

ID	Comment	Source	Response
1	How recent is trend data?	Meeting 2 Minutes	<b>Meeting Response:</b> The most recent data possible was used to develop trends. Some data, such as U.S. Census data, is not updated as frequently.
2	Chapter 2 appears to combine the maintenance and preservation together and does not include much discussion of system preservation.	Meeting 2 Minutes	<b>Meeting Response:</b> System preservation is addressed separately in the <i>Promote transportation efficiencies</i> chapter.
3	There is no mention of enabling legislation for transit service.	Meeting 2 Minutes	<b>Meeting Response:</b> This will be clarified in the plan. The draft transit policy in the <i>Provide Mobility and Transportation Choice</i> chapter says: "WisDOT will support new statewide enabling legislation for the creation of independent transit governing bodies - particularly RTAs - with revenue raising authority to generate new local sources of transit funding. WisDOT's support for such bodies is based on their ability to operate efficiently and address mobility needs on a regional basis, which allows local jurisdictions to coordinate their own efforts."
4	<b>Introduction, Page 2-3, Comp Plan Text:</b> Comprehensive Planning Law was amended so that the consistency requirement (s.66.1001(3)) now requires that only a select few certain land use regulations be consistent with a comprehensive plan beginning in 2010. The order that the elements are listed in matters somewhat (esp. that land use is after 7 other elements) because it implies that other policy issues related to land use should be considered before drawing lines related to the land use element. <b>See Herreid Comments doc for recommended re-wording.</b>	Peter Herreid, DOA	DOA text was accepted
5	<b>Chapter 3, Page 27, Comp Plan/Smart Growth text.</b> I do not think comp. Planning should be referred to first as "smart growth" and then "also known as" comprehensive planning. Comp. Planning empowers communities to facilitate smart growth, but smart growth is not always the outcome of comp. planning. Comp planning is locally driving, reflects local communities vision and how it values property rights. Most communities choose not to have smart growth. <b>See Herreid Comments doc for recommended re-wording.</b>	Peter Herreid, DOA	DOA text was accepted

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6	<p><b>Chapter 2, Transit Challenges:</b> Lack of dedicated transit funding was listed as a challenge to transit in the plan. However, SAFETEA-LU provides the ability for states to flex highway funds for use on transit projects. This can be accomplished by requesting the FHWA to transfer a portion of a state's allocated highway funding to the FTA for use on designated projects or programs. This may be worth considering.</p>	Cameron Bump, DNR	<p>SAFETEA LU does provide the ability for states to transfer flex highway funds for specific transit projects (capital). However, WisDOT does not have the authority to do this, only the legislature can authorize WisDOT's budget. However, the state can and does approve the use of CMAQ funds (which technically are highway funds) for transit projects in non-attainment and maintenance areas. In 2008, over \$2.4 million in CMAQ funds were used for transit projects. In addition, federal highway funds that go to MPOs with 200,000 population or larger (STP Urban funds) can be used for transit system capital projects.</p>
7	<p><b>Chapter 2, Bike/Ped Challenges:</b> Safety and connectivity are listed as challenges to bicyclists and pedestrians. I suggest that you expand the descriptions to put these challenges into better context as you do with other modes listed in the chapter. Also, add funding to the list of bicycle challenges.</p>	Cameron Bump, DNR	<p>Added under bicycle and pedestrian challenges "Funding Inadequacy", "Improve Safety while increasing Usage" " Improve connectivity between Bikeways", "Improve walkway connectivity along and across highways" to chapter 2.</p>
8	<p><b>Chapter 2: Aviation Challenges:</b> The aviation sector is one of the only sectors showing an air emission inventory increase. In addition, expanding runways often affects stormwater runoff and wetlands. I suggest that you add environmental considerations such as air and water quality to aviation challenges as well as the rising cost of fuel.</p>	Cameron Bump, DNR	<p>Added "environmental concerns" to bullet list of Airport Key Challenges</p>

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9	<p><b>Chapter 3, Fuel Cost and Availability:</b> Are potentially rising energy costs factored into the travel pattern projections and other trends that are discussed in this chapter? Will Truck VMT increase as much as thought with fuel costs factored in or will rail play a more prominent role?...The cost of energy statistics from 2006 to 2008 should be updated to reflect the current upward trend...If the vision cast in C2030 is based on assumptions that are incorrect/slightly off, decisions made based on this plan could be pointing the future of transportation investment in the wrong direction.</p>	Cameron Bump, DNR	<p><b>Meeting Response:</b> Energy costs are not explicitly included in WisDOT's VMT forecasting model (Page 3). The forecasting model for VMT is not a multi-modal model nor does it forecast modal shift. On p. 22 the costs for energy are noted as reflecting a current upward trend. The figure entitled, "WI Motor Gasoline and Diesel Fuel Retail Prices, 1970-2006" was brought in from Wisconsin's Office of Energy Independence. This figure is the most recent data from that source. <i>Connections 2030</i> reflects a policy based approach toward transportation decision-making. Fluctuations in energy costs (and other costs) could have effects on the transportation sector; the plan policies have been drafted to be flexible to allow the department to account for and respond to major changes.</p>
10	<p><b>Chapter 3, Energy and Environment:</b> Your summary of energy trends to lead off the "Energy and Environment" section doesn't mention future long-term fuel supply constraints that could affect the overall price and availability within the planning period. Would it be of value to add this topic here?</p>	Cameron Bump, DNR	<p>The <i>Trends</i> chapter describes the conditions under which the plan was developed and notes that this issue along with the others identified affects transportation decision making. The <i>Foster Wisconsin's economic growth</i> chapter further discusses the issues surrounding fuel price end sustainability.</p>
11	<p><b>Chapter 3, Energy and Environment:</b> Later in the chapter, you include a good brief discussion of peak oil and how it might affect future oil prices. This is becoming more prominent in public discussion. It would be natural to have this type section expanded to explain how well Wisconsin is positioned if fuel becomes short in supply.</p>	Cameron Bump, DNR	<p>This issue is further discussed in the <i>Foster Wisconsin's economic growth</i> chapter as part of the "Partner with consumers to and businesses to increase transportation sustainability" policy.</p>

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12	<b>Chapter 3, Alternative Fuels:</b> (plan gives introduction to alternative fuels, ethanol, biodiesel.) I suggest that you add a narrative describing the renewable fuels mandate and how bio-fuels will be important as a Wisconsin industry. Are there transport models that will be more or less important to grow our biofuels industry? Will pipeline accessibility be important? Would there be an advantage to Wisconsin if alternative fuels use were promoted on DOT projects? (this may assist the continued development and growth of alternative fuels industry. this may have long-lasting impacts in Wisconsin becoming a leader in alternative fuels & more self sufficient in energy use.	Cameron Bump, DNR	WisDOT will follow the guidelines established by the Office of Energy Independence, the mission of which is to challenge the state to utilize 25 percent electricity and 25 percent transportation fuel from renewable sources by 2025. The Office of Energy Independence is leading Wisconsin toward the goal: Achieving 25 x 25. WisDOT will acknowledge and adopt as appropriate these energy initiatives.
13	<b>Chapter 3, Intercity bus Service:</b> There is a brief discussion in the Trends chapter of intercity bus service benefiting from intermodal connection at park-and-ride facilities. In the <i>Provide mobility transportation choice</i> chapter reviewed earlier this year, there didn't seem to be as detailed a discussion on park and ride facilities. I recommend that the <i>Provide mobility transportation choice</i> chapter discussion on multimodal connections include the example given in this chapter.	Cameron Bump, DNR	This example was added to the "Facilitate Intermodal Passenger Connections" policy on pg. 48 of the <i>Provide mobility transportation choice</i> theme chapter, under the heading: Improving Coordination between transportation modes.
14	<b>Chap. 3, Commuting:</b> Plan provides good analysis of commuting patterns into/from other states. Is there value gained by comparing commuting numbers between major communities in Wisconsin (e.g.. Madison-Milwaukee, Green Bay-Fox Valley cities, Central Wisconsin cities)? M & C chapter mentions intercity bus between communities, but I was unable to find real numbers of commuters to put into context the numbers of commuters entering/leaving the state. This analysis may provide some insight on efficient and effective alternative modes of transportation.	Cameron Bump, DNR	This analysis cannot be performed at this time, but one of the recommendations in Connections 2030 for the department to assume a greater proactive role in transit planning activities and this analysis would be part of that recommendation.
15	<b>Chap. 3.</b> I recommend you add "land use development patterns" as an issue closely linked to transportation in your opening statements of the chapter. (Commuting times become longer as development extends beyond urban fringe, population density determines if transit is viable).	Cameron Bump, DNR	Reference to land use development patterns was added to the beginning of the chapter, and text in parenthesis incorporated in the land use section towards end of chapter.

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16	<p><b>Chap 3, Bike/Ped/Transit:</b> A narrative for bike and ped travel to the 2000 US census chart on the "means of transportation to work" appears to be absent. Please include a discussion of bike/ped as a means to work resembling the other modes discussed.</p>	Cameron Bump, DNR	<p>Added the following in a new Bike/ped subheading under Modal Choice: Bicycle and pedestrian commuting is relatively low, but the census data represents the last week of March, not a favorable month for making non-motorized journeys. Together these two modes constitute a much higher percentage of all trips (8.2% combined) when all trip making is considered for all 12 months of the year.</p>
17	<p><b>Chap 3, Bike/Ped/Transit:</b> While the plan describes traffic on WI roadways will increase 33% by 2030, it does not appear to identify the projected use or need for transit services in 2030. The discussion on transit in this chapter should use a transit forecast (important data detail given demographic shift among those older than 65.) I also recommend that you add a visual aid depicting transit use roughly from 1976 to 2006.</p>	Cameron Bump, DNR	<p>WisDOT does not have a transit ridership forecast for the state of Wisconsin. WisDOT will not be able to produce this for this planning process. However, the draft plan recommends increased capacity for transit planning at WisDOT. Improved data and analysis, such as forecasts for transit ridership, would be part of this expanded planning effort. Currently, transit planning is done by the state's MPOs for public transit systems in their areas; by public transit systems themselves if not in a MPO area; and by RPCs for specialized transit. <i>Connections 2030</i> includes action items for creating and implementing coordinated human service and specialized transit plans. Based on analysis done as part of the plan development process, WisDOT expects transit ridership to increase during the plan period due to a number of factors including, but not limited to, an increasing elderly population and higher gas prices.</p>

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18	<p><b>Chap 3, Congestion/Highway Operations:</b> The plan describes summary of travel patterns for motorized vehicles. Please provide the technical underpinnings for 33% VMT increase by 2030. What is the fuel price input? Briefly describe how vehicle availability, income, and household size affect VMT. Will this increase be linear or gradually tapered? I recommend using something similar to the 2035 SEWRPC Long Range Plan as a template.</p>	Cameron Bump, DNR	<p><b>Meeting Response:</b> p. 3 - The forecasts predict an approximate increase of 33% for total VMT. Energy costs are not explicitly included in WisDOTs VMT forecasting model. Total VMT has been disaggregated into two components: personal and commercial VMT. WisDOT's Statewide travel demand model includes vehicle availability, household size, and workers, among other variables, in the passenger component. On the truck side it uses employment and productivity forecasts (employment from Woods and Poole and productivity by industry sector from REMI) to produce forecasts. While the statewide model covers only the major highways in the state, it produces passenger and truck growth rates very similar to our VMT only forecasting model. In terms of the VMT forecasting model, WisDOT models personal and commercial VMT separately to derive independent forecasts of each component. Personal VMT is estimated based on a function of annual average miles driven per licensed driver by gender, age group and income...(continued in next cell below)</p>

