

Connections 2030
Tribal Consultation Meeting
May 8, 2008
College of Menominee Nation, Keshena Campus

Attendees: See attached list.

Meeting Summary

Purpose of Meeting Summary – The meeting summary notes are intended to document key comments/questions, decision points and mitigation examples during the tribal consultation meeting. In general, the organization of these notes follows the meeting agenda. In some cases and in response to certain comments, WisDOT provided clarification and additional information during the discussion. This information is noted as “Meeting response” throughout these summary notes. WisDOT also reviewed the comments after the meeting. Any additional information about the comment is noted as “follow-up response.”

General Meeting Notes

1. Introduction

Aileen Switzer, WisDOT Bureau of Planning and Economic Development, opened the meeting by welcoming attendees and providing a broad overview of consultation meeting as part of the *Connections 2030* planning process. A copy of the PowerPoint presentation is attached.

2. Purpose of Meeting

Aileen provided an overview of the purpose and intent of tribal consultation as part of the *Connections 2030* planning process.

- To assure the plan accounts for sensitive resources at a statewide and regional level
- To establish a better understanding of the role of the statewide planning process as the basis of future project implementation, particularly the purpose and need of future projects

3. Overview of the planning process and SAFETEA-LU

Aileen provided an overview of the plan development process and the proposed *Connections 2030* plan content. Key points are summarized as:

A. Plan overview:

Connections 2030 is a policy-based plan, not a needs-based plan. Needs-based plans use models and forecasts to identify recommended improvements and estimated costs. These plans limit flexibility and tend to focus on funding forecasts. A policy-based plan provides the framework upon which priorities are defined and investments made. *Connections 2030* is written to be flexible and responsive to shifting priorities, funding availability and change project level decisions.

- The plan is under development. Support chapters – finance, implementation, system-plan environmental evaluation and environmental justice analysis – are being drafted.
- A formal public comment period will occur when the entire draft plan is ready.

Aileen noted *Connections 2030* is organized around seven themes:

- Preserve and maintain Wisconsin’s transportation system
- Promote transportation safety
- Foster Wisconsin’s economic growth
- Provide mobility and transportation choice
- Promote transportation efficiencies
- Preserve and enhance Wisconsin’s quality of life
- Promote transportation security

These themes form the structure of the plan. The plan is comprised of 37 policies that reflect the seven overarching themes.

Connections 2030 discusses both existing and future WisDOT policies. Policy descriptions are written to stand-alone and include WisDOT statements of commitment and action steps.

The Plan also includes 37 statewide system-level priority corridor maps. The maps identify critical system-level transportation links, both within the state and links to neighboring states. They form a conceptual framework on how the plan recommendations could be implemented.

Comment: How is *Connections 2030* linked to projects? Is it mandatory reading for all WisDOT staff?

Meeting response: *Connections 2030* provides the framework for project decisions.

B. Tribal consultation

Aileen provided additional information on the tribes’ role during the consultation process. This includes:

- Review and comment on the initial draft chapters of the *Connections 2030* plan
- Identify significant natural/cultural resources to be considered during the plan development process
- Identify “red-flag” issues
- Identify opportunities to conserve ecosystems

4. Chapter review

Aileen continued the presentation with an overview of the seven draft theme chapters. The following summary notes include tribal comments, WisDOT’s responses discussed during the meeting, and follow-up responses prepared after the meeting to provide additional information.

Theme Chapter: Promote Transportation Safety

Safety continues to be a priority for the department. WisDOT will continue current policies and actions. Aileen noted that WisDOT's role is relatively limited outside the state trunk highway system, but that WisDOT considers transportation safety for all transportation modes to be an agency concern and will continue to reach out to and coordinate efforts with local governments.

Comment: The WisDOT North Central Region is working with the Menominee Tribal Police to improve identification of safety problems on WIS 47/55. Tribal police handle crashes involving tribal members. Because these crashes are not reported on the MV 4000 form, they are not identified during WisDOT safety reviews and may not be addressed as part of projects.

Comment: Many tribes are located in rural areas. The highways in these areas often follow topography that can result in many safety concerns including sight distance, hills, foliage, ATV crossings, etc.

Follow-up response: Clarified text in safety chapter.

