

Chapter 3, Appendix 3-1 – Public Hearings

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Wisconsin State Freight Plan Public Hearing Overview

Following the December 9, 2016 release of the final draft of the Wisconsin State Freight Plan, three public hearings were held throughout the State, and provided the public with a second opportunity to ask questions and provide comments on the plan. The hearings were held in De Pere, WI (December 13), West Allis, WI (December 14), and Madison, WI (December 15). Hearings were held within the 45-day comment period on the final draft, which concluded on Monday, January 23, 2017.

Each public hearing was held from 4:30 to 7:30 p.m., utilizing a hybrid-style hearing. This style of hearing allowed for both an open house and formal hearing within the three hour timeframe. The open house was available throughout the entire meeting, providing attendees an opportunity to review materials and ask questions of staff. A presentation was given at 5:45, prior to opening the public hearing at 6:00 p.m. Attendees were invited to provide oral testimony at this time. Transcripts of each of the public hearings are included within this appendix. A private testimony room was also available for attendees to provide comments in a separate setting, however, no attendees utilized the room during the three hearings.

The open house portion of the public hearing, afforded attendees an opportunity to review highlights of the final draft plan. A total of 26 boards and a handout were available for review. WisDOT staff was also on hand to answer questions. A copy of the boards and handout are available within this appendix.

The formal presentation also provided a high level review of the final draft plan for attendees, including a review of the new policies added following the draft comment period. A copy of the presentation is available within this appendix.

Two people provided oral testimony at the De Pere public hearing. Nobody provided oral testimony at either the Madison or West Allis public hearing.

Completed Sign-In Sheets

Wisconsin Department of Transportation - State Freight Plan
Public Hearing



Date: 12/13/14

Location: BROWN CO. LIBRARY, DE PERE, WI

Note: The information in this document (names, addresses, phone numbers, and email addresses) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

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Wisconsin Department of Transportation - State Freight Plan
Public Hearing



Date: 12-14-16

Location: TOMMY THOMPSON CENTER, WESTALLIS, WI

Note: The information in this document (names, addresses, phone numbers, and email addresses) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

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Public Hearing Handout

Wisconsin State Freight Plan Highlights

What is a freight plan?

The Wisconsin State Freight Plan is the state's first long-range multimodal freight plan. It provides the policy framework to guide investment decisions relative to freight mobility. The freight plan provides a comprehensive overview of Wisconsin's freight transportation system, analyzes potential investment strategies, recommends performance measures and discusses an implementation strategy.



Plan development so far

The draft plan was developed with input from environmental resource agencies, tribal governments, environmental justice communities, freight stakeholder groups, Metropolitan Planning Organizations (MPOs), and non-metropolitan area representatives. The draft plan and SEE were released for a 45-day public comment period in September 2016, followed by five public involvement meetings. WisDOT presented the draft plan at the Freight Advisory Committee meeting and Governor's Freight Industry Summit in October 2016. WisDOT also presented the draft to a range of stakeholders and hosted multiple consultation meetings with MPOs and environmental groups. WisDOT received more than 280 comments from these events and the general public. This feedback led to changes in the final draft plan (as outlined on page 8).

How can you participate?

The draft final plan is available for a 45-day comment period, starting December 9, 2016 ending on January 23, 2017. WisDOT is holding three public hearings for the public to provide formal comments on the final draft of the State Freight Plan and its System-plan Environmental Evaluation (SEE).

What is the State Freight Plan?

The State Freight Plan creates a framework to:

- Link transportation investments to economic development activities
- Inform decision making by understanding Wisconsin's economic characteristics and the importance of the transportation system within a national and global context

- Engage and reflect the interests of a wide array of freight stakeholders
- Consider freight friendly activities throughout WisDOT's business activities—from planning to project development to programming and permitting
- Monitor system performance to ensure responsible management of state government assets
- Harmonize freight policy and goals between:
 - Federal and state freight initiatives
 - Wisconsin and its neighboring states
 - Local, regional, and metropolitan-level freight goals and state freight goals
- Establish direct connection between freight movement investments and economic benefits to the state

Freight Factor Analysis Scoring

All freight transportation modes were evaluated to identify the facilities important to freight movement. Freight factor scores were generated based on criteria to compare one freight facility with another. The highway and port scores are shown on the maps on page 3 and 4. The other modes are in the plan.

Highways (State Trunk Network) Scoring Criteria

- Trucks and truck percentage
- Commodities by weight and value
- Oversize overweight permit frequency
- Intermodal connections to airports and ports

Local Roads (including County Highways) Scoring Criteria

- Trucks and truck percentage
- Commodities by weight and value
- Connections to freight shippers and receivers
- Connections to railroads through intermodal and transload facilities
- Connections to ports and airports

Railroads Scoring Criteria

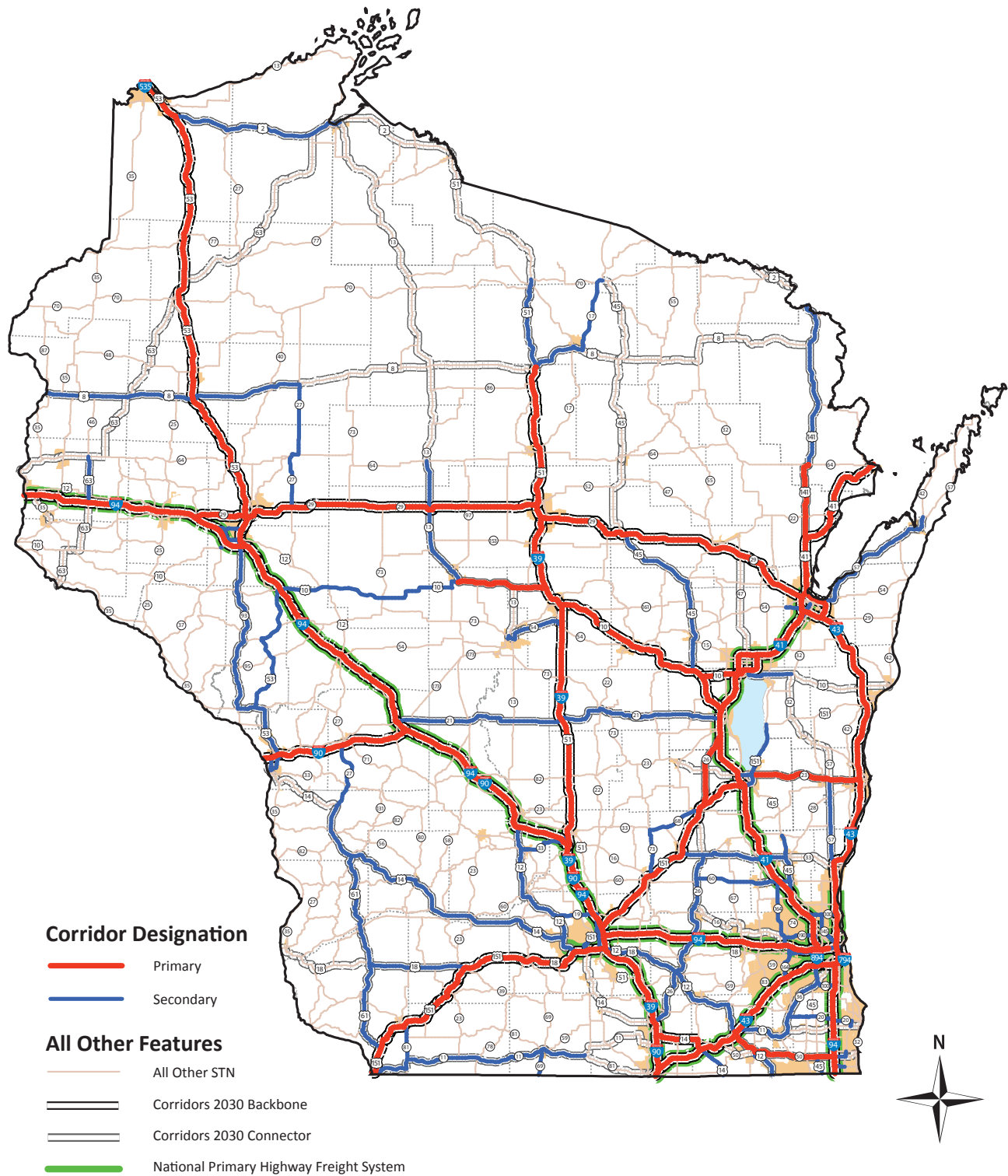
- Commodities by weight and value
- Connection to a port or intermodal container facility
- Connection or proximity to a rail yard
- Connection or proximity to a transload facility

Ports Scoring Criteria

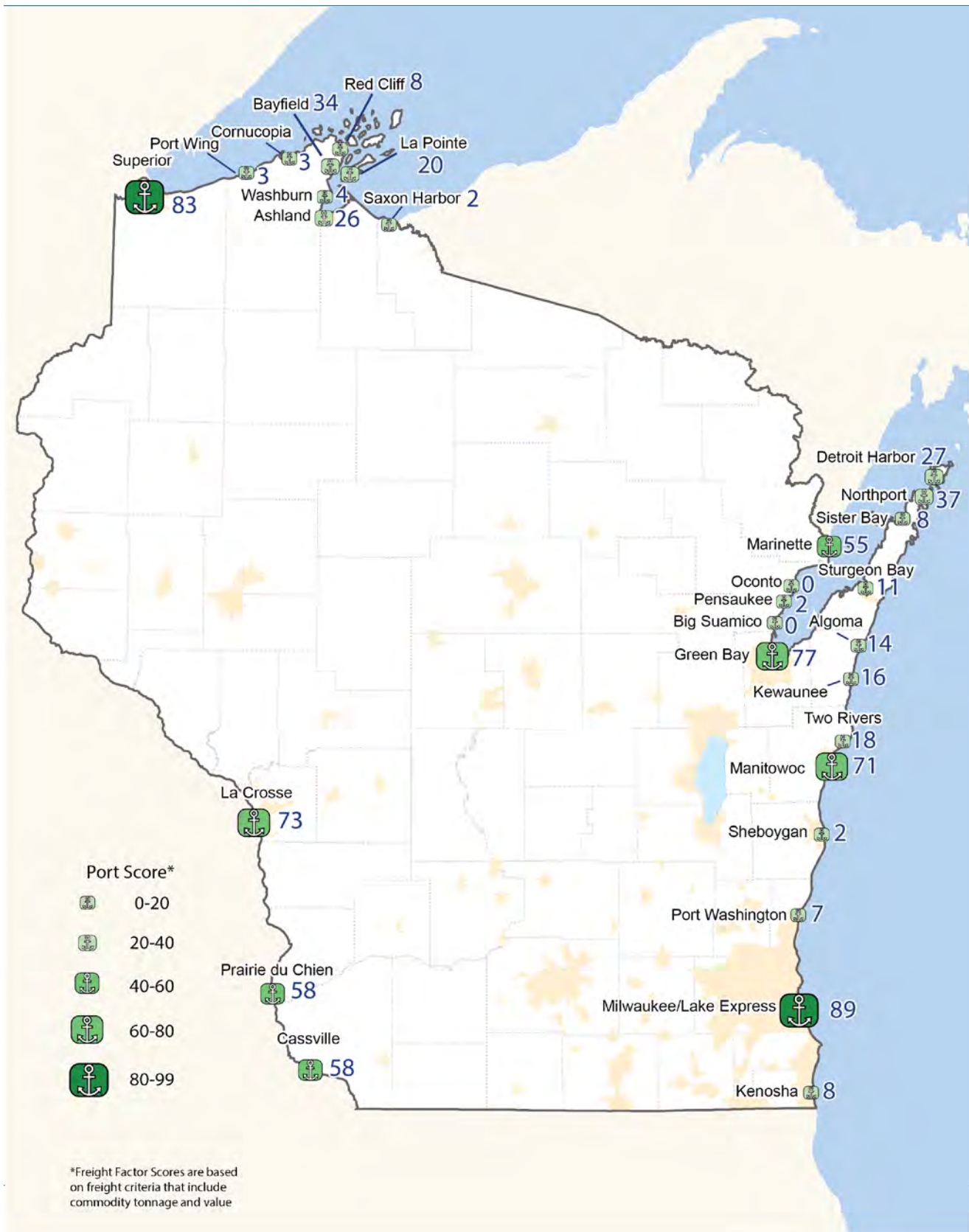
- Commodities by weight and value
- Connection to a railroad
- Ferry service
- Distance to/from a state trunk highway

Airports Scoring Criteria

- Commodities by weight and value



2016 Port and Waterway Freight Mobility Analysis



Freight Plan Policies

Highway safety

- Improve standards for infrastructure
- Improve emergency response
- Identify freight-specific safety concerns and develop strategies for solutions

State trunk highway system preservation

- Continue using a performance-based approach to identify state trunk highway system preservation needs, including development of a bridge asset management system
- Refine and expand a state-of-the-art process for prioritizing needs and identifying cost-effective state trunk highway construction alternatives
- Seek sufficient federal and state funding to address state trunk highway system preservation needs
- Revise the Facilities Development Manual to more clearly include freight considerations in project development guidance
- Identify and preserve a sub-system of state highways that accommodate over-height (up to 20 feet), over-weight and over-size loads
- Maintain a formal, ongoing preventive maintenance process
- Implement proven maintenance management practices

Major highway development program

- Complete the currently enumerated Major Highway Development projects (including the Southeast Wisconsin Freeway Megaprojects Program) and study approved corridors

Highway technology and operations

- Continually monitor the state trunk highway network and respond to operational needs
- Improve motor carrier efficiency and enforcement
- Support communications along state highway corridors of freight significance, to ensure drivers can remain informed of changing conditions
- Support greater use of technologies to improve the safety and efficiency of operations on high freight movement corridors
- Support an increase in the availability of truck parking at state-owned facilities and the awareness of its availability

State trunk highway system maintenance

- Monitor existing state trunk highway conditions, identify deficiencies and set priorities
- Improve existing maintenance management tools
- Implement work zone and lane-closure management strategies and tools to maintain safety and minimize impacts on travelers

Waterway maintenance and improvement

- Continue state assistance programs for harbor improvements
- Advocate for federal funding of navigation and environmental improvements for the Upper Mississippi River-Illinois River Waterway and improvements to the Soo Lock System
- Encourage comprehensive harbor and waterfront land use planning
- Examine roadway issues at ports

Freight rail preservation and vitality

- Preserve rail corridors, including rights-of-way, for freight service
- Maintain state-owned rail lines to allow service levels to continue uninterrupted, and without additional restrictions
- Acquire rail lines into public ownership, when appropriate, to preserve essential railroad service
- Fund track upgrades for publicly-supported rail lines to meet changing industry standards

Local roads preservation and safety

- Assist in providing asset management strategies and tools for local governments to ensure selected system preservation improvements provide cost-effective service life extension
- Work with local entities to identify and address key safety issues on the local system
- Partner with local governments to manage and invest in the local road and bridge network

Pipelines

- Continue to apply the Utility Accommodation Policy to all types of pipelines in Wisconsin
- Limit the negative impacts of crude oil movements via pipelines on other transportation users
- Support natural gas pipeline construction and participate in emergency response
- Enable modal connections, diversity and to provide system resiliency for petroleum product pipelines

Air cargo

- Use the Airport Improvement Program to help airports accommodate business planes
- Support the needed airport system infrastructure, including inclement weather capability, for jet aircraft and related activity
Instrument approach systems
 - » Runway lighting
 - » Visual landing aids
 - » Expansion of taxiways and aprons
 - » Fuel storage
 - » Hanger space
 - » On-site weather information
 - » Terminal buildings
 - » Waiting areas
 - » Ground transportation
 - » Security

System-plan Environmental Evaluation (SEE)

The SEE analysis is a qualitative review of the potential environmental impacts of the draft plan.