ID	Comment	Source	Response
			<p>(Continued) Using independent forecasts of these variables - population and licensed drivers by gender and age group (from DOA), plus per capita real income (from Global Insight and REMI) - over time to develop personal VMT forecasts. Personal VMT is projected to increase at a decreasing rate (tapering off over time). WisDOT estimates and forecasts commercial or heavy truck VMT as a function of the Real (inflation adjusted) Gross Domestic Product (GDPR), using a stochastic-trended or difference-stationary model. (More precisely, WisDOT developed a statistically significant regression model on the first difference of CVMT and GDPR over a 35-year time period, from 1970-2005). WisDOT's commercial VMT forecasts compare well with FHWA's Freight Analysis Framework.</p>
19	<p><b>Chap 3, Congestion/VMT:</b> I suggest you more clearly describe how the current body of transportation research correlates with public perception of congestion and Level of Service performance measures. How do people explain or describe their experience with congestion now? Expand the discussion on development of a travel delay model. Are there other states with examples? Will the travel delay model provide specific time savings/loss associated with congestion?</p>	Cameron Bump, DNR	<p>Many MPOs around the country, including SEWRPC, use travel delay models. WisDOT will develop a travel delay model to provide a better understanding of how many hours drivers are delayed due to congestion and the travel time savings that may result from alternative improvements or strategies.</p>

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20	<p><b>Chap 3, Air Quality:</b> The scientific community and the public have become increasingly aware of the potential impacts of Mobile Source Air Toxics from on-road vehicles...In order to assess these air toxics in the NEPA process, it is desirable for both DOT and DNR to better understand the recommendations from the ICF March 2007 guidance involving methods for various types of analyses. (as well as better understanding of tools available.) I propose that language related to work on such collaboration be placed into a DNR DOT Cooperative Agreement attachment on air quality. In honor of this future ongoing effort, I suggest that a reference be made in C2030 as to DOT's collaborative involvement in pursuing improved air quality.</p>	Cameron Bump, DNR	WisDOT will continue to work cooperatively with WisDNR to address air quality issues.
21	<p><b>Chap 3, Land Use:</b> The plan makes a good statement about the relationship between transportation infrastructure and land use (concur that decisions regarding each are definitely linked, cyclical). I suggest that an expanded land use discussion be added in the Quality of Life chapter. Since comprehensive planning is locally driven, the plan should explain that DOT project designers work closely with local governments in planning future transportation infrastructure development (interaction assures that transportation project corridor plans are in line with the local government's desires for growth or growth restrictions.)</p>	Cameron Bump, DNR	WisDOT works cooperatively with the MPOs on development of their long range transportation plans which are based on locally adopted comprehensive plans among other factors. The <i>Preserve Wisconsin's quality of life</i> chapter notes that WisDOT works with local governments to coordinate their comprehensive planning and transportation decisions. Also, land use is discussed under the land use and comprehensive approach policies in the <i>Preserve Wisconsin's quality of life</i> chapter

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1	The Chapter should have a discussion of what is sustainable in terms of funding for transportation systems and what is allotted by the legislature.	Meeting Minutes 2	<b>Meeting Response:</b> The intent of the plan is to focus first on preserving infrastructure to maximize its useful life. This effort includes developing methods to evaluate costs to maintain infrastructure, as well as long term costs when infrastructure is added to the system. The current level of funding allows WisDOT to continue to deliver its various programs. However, addressing the full range of needs extend over longer timeframes without additional funding. The increasing cost of infrastructure highlights the importance of maintenance activities. The meeting response is validated and expanded upon throughout the Finance chapter.
2	Has WisDOT conducted a "needs" study and where are the needs documented?	Meeting Minutes 2	<b>Meeting Response:</b> While a specific needs study has not been conducted, WisDOT maintains a database and knows the percentage of the STH system where needs are not met. The plan documents existing needs through various maps and discussion of thresholds for safety and congestion. WisDOT uses 'Metamanager' as a tool to estimate needs. In general WisDOT estimates that the pavement on about 20 % of the STH system is rated below desirable pavement standards. <i>Connections 2030</i> is a policy-based plan, which was developed with long-term trends and forecasts among the many inputs that make the case for needs, but rather than focusing on a specific needs analysis, <i>Connections 2030</i> offers policies which either address an existing need, or are more pro-active, thus reducing future needs.
3	Mowing activities can spread invasive species.	Tribal Meeting	<b>Meeting Response:</b> WisDOT implemented a revised mowing policy that requires equipment to be washed before moving to a different location to help minimize the spread of invasive species.
4	Can a tribe have maintenance authority for the portion of state highways located on tribal lands.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up

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5	Tribes should be notified of maintenance activities.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up
6	<p><b>Sustainability.</b> This chapter is a good opportunity to discuss sustainability in general. The plan suggests that without increases to funding, both DOT and local gov'ts will not be able to keep pace with preserving the transportation system. I take that statement to imply that without substantive changes, the transportation system as it exists today would be unsustainable. Rising costs of real estate, energy, and materials are major contributors to DOT's decreasing purchasing power. What is causing the increase in cost of these items (maybe finite resources becoming less available?) <i>Conservation and reuse of materials may in the long run decrease reliance on obtaining new materials - decreasing long term costs.</i> DOT has examples of reusing materials on projects and should continue its innovation to extend overall sustainability of the transportation system. Other examples could including minimizing new ROW acquisition by reducing design speeds and requiring construction projects to be done with greater energy efficiency.</p>	Cameron Bump, DNR	<p>1)Its not that the transportation system is unsustainable in its current form, it is that the current level of funding allows WisDOT deliver its core functions and deliver its programs, but it might take longer to implement projects. 2) WisDOT will continue to innovate and work to extend the overall sustainability of the transportation system - recycling of materials is mentioned on p.1 in the <i>Preserve Wisconsin's quality of life</i> theme chapter. 3) Action items in the "Partner with consumers and business to increase transportation sustainability" policy in the <i>Foster Wisconsin's economic growth</i> chapter include the department's commitment to address changes in fuel prices: encourage the use of alternative fuels, fuel conservation, and analyze trends to recommend changes in state policies and programs as appropriate.</p>
7	<p><b>Sustainability.</b> The plan explains that the recent rise in fuel cost has caused more people to drive less/find other more cost effective means to travel, resulting in overall slowing of fuel purchased. As fuel usage declines, so does income from gas tax/other fuel surcharges (main funding sources for trans. infrastructure improvements.) As fuel use increases, emissions increase. Arguably, increased fuel consumption is needed to keep transportation funding sustainable, but increased fuel consumption may jeopardize natural resource sustainability. DOT should consider recommendations for funding to begin to depend less on a fuel surcharge- allowing for us to reach both sustainable natural resource use and sustainable transportation.</p>	Cameron Bump, DNR	<p><b>Meeting Response:</b> WisDOT has outlined many future considerations for funding in the <i>Funding Wisconsin's transportation system</i> chapter</p>

ID	Comment	Source	Response
8	<p><b>Sustainability.</b> (as mentioned in 1/23/2008 comments - Alternative Modes discussion in NEPA documentation). A serious look at alternative modes may extend the life of a highway facility. The plan mentions several times that the increased weight and numbers of freight trucking accelerates highway deterioration. Also, increases in commuters from suburban areas to employment centers tends to create congestion and thereby the need to expand heavily used highways. You may want suggest that alternative modes (multiple occupancy choices) could extend life of highways &amp; sustainability of the transportation system.</p>	Cameron Bump, DNR	<p>In the <i>Preserve and maintain Wisconsin's transportation system</i> theme chapter p. 1-2 it notes: "In addition, state preservation activities also include ensuring continued availability of transportation services such as retaining current passenger and freight options. Intercity passenger and freight transportation services are critical to the overall functioning of the state's transportation system. Ensuring the availability of transportation options to move both people and goods enhances Wisconsin's quality of life and economic well-being. Examples include:</p> <ul style="list-style-type: none"> <li>" Preserving rail corridors, including rights-of-way, for freight and passenger service (See <i>Foster Wisconsin's economic growth</i> )</li> <li>" Retaining public, human services and specialized transit services (see <i>Provide Mobility and Choice</i> Chapter)</li> <li>" Retaining and enhancing intercity passenger services such as intercity bus, passenger rail and air travel (see <i>Provide mobility and transportation choice</i> )</li> </ul>

ID	Comment	Source	Response
1	Multiple uses of trails or of WisDOT right-of-way pose a safety concern for the U.S. Forest Service	Meeting 1 minutes	Added: "Multiple uses of trails and unapproved uses of WisDOT right-of-way is another challenge that WisDOT is committed to addressing..." p. 3
2	Deer/car collisions can lead to fatalities. The chapter should discuss wildlife crossings as a way to minimize collisions. In addition, conservation plans for protected species should be consulted to identify mitigation options (I.e. Lynx)	Meeting 1 minutes	deer/vehicle crashes are discussed on p. 2 of the <i>Promote transportation safety</i> chapter. While wildlife crossings and conservation plans are, outside the scope of the <i>Promote transportation safety</i> theme chapter, they will be noted as a mitigation strategy.
3	The WisDOT North Central Region is working with the Menominee Tribal Police to better identify safety problems on WIS 47/55. Crashes involving tribal members are handled by tribal police. These crashes are not reported on the MV 4000 form. As a result the crashes are not identified during WisDOT safety reviews.	Tribal Meeting	This comment was referred to the department's tribal liaison and DMV staff. In addition, WisDOT will continue to monitor this situation and work to make improvements... <i>Promote transportation security</i> chapter pg. 6 states: "To strengthen planning capabilities, WisDOT will continue developing a computerized toolbox to improve data collection, sharing, and analysis. This system will enable staff to quickly and accurately identify locations with safety problems. The system will also encourage more coordination and cooperation both within and outside of the department. WisDOT will continue to refine data collection and analysis techniques and applications to improve planning and design for future transportation projects."
4	Many tribes are located in rural areas. The highways in these areas often follow the surrounding topography which can cause many safety issues including sight distance, hills, foliage, ATV crossing, alternative transportation modes, etc.	Tribal Meeting	Added: "For example, in rural areas, safety design challenges include topography, ATV crossings, and access points." to <i>Promote transportation safety</i> chapter pg. 10

ID	Comment	Source	Response
1	Future funding could be an issue with uncertainty surrounding gasoline use and the gas tax. Would WisDOT ever consider tollways?	Meeting Minutes 2	<p><b>Meeting Response 1:</b> Tolling and public/private partnerships are state government policy issues. Also it is uncertain if tolling would be legal from a state constitutional standpoint. <b>Meeting Response 2:</b> There may be very strict regulations and payback provisions involved with using federal money to build a tollway. (<i>Funding Wisconsin's transportation system</i> p. 22) Also, from <i>Funding Wisconsin's transportation system</i> p. 22: "Wisconsin supports many of the mid-term recommendations of the National Commission, but does not support the concept of tolling on any facility in Wisconsin."</p>
2	Is the <i>Connections 2030</i> Plan tied into state's greenhouse gas initiative?	Meeting Minutes 2	<p><b>Meeting Response:</b> The <i>Connections 2030</i> Plan notes the efforts of the Governor's Task Force on Global Warming. WisDOT is represented on Governor's task force, and participates when asked. WisDOT has responded to questions about intercity passenger rail. The Governor's Task Force on Global Warming is discussed on p. 56 of the <i>Foster Wisconsin's economic growth</i> theme chapter under the policy: "Partner with consumers and businesses to increase transportation sustainability." WisDOT will continue to participate in the task force and will follow recommendations when they are finalized.</p>

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3	<p>People tend to want to live in high value communities like Austin, TX. These communities seem to attract high value employers and employees, which facilitates economic growth. Does that chapter have a discussion of livable communities to attract employees.</p>	<p>Meeting Minutes 2</p>	<p><b>Meeting Response:</b> The chapter does not have a specific discussion on livable communities, but it does contain discussion on local comprehensive planning. High speed rail initiative would certainly benefit Wisconsin communities, provide connectivity, and have the potential to attract out-of-state businesses. Wisconsin does have high quality communities, but communities and the state need to get the word out. The chapter does not have a specific discussion of livable communities to attract employees. WisDOT does, however bring several tools to bear that contribute to creating livable communities. For example, p. 51 of the <i>Foster Wisconsin's economic growth</i> chapter states: "WisDOT will continue to administer the local Transportation Enhancements Program to fund multi-modal transportation alternatives and projects that enhance communities and the environment." Other tools WisDOT brings to bear include Community Sensitive Design and CMAQ (see <i>Preserve Wisconsin's quality of life</i>)</p>
4	<p>Expand on the chapter's use of the word "coordinate." Is the chapter attempting to describe coordination with private sector and local communities? Probably will be a need for infrastructure improvements to better accommodate freight needs. Freight logistical planning should also consider needs of transportation network. Chapter tends to place a large emphasis on labor availability, Wisconsin's business needs.</p>	<p>Meeting Minutes 2</p>	<p><b>Meeting Response 1:</b> At this point, <i>Connections 2030</i> focuses on WisDOT's need to better understand shipper's needs. WisDOT will need to get a handle on the basics of Wisconsin's statewide freight needs before focusing on coordination with MPOs and communities. <b>Meeting Response 2:</b> While data on freight movements exists, there are no specific models to predict freight traffic. Furthermore, studies on freight need to address intermodal connections. <b>Meeting Response 3:</b> Some coordination occurs with TEA program, and with the local roads and bridge program.</p>
5	<p>The chapters should address "reverse" commutes with low-income employees commuting to suburban retail.</p>	<p>Meeting Minutes 2</p>	<p>The chapter includes a discussion of the importance of transit to all users and the critical link to employment, services and other opportunities.</p>

