

“Red Tape Review” – DOT Administrative Code
Division of Motor Vehicles (DMV)

TRANS 175
“Rental Companies”

➤ *Operating requirements and prohibited practices for businesses renting motor vehicles.*

Proposed Changes:

- 1) **Current Rule:** Trans 175.09 Service requirements. Every rental company registration issued by the department of transportation shall be conditional upon the establishment of service thereunder within a reasonable time and maintenance thereof with reasonable continuity. Failure to maintain vehicles properly qualified for rental for a period of more than 1 year is a violation of this section unless permission is secured from the department to discontinue service for a longer period upon good cause shown. History: Cr. Register, April, 1970, No. 172, eff. 5-1-70; renum. from PSC 65.09, Register, October, 1982, No. 322, eff. 11-1-82.

Proposed Change: Eliminate Trans 175.09 Service requirements.

How it relates to efficiency: Obsolete: The subsection requires a rental company to provide rental company business without a discontinuance of rental service exceeding a year. The provision originates prior to motor carrier deregulation and has not been actively enforced in 35 years.

BACKGROUND

The requirement to provide truck rental service without interruptions of more than a year has not been a subject of DMV concern in over thirty years, but the provision remained in Trans Rule.

The requirement was created in 1970 by the Public Service Commission and transferred to the Department of Transportation in 1982. The rule may initially have been created during a prior regulatory era when perhaps a limited number of rental companies were authorized, and therefore it was desirable to ensure that one company or a small number of truck rental companies didn't dominate the truck rental company market. Or perhaps it was a patterned after provisions for other regulated industries at the time such as for for-hire trucking companies.

Because the state does not limit the number of truck rental companies to which it grants authority to operate, and because no ongoing reports to the state are required, this provision for continuous truck rental company service is not needed to protect the public interest.

“Red Tape Review” – DOT Administrative Code
Division of Motor Vehicles (DMV)

TRANS 178
“Unified Carrier Registration System”

- *Establishes, consistent with federal law, an annual fee under s.194.407, Stats., for a fleet of commercial motor vehicles that is used in interstate commerce, is subject to the Unified Carrier Registration Agreement, and whose owner or operator is based in Wisconsin, or is based in a state that is not participating in the UCR and has elected to declare Wisconsin as its base state.*

Proposed Changes:

- 1) Current Rule:** Trans 178.03 Fees. (1) Except as provided in sub. (2), as provided in 49 CFR 367.20, fees for registration year 2010 and thereafter are as follows:

Proposed Change: Update reference to Federal law. In Trans 178.03, replace '367.20' with 'Subpart B'. The new fees for the Trans 178 table of fees beginning with CY 2010 actually appear in 367.30, not 367.20. The number progresses as the fees are updated while preserving a history of the old fees. All the fees appear in Subpart B, therefore referring to Subpart B will keep Trans 178 accurate if the fees are subsequently modified.

How it relates to efficiency: The existing reference to Federal law is incorrect.

- 2) Current Rule:** Trans 178.04 Determining the number of commercial motor vehicles. (1) The fee is determined by the number of commercial motor vehicles that the registrant operates in interstate commerce, which shall be counted as follows as provided in the UCR Agreement:

(a) The number of commercial motor vehicles owned or operated subject to the fee under this chapter is the greater of the following:

1. The number reported on the MCS-150 most recently filed with the U. S. department of transportation. This does not apply to reports filed after October 23, 2015.

Note: As stated in s. Trans 178.02 (2), a commercial motor vehicle for purposes of UCR does not include a towed vehicle. Therefore, a carrier should exclude any towed vehicles reported on the MCS-150.

Proposed Change: Create reporting requirement for MCSA-1 after October 23, 2015. The subject of Trans 178 is the Unified Carrier Registration System. Trans 178.04(1)(a)1. includes the term “the MCS-150”. A new subdivision should accept reporting on “Form MCSA-1” or “on a form prescribed by FMCSA” effective October 23, 2015. This is based on the Final Rule published by FMCSA at 78 Fed Reg 164, page 52608, on August 23, 2013, in Docket No. FMCSA-1997-2349.

Amend Trans 178.04(1)(a)1. to read:

Trans 178.04(1)(a)1. The number reported on the MCS-150 most recently filed with the U. S. department of transportation. This subdivision does not apply to reports filed after October 23, 2015.

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Division of Motor Vehicles (DMV)

TRANS 178
"Unified Carrier Registration System"

Create Trans 178.04(1)(a)1m.

Trans 178.04(1)(a)1m. The number reported on form MCSA-1 most recently filed with the U.S. Department of Transportation. This subdivision applies only to reports filed after October 23, 2015.