- Trans 400 defines the process to review and evaluate the potential environmental impacts in accordance with the Wisconsin Environmental Policy Act
- Required when a long range plan includes recommendations that are deemed to have potentially major and significant impacts to the natural environment
- Contributes to WisDOT's policy of meeting transportation needs while also minimizing environmental impacts

SEE analysis

The SEE analyzed potential qualitative impacts in the following eight areas:

- Traffic congestion
- Energy consumption
- Air quality
- Agriculture
- Economic development
- Communities
- Sensitive land resources
- Sensitive water resources

The SEE also identified mitigation activities WisDOT uses to avoid, minimize and mitigate environmental impacts.

WisDOT activities to avoid, minimize or mitigate impacts

- Wetlands mitigation and banking
- Native plant and prairie program
- Long-range transportation plan policies
- Project level activities as directed by the facilities development manual
 - Agriculture
 - Air quality
 - Cultural resources (archeology, history and tribes)
 - Endangered species
 - Noise
 - Erosion control and storm water quality habitat evaluation
 - Hazardous materials
 - Indirect and cumulative impacts

Highlights: Changes to the draft plan

Key issues

Key issues identified by the public and stakeholders during the draft plan public involvement process:

- Improvement needs on the multimodal freight network
- The need for intermodal facilities
- Improved freight rail service
- Safe movement of hazardous materials
- Commitment to first mile/last mile freight connectors

Proposed new policies

WisDOT will:

- Continue to coordinate with stakeholders and explore the development of a freight maritime strategy
- Work with stakeholders to discuss an intermodal strategy
- Review its project development process and design standards to include freight system user needs
- Provide tools/materials to communicate and educate about freight topics and issues
- Leverage the data, tools and methods developed through the freight plan to inform project prioritization and investment decisions
- Continue to work with other states to identify harmonization opportunities
- Investigate ways to simplify, streamline and increase vehicle permitting options
- Continue efforts to promote safe rail crossings
- Monitor national best practices and other initiatives related to reducing freight transportation's impact on the environment

We welcome your input

*Join the discussion on the future of Wisconsin's freight network.
Comment period ends January 23, 2017.*

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Public Hearing Open House Boards

Wisconsin State Freight Plan

Welcome!

Public Hearing

**Your
input
wanted**

December 2016

Open house: 4:30 pm to 7:30 pm

Presentation: 5:45 pm to 6:00 pm

Formal hearing 6:00 pm to 7:30 pm



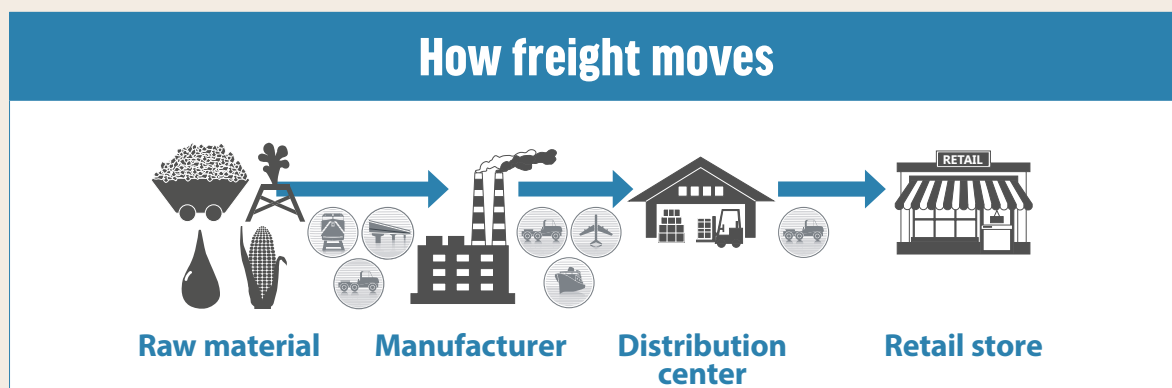
Wisconsin State Freight Plan

Wisconsin's state freight transportation plan:

- ➡ is the state's first long-range freight plan
- ➡ includes all modes: pipeline, roadway, rail, water, and air
- ➡ provides a comprehensive overview of Wisconsin's transportation system
- ➡ analyzes potential investment strategies
- ➡ recommends performance measures
- ➡ discusses an implementation strategy
- ➡ includes an environmental evaluation

What is freight movement?

Freight movement is the transport of goods, including commodities or cargo. Goods may be transported by truck, train, boat, airplane or pipeline. Wisconsin's economy is heavily dependent on the movement of freight for agriculture, forestry, mining, manufacturing and other key industries.



How will the plan be used?

The Wisconsin Department of Transportation will use the plan's final recommendations to:

- ➡ define policy direction
- ➡ inform future transportation investment
- ➡ provide an implementation plan to advance the safety and efficiency of freight movements in the state
- ➡ define performance measures to monitor system performance

Environmental justice

WisDOT's actions and decisions are guided by the three fundamental principles of environmental justice, which are:

- ➡ to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations
- ➡ to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- ➡ to prevent the denial of, reduction of or significant delay in the receipt of benefits by minority populations and low-income populations

How the analysis was done

- ➡ The freight system includes: active rail lines, 20 lake and river ports with freight service; the air cargo airports; backbone highway system
- ➡ People living within one-quarter mile of the freight system are close enough to be impacted by noise, vibration, and air pollution
- ➡ A buffer analysis was used to see to what extent these populations were within one-quarter mile of the freight system
 - » Racial minorities
 - » Low income
 - » Seniors
 - » Youth
 - » People without cars
 - » People with disabilities

Some populations live closer to the freight system than everyone else

- ➡ Hispanic or Latino populations are 21% more likely to live next to some part of the freight system
- ➡ Asians are 30% more likely to live near the road part of the system
- ➡ Zero vehicle households are 21% more likely to live near the freight rail system
- ➡ American Indian or Alaskan natives are 25 times more likely to reside near ports

System-plan Environmental Evaluation (SEE), part 1

The SEE analysis is a qualitative review of the potential environmental impacts of the draft plan

- ➡ Trans 400 defines the process to review and evaluate the potential environmental impacts in accordance with the Wisconsin Environmental Policy Act
- ➡ Required when a long range plan includes recommendations that are deemed to have potentially major and significant impacts to the natural environment
- ➡ Contributes to WisDOT's policy of meeting transportation needs while also minimizing environmental impacts
- ➡ Supports WisDOT's mission of providing leadership in the development and operation of a safe and efficient transportation system

How potential environmental impacts are addressed

Traffic congestion:

Forecast freight growth for all modes may lead to congestion

Addressed by:

- ➡ improving freight efficiency and decreasing delays
- ➡ permitting and communication improvements
- ➡ reducing barriers in freight connections

Energy consumption:

Some modes are more fuel efficient; congestion and idling increases fuel consumption

Addressed by:

- ➡ encourage modal choices via alternatives fuel promotion and fuel reduction strategies
- ➡ investment in freight infrastructure which supports alternative fuel use, like CNG
- ➡ congestion and idling reduction investments

System-plan Environmental Evaluation (SEE), part 2

Air quality:

Forecast freight growth for all modes may result in expansions of truck fleets, frequency of trips or increase in loads

Addressed by:

- ➡ policies to improve efficiencies, modal choices and seamless freight movement
- ➡ development of new fuel technologies and efficiency standards

Agriculture:

Improve the ability to efficiently move agricultural goods and products; new or expanding transportation project impacts; potential congestion on existing corridors

Addressed by:

- ➡ special attention at the project level to minimize agricultural access impacts of projects
- ➡ policies aimed at improving maintenance strategies for many modes

Economic development:

The plan supports further economic growth

Addressed by:

- ➡ policies that diversify modal choice and seamless freight movement
- ➡ making freight movement by each mode more cost effective and efficient

Communities and cultural resources:

Construction projects can support potential impacts to natural and built environments

Addressed by:

- ➡ policies to improve safety along freight corridors
- ➡ project level mitigation such as wetland banking

Sensitive land resources:

The plan may have the potential to impact habitat and publicly-owned lands

Addressed by:

- ➡ project level review to identify, minimize and mitigate negative impacts
- ➡ improved preventative maintenance approaches may reduce impacts

Sensitive water resources:

Impacts may be caused by potential construction projects for all modes

Addressed by:

- ➡ project level review to identify, minimize and mitigate potential negative impacts

Wisconsin State Freight Plan

System-plan Environmental Evaluation (SEE), part 3

Highlights of WisDOT activities to avoid, minimize or mitigate impacts

WisDOT avoids, minimizes or mitigates environmental impacts of transportation projects through programs and policies.

- ➡ Wetlands mitigation and banking
- ➡ Native plant and prairie program
- ➡ Long-range transportation plan policies
- ➡ Project level activities as directed by the facilities development manual
 - » Agriculture
 - » Air quality
 - » Cultural resources (archeology, history and tribes)
 - » Endangered species
 - » Noise
 - » Erosion control and storm water quality habitat evaluation
 - » Hazardous materials
 - » Indirect and cumulative impacts

WisDOT Native Plant and Prairie Program

Many prairie remnants exist on WisDOT's rights of way. These plant communities are often relatively intact, undisturbed by agricultural and construction activities.

WisDOT maintains prairie remnants and tries to re-establish native plants along roadsides by using special native seed mixes. The Department's maintenance policy preserves native vegetation existing along the roadside.

Wisconsin State Freight Plan

Plan implementation, part 1 Strategies

- ➡ Support existing state performance measures
- ➡ Freight relevant MAPSS measures
 - » Mobility: delay, reliability, incident response, winter response
 - » Accountability: TEA grants, on-time performance
 - » Preservation: state highway pavement condition (backbone and non-backbone), state bridge condition, state-owned rail line condition, airport pavement condition, state highway maintenance
 - » Safety: fatalities, injuries, crashes, safety belt use
 - » Service: high quality and accurate products
- ➡ Implementation of federal freight performance measures
 - » Percent of the Interstate system mileage providing for reliable truck travel time
 - » Percent of the Interstate system mileage uncongested
- ➡ Utilize data and tools to identify a state multimodal freight network
 - » State highway data analysis identified an interim network
 - » Local road data analysis
 - » State-owned rail data analysis identified an interim network
 - » Port and waterways data analysis
 - » Air data analysis
- ➡ Integration of federal freight corridor designations
- ➡ Continuing stakeholder partnerships
- ➡ Plan 5 year update cycle

Funding sources to implement the plan

- ➡ Federal and state funding
- ➡ Bonding
- ➡ Local, service and other funds, program and general purpose revenue

Wisconsin State Freight Plan

Plan implementation, part 2

State funding for freight transportation

- ➡ Major Highway Development Program
- ➡ State Highway Program
- ➡ Southeast Wisconsin Freeway Megaprojects Program (Southeast Megaprojects)
- ➡ Local Roads Improvement Program
- ➡ General Transportation Aids
- ➡ Surface Transportation Program – Rural
- ➡ Surface Transportation Program – Urban
- ➡ Surface Transportation Program – Freight
- ➡ Freight Rail Infrastructure Improvement Program
- ➡ Freight Rail Preservation Program
- ➡ Harbor Assistance Program
- ➡ Airport Improvement Program
- ➡ General obligation bonds
- ➡ Transportation revenue bonds

Federal funding for freight transportation

- ➡ Highway Safety Improvement Program
- ➡ Airport Improvement Program
- ➡ Congestion Mitigation and Air Quality Improvement Program
- ➡ Surface Transportation Program
- ➡ Fostering Advancements in Shipping and Transportation for the Long-term Advancement of National Efficiencies (FASTLANE) Grant Program

Plan recommendations, part 1

Highway safety

- ➡ Improve standards for infrastructure
- ➡ Improve emergency response
- ➡ Identify freight-specific safety concerns and develop strategies for solutions

State trunk highway system preservation

- ➡ Continue using a performance-based approach to identify state trunk highway system preservation needs, including development of a bridge asset management system
- ➡ Refine and expand a state-of-the-art process for prioritizing needs and identifying cost-effective state trunk highway construction alternatives
- ➡ Seek sufficient federal and state funding to address state trunk highway system preservation needs
- ➡ Revise the Facilities Development Manual to more clearly include freight considerations in project development guidance
- ➡ Identify and preserve a sub-system of state highways that accommodate over-height loads (up to 20 feet), over-weight and over-size loads
- ➡ Maintain a formal, ongoing preventive maintenance process
- ➡ Implement proven maintenance management practices

Plan recommendations, part 2

Major highway development program

- ➡ Complete the currently enumerated Major Highway Development projects (including Southeast Wisconsin Freeway Megaprojects Program) and study approved corridors

Highway technology and operations

- ➡ Continually monitor the state trunk highway network and respond to operational needs
- ➡ Improve motor carrier efficiency and enforcement
- ➡ Support communications along state highway corridors of freight significance, to ensure drivers can remain informed of changing conditions
- ➡ Support greater use of technologies to improve the safety and efficiency of operations on high freight movement corridors
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State trunk highway system maintenance

- ➡ Monitor existing state trunk highway conditions, identify deficiencies and set priorities
- ➡ Improve existing maintenance management tools
- ➡ Implement work zone and lane-closure management strategies and tools to maintain safety and minimize impacts on travelers

Plan recommendations, part 3

Waterway maintenance and improvement

- ➡ Continue state assistance programs for harbor improvements
- ➡ Advocate for federal funding of navigation and environmental improvements for the Upper Mississippi River-Illinois River Waterway and improvements to the Soo Lock System
- ➡ Encourage comprehensive harbor and waterfront land use planning
- ➡ Examine roadway issues at ports

Freight rail preservation and vitality

- ➡ Preserve rail corridors, including rights-of-way, for freight service
- ➡ Maintain state-owned rail lines to allow service levels to continue uninterrupted, and without additional restrictions.
- ➡ Acquire rail lines into public ownership, when appropriate, to preserve essential railroad service
- ➡ Fund track upgrades for publicly-supported rail lines to meet changing industry standards