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6	The Lac du Flambeau tribe is working with the Department of Tourism to staff travel centers.	Tribal Meeting	Noted, no response necessary
7	What authority does the state have over railroads?	Tribal Meeting	The State's authority over railroads is limited to that provided to the Office of the Commissioner of Railroads (OCR). The OCR has the responsibility to establish the appropriate warning devices at highway/railway grade crossings, determine whether a new highway/railway grade crossing should be established, whether an existing highway/railway crossing should be discontinued, receive annual reports of traffic moved in Wisconsin. Almost all other aspects of authority is retained by the Federal Government.
8	Who approves the formula for local road aids?	Tribal Meeting	<b>Meeting response:</b> The state legislature sets an annual level of GTA funding. Based on the funding level, WisDOT distributes the aid.
9	What funding is available to tribes/local governments to promote tourism, particular if WisDOT has a project in the area?	Tribal Meeting	<b>Meeting Response:</b> If WisDOT is completing a project in the area, the department can utilize Community Sensitive Design. In addition Transportation Enhancement funding may be available.
10	Page 57: text: Support local, state, and federal initiatives to encourage use of alternative fuels...I challenge the notion that ethanol is a more efficient use of petroleum based fuels or a viable alternative, as well as some of the alternative fuels. Recommended rewording: Support local, state, and federal initiatives to explore uses of alternative fuels such as hybrids, ethanol (E10 and E85), biodiesel, biobutanol, and hydrogen, and whether they are viable alternatives.	Peter Herreid, DOA	Rewording accepted on page 57 of <i>Foster Wisconsin's economic growth</i> chapter

ID	Comment	Source	Response
11	Quality of Life Influences Economic Growth. There is a growing trend of companies locating to areas of the country with attractive communities (going to where people want to live.) Wisconsin is a great place to live with a high standard of protecting natural resources (air, water, land) world class hunting and fishing, and an attractive parks system. It would be good to promote that the quality of life relates not only to the tourism industry but also in attracting new businesses to locate in Wisconsin.	Cameron Bump, DNR	From pg.5 <i>Foster Wisconsin's economic growth : Preserve Wisconsin's Quality of Life: Supporting Wisconsin's natural and cultural resources through environmental considerations in transportation decision-making is also of significant benefit to Wisconsin's continued economic vitality. Wisconsin's natural resources support the state's tourism industry</i>
12	Aviation. One policy describes a desire to expand airport infrastructure to create more jet capable airports (describes a strong tie between jet airplane accessible airports and business growth and retention.) There are likely other factors that would need to be in place to go alongside jet capable airports before a positive economic outcome would happen. While I don't necessarily disagree with the connection, it would be helpful to add accompanying data on the connection between expanding airports to accommodate very light jets and increased economic activity. Light jet travel is a very inefficient travel method with an extremely high carbon footprint. In light of efficiency and reduced greenhouse gas emissions, DOT should consider providing better support for or modifying this recommendation.	Cameron Bump, DNR	Other factors will need to be in place for a positive economic outcome to happen. Expansions will not occur unless the airport and the community want the upgrades and meet project criteria. Light jets are more efficient than other types of air travel when a limited number of people can't maximize the capacity of larger aircraft.
13	Rail. I understand freight rail is known to be more energy efficient (reduced emissions) than freight truck, and in many cases more economical. Likewise, moving people by high speed rail would be more energy efficient than the typical single occupancy vehicle commute. You should consider including a discussion in the plan of environmental as well as economic benefits of rail use by both freight and commuters to support increased investments in rail. Also you discuss the economic benefits from investments in freight rail infrastructure, but I couldn't find a discussion on the economic benefits of high speed rail. I recommend that you develop a section in this chapter describing high speed rail benefits in attracting businesses, providing affordable transportation to employment centers, etc.	Cameron Bump, DNR	The <i>Provide mobility and transportation choice</i> chapter now includes a text box that talks about alternative modes of transportation such as transit, intercity bus, and intercity passenger rail being more energy efficient and producing fewer greenhouse gas emissions per passenger mile. A text box also discusses how improving mobility and choice provides various economic benefits. The intercity passenger rail policy now includes a section summarizing the specific economic benefits of the proposed Midwest Regional Rail System.

ID	Comment	Source	Response
1	General aviation: General aviation should be addressed in <i>Connections 2030</i> . Many attendees noted that aviation planning addressed in <i>Connections 2030</i> should not be limited to commercial aviation. One particular issue is the increasing number of applications for municipal runway extensions. In some cases, the applicant airports could be competing with each other. Municipal airports and potential expansion projects should be addressed in and linked to statewide aviation planning efforts.	Meeting 1 minutes	Federal and state law directs that airports within a certain vicinity of each other cannot receive the same type of improvement.
2	General aviation: It is often difficult for agencies to make sense of specific project purpose and need statements because it is often unclear how the airport fits into the overall air system	Meeting 1 minutes	Municipal airports and future preservation and improvement projects are linked to statewide aviation planning efforts.
3	General aviation: The environmental review for aviation projects is often not as smooth as reviews conducted for highway projects.	Meeting 1 minutes	Comment was forwarded onto the Bureau of Aeronautics. No change was made to the draft plan.
4	The chapter text should reflect encouragement of telecommuting	Meeting 1 minutes	Text box on pg. 42: "Transportation Demand Management (TDM) strategies include methods to: <ul style="list-style-type: none"> <li>• Increase bicycle and pedestrian travel</li> <li>• Increase carpooling and public transit use</li> <li>• Encourage businesses to alter work times so their employees can commute during off-peak periods</li> <li>• Encourage the use of telecommuting and video-conferencing to reduce the need for employee travel.</li> </ul>
5	The chapter should address environmental and economic impacts associated with energy use for transportation	Meeting 1 minutes	This topic is addressed in the policy "Partner with consumers and businesses to increase transportation sustainability" in the <i>Foster Wisconsin's Economic Growth</i> theme chapter.

ID	Comment	Source	Response
6	Chapter should address the relationship among employment, demographics, VMT and the impacts of these variables on the travel forecasting used to develop <i>Connections 2030</i>	Meeting 1 minutes	<p><b>Response:</b> p. 3 - The forecasts predict an approximate increase of 33% for Total VMT. Energy costs are not explicitly included in WisDOT's VMT forecasting model. Total VMT has been disaggregated into two components: personal and commercial VMT. WisDOT's Statewide travel demand model includes vehicle availability, household size, and workers, among other variables, in the passenger component. On the truck side it uses employment and productivity forecasts (employment from Woods and Poole and productivity by industry sector from REMI) to produce forecasts. While the statewide model covers only the more major highways in the state, it produces passenger and truck growth rates very similar to our VMT only forecasting model. In terms of the VMT forecasting model, WisDOT models personal and commercial VMT separately to derive independent forecasts of each component. Personal VMT is estimated based on a function of annual average miles driven per licensed driver by gender, age group and income...(continued in cell below)</p>

ID	Comment	Source	Response
			<p>(Continued) Using independent forecasts of these variables - population and licensed drivers by gender and age group (from DOA), plus per capita real income (from Global Insight and REMI) - over time to develop personal VMT forecasts. Personal VMT is projected to increase at a decreasing rate (tapering off over time). WisDOT estimates and forecasts commercial or heavy truck VMT as a function of the Real (inflation adjusted) Gross Domestic Product (GDPR), using a stochastic-trended or difference-stationary model. (More precisely, WisDOT developed a statistically significant regression model on the first difference of CVMT and GDPR over a 35-year time period, from 1970-2005). WisDOT's commercial VMT forecasts compare well with FHWA's Freight Analysis Framework.</p>
7	<p>WisDOT should advocate more strongly for transit and seek to 'expand' transit service versus 'continue' transit.</p>	<p>Meeting 1 minutes</p>	<p>The "Support public, specialized and human services transit" policy now includes: "Support existing and expanded urban and rural regional transit systems with new regional governance structures, funding sources and increased coordination." starts on pg. 11</p>
8	<p>Transit has a difficult time serving all areas economically. Often times, administrators need to see certain densities to justify transit, but they won't authorize higher densities without roadway capacity increases</p>	<p>Meeting 1 minutes</p>	<p>Comment was noted, no change was made to the draft plan.</p>

ID	Comment	Source	Response
9	WisDOT should consider merging issues of air quality, land use and transit together in a discussion in the text.	Meeting 1 minutes	Land use issues are briefly mentioned in the "Support public, specialized and human services transit" and "Support development of fixed-guideway transit services" policies, particularly how transit effects or is effected by land use. CO <sub>2</sub> emissions are also addressed in the transit policy in the <i>Provide mobility and transportation choice</i> chapter. The relationship between transportation and land use is also discussed in the <i>Preserve Wisconsin's quality of life</i> , and in <i>Chapter 3: Trends</i> .
10	Does Connections 2030 address freight and the need for intermodal facilities	Meeting 1 minutes	Yes in the <i>Foster Wisconsin's economic growth</i> theme chapter
11	DOT may want to consider a stronger tie to local land use planners in local communities to direct development that concentrates destination points in order to increase the likelihood of DOT's investment in transit to be successful.	DNR	Meeting Response: Community land use decisions are the responsibility of local governments, and WisDOT has no direct role in local land use decisions. WisDOT makes efforts to communicate with local planners and provides technical assistance upon request regarding transportation impacts of land use decisions, and land use impacts of transportation decisions.
12	WisDNR strongly supports the cooperative work of DOT with local governments (MPOs and RPCs in Mob. & Choice). It is a great opportunity for DOT to show leadership in future transportation investments	DNR	Comment was noted, no change was made to the draft plan.
13	Alternative modes discussion in NEPA documentation: Does DOT consider alternative modes like rail and transit in the NEPA process to work in concert with an expansion project which may extend the life of the highway facility? The rail and intercity bus routes discussed in <i>Connections 2030</i> typically follow well established travel corridors that have or soon will undergo upgrades and expansions. Incorporating multi-modal alternatives in the NEPA alternatives analysis may help carry out the core intentions of this chapter of <i>Connections 2030</i>	DNR	No change to the plan - WisDOT will consider this and work with the regional planning commissions/metro areas or counties as appropriate.