Theme Chapter: Promote Transportation Security

Transportation security continues to be a concern for WisDOT. *Connections 2030* marks the first time that security is addressed as a standalone plan element. The policies seek to reduce the state's infrastructure vulnerability and increase the ability of the transportation system to return to normal operation after an incident. WisDOT's action steps include:

- Identification and prioritization of vulnerable structures
- Coordinated communication across multiple agencies
- Preparedness planning to keep traffic moving during emergencies
- Development of evacuation plans for urban areas

Comment: The Lac Courte Oreilles tribe is working with Sawyer County in regards to emergency planning.

Comment: The Menominee Tribe works with Menominee County.

Comment: Does the plan address hazardous materials transportation?

Meeting response: The plan does not specifically address hazardous materials.

Comment: Do tribes have the authority to prohibit hazardous materials transportation through tribal lands?

Follow-up response: Tribal liaison will review issue.

Comment: 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?

Follow-up response: Tribal liaison will review issue.

Theme Chapter: Preserve and Enhance Wisconsin's Quality of Life

This chapter is the first time that WisDOT's environmental policies are presented together. The chapter consists of six policies that incorporate a wide range of environmental considerations.

Comment: Does the plan address FDM Chapter 26, Historic Preservation, in regards to the discovery of human remains?

Follow-up response: Clarified in chapter.

Comment: How are cultural resource investigations funded? Is funding available to assist tribes with this process?

Follow-up response: Tribal liaison will review issue.

Comment: The U.S. EPA recently designated the Forest County Potawatomi as a Class 1 air quality area.

Comment: The WisDOT North Central Region is completing a bridge project in Lac du Flambeau that incorporates CSD.

Comment: If projects located on tribal lands require wetland mitigation, mitigation activities must occur on tribal lands.

Comment: There is a lack of coordination for tribal community signs.

Follow-up response: Tribal liaison will review issue.

Theme Chapter: Provide Mobility and Transportation Choice

During the chapter review, Aileen emphasized that the vision and related policies are aimed at supporting an increase in the number of transportation alternatives; improving connections between modes; and improving public awareness. The policies focus on WisDOT restating its commitment to transit statewide including, but not limited to, rural, public, specialized, human services, fixed guideway, commuter rail and intercity passenger rail, as well as bike and pedestrian needs, TDM strategies and airport accommodations.

Comment: Can mopeds operate on the state trunk highway system? Could additional funds be provided for county roads for shoulder expansion to handle mopeds?

Follow-up response: Tribal liaison will review issue.

Comment: The lack of pedestrian connectivity requires motorized wheelchairs/scooters to use the highway when sidewalks are not present.

Meeting response: One option to consider may be WisDOT's Safe Routes to School program. The program's goal is 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.

Comment: Does the plan discuss snowmobiles? NEVs? ATVs?

Meeting response: The Plan briefly discusses ATVs as related to roadway maintenance concerns.

Comment: Forest and Florence counties allow “rangers” on ATV trails.

Comment: Lack of shoulders is an issue for tribal communities. There is no safe place to ride a bicycle. WIS 47/55 provided as an example.

Follow-up response: Tribal communities should identify where wider paved shoulders are needed. WisDOT will reflect those needs in the state bicycle plan.

Comment: Tribes/rural areas typically do not have bicycle or pedestrian plans.

Follow-up response: WisDOT encourages tribes to work with the county in developing bicycle and pedestrian plans. If tribal or county plans do not exist, WisDOT encourages tribes to identify bicycle and pedestrian needs on state trunk highways and share those needs with WisDOT.

Theme Chapter: Preserve and Maintain Wisconsin’s Transportation System

Maintenance activities typically focus on individual system parts and tend to address immediate system needs. Preservation activities focus on the long-term and include ensuring continued availability of transportation services. The chapter stresses that transportation system maintenance and preservation differ from operations, and that cost-effective preventive maintenance applications can help extend the useful life of the transportation system. The chapter also includes a discussion of the Corridors 2030 routes, a system of high priority state trunk highway corridors throughout the state that connects large population and economic centers, universities, medical centers and tourist destinations.

Comment: Mowing activities can spread invasive species.