Local roads preservation and safety

- ➡ Assist in providing asset management strategies and tools for local governments to ensure selected system preservation improvements provide cost-effective service life extension
- ➡ Work with local entities to identify and address key safety issues on the local system
- ➡ Partner with local governments to manage and invest in the local road and bridge network

Plan recommendations, part 4

Pipelines

- ➔ Continue to apply the Utility Accommodation Policy to all types of pipelines in Wisconsin
- ➔ Limit the negative impacts of crude oil movements via pipelines on other transportation users
- ➔ Support natural gas pipeline construction and participate in emergency response
- ➔ Enable modal connections, diversity and to provide system resiliency for petroleum product pipelines

Air cargo

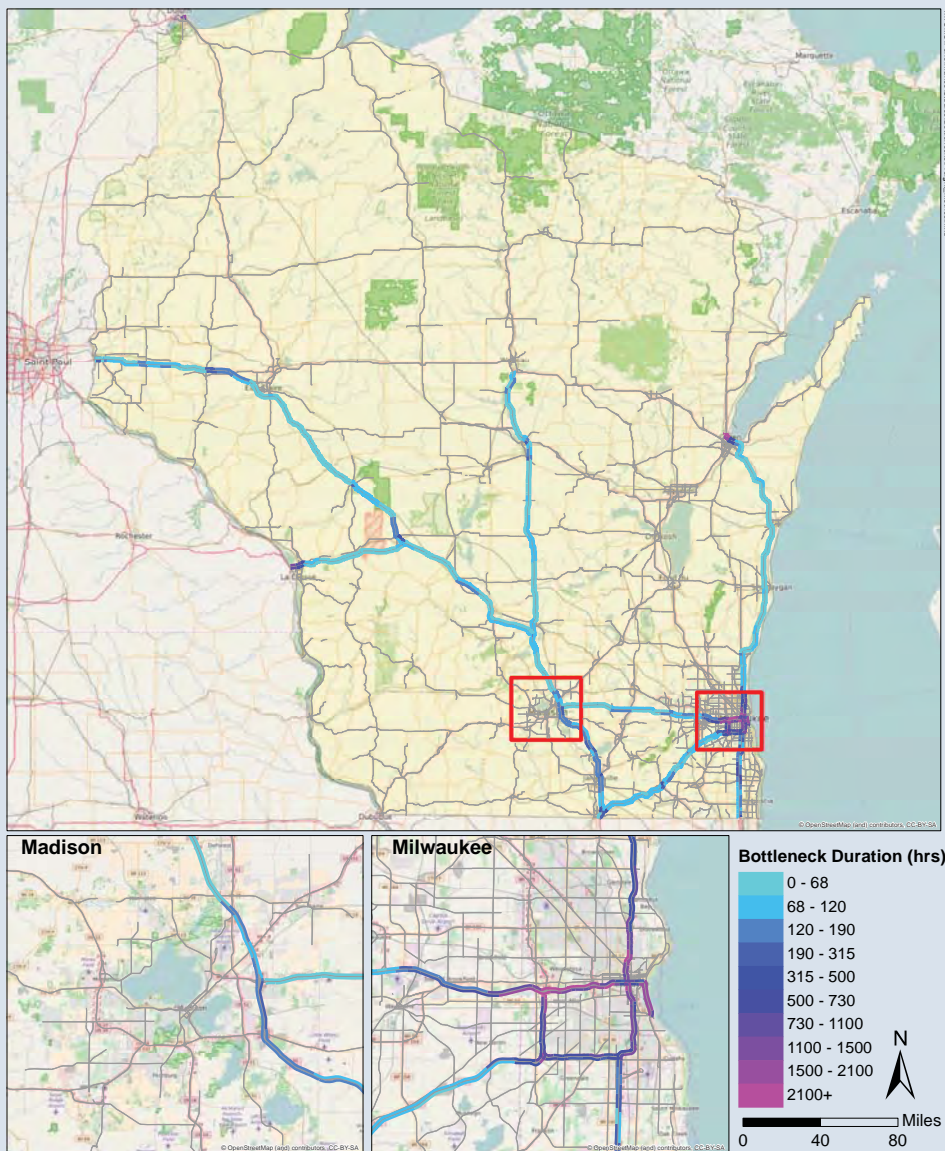
- ➔ Use the Airport Improvement Program to help airports accommodate business planes
- ➔ Support the needed airport system infrastructure, including inclement weather capability, for jet aircraft and related activity
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 - » Visual landing aids
 - » Expansion of taxiways and aprons
 - » Fuel storage
 - » Hanger space
 - » On-site weather information
 - » Terminal buildings
 - » Waiting areas
 - » Ground transportation
 - » Security

Wisconsin State Freight Plan

Measuring freight bottlenecks

Bottleneck duration

Total number of hours (annually)
truck speed is below 50 mph

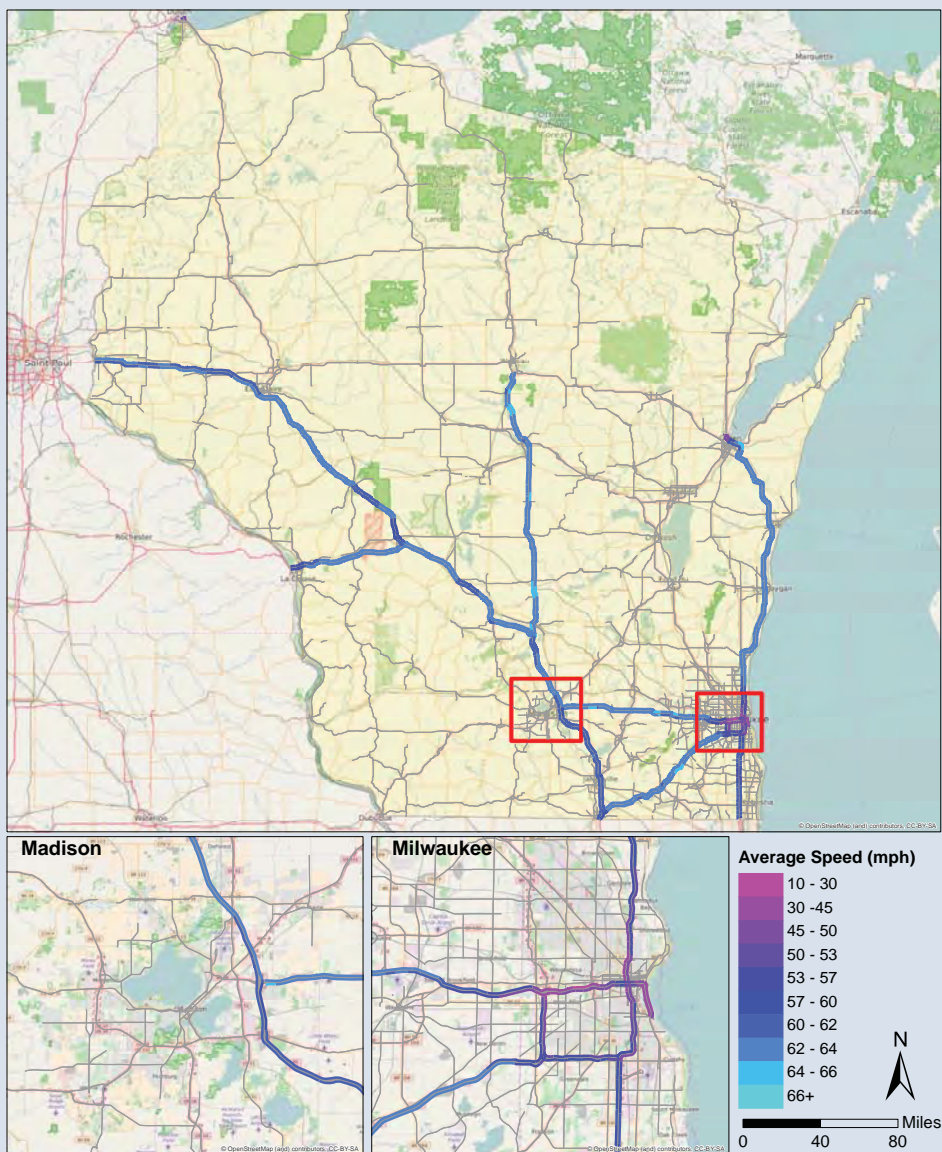


Wisconsin State Freight Plan

Measuring freight bottlenecks

Average truck speed

Average speed observed over the entire year



Average truck speed is calculated per the MAP-21 System performance proposed rule. This applies only to interstates and is the average speed observed over the entire year. The proposed rule uses 50 mph as the threshold for reporting mileage as congested or not.

NPMRDS 2015 Data
Printed: 9/12/2016

Wisconsin State Freight Plan

Highlights: changes to draft plan

Key issues

Key issues identified by the public and stakeholders during the draft plan public involvement process:

- ➡ Improve the Multimodal Freight Network
- ➡ Development of intermodal facilities
- ➡ Improve freight rail service
- ➡ Safe movement of hazardous materials
- ➡ Commitment to first mile/last mile freight connectors

Proposed new policies

WisDOT will:

- ➡ Continue to coordinate with stakeholders and explore the development of a freight maritime strategy
- ➡ Work with stakeholders to discuss developing an intermodal strategy
- ➡ Review its project development process and design standards to include freight system user needs
- ➡ Provide tools/materials to communicate and educate about freight topics and issues.
- ➡ Leverage the data, tools and methods developed through the freight plan to inform project prioritization and investment decisions, as well as provide them to WisDOT partners.
- ➡ Continue to work with other states to identify harmonization opportunities.
- ➡ Investigate ways to simplify, streamline and increase vehicle permitting options.
- ➡ Continue efforts to promote safe rail crossings
- ➡ Monitor national best practices and other initiatives related to reducing freight transportation's impact on the environment.

Wisconsin State Freight Plan

Freight Factor Analysis Scoring

All freight transportation modes were evaluated to prioritize the facilities important to freight movement. Freight factor scores were generated based on criteria to compare one freight facility with another.

Highways (State Trunk Network) scoring criteria

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- ➡ Oversize overweight permit frequency
- ➡ Intermodal connections to airports and ports

Local roads (including County Highways) scoring criteria

- ➡ Trucks and truck percentage
- ➡ Commodities by weight and value
- ➡ Connections to freight shippers and receivers
- ➡ Connections to railroads through intermodal and transload facilities
- ➡ Connections to ports and airports

Railroads scoring criteria

- ➡ Commodities by weight and value
- ➡ Connection to a port or intermodal container facility
- ➡ Connection or proximity to a rail yard
- ➡ Connection or proximity to a transload facility

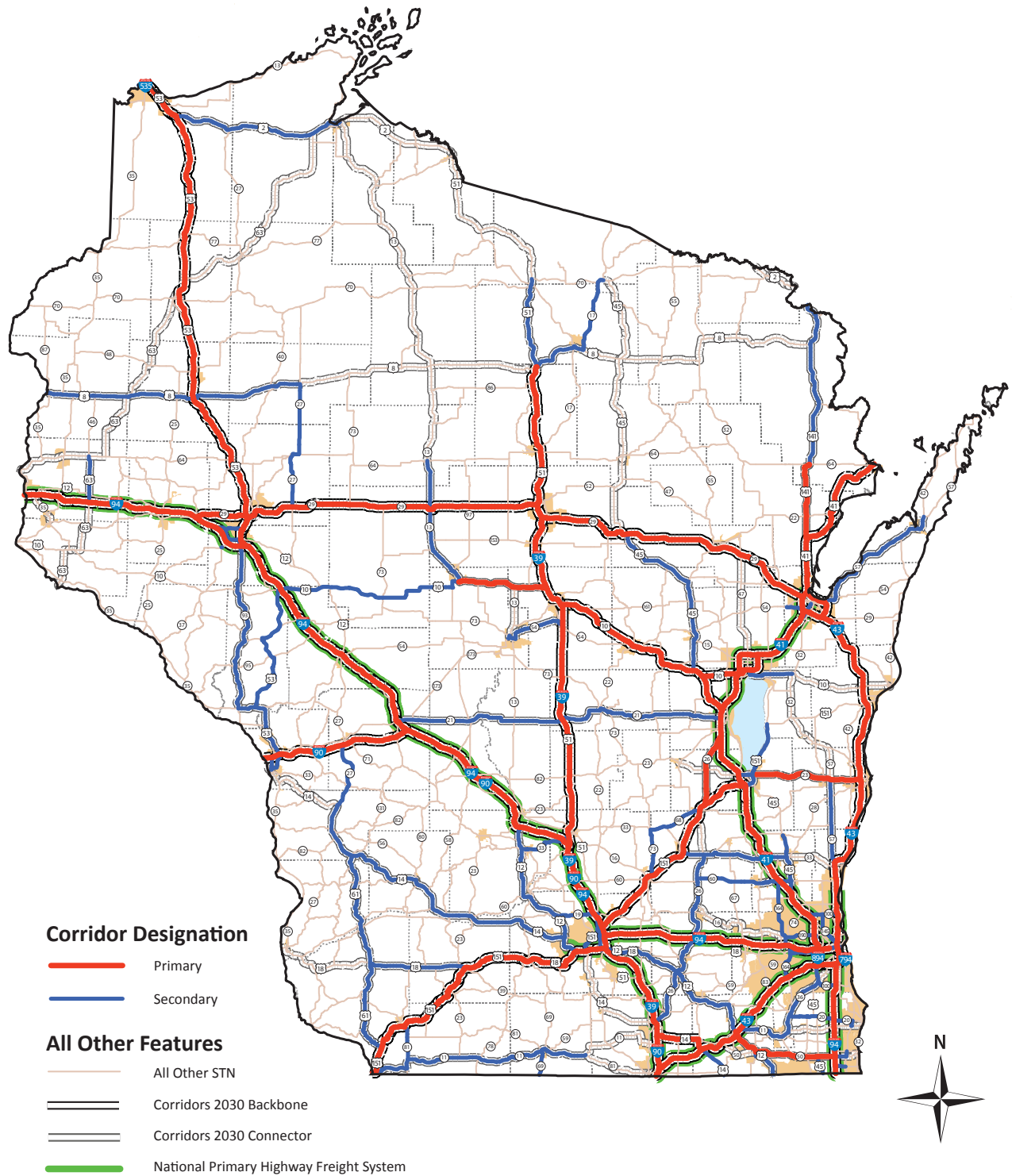
Ports scoring criteria

- ➡ Commodities by weight and value
- ➡ Connection to a railroad
- ➡ Ferry service
- ➡ Distance to/from a state trunk highway