ID	Comment	Source	Response
14	Statewide airport planning: WisDNR suggests that <i>Connections 2030</i> advocate a position that supports strategic planning of the airport system similar to other modal plans	DNR	Planning for the state airport system cannot be accomplished like that of the highway system since the state does not own the airports. Aviation planning efforts look at long term needs and anticipate when airports may need additional infrastructure to accommodate changes in air traffic.
15	Bike/Ped facilities: pp. 38-39 lists strategies to implement bike/ped plan goals and objectives. In the spirit of cooperation with local planners, I suggest adding the following: "Encourage communities to promote compact land uses that are pedestrian and bicycle friendly	DNR	Community land use decisions are the responsibility of local governments, and WisDOT has no direct role in local land use decisions. WisDOT makes an effort to communicate with local planners and provides technical assistance upon request regarding transportation impacts of land use decisions, and land use impacts of transportation decisions. WisDOT will continue this role. Also, the Pedestrian Best Practices Resource Guide to be created as part of <i>Connections 2030</i> will provide guidance to communities on land use planning, facility design, education and enforcement.
16	Bike/Ped facilities: DNR supports expanding the Complete Streets policy to all state funded projects	DNR	Text in the draft chapter reads - WisDOT will formally adopt this policy and will expand the policy to include projects receiving state funding. pg. 39
17	Wildlife-vehicle collisions...	DNR	discussed in Safety theme chapter
18	DOT should consider an intentional effort to reduce the chance of deer-vehicle collisions through design and construction of transportation facilities (airports, highways)	DNR	discussed in the <i>Promote transportation safety</i> theme chapter
19	Can mopeds operate on the STH system? Could additional funds be provided for county roads for shoulder expansion to handle mopeds?	Tribal Meeting	Question was forwarded to the Tribal liaison for follow-up.
20	The lack of pedestrian connectivity requires motorized wheelchairs/scooter users to use the highway when sidewalks not present.	Tribal Meeting	<b>Meeting Response:</b> One option to consider is WisDOT's Safe Routes to School program. The program is intended to improve safety near schools by creating safer walking and biking routes. Grants are available for planning and infrastructure activities. The WisDOT Safe Routes to School Coordinator is Renee Callaway. In addition, as state highway projects are planned contact the DOT region office to identify options to address connectivity issues.

ID	Comment	Source	Response
21	Does the Plan discuss snowmobiles? NEVs? ATVs?	Tribal Meeting	<b>Meeting Response:</b> The Plan briefly mentions ATVs relative to roadway maintenance concerns.
22	Forest and Florence counties allow "rangers" on ATV trails.	Tribal Meeting	Comment was noted, no change to the draft plan was made.
23	Lack of shoulders is an issue for tribal communities. Without shoulders there is no safe place to ride a bicycle. WIS 47/55 provided as an example.	Tribal Meeting	Tribal groups should identify where the needs are for wider paved shoulders and we will reflect those in our state bike plan and bike plan maps. In addition, the tribes should coordinate with their DOT region office.
24	Tribes/rural areas typically do not have bicycle or pedestrian plans.	Tribal Meeting	Meeting response: If the tribes are interested in doing plans, WisDOT can help provide funding. WisDOT encourages plan development or to work with the counties in developing area plans. In the absence of plans, WisDOT needs to hear from the tribes about specific needs, such as shoulder paving needs on our state highways. See note above.

ID	Comment	Source	Response
1	The incident management discussion should break down incidents into various causes and challenges, which should help pinpoint greatest needs, such as increased funding, enforcement, and improved communication.	Meeting Minutes 2	<b>Meeting response:</b> The chapter presents a list of potential incidents that may arise. WisDOT is not identifying specific needs in this plan. A policy-based plan, <i>Connections 2030</i> describes the department's policy for security and incident response, the "All Hazards Approach." From the <i>Promote transportation security</i> theme chapter pg. 2: "Rather than creating specific action plans for dozens of scenarios, the "All Hazards Approach" develops capabilities to address most incidents – including emergency response, traffic management, and communication between responders and the public."
2	WisDOT should change text on page 17 regarding weigh stations along <u>federal</u> highways. Recommend use of either "federal aid highway" or "US routes." The only federally-owned highways are in national parks.	Meeting Minutes 2	<b>Meeting response:</b> The reference to federal highways was deleted and US Highways added.
3	Consider linking travel delay model with statewide travel demand model, if possible. Consider building on existing model as opposed to developing a new model.	Meeting Minutes 2	<b>Meeting response:</b> Linking the two models may be possible. The main focus with travel delay model will be to discern whether congestion is actually real or perception.
4	Optimizing signal timing can be important for maximizing efficiencies and system performance. Also intermodal stations can reduce emissions through policies such as idle control and automatic shutoff for vehicles.	Meeting Minutes 2	Text on page 41 of the chapter discussed signal timing - edit was made to include the value of using signal timing to improve system efficiency and performance. "Traffic signal timing can affect roadway traffic and ultimately traffic flow by improving efficiencies and system performance. In terms of access management, WisDOT will continue to manage traffic control devices on state owned facilities in cooperation with local governments."

ID	Comment	Source	Response
5	How does the plan address population growth, land use, and capacity?	Tribal Meeting	<b>Meeting response:</b> Population growth and land use are key trends that continue to influence transportation decision-making. The plan includes policies that address the transportation-land use relationship. In addition, the plan discusses capacity needs and reflects the department's application of a range of tools from modeling, congestion management, TDM strategies, technology to adding lanes.
6	Efficiency, page 2, first full paragraph. Text on improving systems performance through mgmt. Techniques, ITS, adding capacity. Bikes, trails, and sidewalks should be viewed as transportation infrastructure in need of expansion. These less expensive modes of transportation are often overlooked. See Herreid doc for recommended rewording.	Peter Herreid, DOA	Text added per suggested edit
7	Efficiency, page 30. Text: WisDOT will continue to work with local governments and the general public to identify the appropriate methods to improve traffic movement. This would be a good area to reference comprehensive planning. See Herreid doc for recommended rewording.	Peter Herreid, DOA	<b>Meeting response:</b> The change has been added to page 30.
8	Highway system operations. Within the context of efficiency and maximizing traffic flow, caveats are necessary that describe how emissions increase and fuel efficiency decreases for vehicles over 55 miles per hour. (especially relevant given increases in fuel prices and concern with global warming.) Also expand discussion on how TDM measures (e.g. carpooling, working at home, alternative work schedules, congestion pricing, bike/bus/ped friendly development) maximize efficient use of existing infrastructure rather than encouraging transportation facility expansion.	Cameron Bump, DNR	Added text box to chapter intro - "Travelers also achieve efficiencies in terms of fuel usage and reduced wear and tear on their vehicles by driving at lower highway speeds. See the "Partner with consumers and businesses to increase transportation sustainability" policy in the Foster Wisconsin's economic growth Chapter for more information." Also added text in the intro "Another example includes implementing transportation demand management strategies like Rideshare programs or supporting employee teleworking schedules to reduce the number of vehicles on the roadways."

ID	Comment	Source	Response
9	<p><b>Highway system operations.</b> Describe how a statewide congestion management plan will interface with congestion management plans developed for urbanized areas. I suggest adding congestion management plans from three Wisconsin areas as an appendix to illustrate this effort.</p>	Cameron Bump, DNR	<p><b>Meeting response:</b> p.30 Description added as follows, "The statewide congestion management plan and program will consist of periodic reports on STH system performance (in cooperation with the traffic congestion models within urbanized areas), an evaluation of system effectiveness and strategies to reduce congestion through modeling and pilot programs. To help decrease urban congestion, Transportation Demand Management (TDM) strategies can be employed. Examples of TDM include carpooling, ridesharing, and telecommuting. See the "Encourage transportation demand management (TDM) strategies" policy in the <i>Provide mobility and transportation choice</i> theme chapter for more information." Congestion management plans from three WI areas will not be added as an appendix.</p>
10	<p><b>On-site electrification.</b> Power auxiliary units or on-site electrification for aviation as technological efficiency would save fuel and prevents unnecessary idling of aircraft. I strongly recommend that DOT encourages this in airport updates, and passenger rail stations as well. Reduced idling of aircraft/train engines will work to reduce air emissions and consume less fuel.</p>	Cameron Bump, DNR	<p>Electrification is being considered at the Milwaukee Intermodal Station. When the Madison MWRRS station is constructed, it will also be considered there as well. Airports are owned and operated by separate entities. WisDOT provides technical assistance.</p>

ID	Comment	Source	Response
1	Pg. 1, first paragraph after the bullet points, third line, after habitat conservation add "farmland preservation"	DATCP	The policies in the chapter do not specifically address farmland preservation. Instead the policy recognizes that projects may affect both individual farmland owners and the farmland resources of an area. WisDOT will continue to work with DATCP to assess the potential impacts of transportation projects on agricultural lands. The text also indicates that WisDOT will continue to consider the importance of agricultural land when making project level decisions, and efforts will continue to focus on minimizing, to the extent possible, the negative impacts on agriculture.
2	Pg. 1, third paragraph after the bullet points, fifth line, after wildlife habitat add "and farmland"	DATCP	Added: "...and evaluating and addressing land use and transportation relationship and effects on the built and natural environment, including agricultural land and protected resources." (p. 1, last paragraph before Challenges)
3	Pg. 3, add third bullet; "Promote strategies that use existing transportation facilities more efficiently and reduce the need for new transportation facilities. For example, redevelop brown fields in urban areas that will use existing transportation facilities"	DATCP	While the plan's preservation and efficiency themes address strategies that use existing transportation facilities more efficiently, WisDOT does not oversee brownfield or urban redevelopment. Instead, our policies focus on coordination and support of comprehensive planning efforts at the local level which may include infill development strategies pursuant to the state's comprehensive planning law.
4	Pg. 14, under Action Steps Short Term 2 to 4 years; add another bullet "Encourage employers to permit tele-commuting and flex scheduling"	DATCP	Added: "Encourage implementation of transportation demand management strategies" as an action in the Entire Planning Period timeframe. (p.15)
5	Pg. 14, second bullet; after sensitive natural resources add "and prime farmland"	DATCP	Covered under "...sensitive natural resources..." (p. 16)
6	Pg. 14, last paragraph, DATCP is developing a Working Lands Initiative that could be used to identify agricultural resources that should be preserved	DATCP	Comment noted, no change to draft plan.

ID	Comment	Source	Response
7	Pg. 15, first section; To minimize impacts on farmland and other natural resources, WisDOT should maximize the efficient use of existing transportation facilities. This can be done through adequate maintenance, promoting the redevelopment of brown fields, encouraging employers to permit tele-commuting and flex time, and encouraging ride-sharing and mass transit for example	DATCP	Preservation and efficiency themes identify actions and strategies that use seek to maximize the use of existing transportation facilities more efficiently. The "Encourage transportation demand management (TDM) strategies" policy in <i>Provide mobility and transportation choice</i> addresses tele-commuting and ride-sharing, and the transit policy in the same theme addresses mass transit.
8	Pg. 15, under <i>Develop guidance and establish procedures to discourage transportation development activities from intensifying the spread of invasive species</i> ; DATCP agrees with the recommendations from meeting 1 participants that the list of invasives should be expanded and that WisDOT should coordinate these efforts with the Governor's Counsel on Invasive Species	DATCP	Text on pg. 18 on governor's council on invasive species (and elsewhere). Also, added: "Beyond those invasive species statutorily required for management, WisDOT is aware of the potential ecological problems associated with garlic mustard and spotted knapweed." to text on pg. 19
9	Pg. 16, under Continue to mitigate for environmental impacts and monitor compliance; first paragraph, the level of convenience in transportation also affects individual choices of where to live, work, and vacation. These choices also affect the environment.	DATCP	This is noted throughout the plan, where applicable.
10	Pg. 21, first bullet; "early" should be defined. WisDOT should identify at what point in the process citizens can comment on a project. For example, can an individual suggest a project? If so, how and to whom? Can a member of the public suggest alternatives to a project? What will that person need to provide for those comments and suggestions to be taken seriously? People don't like to put in a lot of effort to create what they feel is a viable alternative to have WisDOT appear to ignore it. If there are parameters that an alternative must meet, they should be identified as early as possible	DATCP	The "Continue community sensitive design efforts" policy states that citizens can get involved early in the corridor planning process. Citizens are encouraged to get involved early when planning level decisions are being made, and stay involved all the way through project development.
11	Pg. 23, box titled Barrier effects include, but are not limited to: add another bullet; "On farms, new highways can sever property and separate farm buildings from cropland and pasture. This interferes with the efficient movement of livestock and machinery on that farm. In addition, farm severances often create irregularly shaped fields that are more difficult and less efficient to farm."	DATCP	Community sensitive design (CSD) relates to integrating highway and other transportation related projects into the surrounding community through a comprehensive decision making process. The recommended change does not relate to the purpose or intent of CSD. The issues raised are related to evaluating agricultural impacts, which is a focus area within our environmental process and documents.