Create Trans 178.02(6m)

Trans 178.02(6m) "MCSA-1" means the form prescribed by the federal Motor Carrier Safety Administration for application for USDOT Number/Operating Authority Registration.

How it relates to efficiency: Form MCS-150 will become obsolete effective October 23, 2015. Creating a new treatment for form MCSA-1 while retaining form MCS-150 will allow carriers to rely on MCS-150 filings until they are required to file form MCSA-1.

"Red Tape Review" – DOT Administrative Code
Division of Transportation System Development (DTSD)

TRANS 200
**"Erection of Signs on Public Highways and
Handicapped Parking Signs"**

➤ Relating to erection and maintenance of signs on public highways and signs related to reserved parking spaces for handicapped persons. This chapter does not apply to signs erected and maintained on property beyond the limits of a public highway, except signs related to reserved parking spaces for handicapped persons.

Current Rule: Trans 200.07 HANDICAPPED PARKING SIGNS. In addition to requiring the same sign standards (federal Manual on Uniform Traffic Control Devices), this section defines the design, size and installation requirements of the official traffic signs required under s.346.503, Wis. Stats., related to parking spaces reserved for handicapped persons.

Proposed Changes: Allow an alternative sign to designate parking stalls reserved for people with disabilities located on parking lots and parking ramps.

- 1) Amend Trans 200.07(2)
(2) SIGN DESCRIPTION DESIGN. For highways open to public travel, signs shall conform to the following requirements:
- 2) Amend Trans 200.07(2)(a)
200.07(2)(a) The sign shall consist of a white rectangle with longer dimension vertical, having green message, a green arrow, if required under this section, and a blue and white international symbol for the barrier-free environments. The sign may shall be reflective ~~of non-reflective~~.
- 3) Create Trans 200.07(2m)
(2m) ALTERNATIVE SIGN DESIGN. For parking spaces in parking lots, the following sign design may be used in lieu of the design criteria specified in sub. (2):
(a) The sign shall contain the international symbol for accessibility, the international symbol for barrier-free environments (wheelchair symbol on a square), or visually similar symbol. The symbol shall be within a square not less than five inches on a side.
(c) The sign shall contain either green or blue text on a white background or white text on a blue background.
(d) The sign may contain text stating "disabled parking", "handicapped parking" "reserved parking" or the amount of the forfeiture for parking in violation of the sign.
- 4) Repeal Trans 200.07(4), as the effective period has expired.

BACKGROUND

MUTCD standards (2B.35, R7-8 sign) are not required for off-highway use. MUTCD standard signs for handicapped parking are not regularly available at retail stores. The signs available for retail purchase display the International Symbol of Accessibility, but often use a different color scheme. Local municipalities will not always uphold tickets given for illegal parking, when these nonconforming signs are used to enforce existing law. Having an alternate standard design that is readily available will enable small businesses and others to easily conform to sign standards, eliminate confusion for the public, and allow for enforcement of law regarding illegal parking in a handicapped designated space. The Independent Living Council of Wisconsin supports the availability of a standard, alternate sign.

“Red Tape Review” – DOT Administrative Code
Division of Transportation Investment Management (DTIM)

TRANS 206
“Local Roads Improvement Program”

Proposed Changes:

- 1) **Recommendation:** Amend Trans 200.06(11)(d) as follows:

(d) Except as provided in s. 86.31(4), Stats., no No federal aid funds shall be used as the local match for an eligible project.

RATIONALE: This proposal amends Trans 206 to recognize the recent statutory change enabling local units of government to use contributions of tribal funds received from federally recognized Indian tribes, which could include sums originating from the federal government

The local roads improvement program prohibits using federal aid funds as the local match for a project. 2015 Wisconsin Act 55 (biennial budget) amended the prohibition to allow a political subdivision to use federal aid funds provided under Title 23, USC, towards the local match for an eligible project under the Local Roads Improvement Program (LRIP), if the funds used by the political subdivision are received from a federally recognized Indian tribe:

86.31(4) REIMBURSEMENT FOR IMPROVEMENTS. All costs of an improvement funded under this section shall be the responsibility of the political subdivision. At the completion of an improvement, the political subdivision may apply to the department for reimbursement of not more than 50% of eligible costs in the manner and form prescribed by the department. Eligible costs for which no reimbursement is made by the department may be paid by the political subdivision from contributions of tribal funds received from federally recognized American Indian tribes or bands in this state.