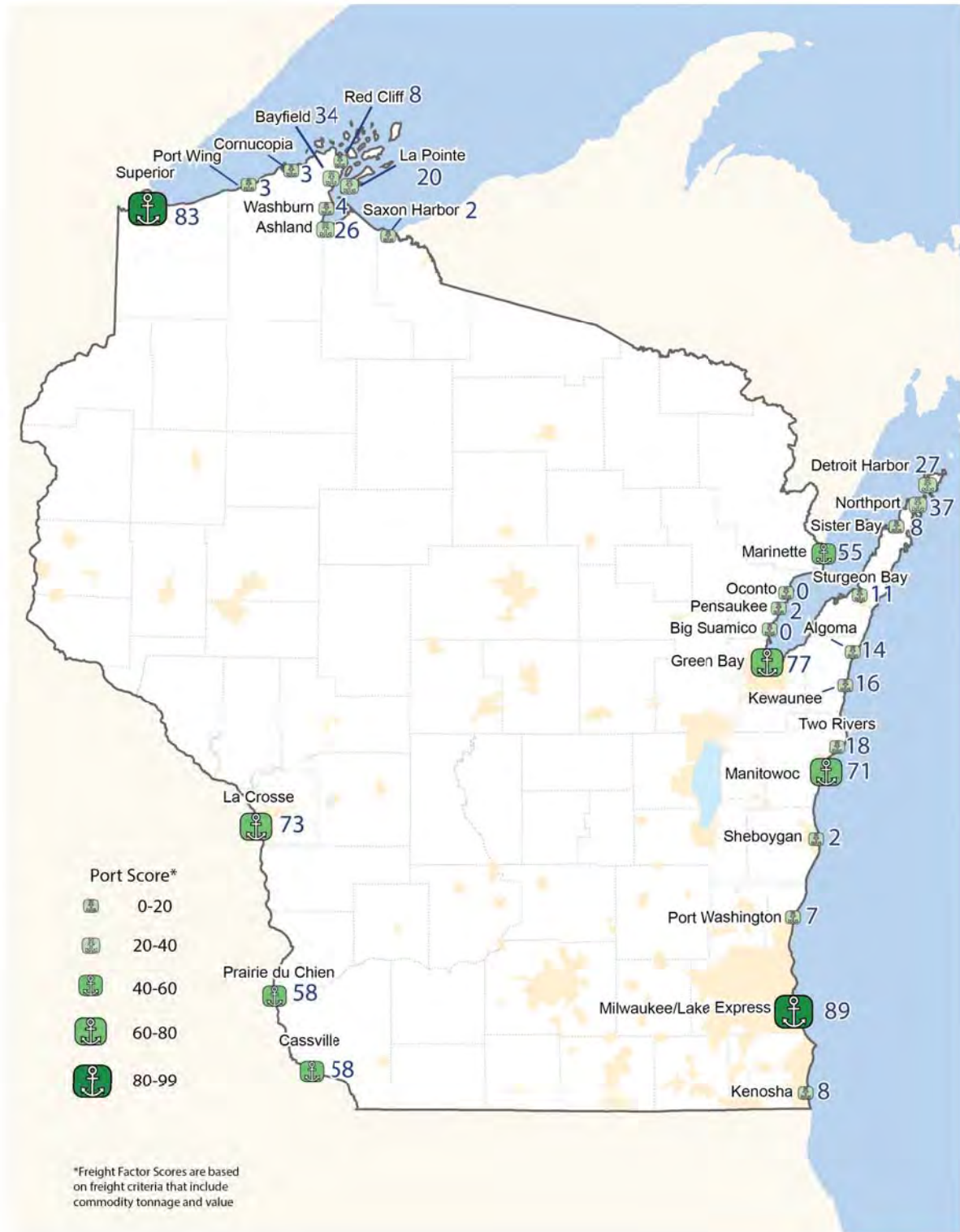
Airports scoring criteria

- ➡ Commodities by weight and value

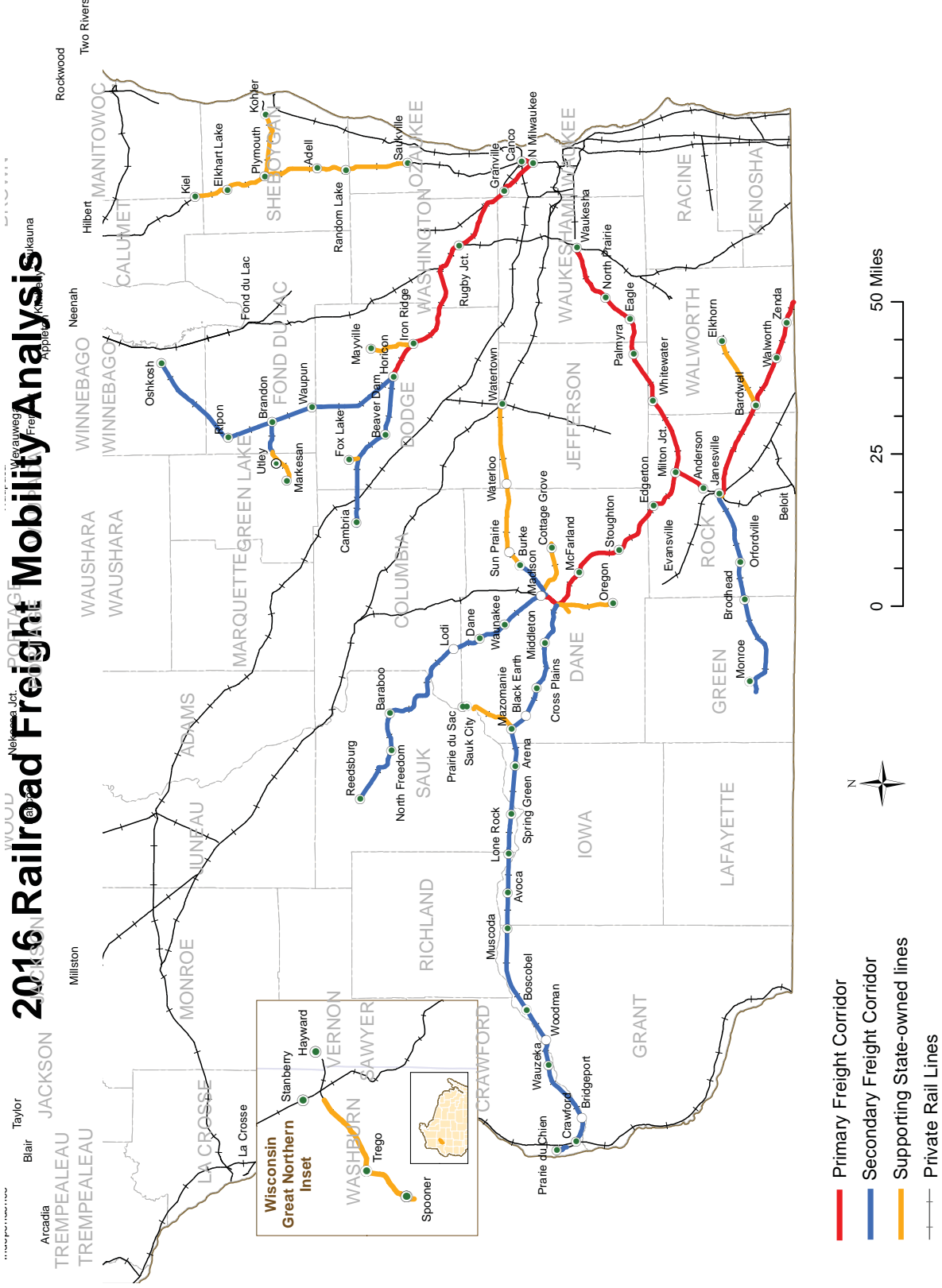
2016 Highway Freight Mobility Analysis



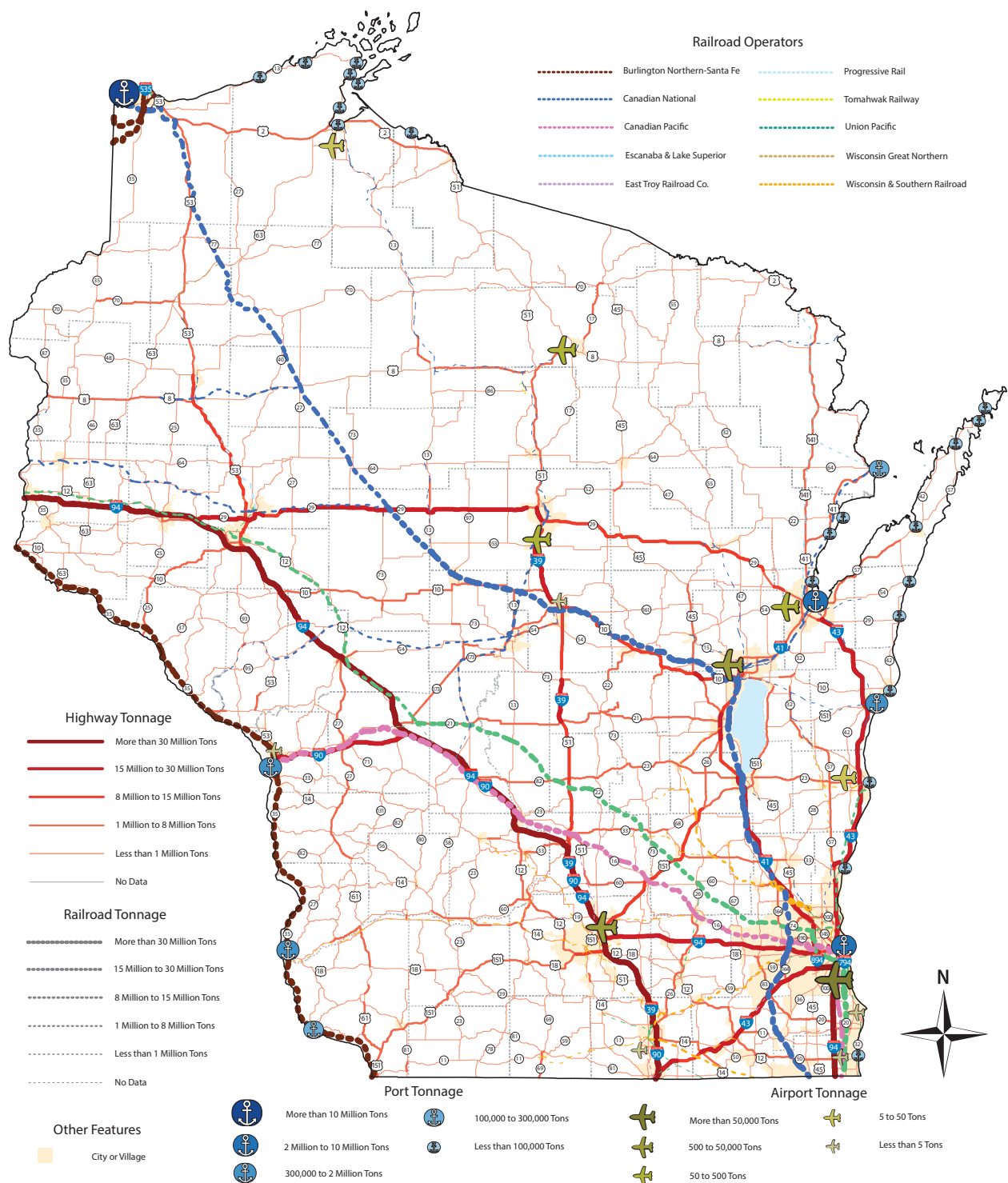
2016 Port and Waterway Freight Mobility Analysis