ID	Comment	Source	Response
12	Pg. 24, add to bullets; 'installing cattle passes and median crossovers for agricultural use', and 'following section lines and property lines whenever possible'	DATCP	This recommended comment does not relate to purpose or intent of CSD...issues raised are related to evaluating agricultural impacts, which is a focus area within our environmental process and documents.
13	Pg. 24, under the section titled Seek public input early and throughout the transportation decision-making process; The public should be given specific benchmarks to meet in order to understand what concerns can be incorporated into highway design. When suggestions by the public are not used, people often believe the WisDOT officials already have their minds made up about a given project.	DATCP	In general, the public is encouraged to get involved and stay involved early to help make sure that a project fits in with the character of the surrounding community. While each project is different, there are generally opportunities to get involved in the planning stage, design and prior to project delivery.
14	Pg. 29, under Cumulative Effects; As the transportation system is expanded, people may find it easier to live further away from employment and commercial centers. As populations become less centralized, development pressures on farmland and other "open" land are likely to increase. If the amount of farmland in a region falls below the critical amount needed to support the local farm community, other agriculture-related businesses are likely to be negatively affects. These could include implement dealers, food processors, seed and other input dealers, and veterinarians just to name a few. A decline in agriculture production typically happens in stages with the first being a shift away from livestock production.	DATCP	Added: "Transportation projects can impact a community through a trickle-down effect, as one impact may indirectly impact another part of the community." (pg. 34)
15	Pg. 31, Action Steps box, under Throughout the planning period; encourage redevelopment of brownfields in urban areas, and encourage development that needs few or no new transportation facilities.	DATCP	Three actions in Entire Planning Period address this: 1) "Coordinate state transportation efforts with local comprehensive plans and/or land use activities." 2) "Provide resources to strengthen coordination between WisDOT and local governments in local comprehensive planning efforts." 3) "Balance the various factors affecting land use with their influences on the community in order to limit impacts." (pg. 37)

ID	Comment	Source	Response
16	Mitigation...there is a great opportunity to examine and address mitigation for cumulative impacts in this planning document...good example is WisDOT Wetland Banking System...The ecosystem approach may be an opportunity to pursue...It might be best to make reference to this concept in your action steps.	DNR	The <i>Preserve Wisconsin's quality of life</i> chapter discusses WisDOT's wetland banking efforts, as well as consideration of possible integration of the ecosystem approach.
17	Design build projects...On pg. 4, you made a reference to the concept of design-build...DNR would expect that agency concurrence would be reached on projects in accordance with the interagency agreement.	DNR	no response necessary, the example that is referenced in the comment was deleted as part of a larger editing effort.
18	Invasive species...need to expand considerably due to its statewide scope and significance...This might be an appropriate venue to introduce an organized effort within the agency to address invasive species with efforts that include your idea of early detection/response as well as specialized vegetation management, research in bio-controls and other strategies...Explain that DOT is a member agency of the Gov's council...could mention future development of invasive species best management practices on public right-of-ways	DNR	See #8 above or pg. 18-19 of text
19	Erosion control and water quality...you should specifically mention that construction sediment poses a threat to water quality...could also mention that DOT is obligated to control erosion and prevent releases of sediment into aquatic resources...good place to feature accomplishments that DOT has made such as the Product Acceptability List (PAL).	DNR	Added: "In an effort to further protect our water resources, the Department makes every possible effort to limit sediment runoff around construction zones. For example, the erosion control Product Acceptability List (PAL) has become a standard not only for WisDOT projects, but also for other types of construction in general." to text on pg. 19
20	Wetland mitigation...consider expanding section...some examples of additional language you may want to consider that add a sense of advanced long-range thought in bank system site development: "DOT is committed to an ongoing search for suitable bank sites in strategic ecological locations as well as when opportunities present themselves", "DOT recognizes the important ecological values and water quality and quantity functions that wetlands plan in the natural system", "DOT will strive for the (highest quality, most diverse, etc.) mitigation sites feasible"...recommend that <i>Connections 2030</i> simply refer to a continuing effort to improve the wetland banking system and that a tie is made to ecosystem-based decision making.	DNR	Added: "WisDOT is committed to an ongoing search for suitable bank sites in strategic ecological locations as well as when opportunities present themselves. To date, WisDOT's wetland banking system has developed 3,780 acres of wetland in a combination of bank sites, off-site compensation projects and on-site compensation projects. WisDOT strives for the highest quality and most diverse mitigation sites possible, and maintains the largest banking system in the state, with 34 bank sites in WisDOT's system throughout the state." to text on pg. 20.

ID	Comment	Source	Response
21	Indirect effects...section mentions using grant programs to address indirect effects...suggest removing this reference or to better frame the reference to grant programs...the TE grant program mentioned has been so under funded that few grants are actually awarded...DOT project managers should be advised to address foreseeable indirect impacts in some reasonable way before they direct communities to this particular grant program	DNR	Reference to TE grants removed (p. 34)
22	Haze and Bart: The quality of life chapter devotes a paragraph to national air quality management efforts, Mike suggests that the chapter round out the 'national efforts' discussion and include additional discussion of USEPA haze regulation and the BART rule.	Mike Friedlander, DNR	Paragraphs on U.S. EPA haze regulation and the BART rule added to pgs. 6 & 7
23	Milestones: Mike's comment is predicated on the fact that both transportation planning and air management processes are tied to schedules (I.e. schedules for attainment and WisDOT's 20 year transportation planning horizon). As WisDOT works to integrate the transportation and air management processes, Mike suggests that specific WisDOT action items be tied to schedules of air quality attainment status or other milestones	Mike Friedlander, DNR	Added: "Work with partners to integrate the transportation and air management processes to better align decisions with air quality attainment schedules." to bullet list on pg. 9
24	The definition of "community character" throughout this chapter should be clarified to acknowledge that a community's character is largely defined by its historic buildings and landscape. The modern additions to a community are generally cookie-cutter features that one can find in any community and do not contribute to the unique character in the same way that historic buildings and landscape features do.	SHPO	Clarified: "Community character can include both the built and natural environment." pg. 35
25	The treatment of cultural resources has been lumped into the natural resources section of the chapter. Cultural resources are integral to a community's character and are generally a major factor in transportation project planning. The specific statutes and issues surrounding cultural resources deserve a fuller treatment (a small, but separate, section) in this chapter. The summary of Section 106 on page 14 emphasizes tribal consultation but does not accurately reflect the full scope of the law. There are other established agreements and protocols concerning the treatment of historic properties, such as the DOT and SHPO statewide Programmatic Agreement and Chapter 26 of the FDM, which are also not mentioned	SHPO	Text box added: "Regulations and Agreements that Govern Historic Properties 1. Section 106 of the National Historic Preservation Act. 2. WisDOT and SHPO statewide Programmatic Agreement 3. Chapter 26 of the Facilities Development Manual (FDM)." pg.18

ID	Comment	Source	Response
26	Regulations regarding the identification and treatment of burial sites, Wis. Stats. 157.70, are not mentioned and should be addressed in the expanded preservation section	SHPO	Added: "The Wisconsin Burial Sites Preservation Law (Wis. Stats 157.70) provides for the protection of all burial sites in Wisconsin. If a burial site is discovered during a WisDOT project, work must stop immediately and the Burial Sites Preservation Office and the Bureau of the Environment (NKA Bureau of Equity and Environmental Services) and must be notified." to pg. 18
27	In the discussion of Cumulative effects (pg. 29), will this plan propose any specific ways to measure cumulative impacts? Specifically, how to measure and analyze the impacts of a completed project in order to understand and avoid similar impacts in future projects?	SHPO	"WisDOT will investigate ways to better analyze the possible cumulative effects associated with proposed transportation projects and improve the processes for this analysis." pg. 34
28	Preserve and enhance a positive land use/transportation relationship...Change first paragraph to...(see document submitted)	DOA	Done pg. 28
29	EJ: WisDOT should add some discussion of accessibility and service to medical facilities and schools. The commenter acknowledged that accessibility issues might be best addressed at the project level, but indicated that <i>Connections 2030</i> should at least indicate that accessibility is an important issue	Meeting 1 minutes	The text regarding environmental justice in the policy was modified to recognize the broad implication of transportation decision making. In addition, the <i>Environmental justice analysis</i> chapter included a discussion of accessibility and the plan recommendations. (Please see the <i>Provide mobility and transportation choice</i> chapter for more information) to pg. 23
30	EJ: C2030 should consider impacts of demographics on land use and transportation. Specifically, C2030 needs to consider access to transportation for the elderly as the population of Wisconsin is aging. It is unlikely that aging baby boomers will be content with public transit. This is especially important considering that some elderly populations should not be driving, for safety reasons.	Meeting 1 minutes	Many strategies to achieve mobility for Wisconsin's population are discussed in the <i>Provide mobility and transportation choice</i> chapter including: transit, specialized transit, human services transit, TDM, and others.
31	Ecosystem Management: Resource agencies are taking ecosystem approaches to managing resources; addressing connectivity and wildlife crossings and focusing less on site-specific management.	Meeting 1 minutes	WisDOT will partner with other state agencies to appropriately define this approach. Also noted in the chapter.
32	Ecosystem Management: There are a large number of mitigation options that could be implemented in the right-of-way, inexpensively	Meeting 1 minutes	Noted, already in use, when possible

ID	Comment	Source	Response
33	Ecosystem Management: Agencies define the term 'ecosystem management' differently. It could include social, economic, or environmental factors. There are multiple ecosystem models and guidance documents available.	Meeting 1 minutes	Added: "To implement [the ecosystem approach], WisDOT will appropriately define this approach with other state agencies.
34	Ecosystem Management: The Natural Resource Conservation Service is primarily focused on watershed management	Meeting 1 minutes	Noted, no draft plan change necessary
35	Ecosystem Management: Project funding is an important consideration for mitigation options	Meeting 1 minutes	Noted, no draft plan change necessary
36	Ecosystem Management: Connectivity is very important to ecosystems. For example, while project planning might avoid all wetlands in an area, the road itself might impact an ecosystem by dividing a cluster of wetlands	Meeting 1 minutes	Noted, no draft plan change necessary
37	Ecosystem Management: Aquatic organism passage (AOP) is important to several resource agencies. The goal of providing AOP is to limit the occurrence of isolated stream reaches and restore ecosystems	Meeting 1 minutes	Added: "...examples of efforts WisDOT is taking to reduce transportation's impact on sensitive resources are:...Aquatic Organism Passages (AOP) o AOP are installed at the intersection of roads and rivers and streams to minimize the effect of transportation development on aquatic habitat. pg. 17
38	Ecosystem Management: Transportation corridors harbor very productive habitat for birds and insects - mowing policy	Meeting 1 minutes	Added: "...examples of efforts WisDOT is taking to reduce transportation's impact on sensitive resources are:...· Mowing schedules: To protect the vital ecological habitat in transportation corridors, WisDOT worked with several resource agencies to determine appropriate mowing schedules along corridors to work around nesting seasons pg. 17
39	Ecosystem Management: Keep clearing widths as narrow as possible along transportation corridors	Meeting 1 minutes	Noted, no draft plan change necessary
40	Ecosystem Management: To minimize road footprint, avoid as many trees as possible along transportation corridors	Meeting 1 minutes	Noted, no draft plan change necessary