"Red Tape Review" – DOT Administrative Code
Division of Transportation Investment Management (DTIM)

TRANS 206
"Local Roads Improvement Program"

Proposed Changes:

- 1) **Recommendation:** Amend Trans 200.06(11)(d) as follows:

(d) Except as provided in s. 86.31(4), Stats., no No federal aid funds shall be used as the local match for an eligible project.

RATIONALE: This proposal amends Trans 206 to recognize the recent statutory change enabling local units of government to use contributions of tribal funds received from federally recognized Indian tribes, which could include sums originating from the federal government

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86.31(4) REIMBURSEMENT FOR IMPROVEMENTS. All costs of an improvement funded under this section shall be the responsibility of the political subdivision. At the completion of an improvement, the political subdivision may apply to the department for reimbursement of not more than 50% of eligible costs in the manner and form prescribed by the department. Eligible costs for which no reimbursement is made by the department may be paid by the political subdivision from contributions of tribal funds received from federally recognized American Indian tribes or bands in this state.

"Red Tape Review" – DOT Administrative Code
Division of State Patrol (DSP)

TRANS 252
"Escort Vehicles"

- *Establishing the general policies which apply to escort vehicles.*

Proposed Changes:

1) Current Rule: Trans 252.06 Police escorts exempted.

(1) An escort vehicle which is a marked police squad car is exempt from the vehicle, flag and sign requirements of s. Trans 252.05 (1) and (2). Normal police red or blue emergency lights shall be deemed to satisfy the warning lamps requirement of s. Trans 252.05 (3).

Proposed Change:

(1) "An escort vehicle which is a marked or unmarked police patrol vehicle equipped with clearly visible red and blue lighting to the front and rear as defined in 347.25(1m)(a) and 347.25(1m)(b), is exempt from the vehicle, flag and sign requirements of s. Trans 252.05 (1) and (2)."

BACKGROUND

Police Departments have limited resources when it comes to fleet vehicles. Vehicles available for escort duties may be limited and may not always be fully marked. Wisconsin state law requires that all motorists obey the visual and audible signal from both marked and unmarked police patrol vehicles equally as referenced in 346.19, yielding to an authorized emergency vehicle. Further, if the marked or unmarked patrol vehicle is equipped as required by 347.25(1m)(a) and (b) it is authorized to operate as an escort vehicle and given special right of way authority. Advances in emergency lighting technology have made unmarked patrol vehicles lighting almost as visible as that of lighting on fully marked patrol vehicles.

Statute Citations:

340.01(3) "Authorized emergency vehicle" means any of the following:

(a) Police vehicles, whether publicly or privately owned, including bicycles being operated by law enforcement officers.

346.19 What to do on approach of emergency vehicle.

(1) Upon the approach of any authorized emergency vehicle giving audible signal by siren the operator of a vehicle shall yield the right-of-way and shall immediately drive such vehicle to a position as near as possible and parallel to the right curb or the right-hand edge of the shoulder of the roadway, clear of any intersection and, unless otherwise directed by a traffic officer, shall stop and remain standing in such position until the authorized emergency vehicle has passed.

347.25(1m)

(a) A police vehicle under s. 340.01 (3) (a) may be equipped with a blue light and a red light which are flashing, oscillating or rotating.

(b) If the vehicle is so equipped, the lights shall be illuminated as required under s. 346.03 or 346.215 (2) (a) when the operator of the police vehicle is exercising the privileges granted under s. 346.03 or 346.215 (2) (a). On a marked police vehicle, the blue light shall be mounted on the passenger side of the vehicle and the red light shall

“Red Tape Review” – DOT Administrative Code
Division of State Patrol (DSP)

TRANS 252
“Escort Vehicles”

be mounted on the driver side of the vehicle. When in use on an unmarked police vehicle, the blue light shall be displayed on the passenger side of the vehicle and the red light shall be displayed on the driver side of the vehicle. The lights shall be designed and displayed so as to be plainly visible and understandable from a distance of 500 feet during normal sunlight and during hours of darkness. No operator of a police vehicle may use the warning lights except when responding to an emergency call or when in pursuit of an actual or suspected violator of the law, when responding to but not upon returning from a fire alarm, when necessarily parked on a highway in a position which is likely to be hazardous to traffic using the highway, or as authorized under s. 346.215 (2) (a).

346.215 Emergency vehicles operated as escorts and rights-of-way related to escorted vehicles.

(1) In this section, "emergency vehicle" means an authorized emergency vehicle as defined in s. 340.01 (3) (a), (c), (dm), (e), (f), (g), (h), or (i).