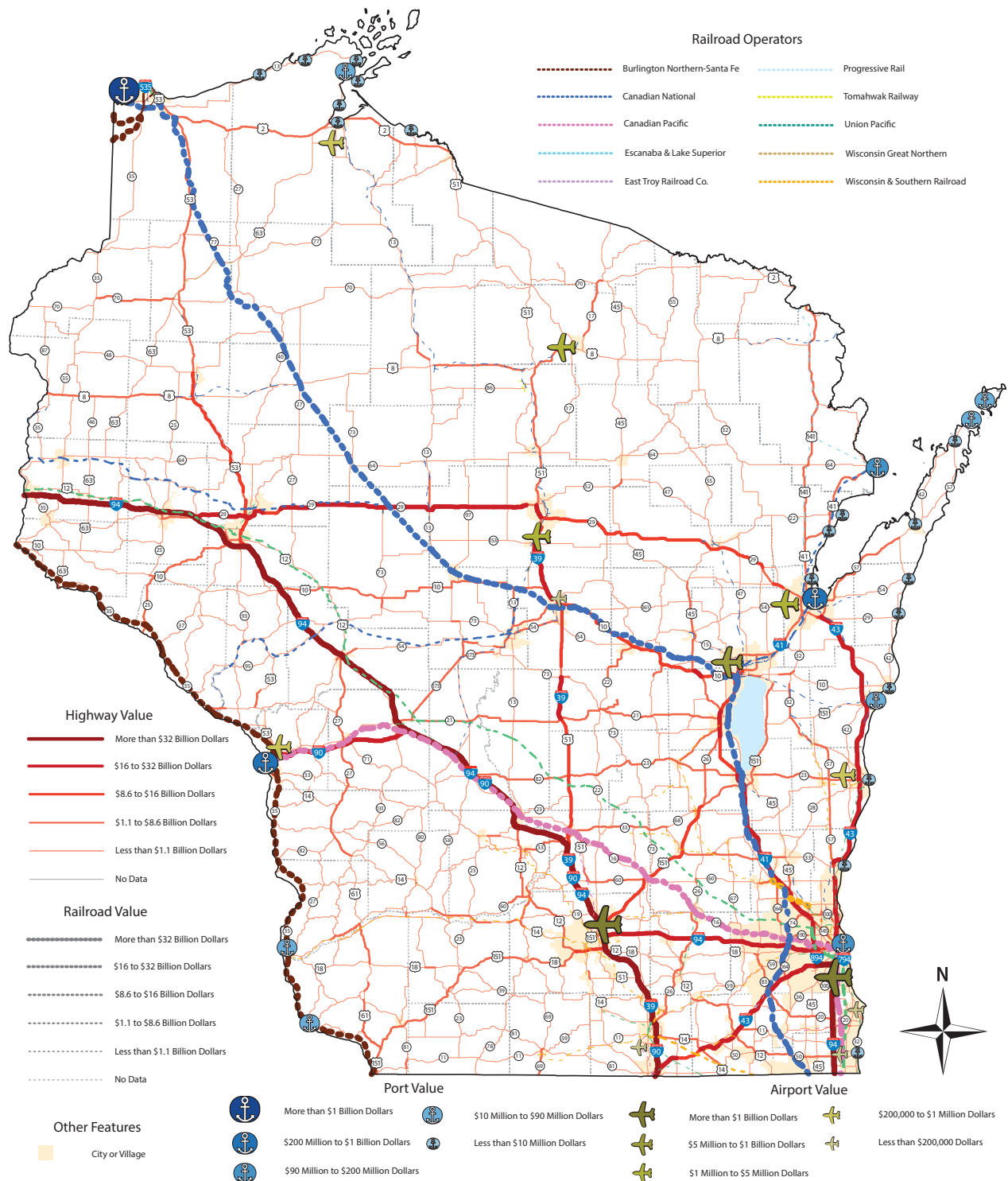
2016 Railroad Freight Mobility Analysis



Wisconsin Freight Flow- Statewide Tonnage



Wisconsin Freight Flow- Statewide Value

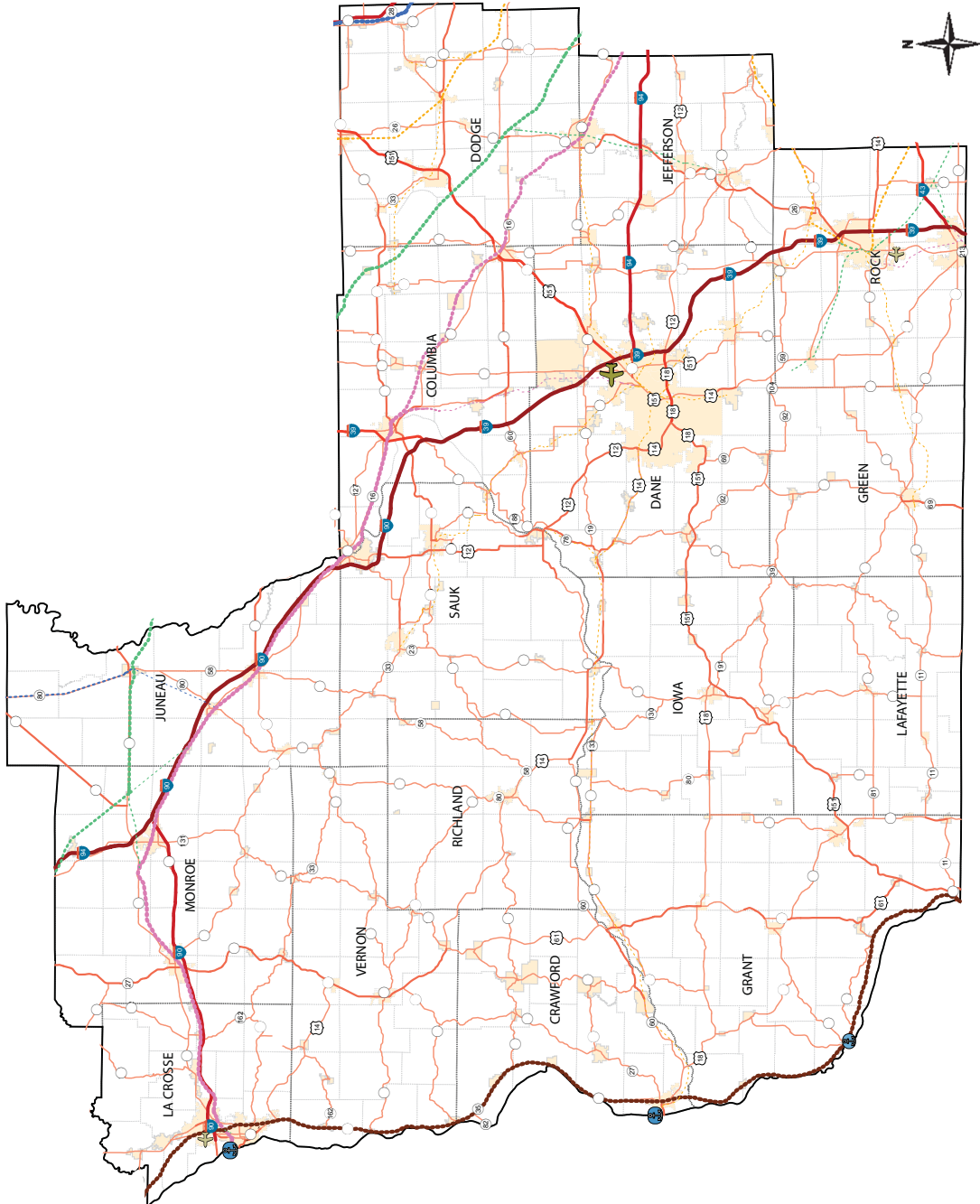


Wisconsin Freight Flow- Southwest Region Tonnage

Wisconsin State
Freight Plan

Legend

- Highway Tonnage**
 - More than 30 Million Tons
 - 15 Million to 30 Million Tons
 - 8 Million to 15 Million Tons
 - 1 Million to 8 Million Tons
 - Less than 1 Million Tons
- Railroad Operators**
 - No Data
 - Burlington Northern-Santa Fe
 - Canadian National
 - Canadian Pacific
 - Union Pacific
 - Wisconsin & Southern Railroad
- Railroad Tonnage**
 - More than 30 Million Tons
 - 15 Million to 30 Million Tons
 - 8 Million to 15 Million Tons
 - 1 Million to 8 Million Tons
 - Less than 1 Million Tons
 - No Data
- Port Tonnage**
 - More than 10 Million Tons
 - 2 Million to 10 Million Tons
 - 500,000 to 2 Million Tons
 - 100,000 to 500,000 Tons
 - Less than 100,000 Tons
- Airport Tonnage**
 - More than 50,000 Tons
 - 500 to 50,000 Tons
 - 50 to 500 Tons
 - 5 to 50 Tons
 - Less than 5 Tons
- Other Features**
 - City or Village

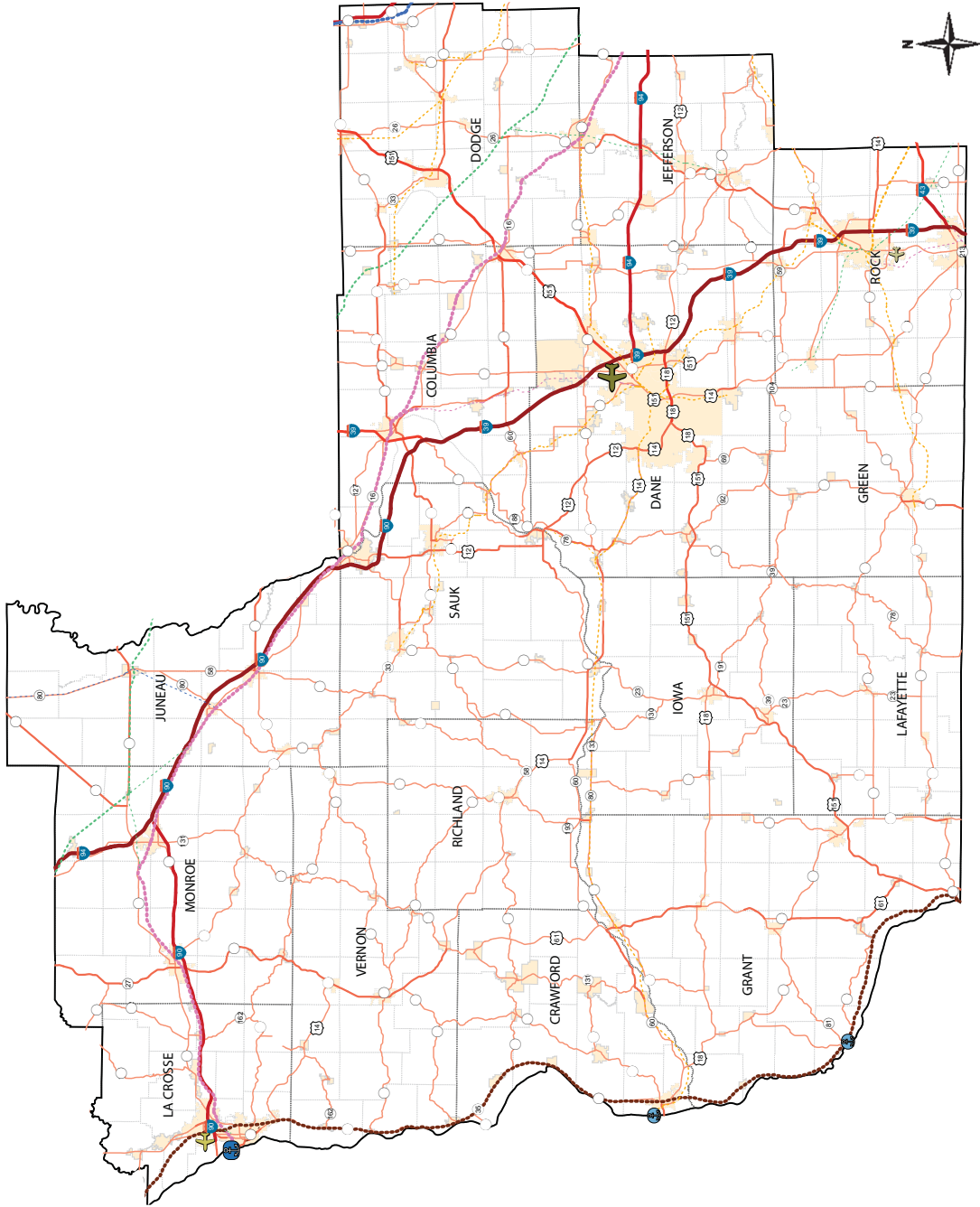


Wisconsin Freight Flow- Southwest Region Value

Wisconsin State Freight Plan

Legend

- Highway Value**
 - More than \$2 Billion Dollars
 - \$16 to \$2 Billion Dollars
 - \$8.6 to \$16 Billion Dollars
 - \$1.1 to \$8.6 Billion Dollars
 - Less than \$1.1 Billion Dollars
- Railroad Operators**
 - No Data
 - Burlington Northern Santa Fe
 - Canadian National
 - Canadian Pacific
 - Union Pacific
 - Wisconsin & Southern Railroad
- Railroad Value**
 - More than \$2 Billion Dollars
 - \$16 to \$2 Billion Dollars
 - \$8.6 to \$16 Billion Dollars
 - \$1.1 to \$8.6 Billion Dollars
 - Less than \$1.1 Billion Dollars
 - No Data
- Port Value**
 - More than \$1 Billion Dollars
 - \$200 Million to \$1 Billion Dollars
 - \$90 Million to \$200 Million Dollars
 - \$10 Million to \$90 Million Dollars
 - Less than \$10 Million Dollars
- Airport Value**
 - More than \$1 Billion Dollars
 - \$5 Million to \$1 Billion Dollars
 - \$1 Million to \$5 Million Dollars
 - \$200,000 to \$1 Million Dollars
 - Less than \$200,000 Dollars
- Other Features**
 - City or Village