ID	Comment	Source	Response
41	Ecosystem Management: Consider implementing mowing schedules to minimize impacts to habitat and wildlife in WisDOT right-of-way	Meeting 1 minutes	Added: "...examples of efforts WisDOT is taking to reduce transportation's impact on sensitive resources are:... Mowing schedules: To protect the vital ecological habitat in transportation corridors, WisDOT worked with several resource agencies to determine appropriate mowing schedules along corridors to work around nesting seasons pg. 17
42	Ecosystem Management: Consider re-vegetation of medians to provide additional habitat	Meeting 1 minutes	Noted as possible mitigation strategy.
43	Ecosystem Management: Mitigation to address AOP should consider both fish and amphibians and include hydraulic designs that mimic banks at full-width (100 year flow).	Meeting 1 minutes	Noted as possible mitigation strategy.
44	Ecosystem Management: Provide connectivity when planning transportation facilities in areas that contain clusters of sensitive resources	Meeting 1 minutes	Noted as possible mitigation strategy.
45	Ecosystem Management: Use wetland mitigation site selection, and possibly 6(f)/4(f) mitigation, as elements of an ecosystem management approach	Meeting 1 minutes	Noted as possible mitigation strategy.
46	Ecosystem Management: Conduct workshops to identify barriers to achieving ecosystem-based mitigation opportunities	Meeting 1 minutes	Noted as possible mitigation strategy.
47	Invasive species: Does WisDOT consider invasive animals (I.e. gypsy moth) when identifying means and methods used to control invasive species?	Meeting 1 minutes	Yes, though WisDOT takes its lead from resource agencies and will implement recommendations from the governor's council on invasive species. One example, "WisDOT will work with DATCP and DNR to identify and help control the spread of emerald ash borer wherever it is found in Wisconsin." pg 19
48	Invasive species: The list of invasive weeds included in <i>Connections 2030</i> excludes some of the most noxious weeds. The list under-represents the extent of the 'invasive weed' problem in Wisconsin. Garlic mustard and spotted knapweed are especially noxious and are not listed	Meeting 1 minutes	Added: "Beyond those invasive species statutorily required for management, WisDOT is aware of the potential ecological problems associated with garlic mustard and spotted knapweed." pg. 19
49	Invasive species: The chapter text should also mention the Gov's council on invasive species and the text should also identify best management practices (BMP) that can be used to control invasive species	Meeting 1 minutes	Added: "WisDOT will track the decisions of the Governor's Council on Invasive Species and respond accordingly and implement best management practices as appropriate." pg. 19 in addition to discussion of Gov's council

ID	Comment	Source	Response
50	Invasive species: The USFS has completed research on controlling invasive species and the research is available for all to use	Meeting 1 minutes	Noted as possible plan and database comparison opportunity.
51	Invasive species: Simply increasing awareness among agencies can lead to improved invasive species control	Meeting 1 minutes	Noted, no response necessary
52	Invasive species: Examples of potential mitigation strategies that would help control invasive species identified by participants...	Meeting 1 minutes	Noted as possible mitigation strategy.
53	Air quality: Provide a more comprehensive description of particulate matter; include discussion of counties that are not meeting standards	Meeting 1 minutes	Added: "With this change in the standard, Wisconsin's non-attainment areas may also change. Monitoring data from 2004 to 2006 shows that eight of these counties (excluding Door and Sheboygan) met the ozone standard during that timeframe. As a result, the DNR has requested the U.S. EPA to redesignate those counties as ozone maintenance areas and to approve the maintenance plans developed to ensure that the standard is maintained for at least ten years. In addition, the DNR will submit to the EPA an eight-hour ozone SIP for Door and Sheboygan counties to fulfill Clean Air Act requirements. Changing standards and atmospheric conditions could put other counties in non-attainment status." to pg. 7 of <i>Preserve Wisconsin's quality of life</i> chapter
54	Air quality: Describe air quality implications for public health, including particulates	Meeting 1 minutes	Added: "Implications for Human Health- Good air quality is important to human health. How air pollution affects your health depends on the particular pollutant, its concentration in the air, the length of time your lungs are exposed to it, and your own health conditions. The concentrations of certain pollutants in the air can be measured with monitoring equipment to assess air quality. The DNR actively monitors many types of air pollutants through a statewide monitoring network. Air pollutants can also indirectly affect our health. Air pollutants deposited in lakes or rivers affect the quality of the water we drink and pollutants deposited on land or water enters the food chain and bioaccumulates in food we eat. pg. 9

ID	Comment	Source	Response
55	Air quality: Plan on discussing ozone regulations, add a placeholder in mean time	Meeting 1 minutes	Added: "The U.S. EPA has concluded that the 1997 primary standard of 0.08 ppm with an 8-hour averaging time is not adequate to protect public health with an adequate margin of safety. Therefore, the EPA has strengthened the level of the 8-hour primary ozone standard to 0.075 parts per million (ppm)." to pg. 8
56	Air quality: In addition to existing text that addresses national efforts to improve air quality, include discussion of USEPA haze regulations and the BART rule. Cameron Bump indicated the WDNR is currently developing an air quality amendment to the WDNR/WisDOT Cooperative Agreement. The WDNR prefers a more robust policy for managing emissions for off-road vehicles	Meeting 1 minutes	Paragraphs on U.S. EPA haze regulation and the BART rule added to pgs. 6 & 7
57	Air quality: It appears that the level of control and planning for individual construction projects has deteriorated over the last few years. The commenter suggested that careful project planning is important from the standpoint of cost, safety, and minimizing schedule impacts to both WisDOT and the traveling public. Careful project planning would also minimize emissions from construction equipment and the traveling public	Meeting 1 minutes	Discussion of construction emissions on pg. 13
58	Air quality: Examples of potential mitigation strategies to minimize impacts to air quality discussed by participants:...	Meeting 1 minutes	Noted as possible mitigation strategy.
59	Wetland mitigation: There is a need to continue fostering partnerships and communication among agencies to address broader goals of enhancing wetlands and other natural resources across the state	Meeting 1 minutes	Added: "In accordance with this regulation and agreements with federal agencies and working in cooperation with the DNR, WisDOT will first work to avoid wetlands when developing or enhancing roadways." to pg. 19
60	Wetland mitigation: WisDOT and WDNR should consider structural improvements to the banking system and consider refinements to the overall policies/processes that guide the WisDOT wetland mitigation process.	Meeting 1 minutes	Added: "WisDOT is committed to an ongoing search for suitable bank sites in strategic ecological locations as well as when opportunities present themselves."
61	Recreation: the chapter text should be revised to indicate that WisDOT will foster (vs. preserve) non-vehicular activities. The commenter indicated that is important for improved recreation, health, and reducing traffic...trails themselves can be considered a protected resource and that WisDOT should foster trail opportunities between communities	Meeting 1 minutes	Now reads: "Fostering these resources enhances recreational and tourism opportunities in the state." pg. 16

ID	Comment	Source	Response
62	Erosion and water quality: Expand the discussion on water quality and erosion...take credit for successful water quality protection efforts by adding text that provides information regarding WisDOT's current water quality protection and erosion control programs	Meeting 1 minutes	Added: ". In an effort to further protect our water resources, the Department makes every possible effort to limit sediment runoff around construction zones. For example, the erosion control Product Acceptability List (PAL) has become a standard not only for WisDOT projects, but also for other types of construction in general." to pg. 19
63	Erosion and water quality: Text should place more emphasis on the threat of construction site sediment on surface water quality	Meeting 1 minutes	"Currently, the department follows the published stormwater and erosion control rule for transportation projects, developed by the department in conjunction with the DNR and other stakeholders." pg. 19
64	Transportation/land use: Are local comprehensive plans taken into account during the project planning processes	Meeting 1 minutes	Yes, discussed on pg. 36
65	Transportation/land use: Local governments should be made aware of the availability of planning tools that can be used to assess direct and cumulative impacts of land use decisions along with forecasting tools.	Meeting 1 minutes	"WisDOT will continue to provide and expand resources, training and guidance to strengthen coordination with local governments as they prepare and update comprehensive plans, especially as it relates to the coordination of transportation with land use and economic development." pg. 36
66	Transportation/land use: The corridor planning process which addresses access management, is a good planning tool and that WisDOT should make sure that <i>Connections 2030</i> addresses section 4(f) issues	Meeting 1 minutes	"WisDOT will continue to follow ... and Section 4(f) of the Department of Transportation Act of 1966 as part of the evaluation processes to identify sites that may be affected by a transportation plan or project." p. 18
67	Transportation/land use: Examples of potential mitigation strategies to minimize transportation impacts to land use identified by participants...	Meeting 1 minutes	Noted as possible mitigation strategy.
68	Does the plan address FDM Chapter 26, Historic Preservation, in regards to the discovery of human remains?	Tribal Meeting	Addressed on page 19. Discussion of NAGPRA and the Wisconsin Sites Burial Preservation Law
69	How are cultural resource investigations funded? Is funding available to assist tribes with this process?	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up
70	The Forest County Potawatomi was recently designated as a Class 1 air quality area by the U.S. EPA.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up
71	The WisDOT North Central Region is completing a bridge project in Lac du Flambeau that incorporates CSD.	Tribal Meeting	no response necessary

ID	Comment	Source	Response
72	If a project occurring on tribal lands requires wetland mitigation, wetland mitigation must occur on tribal lands.	Tribal Meeting	While this is not a law, WisDOT would conduct wetland mitigation on tribal trust lands if the project occurred on tribal trust lands
73	There is a lack of coordination for tribal community signs.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up

ID	Comment	Source	Response
1	The Lac Courte Orielles tribe is working with Sawyer County relative to emergency planning.	Tribal Meeting	Comment was noted, no change was made to the draft plan.
2	The Menominee Tribe works with Menominee County	Tribal Meeting	Comment was noted, no change was made to the draft plan.
3	Does the plan address hazardous materials transportation?	Tribal Meeting	<b>Meeting Response:</b> As part of the <i>Promote transportation efficiencies</i> chapter, the Plan does briefly discuss the transport of hazardous materials within the context of using technology to track its movement through an area. The <i>Promote transportation security</i> chapter does not specifically discuss issues surrounding haz-mat transport. Instead, it discusses the role and response efforts WisDOT would assume under the All Hazards Approach, working with Wisconsin Emergency Management and other state and federal agencies should there be a hazardous materials spill.
4	Do tribes have the authority to prohibit hazardous materials transportation through tribal lands.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up.
5	What would happen if an area of the state were quarantined - would trucks be routed around the area? How would supplies be delivered to the quarantined area?	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up.

ID	Comment	Source	Response
1	<p><i>Connections 2030</i> should call for a significant increase in the federal motor vehicle excise tax to be offset by a reduction in payroll taxes</p>	<p>Peter Herried - DOA</p>	<p>The National Surface Transportation Policy and Revenue Study Commission, established by Congress, is charged with analyzing the nation's transportation system and funding structure. During the upcoming reauthorization debate, Congress will consider the Commission's recommendations and other input as well. The reauthorization bill passed by Congress will address the national transportation funding issue.</p>
2	<p>There is no explanation as to why "Wisconsin supports many of the national commission's mid-term recommendations, but it does not support the concept of tolling on any facility in Wisconsin." (pg. 24)</p>	<p>Peter Herried - DOA</p>	<p>The state has never expressed an interest in tolling. In addition, Wisconsin already has user fees (gas tax and registration) in place to fund transportation needs. With tolling in place, drivers may be encouraged to use alternate routes creating congestion issues on side roads.</p>
3	<p>The Plan seems to highlight schedule impacts of NEPA analysis. WisDOT should deemphasize the length of time the NEPA analysis takes. Often times, schedules are a function of funding and not only the NEPA analysis. The Plan should explain that there are many reasons for lengthy project schedules. Also, the discussion should refer to "NEPA analysis" rather than "NEPA review."</p>	<p>Meeting 3 minutes</p>	<p>WisDOT will review the comment as part of the draft plan review effort.</p>

ID	Comment	Source	Response
1	No comments	N/A	no response necessary

ID	Comment	Source	Response
1	What is the difference between a needs-based and a policy-based approach?	Meeting 3 minutes	<b>Meeting response:</b> The needs-based approach was program-focused and too specific to existing STH programs. The needs-based approach was not responsive enough to public goals identified during early outreach. The policy-based approach addressed modal choice and would allow for more flexibility in the future. The policy-based approach would also allow WisDOT to communicate its decision making process to the public. Added language to clarify the differences on pgs. 3 and 4 under "Early plan scoping and the planning process."
2	Did WisDOT take a prescriptive approach to <i>Connections 2030</i> in terms of following Trans 400 or was the Trans 400 approach tailored to address current issues?	Meeting 3 minutes	<b>Meeting response:</b> Trans 400 makes a number of recommendations for analysis which WisDOT followed. WisDOT added discussions of climate change and indirect and cumulative effects
3	Does Trans 400 require separate analysis by mode?	Meeting 3 minutes	No, WisDOT chose to analyze plans by using modal comparison. This allowed WisDOT to discern incremental impacts and distinguish the Draft Plan and Base Case alternatives. Refer to tables at the beginning of the SEE to distinguish differences between the base case and draft plan.
4	Is it the case that there are no major differences in the expansion of the STH system between the two alternatives?	Meeting 3 minutes	There are very few differences. Note that the mileage of expressway and freeway conversion projects is greater with the Draft Plan. Bear in mind that the mileage reported for expressway and freeway conversion projects covers the stretches of the highway system that may only require spot improvements. Thus, the total mileage most likely over-estimates the actual lengths of STH that would be impacted by expressway and freeway conversions.
5	The SEE indicates that the Draft Plan reduces congestion and benefits air quality, but the SEE should acknowledge that not all free-flow of traffic results in reduced emissions. The emission-speed curve indicates that traffic speeds that exceed 55 mph tend to release comparatively more emissions than lower speeds.	Meeting 3 minutes	Added to pg. 21 under "Energy" - "In addition to energy consumption impacts resulting from congestion, increases in speeds over 60 miles per hour can also impact energy use. Cars and trucks typically achieve better fuel economy at lower speeds.