Meeting response: WisDOT implemented a revised mowing policy that requires mowers to be washed before moving to a different location to help minimize the spread of invasive species.

Comment: Can a tribe have maintenance authority for the portion of state highways located on tribal lands?

Follow-up response: Tribal liaison will review issue.

Comment: Tribes should be notified of maintenance activities.

Follow-up response: Tribal liaison will review issue.

Theme Chapter: Promote Transportation Efficiencies

This chapter focuses on the operation, including the reliability, resiliency, and connectivity of Wisconsin’s transportation system. The chapter presents policies intended to maintain effective, coordinated, and economical facility operation to optimize traffic movement. Policies range from improving traffic operations and adding capacity, to managing access and work zones.

Comment: How does the plan address population growth, land use and capacity?

Meeting response: 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.

Theme Chapter: Foster Wisconsin's Economic Growth

This chapter discusses WisDOT's vision to partner with communities and industries to maintain and improve the state's transportation system to be responsive to global and regional economic needs and changes. The chapter is predominantly focused on freight issues, and clarifying WisDOT's role. WisDOT's freight focus policies will improve Wisconsin's freight traffic and communication among freight stakeholders. In addition to the freight policies, the chapter also discusses tourism, transportation sustainability, and job and business support.

Comment: The Lac du Flambeau tribe is working with the Department of Tourism to staff travel centers.

Comment: What authority does the state have over railroads?

Meeting response: WisDOT owns about 470 miles of rail line that is operated and maintained by Wisconsin Southern Railroad. WisDOT also coordinates with private railroad companies.

Follow-up response: 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.

Comment: Who approves the formula for local road aids?

Meeting response: The state legislature sets an annual level of GTA funding. Based on the funding level, WisDOT distributes the aid.

Comment: What funding is available to tribes/local governments to promote tourism, particularly if WisDOT has a project in the area?

Meeting response: If WisDOT is completing a project in the area, the department can utilize Community Sensitive Design. In addition, Transportation Enhancement funding may be available.

5. Tribal Plan Comparison

Aileen identified the tribal long-range transportation plans that WisDOT reviewed in preparing the corridor plans (noted in the PowerPoint presentation). WisDOT identified tribal activities that impacted the state trunk highway system or plan recommendations that resulted in a new activity. These activities were included on the corridor maps. Examples of these activities include the Ho-Chunk recommendation to establish transit service in the Wisconsin Dells area, and the Red Cliff recommendations related to harbor improvements. Aileen

encouraged participants to identify other plans (such as land use or economic development) the tribes would be willing to share with WisDOT.

6. Corridor Maps

Aileen introduced the *Connections 2030* corridor maps. The plan identifies 37 statewide system-level priority corridors. The corridor maps are a visual depiction of the Six-Year Highway Improvement Program; tribal, metropolitan planning organization and regional planning commissions' long-range transportation plans; and recommended *Connections 2030* policies and actions. It was emphasized that proposed actions identified on the maps are not guaranteed. Additionally, it was emphasized the plan presents the *statewide* priority corridors; WisDOT Transportation Regions will identify *region* priority corridors.

Comment: Why isn't WIS 55 identified as a statewide corridor? The highway carries lots of tourism traffic and is important to the Menominee Nation.

Meeting response: The corridor maps represent the statewide system-level 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.

Follow-up response: 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.

Comment: WisDOT should create a statewide priority corridor map with tribal lands shown.

Meeting response: WisDOT will create the map and present it at the next Tribal Taskforce meeting.

Comment: Can the corridor maps reflect trails/sidewalks? Lack of connectivity between activity centers remains a challenge.

Meeting Response: The maps reflect current and proposed trails. Due to scale, identifying sidewalks would be difficult.

Comment: 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.

Follow-up response: That is a great idea to keep in mind for future updates.

Comment: The corridor maps do not identify Ho-Chunk lands near Wisconsin Dells, La Crosse, Madison and Necedah.

Meeting response: WisDOT will review and edit the maps as needed.

Comment: The corridor maps do not identify Forest County Potawatomi lands in Milwaukee.

Meeting response: WisDOT will review and edit the maps as needed.