Wisconsin Freight Flow- Southeast Region Tonnage

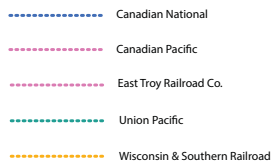
Wisconsin State Freight Plan

Legend

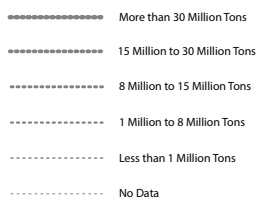
Highway Tonnage



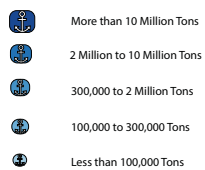
Railroad Operators



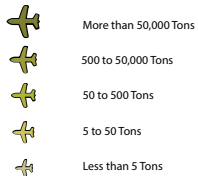
Railroad Tonnage



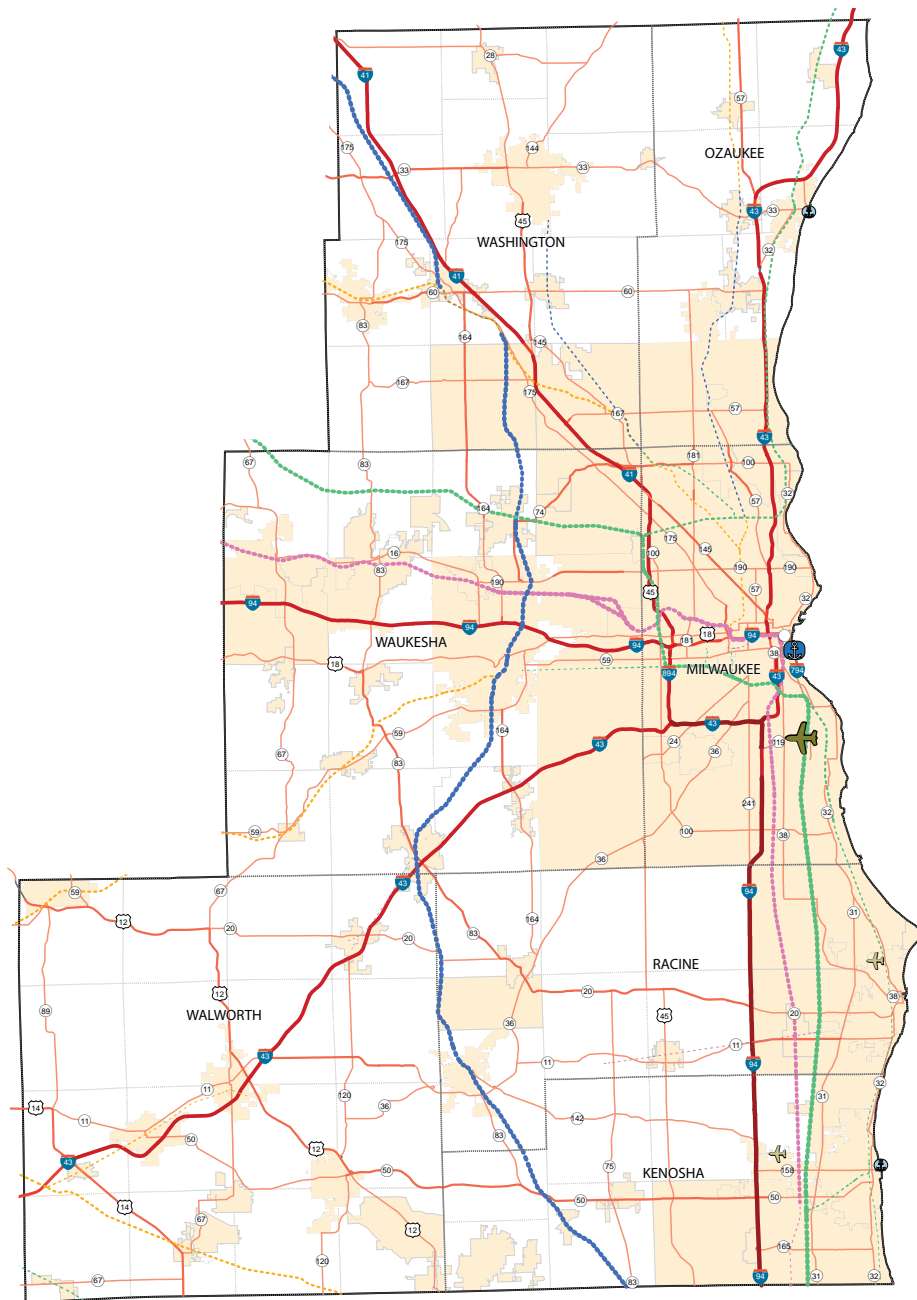
Port Tonnage



Airport Tonnage



Other Features

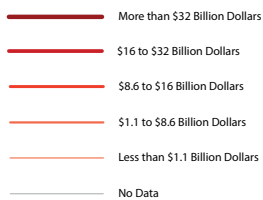


Wisconsin Freight Flow- Southeast Region Value

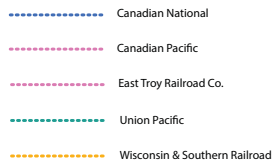
Wisconsin State Freight Plan

Legend

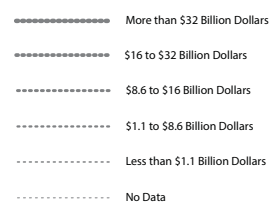
Highway Value



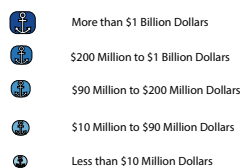
Railroad Operators



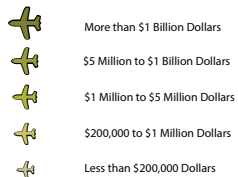
Railroad Value



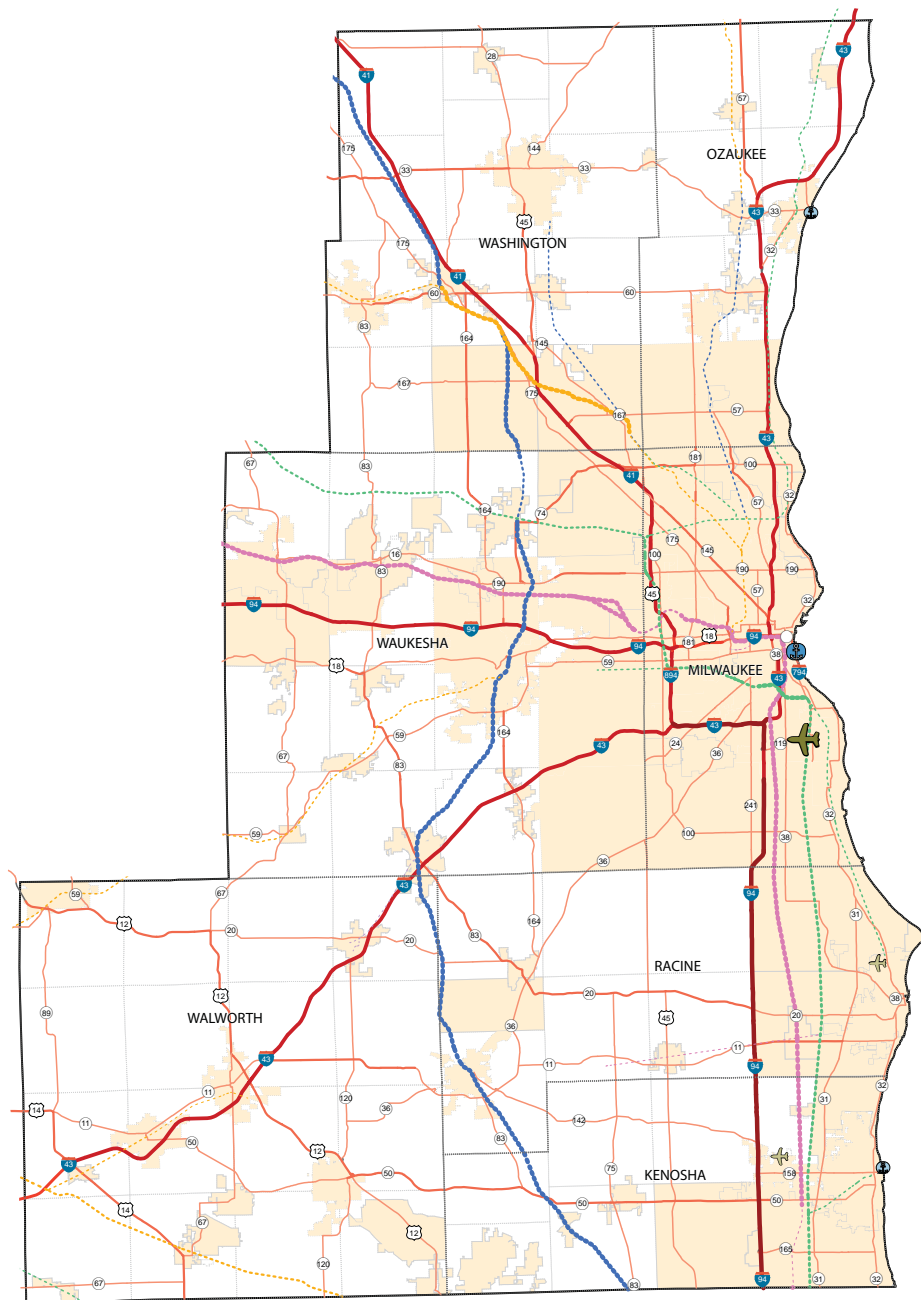
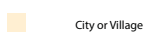
Port Value



Airport Value



Other Features

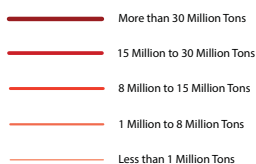


Wisconsin Freight Flow- Northeast Region Tonnage

Wisconsin State Freight Plan

Legend

Highway Tonnage



Railroad Operators



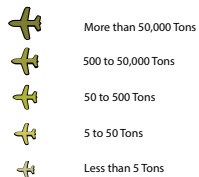
Railroad Tonnage



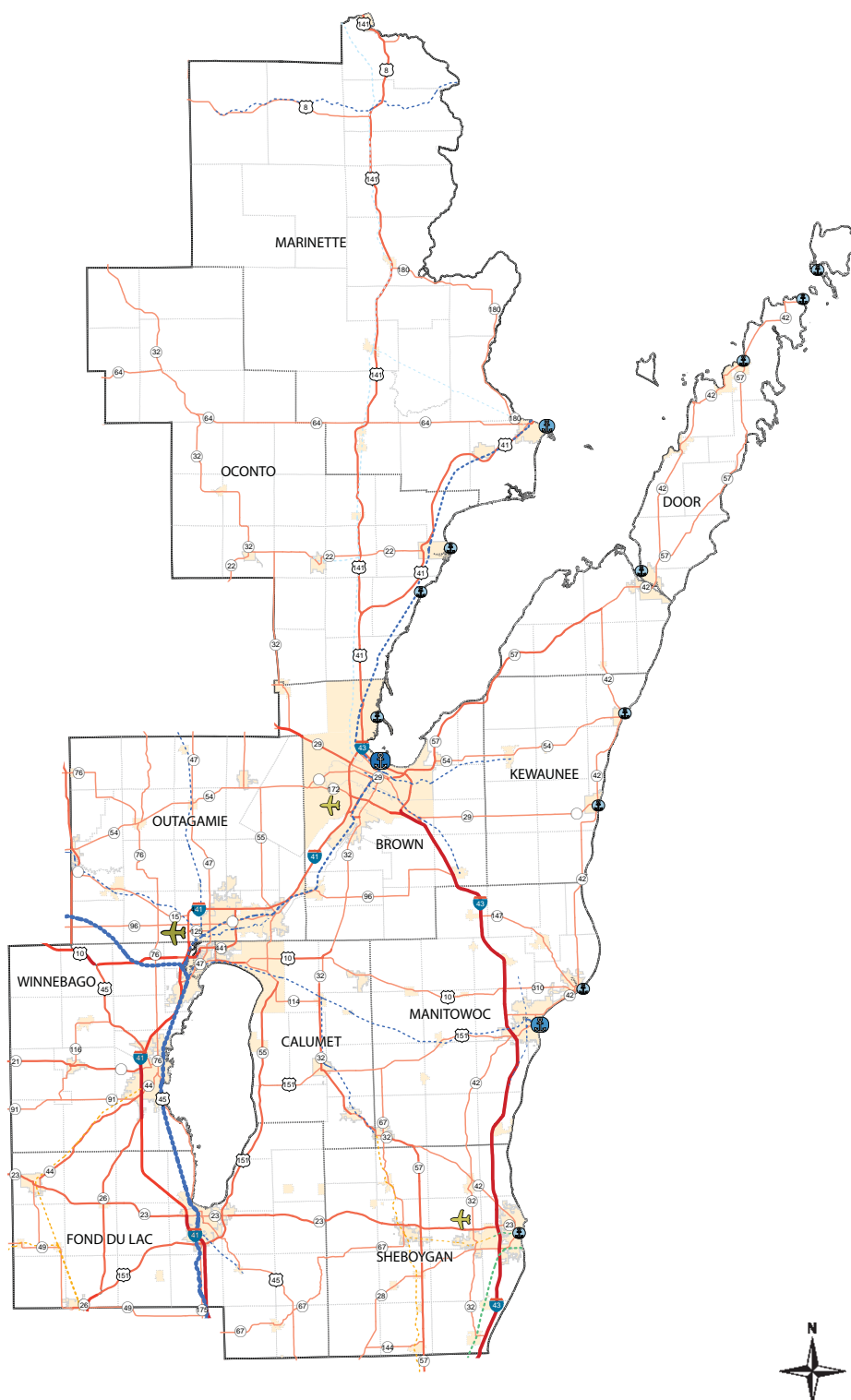
Port Tonnage



Airport Tonnage



Other Features

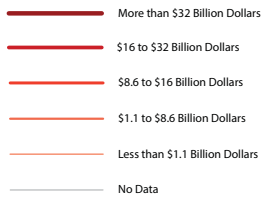


Wisconsin Freight Flow- Northeast Region Value

Wisconsin State Freight Plan

Legend

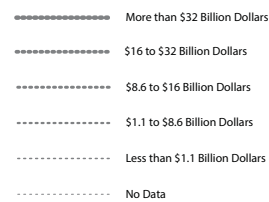
Highway Value



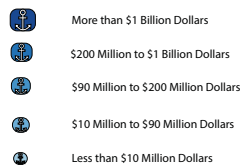
Railroad Operators



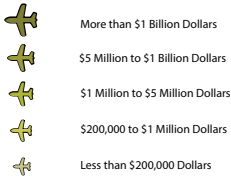
Railroad Value



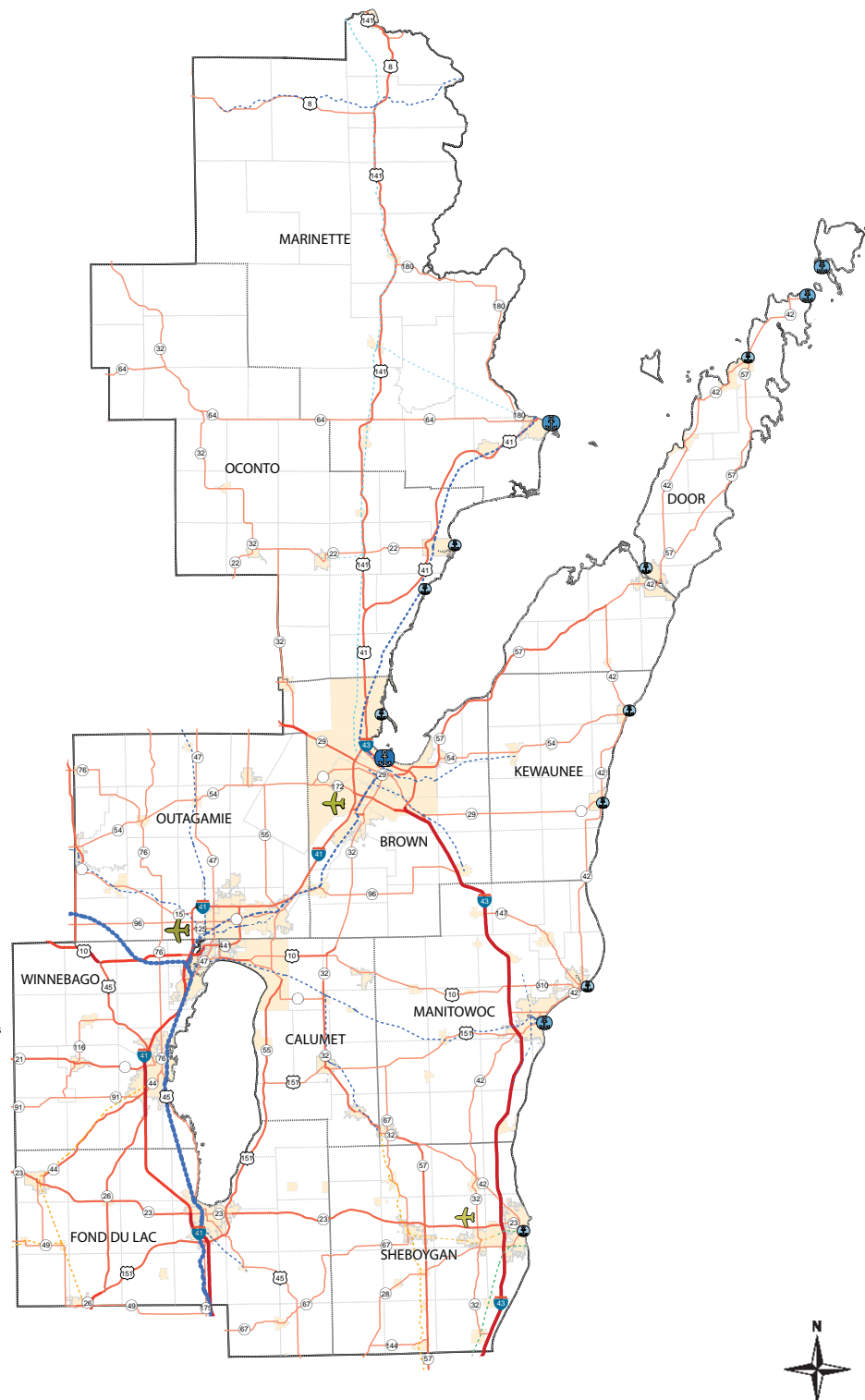
Port Value



Airport Value



Other Features



Public Hearing Presentation

State Freight Plan

Public Hearings
December 13 - 15, 2016

Donna Brown-Martin, Director
Bureau of Planning and Economic Development



Overview of Today's Presentation

- ▶ Why the State Freight Plan is Important to You
- ▶ Vision, Goals, Purpose
- ▶ State Freight Plan Strategy
- ▶ Draft Plan process review
- ▶ Importance of Input
- ▶ Freight Modes
- ▶ Performance Measurement
- ▶ Final Draft Plan Overview
- ▶ System-plan Environmental Evaluation
- ▶ Overview Selected State Freight Plan Policies
- ▶ Emerging Themes
- ▶ New Policies from Comments



2

State Freight Plan

- ▶ Why is this Important to you?
 - Freight transportation assets are an important economic driver
 - Freight movement is forecasted to increase by 2040
 - Public Involvement helps shape the State Freight Plan
 - WisDOT strives to be stewards of the state transportation system
 - Trends
 - Multimodal approach



3

State Freight Plan Vision

- ▶ WisDOT envisions a multimodal freight transportation system that enhances the state's economic productivity, competitiveness and quality of life through the movement of goods safely, reliably, and efficiently, while minimizing impacts to the natural environment



4

State Freight Plan Goals

- ▶ Enhance Safety, Security, and Resiliency
- ▶ Ensure System Preservation and Enhancement
- ▶ Enhance System Mobility, Operations, Reliability, Efficiency, and Connectivity



5

Purpose

- ▶ The State Freight Plan links freight specific transportation policy to planning and investment decisions.
- ▶ The plan also provides a framework to guide freight-focused improvements aimed at supporting the condition and performance of the state's multimodal transportation system.