ID	Comment	Source	Response
6	Does the <i>Connections 2030</i> plan include policies to specifically reduce VMT?	Meeting 3 minutes	<b>Meeting response:</b> No, but the plan provides more choices and strives to manage corridors to consider alternatives to avoid jumping right to capacity expansion and to first consider other options to address user needs.
7	It would be informative to show exactly what the VMT trend line looks like over 30 years (could be a narrative). The line should eventually be shown to taper off over time. The basis for the models along with assumptions should also be identified.	Meeting 3 minutes	Added to pg. 18 under "Congestion" - "This forecast is a best-fit trend line or average for all years in the forecast. Actual year-by-year numbers are expected to show passenger vehicle miles travelled increasing at a decreasing rate (tapering growth) over time.
8	Comment regarding air quality: Add bullet on Mobile Source Air Toxics as it relates to public health, roadways, and exposure.	Meeting 3 minutes	Added to pg. 23 under "Air Quality" - WisDOT will follow U.S. EPA regulations and address air toxics in environmental documents in accordance with FHWA guidelines. Mobile Source Air Toxics standards will likely become a more important issue in the environmental review process."
9	The SEE text suggests that TDM strategies are relatively ineffective in reducing VMT. The SEE needs to use caution when extrapolating data from an MPO level up to a statewide level. The SEE should recognize that TDM strategies have changed since 2002. In addition, there are other techniques such as bundling that can increase effectiveness beyond what is being reported. Much of the plan is trying to promote alternative modes, the SEE should be careful not to over-generalize and that in the future, TDM may prove to be more effective.	Meeting 3 minutes	Deleted the sentence referencing the 2002 study.
10	Governor Doyle asked agencies to implement the findings of the Task Force on Global Warming. What is WisDOT doing in response?	Meeting 3 minutes	<b>Meeting response:</b> At this point (9/24/2008), with respect to the Task Force's findings, WisDOT is unaware of what recommendations Governor Doyle will support. The Plan will be modified to reflect these recommendations once they are known.
11	Increased and improved rail service would benefit agriculture in Wisconsin. The SEE should have some additional discussion of benefits to agriculture from freight movement.	Meeting 3 minutes	<b>Meeting response:</b> Some Class I railroads have discontinued service to northern Wisconsin. WisDOT will continue to monitor this issue. WisDOT's support of local roads programs also benefit agriculture.

ID	Comment	Source	Response
12	Creating and enhancing programs that specifically support the biofuel industry would benefit Wisconsin's economy and agricultural community. WisDOT should consider adding contract requirements, similar to requirements for DBE participation, to mandate the use of biofuels. Also, biofuel facilities require transportation. For example, Wisconsin produces a large amount of wood biomass as by-products of the timber and paper industries. This biomass needs to be transported to biofuels processing facilities.	Meeting 3 minutes	Added to pg. 28 under "Economic Growth" - "For example, WisDOT's Freight Rail Infrastructure Improvement Program provides funding assistance for improving rail infrastructure used by ethanol plants in Wisconsin."
13	A large increase in federal fuel tax would likely reduce private auto use. The Plan should call for a large increase in the federal gas tax. Currently, the tax rate in the US is far less than Europe's fuel tax rate.	Meeting 3 minutes	The National Surface Transportation Policy and Revenue Study Commission, established by Congress, is charged with analyzing the nation's transportation system and funding structure. During the upcoming reauthorization debate, Congress will consider the Commission's recommendations and other input as well. The reauthorization bill passed by Congress will address the national transportation funding issue.
14	<i>Connections 2030</i> should address potential supply disruption issues that could result from an oil embargo.	Meeting 3 minutes	not part of long-range planning process
15	The Plan seems to highlight schedule impacts of NEPA analysis. WisDOT should deemphasize the length of time the NEPA analysis takes. Often times, schedules are a function of funding and not only the NEPA analysis. The Plan should explain that there are many reasons for lengthy project schedules. Also, the discussion should refer to "NEPA analysis" rather than "NEPA review."	Meeting 3 minutes	WisDOT will review the comment as part of the draft plan review effort.
16	The expected impact to wetlands appears to be reasonable	Meeting 3 minutes	no response necessary

ID	Comment	Source	Response
17	Does WisDOT have the ability to keep up with mitigating the wetlands that are anticipated through 2030?	Meeting 3 minutes	<b>Meeting response:</b> There is a potential that the estimated wetland impacts are greater than the impacts that will actually occur due to double counting. Nonetheless, WisDOT has observed that the cost of wetland mitigation is increasing, including both land costs and monitoring. WisDOT will do what is necessary to mitigate and is currently working to accumulate all costs associated with wetland mitigation. Also, added to pg. 33 under "Wetlands" - "Through 2030, WisDOT will continue its commitment to protect and preserve wetlands. However, efforts to locate and fund future wetland bank sites will likely experience greater challenges due to higher real estate costs."
18	It might make sense to buy land or invest in properties for wetland banking ahead of time. This would allow WisDOT to mitigate at a 1:1 ratio.	Meeting 3 minutes	<b>Meeting response:</b> Appropriate properties are becoming more difficult to find. WisDOT probably needs to start now to establish wetland banks because this process now takes longer than it used to.
19	As land is cleared for roads, contractors could be required to recycle waste. Also highway maintenance offers a potential for biomass production. WisDOT has the potential to be proactive and contribute to biomass production. A proactive approach may support economic development goals.	Meeting 3 minutes	<b>Meeting response:</b> Many contractors already address waste disposal through the bid process. They may sell or burn biomass. Some contractors already recycle and beneficially reuse it. Specifications could direct contractors to recycle. Currently, it is up to the contractor.
20	Currently, in southeastern Wisconsin, contractors are not allowed to burn waste. The contractors are currently contributing to a growing wood-products market. The presence of the Emerald Ash Borer will need to be considered in future wood-waste disposal	Meeting 3 minutes	no response necessary
21	WisDOT could participate in cost sharing with counties, outdoor marketing contractors, and other entities to proactively divert grass and wood wastes to beneficial reuses.	Meeting 3 minutes	no response necessary

ID	Comment	Source	Response
22	Indirect impacts analysis should mention long term potential impacts of WisDOT's transportation facilities and tools that affect land use decisions, such as access management.	Meeting 3 minutes	<b>Meeting response:</b> WisDOT is hoping that the corridor management approach will engage communities and help them plan accordingly. WisDOT does not control land use. The corridor management approach allows WisDOT to communicate its vision and facilitate local governments in making land use decisions.
23	The indirect and cumulative impacts analysis needs to be expanded. It should be more tangible and meaningful and describe in more detail the cumulative impacts to resource areas. The indirect effects analysis also seems to be focused mainly on land use. Other potential indirect effects should also be addressed.	Meeting 3 minutes	WisDOT will review and update text as appropriate.
24	Consider addressing cumulative effects in each separate resource section. There is a trend of addressing indirect and cumulative impacts on a resource by resource basis. If WisDOT decides to keep in one stand-alone section, the discussion needs to move beyond transportation.	Meeting 3 minutes	Added to pg. 37 under "indirect Effects" - "Also, WisDOT's Corridor Management Program and the corridor management approach will be used to help coordinate land use decisions along corridors by establishing a common vision for those corridors. By looking beyond the traditional highway right of way, the corridor management approach considers adjacent land uses, development pressure, and multimodal system needs to prioritize planning studies. These planning studies often include coordination with local governments and public involvement opportunities."
25	There are some land use and air quality analysis tools to identify cumulative effects.	Meeting 3 minutes	no response necessary
26	Clarify the statement regarding induced travel that results from transit service. Also, WisDOT should discuss latent demand in terms of STH capacity expansion.	Meeting 3 minutes	WisDOT will review and update text as appropriate.

ID	Comment	Source	Response
27	In terms of readability, mitigation should be included in a separate section at the conclusion of the SEE. While mitigation measures are addressed in the Plan chapters, mitigation should also be noted in the SEE because many people will only read the SEE and not all the Plan chapters. The SEE tables are helpful.	Meeting 3 minutes	Added to pg. 38 under "Mitigation" - "For example, the draft plan identifies department policies and specific implementation strategies to address air quality, protection of sensitive resources, wetland banking, congestion management, coordination, data sharing to improve communication and analyses, and actions related to the effects of transportation decisions on surrounding land uses."
28	Consider inclusion of additional alternatives that would result in mid-range impacts.	Meeting 3 minutes	There is some discussion at the beginning of the SEE. Also, Trans 400 requires comparison with the Base Case. WisDOT will review the base case and draft plan alternatives and will amend as needed.
29	The SEE should contain more discussion of transportation's effects on agriculture, especially impermanence syndrome (lack of agricultural investments in areas undergoing development pressure under the assumption that development will eventually consume the agricultural land).	Meeting 3 minutes	WisDOT will review and update text as appropriate.
30	On page 43, it should state: "To date, <b>over 740</b> local governments have submitted comprehensive plans to the DOA." This number is continually increasing. Maybe there could also be a statement that the DOA expects that over 1400 local governments will have submitted a comprehensive plan by 2010.	Peter Herried -DOA	Number has been updated; also added text: "By 2010, DOA anticipates over 1,400 local governments will have submitted a comprehensive plan."
31	WisDOT should add Wisconsin's State Implementation Plan to the plan comparison.	Meeting 3 minutes	Added Wisconsin State Implementation Plan to table on pg. 46.
32	Have the chapters been changed to address comments previously received from agencies?	Meeting 3 minutes	<b>Meeting response:</b> Yes, in some cases, the chapters have changed considerably. Also, on pg. 5 of SEE under "Consultation Process" - "The feedback received during this process helped to further shape and refine the content and focus of the long-range plan."

ID	Comment	Source	Response
1	EJ chapter should also include bike and pedestrian modes and identify connections between EJ populations and bike and pedestrian facilities. WisDOT should acknowledge the impact to bike and pedestrian routes from highways and other transportation facilities.	Meeting 3 minutes	The "Support bicycle and pedestrian accomodations" policy from the <i>Provide mobility and transportation choice</i> chapter is mentioned on pg. 22. Also, added to pg. 34 under "Highways" - Proposed capacity projects and bypasses may:... "Create barriers that hinder bicycle and pedestrian movements."
2	The EJ conclusion statement needs to be expanded. WisDOT should include the basis for making this decision.	Meeting 3 minutes	Added some explanation on pgs. 38 and 39 in the conclusion under "Next Steps."
3	Is it the case that transit systems themselves are inefficient, or is the administration of funding from multiple sources inefficient?	Meeting 3 minutes	<b>Meeting response:</b> While there are some disincentives built into transit systems, much of the inefficiency is a function of administration. WisDOT clarifies its specific goals and what it intends to improve with its transit focus. This is addressed in the <i>Provide mobility and transportation choice</i> chapter. WisDOT will review the discussion in the EJ chapter.
4	USEPA is currently working on an EJ-related GIS layer called EJ SEAT. NEPA-assist is also available to help environmental analysis.	Meeting 3 minutes	no response necessary
5	On page 13, there is a list of five areas to assess the potential impacts of this comprehensive multimodal plan. This list excludes bike and pedestrain facilities. Also, the highways area dos not speak to the barriers to bicyclists and pedestrians that highways create.	Peter Herried - DOA	The "Support bicycle and pedestrian accomodations" policy from the <i>Provide mobility and transportation choice</i> chapter is mentioned on pg. 22. Also, added to pg. 34 under "Highways" - Proposed capacity projects and bypasses may:... "Create barriers that hinder bicycle and pedestrian movements."