7. Other Issues and Meeting Recap

Aileen noted WisDOT is preparing the remaining draft plan chapters: Finance, Implementation, System-Plan Environmental Evaluation and Environmental Justice Analysis. Aileen noted WisDOT could conduct a follow-up meeting to present these remaining chapters. Meeting participants indicated their preference for any follow-up to occur at a Tribal Taskforce meeting. Aileen also noted WisDOT is available to provide presentations on *Connections 2030* upon request.

Comment: Is the state willing to compensate tribes for work completed by the tribes that is related to WisDOT projects? Is the department willing to compensate the tribes for work like reviewing a long-range plan? This takes a lot of time and effort for a government that is constrained by limited resources (funding and staff). Is the department willing to pay for data maintained by a tribe?

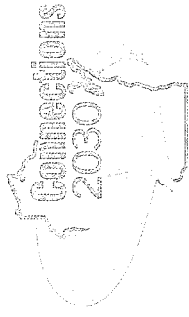
Follow-up response: Tribal liaison will review issue.

Comment: Early and constant communication and an equitable partnership is key to a good relationship between WisDOT and the tribes.

Comment: WisDOT should offer a webcast to all tribes to sit in meetings with WisDOT. A tribe could sponsor webcast.

Comment: In terms of signage on state trunk highways, it would also be appropriate to have signage indicating tribal utility districts as not only a means to inform people of the service provider but also aid in federal/state emergency planning.

Follow-up response: Tribal liaison will review issue.



Tribal Consultation Meeting

Keshena, WI
May 8, 2008

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|-----------------|----------------|--------------|------------------------------------|
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Meeting Purpose and Agenda

» Purpose

- Present initial draft plan chapters and seek tribal feedback

» Agenda

- Presentation
 - Draft plan overview
 - Tribal consultation
 - Chapter review
- Discussion
 - Agency plan comparison
 - Potential mitigation strategies



Meeting Agenda

- » Presentation
 - **Plan overview**
 - Tribal consultation
 - Chapter review
- » Discussion
 - Agency plan comparison
 - Potential mitigation strategies



Plan Overview

- » Plan purpose
 - Statewide multimodal transportation plan
 - Identifies Wisconsin's transportation vision and policy direction
 - Articulates implementation strategies through 2030
 - Discusses finance and investment strategies



Plan Overview

- » Establishes policies that seek to develop and/or enhance
 - Transportation efficiencies
 - Availability of more transportation options
 - Statewide economic growth
 - Maximization of system safety and security



Plan Overview

- » Four planning phases
 - Initial planning and analysis
 - Draft plan development (current phase)
 - Release and public review of draft plan
 - Plan adoption



Plan Overview

» Initial planning activities

- Collected stakeholder input statewide
 - Survey
 - Stakeholder meetings
- Compiled & analyzed key stakeholder issues
- Developed themes and identified potential policy topics
- Identified proposed statewide transportation corridors of significance



Plan Overview

» Common stakeholder concerns

- Funding
- Increased freight movement
- Transportation safety
- Congestion
- System maintenance
- Transportation choice
- Aging population
- Environment/land use



Plan Overview

» Draft plan development

- Developed plan concepts – themes and policy framework
- Compared plan concepts with SAFETEA-LU guidelines
- Developed corridor maps
- Defined proposed environmental and tribal consultation process
- Reviewed MPO and RPC plans
- Developed draft policies and chapters (ongoing)



Plan Overview

» Draft plan elements

- Themes
- Policies
- Finance and implementation
 - Corridor Maps
- System-Plan Environmental Evaluation (SEE)
- Environmental justice analysis
- Public involvement



Plan Overview

» Themes (not listed in any specific order)

- Preserve and maintain Wisconsin's transportation system
- Promote transportation safety
- Promote transportation security
- Promote transportation efficiencies
- Provide mobility and transportation choice
- Preserve and enhance Wisconsin's quality of life
- Foster Wisconsin's economic growth



Plan Overview

» Policies

- Identify WisDOT's existing policies and future policy direction
- Recommend implementation actions to achieve policy and plan goals
- Identify where new funding is required



Corridor Map Overview

» Implementation

- Policies
 - Actions
- Plan
 - Overall implementation
- Corridor maps
 - Visual depiction of 6-year highway improvement program; tribal, MPO and RPC plans; and recommended *Connections 2030* policies and actions
 - Conceptual: Identified activities may change