6

State Freight Plan Strategy

- ▶ In support of the goals, WisDOT developed the following strategic approaches to guide policy development:
 - Position WisDOT to Facilitate the Safe and Efficient Movement of Freight
 - Integrate Freight Data and Information into WisDOT Investment Decisions – Integrate freight data and stakeholder input into WisDOT's planning, policies, programming and operational decisions



7

Draft Plan

- ▶ The Draft State Freight Plan was released in September and was accompanied by a 45 day public comment which ended on November 14, 2016
- ▶ WisDOT held 5 Public Involvement Meetings throughout the State in October
- ▶ Obtained comments from Freight Advisory Committee and Governors Freight Industry Summit in October
- ▶ WisDOT received over 280 comments
 - 150 from FAC and GFIS
 - 130 from E-mail and PIM's



8

Importance of Input

- ▶ Establishing policies that advance statewide direction and meet WisDOT's mission
- ▶ Fully understand the challenges faced throughout the state
- ▶ Make recommendations resulting in positive benefits and alignment with WisDOT priorities



9

Freight Modes

- ▶ Road
- ▶ Rail
- ▶ Airport
- ▶ Water
- ▶ Pipeline



10

Performance Measurement

Freight related metrics already measured by WisDOT



Mobility	Accountability	Preservation	Safety
<ul style="list-style-type: none"> • Delay • Incident response • Winter response 	<ul style="list-style-type: none"> • TEA Grants • On-time Performance 	<ul style="list-style-type: none"> • State highway pavement condition (backbone and non-backbone) • State bridge condition • State-owned rail line condition • Airport pavement condition • State highway maintenance 	<ul style="list-style-type: none"> • Fatalities • Injuries • Crashes • Safety belt use



Federal Performance Measures

- ▶ “Freight Movement on the Interstate System”
 - MAP-21 Required FHWA to Propose 2 Specific Performance Measures:
 - Percent of the Interstate System Mileage Providing for Reliable Truck Travel Time
 - Percent of the Interstate System Mileage Uncongested



Final Draft Plan Overview

- ▶ Chapter 1: Introduction
- ▶ Chapter 2: Transportation Stakeholders and Institutions
- ▶ Chapter 3: Public Involvement
- ▶ Chapter 4: Economic Context of Freight on Wisconsin's Transportation System
- ▶ Chapter 5: Wisconsin's Transportation Assets
- ▶ Chapter 6: Transportation System Condition and Performance
- ▶ Chapter 7: Freight Trends, Issues and Forecasts



13

Final Draft Plan Overview

- ▶ Chapter 8: Freight Policies and Strategies
- ▶ Chapter 9: Investment Plan
- ▶ Chapter 10: Environmental Justice
- ▶ Chapter 11 : System-plan Environmental Evaluation



14

System-plan Environmental Evaluation (SEE)

- ▶ The SEE analysis is a qualitative review of the potential environmental impacts of the draft plan
 - Trans 400 defines the process to review evaluate the potential environmental impacts in accordance with the Wisconsin Environmental Policy Act
 - Required when a long range plan includes recommendations that are deemed to have potentially major and significant impacts to the natural environment
 - Contributes to WisDOT's policy of meeting transportation needs while also minimizing environmental impacts



15

Selected State Freight Plan Policies

- ▶ Highway
 - Continue using a performance-based approach to identify state trunk highway system preservation needs, including development of a bridge asset management system
 - Identify and preserve a sub-system of Wisconsin's State Highways that accommodate over-height loads (up to 20 feet), over-weight and over-size loads
 - Support greater use of technologies to improve the safety and efficiency of operations along corridors with high freight movement frequencies
- ▶ Local Roads
 - Assist in providing asset management strategies and tools for local governments to ensure that selected system preservation improvements provide cost-effective service life extension



16

Selected State Freight Plan Policies

- ▶ **Rail**
 - Maintain state-owned rail lines to allow service levels to continue uninterrupted, and without additional restrictions.
- ▶ **Ports and Waterways**
 - Continue state assistance programs for harbor improvements
- ▶ **Airports**
 - Use the Airport Improvement Program to help Wisconsin airports accommodate business planes
- ▶ **Pipelines**
 - Strategic approach includes limiting the negative impacts of crude oil movements on other transportation users



17

Emerging Themes

Modal Issues

- ▶ Ports need to be recognized as a critical asset and need a multimodal freight network to function.
- ▶ The state needs to take a more active role working with the rail providers, notably the class 1 rail providers, to improve freight rail service.
- ▶ WisDOT needs to determine its role in establishing intermodal facilities in the state.
- ▶ Commenters suggested that there is a lack of harmony between states on oversize/overweight permitting.
- ▶ Commenters proposed configurations for changing truck size and weight for legal and oversize loads.



18

Emerging Themes

Freight Projects

- ▶ Comments were received regarding the priority project list in the state freight plan. Commenters asked if there would be an opportunity to add local street and highway projects to the priority project list in the state freight plan.
- ▶ Including local streets in the priority project list would recognize the importance of first mile/last mile connections.

Safety

- ▶ Concerns of movement of crude oil and hazardous materials by all modes of transportation.



19

New Policies from Comments

1. WisDOT will continue to coordinate with state, regional and international partners, as well as explore the development of a maritime strategy for Wisconsin, to support maritime transportation as part of a safe, efficient and seamless freight transportation system.
2. WisDOT will work with stakeholders to facilitate a discussion to develop an intermodal strategy for Wisconsin.
3. WisDOT will review project development process and design standards to incorporate the needs of freight system users.
4. WisDOT will provide tools/materials that communicate and educate industry and the general public on pertinent freight topics and issues.
5. WisDOT will leverage the data, tools and methods developed through the freight plan to inform project prioritization and investment decision, as well as provide them for DOT partners.



20

New Policies from Comments

6. WisDOT will continue to work with other states to identify harmonization opportunities.
7. WisDOT will investigate ways to simplify, streamline and provide more permitting options.
8. WisDOT will continue its efforts to promote safe rail crossings throughout the state.
9. WisDOT will monitor national best practices and other initiatives related to reducing freights impact on the environment.

Send us your input

Mail: Wisconsin State Freight Plan
4802 Sheboygan Avenue - Room 901
PO Box 7913
Madison, WI 53707-7913

Online: <http://wisconsinfreightplan.gov>

Email: freightplan@dot.wi.gov

Phone: 608-266-9476



De Pere Public Meeting Transcript

State Freight Plan Public Hearing
Brown County Library - Kress Family Branch

December 13, 2016

Page 2	Page 3
<p>1 (December 13, 2016)</p> <p>2 MS. BROWN-MARTIN: We will begin the</p> <p>3 process for the public hearing. There are two of us.</p> <p>4 I'm Donna Brown-Martin. I'm the bureau director for</p> <p>5 planning and economic development. I am the</p> <p>6 chairperson for the public hearing today.</p> <p>7 Jennifer Sarnecki-- Do you want to tell them--</p> <p>8 MS. SARNECKI: Hi. I'm Jennifer Sarnecki,</p> <p>9 statewide planning chief with the Wisconsin Department</p> <p>10 of Transportation.</p> <p>11 MS. BROWN-MARTIN: Okay. The court</p> <p>12 reporter for us tonight is Beth Goral. She is the</p> <p>13 court reporter, and she'll be taking down the text and</p> <p>14 information as you read your statement officially</p> <p>15 tonight.</p> <p>16 Starting off with the formal hearing opening</p> <p>17 statement. This public hearing is being conducted on</p> <p>18 behalf of the Department of Transportation as part of</p> <p>19 the comprehensive public outreach for the State Freight</p> <p>20 Plan.</p> <p>21 The objective of this public hearing is to give</p> <p>22 you full opportunity to express your opinions about the</p> <p>23 State Freight Plan. You may also present questions as</p> <p>24 part of your testimony for the department's</p> <p>25 consideration.</p>	<p>1 We want to ensure that we capture the complete</p> <p>2 expression of public opinion and your individual</p> <p>3 viewpoints so that they can be considered by the</p> <p>4 department before the final plan is adopted.</p> <p>5 Those of you wishing to provide open testimony</p> <p>6 should have completed a registration slip with your</p> <p>7 name, city of residence, and, if applicable, the</p> <p>8 organization you represent.</p> <p>9 The registration slips were numbered in the order</p> <p>10 they were received. The moderator will use these</p> <p>11 registration slips to call people up to the microphone</p> <p>12 to speak. And Jennifer is the moderator.</p> <p>13 If you have not filled out a registration slip and</p> <p>14 wish to speak, raise your hand and a WisDOT</p> <p>15 representative will give you one. Fill it out and</p> <p>16 return it to a WisDOT representative who will number it</p> <p>17 and give it to the moderator.</p> <p>18 If you would rather not make an oral statement at</p> <p>19 the microphone, you may provide oral testimony in</p> <p>20 private to a court reporter through the conclusion of</p> <p>21 the hearing. You may also submit a written statement,</p> <p>22 which will also become part of the official record.</p> <p>23 The hearing is scheduled to end at 7:30.</p> <p>24 Everybody wishing to provide oral testimony at the</p> <p>25 microphone will have the opportunity to do so, even if</p>
Page 4	Page 5
<p>1 we go beyond the official end time. Each person's turn</p> <p>2 will last three minutes.</p> <p>3 Once everyone who desires to speak has had their</p> <p>4 turn, round one will be concluded. If there is no time</p> <p>5 remaining or if we have gone beyond the official end</p> <p>6 time of 7:30, the hearing will conclude with one round.</p> <p>7 If there's time remaining after round one, we will</p> <p>8 conduct a second round of turns at the microphone until</p> <p>9 time runs out. People will be called upon in the same</p> <p>10 order as in round one. We will determine then whether</p> <p>11 or not to extend the end time of the formal hearing</p> <p>12 slightly or reduce the amount of time per turn in round</p> <p>13 two.</p> <p>14 Anyone wishing to provide additional testimony</p> <p>15 after the conclusion of the formal hearing is welcome</p> <p>16 to submit written testimony to WisDOT. Written</p> <p>17 testimony will be part of the official record, as long</p> <p>18 as it is received before the end of the formal comment</p> <p>19 period, January 23rd, 2017.</p> <p>20 Any questions on the format?</p> <p>21 THE PUBLIC: (No response.)</p> <p>22 MS. BROWN-MARTIN: Okay. We now invite</p> <p>23 you to provide open oral testimony on the State Freight</p> <p>24 Plan.</p> <p>25</p>	<p>1 MS. SARNECKI: The first person to speak</p> <p>2 is Walt Raith, followed by David Wheeler.</p> <p>3 MR. RAITH: Thank you. I'm Walt Raith</p> <p>4 with the East Central Wisconsin Regional Planning</p> <p>5 Commission. I'm the assistant director of the</p> <p>6 Metropolitan Planning Organization. We serve as the</p> <p>7 metropolitan planning agency for the Fox Cities,</p> <p>8 Oshkosh, and Fond du Lac area.</p> <p>9 I just want to commend the Department of</p> <p>10 Transportation on the job that they've done on the</p> <p>11 freight plan. And more importantly, that their plans</p> <p>12 to move forward with-- This isn't over yet. We're</p> <p>13 going to keep working on this and we're going to put</p> <p>14 new tools in place to improve freight conditions in</p> <p>15 Wisconsin.</p> <p>16 I think from our perspective that the freight</p> <p>17 capacity on our system are in good shape. We have a</p> <p>18 very good highway system in place. We have a lot of</p> <p>19 rail infrastructure and a lot of opportunities out</p> <p>20 there for building on to the freight system that we</p> <p>21 already have.</p> <p>22 The one suggestion that I'd like--and I think</p> <p>23 would go a long way is, we have kind of a four-lane</p> <p>24 section of I-41 between Green Bay and the Fox Cities</p> <p>25 with a six-lane portion between the Fox Cities and</p>