ID	Comment	Source	Response
1	Why isn't WIS 55 identified as a statewide corridor? The highway carries a lot of tourism traffic and is important to the Menominee Nation.	Tribal Meeting	<b>Meeting Response:</b> The corridor maps represent the statewide priority corridors. WisDOT will review the factors used to identify these corridors to determine if WIS 55 would qualify. Even if it doesn't qualify as a statewide priority corridor, the WisDOT region is able to identify the highway as a region priority corridor. The 37 corridors were selected through a quantitative process that involves the analysis of mobility, safety, and development pressures, focusing on multimodal corridors, not just highways. The 37 corridors serve critical sectors of the economy (according to a commodity flow analysis); major population centers (places with 5,000 people or more); significant travel activity or significant growth in travel, or serving an important role for non-highway travel.
2	WisDOT should create a statewide priority corridor map with tribal lands shown.	Tribal Meeting	<b>Meeting Response:</b> WisDOT will create the map and present it at the next Tribal Taskforce meeting.
3	Can the corridor maps reflect trails/sidewalks? Lack of connectivity between activity centers is a challenge.	Tribal Meeting	<b>Meeting Response:</b> The maps reflect current and proposed trails. Due to scale, identifying sidewalks would be difficult.
4	It would be nice to have Google Earth video or photos that provide both a satellite and close-up view of the issues/areas covered by the corridor maps.	Tribal Meeting	That is a great idea to keep in mind for future updates. We will definitely consider this as we move forward after the <i>Connections 2030</i> plan is released to the public.
5	The corridor maps are not identifying Ho-Chunk lands near Wisconsin Dells, La Crosse, Madison, and Necedah.	Tribal Meeting	<b>Meeting Response:</b> WisDOT will review and edit the maps as needed. Tribal liaison to follow up
6	The corridor maps are not identifying Forest County Potawatomi lands in Milwaukee.	Tribal Meeting	Meeting Response: WisDOT will review and edit the maps as needed. Tribal liaison to follow up
7	The maps don't always mention all of the trails in an area on the Pg. 1 "Current Corridor Characteristics" or show them on the maps	Tom Gilbert - National Park Service	The corridor map development team worked with the statewide bicycle and pedestrian transportation coordinator to include most "major" trails. The emphasis was on showing trails that the state has a role in planning or funding.

ID	Comment	Source	Response
1	Wisconsin rail infrastructure system is important for agriculture	Meeting Minutes 2	Agreed, no change to plan text made
2	Address whether the state will support/fund an energy-efficient bus fleet.	Meeting Minutes 2	<p>The federal government provides funds for public transit vehicles (there are no state funds) and these funds are administered to local governments through WisDOT. These funds fund up to 80% of the cost of conventional buses or up to 90% in non-attainment and maintenance areas for "green" (hybrid or other energy efficient or lower emission equipment) buses in an effort to encourage a more fuel-efficient fleet. These funds can potentially be supplemented with other funding sources to pay for the difference between regular buses and hybrid or other energy efficient buses. (For example, CMAQ funds could be used for this purpose in non-attainment and maintenance areas). Through these programs, WisDOT, the transit systems, and the federal government are supporting a more energy-efficient fleet, but capital funds have been scarce and the added cost of "green" vehicles has been in many cases prohibitive to local governments. This is a continuing activity under an existing federal program, so nothing was added into <i>Connections 2030</i>.</p>

ID	Comment	Source	Response
3	The Plan should identify which operations are used outside of the State Traffic Operations Center (STOC) area. Identify effectiveness and acknowledge gaps. The Plan should take credit for these operations.	Meeting Minutes 2	Traffic Operations Infrastructure Planning will integrate traffic management and transportation planning along key transportation corridors throughout the state. When completed, this approach will consider corridor traffic densities statewide and recommend appropriate tools to manage facility operation and traffic flow within specific corridors. These tools include ramp metering and surveillance, travel warning and information systems, and traffic signal systems. As part of this effort, WisDOT will collect and analyze corridor level traffic data to identify best practices and improve future implementation of traffic management tools. Also, WisDOT will investigate the application of Traffic Incident Management techniques along key corridors around the state. From: <i>Promote transportation efficiencies</i> policy- "Continue to plan and prepare for WisDOT's prompt and consistent response to incidents", p. 9
4	Work zone issues have changed lately. WisDOT needs to make sure the Plan incorporates the latest developments as FHWA will be looking for them in the final plan.	Meeting Minutes 2	In compliance with new federal regulations, WisDOT will incorporate lane closure guidelines into Transportation Management Planning and plans for work zones. WisDOT will also complete development of and implement a web-based lane closure management tool to best determine construction closure schedules to minimize user delay, and feed into other traffic management applications. From: <i>Promote transportation efficiencies</i> policy - "Continue to plan and prepare for WisDOT's prompt and consistent response to incidents", p. 7

ID	Comment	Source	Response
	<p>Do the VMT projections incorporate fuel costs? The Plan should clarify the technical underpinnings of the VMT projection.</p>	<p>Meeting Minutes 2</p>	<p><b>Meeting Response:</b> p. 3 - The forecasts predict an approximate increase of 33% for Total VMT. Energy costs are not explicitly included in WisDOTs VMT forecasting model. Total VMT has been disaggregated into two components: personal and commercial VMT. WisDOT's Statewide travel demand model includes vehicle availability, household size, and workers, among other variables, in the passenger component. On the truck side it uses employment and productivity forecasts (employment from Woods and Poole and productivity by industry sector from REMI) to produce forecasts. While the statewide model covers only the more major highways in the state, it produces passenger and truck growth rates very similar to our VMT only forecasting model. In terms of the VMT forecasting model, WisDOT models personal and commercial VMT separately to derive independent forecasts of each component. Personal VMT is estimated based on a function of annual average miles driven per licensed driver by gender, age group and income...(continued in cell below)</p>

ID	Comment	Source	Response
			<p>(Continued) Using independent forecasts of these variables - population and licensed drivers by gender and age group (from DOA), plus per capita real income (from Global Insight and REMI) - over time to develop personal VMT forecasts. Personal VMT is projected to increase at a decreasing rate (tapering off over time). WisDOT estimates and forecasts commercial or heavy truck VMT as a function of the Real (inflation adjusted) Gross Domestic Product (GDPR), using a stochastic-trended or difference-stationary model. (More precisely, WisDOT developed a statistically significant regression model on the first difference of CVMT and GDPR over a 35-year time period, from 1970-2005). WisDOT's commercial VMT forecasts compare well with FHWA's Freight Analysis Framework.</p>
6	79 mph does not seem very fast for High Speed Rail.	Meeting Minutes 2	<p>We will not be referring to existing passenger rail services, which travel at 79 mph, or planned future passenger rail services, which will travel at 79 mph and 110 mph, as "high-speed rail", but rather "intercity passenger rail" (since the definition of high-speed rail can vary). Meeting Responses: In some cases, speeds will be a function of track conditions and proximity to urban areas. The long-term intent is to increase speeds to 110 mph wherever possible.</p>
7	Would High Speed Rail be operated by public/private partnerships?	Meeting Minutes 2	<p><b>Meeting Responses:</b> At this point, WisDOT presumes the system would be operated by Amtrak and not be operated by WisDOT. <i>Connections 2030</i>, consistent with the MWRRI Business Plan, calls for a private operator to operate the services. WisDOT will provide operating funding support in addition to capital funding.</p>

ID	Comment	Source	Response
8	WisDOT should consider robust emissions control strategies at airports.	Meeting Minutes 2	The Federal Aviation Administration sets the standards for individual aircraft emissions. Only before takeoff do aircraft idle.
9	Transportation enhancements is a stand-alone budget item. The Plan should make clear that local systems receive funds for enhancement. Presently Wisconsin is low on the list of enhancement funding.	Meeting Minutes 2	Added a text box outlining various funding sources used to support bike and ped projects.
10	Is the state willing to compensate tribes for work completed by the tribes that is related to WisDOT projects?	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up
11	Early and constant communication and an equitable partnership is key to a good relationship between WisDOT and the tribes.	Tribal Meeting	no response necessary
12	WisDOT should offer a webcast to all tribes to sit in meetings with WisDOT. A tribe could sponsor webcast.	Tribal Meeting	We will consider this option for future outreach activities.
13	In terms of signage, would also be appropriate to have signage indicating utility districts as not only a means to inform people of the service provider but also aid in federal/state emergency planning.	Tribal Meeting	This question was referred to the Tribal Liaison for follow-up
14	The plan does discuss to a certain extent the background information of both climate change and dependency on oil, but does not appear to make a clear connection to what actions could or would be done to the transportation system to alleviate potential negative impacts as a whole.	Cameron Bump, DNR	WisDOT will closely monitor changes in climate change trends and will incorporate these trends into future projects
15	Specific to climate change, I recommend that you stay tuned to the findings of the Transportation Subcommittee of the Governor's Task Force on Global Warming. Strongly consider including any applicable recommendation into <i>Connections 2030</i> when this subcommittee develops and finalizes them. Pay particular attention to the data they are using and make use of it in this plan. (Available: <a href="http://dnr.wi.gov/environmentprotect/gtfgw/documents/MgTF20080501.pdf">http://dnr.wi.gov/environmentprotect/gtfgw/documents/MgTF20080501.pdf</a> )	Cameron Bump, DNR	The Governor's Task Force on Global Warming is discussed on p. 56 of the <i>Foster Wisconsin's economic growth</i> theme chapter under the policy: "Partner with consumers and businesses to increase transportation sustainability." WisDOT participated in the task force and will follow recommendations when they are finalized.
16	<b>General Priority:</b> Transportation system planning should be conducted concurrently with, and closely considering, land use planning.	Cameron Bump, DNR	Addressed on page 36 of the <i>Preserve Wisconsin's quality of life</i> chapter

ID	Comment	Source	Response
17	<p><b>General Priority:</b> Transportation systems should be planned in a multimodal fashion and include policies that encourage multiple occupancy travel.</p>	Cameron Bump, DNR	<p>Agreed. <i>Connections 2030</i> is a good example of this, as are Wisconsin MPO Long Range Transportation Plans. <i>Connections 2030</i> is a multimodal system plan. All modes are considered and will be incorporated into the final plan. The <i>Provide mobility and transportation choice</i> chapter outlines in detail policies of a multimodal nature.</p>
18	<p><b>General Priority:</b> Transportation system planning should promote sustainability and recognize the existence of a limited natural resource base to which urban and rural development must be properly adjusted to ensure a pleasant and habitable environment.</p>	Cameron Bump, DNR	<p>This issue is addressed in the <i>Preserve Wisconsin's quality of life</i> chapter</p>
19	<p><b>General Priority:</b> Transportation system planning should identify and implement discreet, tangible, cost-effective control measures to mitigate emissions from diesel sources for both on-road and off-road vehicles.</p>	Cameron Bump, DNR	<p>In general, the plan recognizes limited resources and discusses the department's commitments to transportation sustainability. Specific measures include integrating policies specific to global climate change in response to governor and national policy; tracking and responding accordingly to energy use fluctuations; promoting use of alternative fuels and energy efficient vehicles; installing electrification technology at the MIS and Madison rail station, and improving intermodal connectivity. In addition, WisDOT is working with DNR to determine how to best address emissions from diesel sources. One of the ways we are doing this is through the Wisconsin Clean Diesel Coalition. WisDOT is a member of the coalition, which is working to reduce emissions from at least 50,000 diesel-powered engines by 2010. Some of the strategies the coalition is pursuing include outreach and funding for reducing operational and idling emissions from both on and off road vehicles.</p>

ID	Comment	Source	Response
20	<p><b>General Priority:</b> Transportation system planning should acknowledge that a continued VMT increase based on current fuel and technology models is likely unsustainable and presents significant challenges to statewide efforts to stabilize and reduce global warming gas emissions.</p>	Cameron Bump, DNR	WisDOT will closely monitor VMT changes and will update our forecasts as appropriate.