court reporter. If the hearing is held in-person, it will be in facilities accessible to people with disabilities and near transit routes, if transit is available. Sign language and foreign language interpretation will be available if requested before the hearing. Written materials will be translated into other languages upon request. If there is a public hearing, it will be announced on the Rail Plan website, via social media, news release, and by sending an email to the distribution list.

### **Plan Adoption**

Adoption of the final Wisconsin Rail Plan 2050 and potential SEE will occur approximately by January 2022.

1. **Sharing the final documents.** The WisDOT Secretary is the official designated authority approving the final Wisconsin Rail Plan 2050 and its associated documents. The Rail Plan, SEE (if completed), and formal adoption documents will be available on the Rail Plan website or available upon request. Stakeholders and the public will be notified of the adoption by posting on the plan website, via social media, news release and email to the distribution list.
2. **Plan submittal to FRA.** The adopted Rail Plan and SEE (if completed) will be submitted to FRA for review. WisDOT will consider any comments or feedback provided.



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This Wisconsin Rail Plan 2050 public involvement plan has been customized to specifically focus on rail planning for freight, long-range passenger rail, commuter rail, and rail crossing safety. This draft public involvement plan is consistent with the following sources:

- The Rail Plan is one of the modal plans addressed in the Connect 2050 Public Involvement Plan (Feb. 2020 draft) (shortened to C2050 PIP in the table below).
  - <https://wisconsindot.gov/Documents/projects/multimodal/c2050-pip.pdf>
- The Rail Plan is one of the modal plans cited in WisDOT's Public Involvement Plan for State-wide Long-Range Transportation Plans (Nov. 2016) (shortened to State-wide LRTP PIP in the table below).
  - <https://wisconsindot.gov/Documents/projects/multimodal/state-pip.pdf>
- Trans 400 – Wisconsin's administrative rule related to environmental analysis, including for system level long-range transportation plans of all modes. Primary focus is related to the SEE in Trans 400.04, 400.06, 400.08, 400.10; 400.11, and 400.12
  - [https://docs.legis.wisconsin.gov/code/admin\\_code/trans/400](https://docs.legis.wisconsin.gov/code/admin_code/trans/400)
- Federal Railroad Administration's guidance for developing state rail plans, which includes requirements from federal law and regulation: *State Rail Plan Guidance (September 2013)* (shortened to FRA Rail Plan Guide in the table below).
  - [https://railroads.dot.gov/sites/fra.dot.gov/files/fra\\_net/3382/Final\\_State\\_Rail\\_Plan\\_Guidance\\_September\\_2013.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/3382/Final_State_Rail_Plan_Guidance_September_2013.pdf)
- All the federal requirements for state multi-modal long-range transportation planning and related outreach. These are generally located in various sections of 23 C.F.R. § 450.208. A comprehensive listing is available in the C2050 PIP.



# COORDINATION DOCUMENT

**Table 1: Wisconsin Rail Plan 2050 Public Involvement Strategies**

This table shows each public involvement strategy listed above and the requirements it is intended to meet.

Strategy	Designed to meet requirements in...
Overall: Public involvement through-out the plan process	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; Trans 400; 23 C.F.R. § 450.208
Overall: Consideration of Comments	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; Trans 400; 23 C.F.R. § 450.208
Overall: Distribution List Development	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Notice of Intent	Trans 400
Wisconsin Rail Plan 2050 Public Participation Plan	C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Environmental Resource Agency Outreach	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; Trans 400; 23 C.F.R. § 450.208
Involvement with Groups representing Environmental Justice and Title VI communities	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Involvement with Industry stakeholders, especially those in the rail industry	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Involvement during the pre-draft stage with Local and adjacent state governments, including those with special responsibility for rail	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Consultation with Tribal Nations	C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Development of an outreach contact list	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP; 23 C.F.R. § 450.208
Rail Plan Public Comment Period for draft plan	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP; 23 C.F.R. § 450.208
In-person or Virtual Meetings with the public during draft plan comment period	FRA Rail Plan Guide; C2050 PIP; Statewide LRTP PIP; 23 C.F.R. § 450.208
Meetings with stakeholder groups or at conferences during draft plan comment period	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP; 23 C.F.R. § 450.208



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Notice to the FRA of Draft Plan Comment Period and Final Plan submittal to FRA	FRA Rail Plan Guide
Consideration of Comments (during draft and final draft phase)	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP; Trans 400; 23 C.F.R. § 450.208
Public comment period. Draft final plan	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP; Trans 400; 23 C.F.R. § 450.208.
Public Hearing. Draft final plan	Statewide LRTP PIP; Trans 400
Sharing the final documents	FRA Rail Plan Guide; C2050 PIP; State-wide LRTP PIP
Plan submittal to the Federal Railroad Administration	FRA Rail Plan Guide