<p style="text-align: right;">Page 6</p> <p>1 Fond du Lac to the south; I think it's really 2 important, in the long-term, that--that that facility 3 needs to be upgraded to six lanes. 4 And with--with the--now with the freight plan and 5 the policies for consideration of the multimodal work 6 that you do, that facility would have--freight, 7 obviously, would be a big part of what you'd construct 8 with that in using the new federal regulations and the 9 emphasis on freight to help Wisconsin fund that, to 10 some degree. 11 But that's the--the primary thing. And we've been 12 involved with this, and no one can say that they didn't 13 have an opportunity to comment on the freight plan. 14 There's-- They can't. 15 So I just wanted to thank you for being here and 16 working with us and working closely with the Department 17 of Transportation and want to continue to do so. Thank 18 you. 19 MS. SARNECKI: Thank you. 20 Mr. Wheeler. 21 MR. WHEELER: Hi. My name is David 22 Wheeler, and I am a citizen that travels the interstate 23 highways. And I've--I've lived here for over 40-some 24 years. And I've witnessed all the changes that 25 have--that I've observed on the highway system before</p>	<p style="text-align: right;">Page 7</p> <p>1 the interstate--43 Interstate and Interstate 41. 2 I commend you for the work that you're doing and 3 hope that I could contribute in this way of saying that 4 the study should--should be--the scope of the study 5 should be of--take into account the traffic volumes 6 from 2020 and beyond. 7 I believe that--it's my feeling that we need new 8 conduits of freight movement capacity in the--in the 9 context of rail corridors that need to be invested in 10 Wisconsin. 11 It's my observations that more intermodal is 12 happening from Chicago to Green Bay, which, back in the 13 mid-'90s when the corridors were taken out of service, 14 specifically, the Milwaukee Road and the Chicago North 15 Western, that was before globalization, before a lot of 16 freight was moved from overseas ports. 17 Well, that capacity was taken out and, of course, 18 was transferred to the highways, which, I think that 19 the wear and tear on the highways and congestion are 20 impeding the--such as the things that you've mentioned 21 in your--in your performance measurement freight 22 analysis that the--that you've done. 23 I hope that those numbers reflect the metrics from 24 the mid-'90s up until the present time, because I think 25 that needs to be accommodated.</p>
<p style="text-align: right;">Page 8</p> <p>1 I think that Wisconsin is not collecting enough 2 revenue from--from truck and railroad freight traffic. 3 The railroads are operating intermodal, you know, with 4 freight. You know, that's their--their door to door 5 service. 6 I don't think that--you know, that they are in the 7 fund development or the-- And so I think that the 8 north, south routes that were taken out of service, 9 like the Milwaukee Road and the Chicago North Western 10 that followed the--followed the lakeshore, I think they 11 need to be long-term put back into service for 2020 and 12 beyond as a reliable conduit for freight capacity. 13 And I'd like to--to also, within that scope, say 14 that--or, mention that when we talk about putting lines 15 back into service, that--of course, the lines do have 16 bridges. Well, I--and bridges are expensive. But I 17 think the cost of--of rebuilding a bridge should be 18 equated with the cost per mile of interstate highway, 19 and I think that there would be--you know, to put it in 20 perspective. 21 And once the bridge is done, you know, it's--it's 22 good--you know, it's service is 60 years or 80 years 23 plus, versus a highway that's only good for maybe ten 24 years. So that's--that's all I would like to 25 contribute at this time. Thank you.</p>	<p style="text-align: right;">Page 9</p> <p>1 MS. SARNECKI: Thank you. 2 MS. BROWN-MARTIN: Thank you. 3 I think I know the answer to this, but is there 4 anyone else? 5 THE PUBLIC: (No response.) 6 MS. BROWN-MARTIN: Okay. Well, we are--we 7 are here officially until 7:30, so we'll still be here 8 and we'll wait for--for more comments. Thank you. 9 I do want to read into the--just make notice into 10 the record. We received written testimony to the 11 department regarding the importance of including the 12 Southern Bridge and Arterial Streets Corridor on the 13 state freight plan's priority project list. This is 14 being submitted by Brown County executive, Troy 15 Streckenbach. So we would submit this written 16 statement into the record. 17 (Off the record.) 18 Chairperson announces that the hearing is concluded, 19 thanks the assembly for taking time to participate in 20 this public hearing, and reminds them that they are 21 free to submit written testimony, which much be 22 received by WisDOT on or before Monday, January 23rd, 23 2017. 24 (Hearing concludes.) 25</p>

Page 10

1 STATE OF WISCONSIN)

)SS.

2 COUNTY OF BROWN)

3

4 I, Beth M. Goral, Court Reporter and Notary Public
5 in and for the state of Wisconsin, do hereby certify
6 that I have carefully compared the foregoing 9 pages
7 with my stenographic notes, and that the same is a true
8 and correct transcript.

9 I further certify that I am not a relative or
10 employee or attorney or counsel of any of the parties,
11 or a relative or employee of such attorney or counsel,
12 or financially interested in said action.

13 Dated at Green Bay, Wisconsin, on this 16th day
14 of December 2016.

15

16

Beth M. Goral
Court Reporter
Notary Public

17

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21

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My commission expires January 1, 2017.

23

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West Allis Public Meeting Transcript

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WISCONSIN STATE FREIGHT PLAN

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WisDOT Public Hearing

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Tommy G. Thompson Youth Center

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Milwaukee, WI

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December 14, 2016

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REPORTED BY ANITA FOSS

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REGISTERED PROFESSIONAL REPORTER

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MILWAUKEE COURT REPORTERS

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262-210-6215

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TRANSCRIPT OF PROCEEDINGS

MS. BROWN-MARTIN: We will get started with the public hearing. So I'm going to call up the folks for the table here. So again, my name is Donna Brown-Martin; I'm the chairperson for the public hearing. I have Jennifer Sarnicky.

MS. SARNICKY: I'm the statewide planning chief of the Wisconsin Department of Transportation.

MS. BROWN-MARTIN: And Andrew levy.

MR. LEVY: Good evening, I'm one of the planning supervisors in the southeast region at the Wisconsin Department of Transportation.

MS. BROWN-MARTIN: He's the timekeeper. Okay. And then we have a court reporter. Your name?

COURT REPORTER: Anita Foss.

MS. BROWN-MARTIN: Anita Foss is our court reporter for tonight's testimony. She's capturing the testimony presented for the official record. Okay. So to start off, the formal hearing is now beginning. It is 6:15. We are 15 minutes behind because we started a little late; we didn't have folks to begin the process before now. So officially at about 6:16 we're starting the formal

1 hearing process. And I'll read an opening
2 statement to the group.

3 This public hearing is being
4 conducted on behalf of the Department of
5 Transportation as part of the comprehensive public
6 outreach for the state freight plan. The objective
7 of this public hearing is to give you full
8 opportunity to express your opinions about the
9 state freight plan. You may also present
10 questions, as part of your testimony, for the
11 Department's consideration. We want to ensure that
12 we capture the complete expression of public
13 opinion and your individual viewpoints so that they
14 can be considered by the Department before the
15 final plan is adopted.

16 Those of you wishing to provide
17 open testimony should have completed a registration
18 slip with your name, city of residence, and, if
19 applicable, the organization you represent. The
20 registration slips were numbered in the order they
21 were received. The moderator will use these
22 registration slips to call people up to the
23 microphone to speak. If you have not filled out a
24 registration slip and wish to speak, raise your
25 hand, and a WisDOT representative will give you

1 one. Fill it out and return it to a WisDOT
2 representative, who will number it and give it to
3 the moderator.

4 If you would rather not make an
5 oral statement at the microphone, you may provide
6 oral testimony in private to a court reporter
7 through the conclusion of the hearing. You may
8 also submit a written statement, which will also
9 become part of the official record. The hearing
10 scheduled to end -- is scheduled to end at 7:30.
11 Everybody wishing to provide oral testimony at the
12 microphone will have the opportunity to do so, even
13 if we go beyond the official end time.

14 Each person's turn will last
15 three minutes. Once everyone who desires to speak
16 has had their turn, round one will be concluded.
17 If there is no time remaining, or if we have gone
18 beyond the official end time of 7:30, the hearing
19 will conclude with one round. If there is time
20 remaining after round one, we will conduct a second
21 round of turns at the microphone until time runs
22 out. People will be called upon in the same order
23 as in round one.

24 We will determine then whether or
25 not to extend the end time of the normal hearing

1 slightly or reduce the amount of time per turn in
2 round two. Anyone wishing to provide additional
3 testimony at the conclusion of the formal hearing
4 is welcome to submit written testimony to Wisconsin
5 DOT. Written testimony will be part of the
6 official record as long as it is received before
7 the end of the formal comment period, which is
8 January 23, 2017.

9 Are there any questions about the
10 speaking format? Okay. We now invite you to
11 provide open, oral testimony on the state freight
12 plan.

13 (Pause in proceedings.)

14 MS. BROWN-MARTIN: We had no commenters
15 at the end of the allotted time. The hearing is
16 concluded at 7:30.

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1 STATE OF WISCONSIN)
2) ss.
3 COUNTY OF MILWAUKEE)

4 I, ANITA KORNBURGER-FOSS, Registered
5 Professional Reporter and Notary Public in and
6 for the State of Wisconsin, do hereby certify
7 that the preceding hearing was recorded by me
8 and reduced to writing under my personal
9 direction.

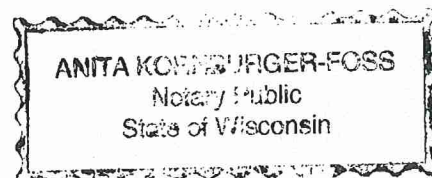
10 I further certify that said hearing was
11 taken at 640 South 84th Street, Milwaukee,
12 Wisconsin, on December 14, 2016.

13 I further certify that I am not a relative
14 or employee or attorney or counsel of any of
15 the parties, or a relative or employee of such
16 attorney or counsel, or financially interested
17 directly or indirectly in this action.

18 In witness whereof, I have hereunto set my
19 hand and affixed my seal of office at
20 Milwaukee, Wisconsin, this 31st day of
21 December, 2016.

22 
ANITA KORNBURGER-FOSS, RPR - Notary Public

23 My commission expires May 13, 2017.



Madison Public Meeting Transcript

STATE FREIGHT PLAN

PUBLIC HEARING

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State Freight Plan Public Hearing held at Wisconsin
Department of Transportation Southwest Region Office,
2101 Wright Street, Madison, Wisconsin 53704, on December
15, 2016 commencing at 4:30 in the afternoon.

=====

(No Witness Appeared at Hearing)

Mindla
Notary Public, State of Wisconsin



State Freight Plan

Public Hearing Chairperson's Guide

(Adapted from DTSD's Public Hearing Chairperson's Packet)

Formal Hearing portion of hybrid public hearing:

General outline of the formal hearing for oral testimony in an open setting:

1. Welcome
2. Presentation
3. Opening Statement
4. Invitation of Testimony
5. Closing Statement

1) WELCOME by Chairperson

The Chairperson introduces herself, title, and explains that she will be serving as the Hearing Chairperson. She thanks the assembly for attending this public hearing on the State Freight Plan.

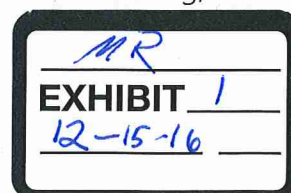
The Chairperson introduces other WisDOT people at front table—names and titles, and roles as **Moderator** and **Timekeeper**.

She introduces court reporter and explains that he/she will be capturing the testimony presented for the official record.

She states that the formal hearing will begin immediately following a short presentation. There will be a very short time for any burning questions and explains that the Q/A will not be part of the official proceedings and not considered as oral testimony. [This was how DTSD described it in their documentation.] She can remind the assembly that speakers can ask questions as part of their oral testimony.

NOTE: WisDOT public hearings are structured but largely informal events, held at the convenience of the majority of potential attendees and for the purpose of receiving and documenting citizen input. Cross examination of witnesses is not permitted. A determination of whether to answer questions as part of the formal hearing testimony or to answer them after the formal hearing (not as part of the official record) is left to the discretion of the Hearing Chairperson. Questions of a more general nature and which may be of interest to those in attendance could be addressed during the Q/A session after the presentation. Questions that may be of interest only to the particular individual are typically answered by staff at the "back of the room" or during the informal session following the traditional-style portion of the hybrid-style hearing adjournment. The Hearing Chairperson's preference and the atmosphere of the public hearing will generally dictate the manner of handling questions; **however, it has usually proven the best approach is to publicly answer questions to the best of staff ability without subjecting staff to cross examination.**

If the presentation is to be part of the official hearing, have the court reporter transcribe the presentation. If the presentation (and Q/A) is to conclude before the formal hearing, exclude the presentation from the formal transcript.



2) PRESENTATION

Chairperson gives the presentation and conducts the very brief Q/A session [for any burning questions].

3) FORMAL HEARING OPENING STATEMENTS

The **Chairperson** announces that the formal hearing will begin; she gives the opening statement and describes the process by which people will be called upon to speak:

"This public hearing is being conducted on behalf of the Department of Transportation as part of the comprehensive public outreach for the State Freight Plan.

The objective of this public hearing is to give you full opportunity to express your opinions about the State Freight Plan. You may also present questions as part of your testimony for the Department's consideration. We want to ensure that we capture the complete expression of public opinion and your individual viewpoints so that they can be considered by the Department before the final plan is adopted.

Those of you wishing to provide open testimony should have completed a registration slip with your name, city of residence, and, if applicable, the organization you represent. The registration slips were numbered in the order they were received. The moderator will use these registration slips to call people up to the microphone to speak. If you have not filled out a registration slip and wish to speak raise your hand and a WisDOT representative will give you one. Fill it out and return it to a WisDOT representative who will number it and give it to the moderator.

If you would rather not make an oral statement at the microphone, you may provide oral testimony, in private, to a court reporter through the conclusion of the hearing. You may also submit a written statement, which will also become part of the official record.

The hearing scheduled to end at 7:30. Everybody wishing to provide oral testimony at the microphone will have the opportunity to do so—even if we go beyond the official end time. Each person's turn will last three minutes. Once everyone who desires to speak has had their turn, Round One will be concluded.

If there is no time remaining or if we have gone beyond the official end time of 7:30, the hearing will conclude with one round. If there is time remaining after Round 1, we will conduct a second round of turns at the microphone until time runs out. People will be called upon in the same order as in Round 1. We will determine then whether or not to extend the end time of the formal hearing slightly, or reduce the amount of time per turn in Round 2.

Anyone wishing to provide additional testimony after the conclusion of the formal hearing is welcome to submit written testimony to WisDOT. Written testimony will be part of the official record as long as it is received before the end of the formal comment period, January 23, 2017."

Are there any questions about the speaking format?

We now invite you to provide open oral testimony on the State Freight Plan.

4) INVITATION OF TESTIMONY

The **Moderator** begins the call for testimony. Names will be called from the numbered registration slips he or she is holding. The Moderator calls the name of the person to speak and the name of the person who is "on deck" to speak next. The Moderator explains that the person "on deck" may proceed to the mic and stand behind the current speaker. This will keep things moving with little delay, enabling more time for testimony.

The **Moderator** again reminds the assembly that we are asking speakers to limit oral testimony to 3 minutes so that everyone has an opportunity to present their testimony. [If the person is reading a written statement, they should conclude after 3 minutes, even if they have not completed the statement. They may resume where they left off during their second turn—OR—provide the remainder of the statement to the court reporter in the private testimony area before the hearing ends—OR—submit the remainder of their statement as written testimony.]

The **Moderator** explains the **Timekeeper's role**, to monitor the time and notify the speaker of the time remaining in their turn. The **Timekeeper** will hold up a sign at the one-minute-remaining mark, when there are 15 seconds remaining (optional), and when time is up. The moderator should ask that speakers heed the time limit to allow everyone a chance to speak.

The **Moderator** will call the first two people to the microphone and ask the first person to state their name, city of residence, and organization they represent, if any, before beginning their testimony.

This will continue until the formal hearing has concluded.

5) CLOSING STATEMENT

At the end of the allotted (extended) time, the **Chairperson** announces that the hearing is concluded, thanks the assembly for taking time to participate in this public hearing, and remind them that they are free to submit written testimony which must be received by WisDOT on or before Monday, January 23, 2017.

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