Plan Overview

» 37 corridor maps

- Wisconsin's priority corridors
 - Link populations and economic centers
 - Connect to other states



Plan Overview

» Finance

- Defines plan implementation within budgetary constraints:
 - Discusses transportation funding challenges
 - Identifies where new funding is required



Meeting Agenda

» Presentation

- Plan overview
- **Tribal consultation**
- Chapter review

» Discussion

- Agency plan comparison
- Potential mitigation strategies



Tribal Consultation

» Purpose

- Reach out to tribes
- Build partnerships
- Incorporate SAFETEA-LU requirements
- Compare appropriate plans and databases
- Improve the connection between long range planning and project implementation
- Discuss mitigation strategies



Tribal Consultation

» Previous meetings

- BIA Annual Road Meeting
 - April 2002 – Baraboo
 - May 2005 – Lac du Flambeau
- WisDOT/FHWA individual tribal meetings - 2003
- WisDOT Tribal Road Meeting – June 2004 - Odanah
- WisDOT Tribal Transportation Conference – April 2007 – Oneida
- WisDOT Tribal Taskforce meetings - ongoing



Tribal Consultation

» What we heard

- Loss of intercity bus service
- Growing elderly populations and impact on transit
- Need for transportation to aid economic development
- Need to adequately preserve and maintain the transportation system
- Improved relationship between tribes, WisDOT and local governments



Tribal Consultation

» Role of tribal agencies

- Identify significant natural/cultural resources
- Identify opportunities to conserve ecosystems
- Identify 'red-flag' issues



Tribal Consultation

- » Consultation efforts underway
 - Plan comparison
 - Today's meeting
 - One-on-one meetings upon request



Meeting Agenda

- » Presentation
 - Plan overview
 - Tribal consultation
 - **Chapter review**
- » Discussion
 - Agency plan comparison
 - Potential mitigation strategies



Chapter Review

» Initial draft plan chapters

- Promote Transportation Safety
- Promote Transportation Security
- Preserve Wisconsin's Quality of Life
- Provide Mobility and Choice
- Preserve and Maintain Wisconsin's Transportation System
- Promote Transportation Efficiencies
- Foster Wisconsin's Economic Growth



Chapter Review

» Promote Transportation Safety

- Vision
 - *Improve and expand upon existing comprehensive approaches that enhance transportation safety statewide, continuing to systematically incorporate engineering and the use of technology while modifying driver behavior through education and enforcement*
- Objectives
 - Reduce crashes, injuries and fatalities
 - Educate users on safety strategies
 - Design and construct safe transportation facilities
 - Identify and support partnerships between governmental units to achieve safety improvements



Chapter Review

» Safety policies

- Modify driver behavior
- Improve standards for infrastructure
- Improve emergency response
- Support innovative, comprehensive safety programs



Chapter Review

» Promote Transportation Security

- Vision
 - *To be able to prevent, prepare for, and/or coordinate response to any incident, whether caused by natural or human events*
- Objectives
 - Support a comprehensive vision of homeland security and defense mobilization
 - Improve emergency response
 - Improve data/decision support systems
 - Maintain Wisconsin's transportation system to maximize the use of existing facilities
 - Use technology and other methods to operate existing facilities and services more efficiently



Chapter Review

» Security policies

- Enhance the security of the transportation system by reducing vulnerability
- Improve emergency response to make the transportation system more resilient



Chapter Review

» Preserve Wisconsin's Quality of Life

- Vision
 - A well-managed, safe and efficient transportation system that carefully balances consideration of natural, cultural and historic resource conservation
- Objectives
 - Consider the range of impacts the transportation system may have on the environment, and identify feasible, cost effective solutions that avoid, minimize or mitigate those impacts as appropriate
 - Comply with state and federal environmental laws
 - Encourage public participation in the environmental review process



Chapter Review

» Quality of Life policies

- Continue a comprehensive approach to integrating transportation and environmental issues
- Emphasize air quality improvement
- Emphasize the preservation of protected resources
- Incorporate environmental justice in all planning, programming and project decisions
- Continue community sensitive design (CSD) efforts
- Preserve and enhance a positive land use/ transportation relationship



Chapter Review

» Provide Mobility and Transportation Choice

- Vision
 - More transportation alternatives for Wisconsin residents and visitors
 - Improved connections between transportation modes
 - Improved public awareness of the availability of alternative transportation modes



Chapter Review

» Mobility and Transportation Choice policies

- Support public, specialized and human services transit
- Support development of fixed-guideway transit services
- Increase intercity travel options by improving intercity passenger rail service
- Improve intercity bus service and connections
- Advocate improved air service at Wisconsin airports
- Support bicycle and pedestrian facilities and plans
- Encourage TDM strategies in the transportation system
- Facilitate intermodal passenger connections



Chapter Review

» Preserve and Maintain Wisconsin's Transportation System

- Vision
 - *A Wisconsin where transportation system investment benefits are maximized through cost effective strategies that foster:*
 - *Ongoing routine maintenance*
 - *Long-term preservation*
 - *Continued availability of transportation services statewide*



Chapter Review

» Preservation and maintenance policies

- Implement cost effective maintenance activities on Wisconsin's state trunk highway system infrastructure
- Preserve Wisconsin's state trunk highway system infrastructure
- Preserve Wisconsin's airport system infrastructure



Chapter Review

» Promote Transportation Efficiencies

▪ Vision

- *A transportation system that moves people and goods to their destinations safely and within a reasonable timeframe. WisDOT will continue to manage the state transportation system so that it is reliable, resilient and seamlessly connected.*



Chapter Review

» Transportation efficiency policies

- Improve the reliability and efficiency of state trunk highway system operations
- Actively manage the day-to-day operation of state trunk highway network via State Traffic Operations Center and other technology systems
- Maximize traffic movement on the STH system by utilizing tools to improve existing capacity and, where necessary, adding capacity
- Manage access on Wisconsin's state trunk highway system



Chapter Review

» Foster Wisconsin's Economic Growth

- Vision
 - *Partner with communities and industry to maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changes.*



Chapter Review

» Fostering economic growth policies

- Partner with stakeholders to ensure freight movements in are safe and reliable and provide positive environmental and community impacts
- Improve airport facilities and infrastructure to create more jet airplane capable airports
- Maintain and improve waterways critical to Wisconsin's transportation system
- Ensure freight rail remains a viable transportation mode for Wisconsin shippers
- Provide loan assistance to Wisconsin businesses and communities



Chapter Review

» Fostering economic growth policies (continued)

- Continue and improve the performance of the Major Highway Development Program
- Preserve the local road and bridge system
- Promote Wisconsin tourism through transportation system maintenance and improvements
- Partner with consumers and businesses to increase transportation sustainability
- Promote a diverse workforce in Wisconsin's transportation industry by building alliances, businesses opportunities through Civil Rights initiatives



Meeting Agenda

- » Presentation
 - Plan overview
 - Tribal consultation
 - Chapter review
- » Discussion
 - **Agency plan comparison**
 - Potential mitigation strategies



Agency Plan Comparison

- » Tribal long-range transportation plans
 - Bad River: Long Range Tribal Transportation Plan, July 2006
 - Forest Co. Potawatomi: Forest County Potawatomi Transportation Plan Version 2, March 2006
 - Ho-Chunk: Ho-Chunk Nation Long Range Transportation Plan, June 2005
 - Lac Courte Oreilles: 2006 Transportation Plan, March 2006
 - Lac du Flambeau: Long-Range Transportation Plan, February 2007



Agency Plan Comparison

» Tribal long-range transportation plans continued

- Menominee: Menominee Indian Reservation Long-Range Transportation Plan, May 2007
- Red Cliff: Long Range Transportation Plan for the Red Cliff Reservation, February 2006
- Sokaogon: Long Range Transportation Plan, March 2007
- Stockbridge-Munsee: 2006 Tribal Long-Range Transportation Plan Update, May 2007



Meeting Agenda

» Presentation

- Plan overview
- Tribal consultation
- Chapter review

» Discussion

- Agency plan comparison
- **Potential mitigation strategies**
- **Other issues/concerns**



How to Stay Involved

Visit the Connections 2030 web site:

www.wiconnections2030.gov

for additional information and to sign up for the mailing list

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