(2)(a) Except as provided in par. (b), and notwithstanding s. 346.03 (1) and (4), the operator of an emergency vehicle escorting any vehicle or procession of vehicles may exercise the privileges specified in s. 346.03 (2) (b) if the operator of the emergency vehicle is giving visual signal as described in s. 346.03 (3). The operator of the emergency vehicle under this subsection is not required to give an audible signal as described in s. 346.03 (3). This subsection applies only if the vehicle, or in the case of a procession of vehicles the entire procession, is escorted by at least 2 emergency vehicles, at least one of which is leading the vehicle or procession of vehicles and at least one of which is at the rear of the vehicle or procession of vehicles, and only if the requirement under sub. (4) is satisfied. Notwithstanding ss. 346.18 (3), 346.37 (1) (c) 1., and 346.46 (1) and (2), any operator of a vehicle being escorted under this subsection may accompany these emergency vehicles as they proceed past any red or stop signal or stop sign in accordance with the privileges specified in this subsection.

(b) The operator of an emergency vehicle escorting a vehicle or procession of vehicles, and the operator of any vehicle being escorted, shall yield the right-of-way in accordance with s. 346.19 upon the approach of an authorized emergency vehicle giving an audible signal by siren.

(3) Except as provided in sub. (2) (b), the operator of a vehicle other than an escorted vehicle or escorting emergency vehicle shall yield the right-of-way at an intersection to an escorted vehicle or escorting emergency vehicle and shall not, except when authorized to do so by a traffic officer, drive between these escorting and escorted vehicles.

(4) The privileges specified in sub. (2) (a) do not apply to the operator of an emergency vehicle unless, prior to escorting any vehicle as provided under sub. (2) (a), the employer of the operator of the emergency vehicle has provided written guidelines for its employees regarding the escorting of vehicles under this section.

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Division of State Patrol (DSP)

TRANS 310
"Child Restraint Standards and Exemptions"

- *To establish* to standards and specifications for child safety restraint systems in motor vehicles, and to delineate exceptions to their use. This chapter references federal standards applicable to child safety restraint systems and addresses the proper manner of wearing the restraints.

Proposed Changes:

- 1) **Current Rule:** Trans 310.01 Purpose and scope.
(2) **APPLICABILITY.** This chapter applies to the use of safety restraint systems or safety belts by children under the age of 8, being transported in a motor vehicle. The term motor vehicle includes, but is not limited to, automobiles, station wagons, vans, trucks and motor homes.

Proposed Change:

(2) **APPLICABILITY.** This chapter applies to the use of safety restraint systems or safety belts by children under the age of 8, being transported in a motor vehicle. ~~The term motor vehicle includes, but is not limited to, automobiles, station wagons, vans, trucks and motor homes.~~

BACKGROUND

The term "motor vehicle" is defined in s. 340.01 (35), Stats. Definitions in s. 340.01, Stats., apply to this chapter.

- 2) **Current Rule:** Trans 310.04 Provisions for use.
310.04 (1) No person subject to the provisions of s. 347.48 (2m) (c) and (4) (am), Stats., may transport a child under the age of 4 in a motor vehicle unless the child is properly restrained in a child safety restraint system.
(2) No person subject to the provisions of s. 347.48 (2m) (c) and (4) (as) 4, Stats., may transport a child who is at least 4 years old but less than 8 years old in a motor vehicle unless the child is properly restrained in a child safety restraint system or a safety belt.
Note: A Family Shopping Guide to Infant/Child Automobile Safety Seats is available for distribution at the following locations: Office of Transportation Safety, P.O. Box 7910, Madison, WI 53707; All State Patrol Region Headquarters; All Driver Licensing Examination Stations.

Proposed Change:

310.04 ~~(1)~~ No person subject to the provisions of s. 347.48 (2m) (c) and (4) (am), Stats., may transport a child under the age of 8 years unless the child is transported in a manner compliant with s. 347.48 (4)(as), Stats. ~~under the age of 4 in a motor vehicle unless the child is properly restrained in a child safety restraint system.~~
~~(2) No person subject to the provisions of s. 347.48 (2m) (c) and (4) (as) 4, Stats., may transport a child who is at least 4 years old but less than 8 years old in a motor vehicle unless the child is properly restrained in a child safety restraint system or a safety belt.~~
~~**Note:** A Family Shopping Guide to Infant/Child Automobile Safety Seats is available for distribution at the following locations: Office of Transportation Safety, P.O. Box 7910, Madison, WI 53707; All State Patrol Region Headquarters; All Driver Licensing Examination Stations.~~

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Division of State Patrol (DSP)

TRANS 310
“Child Restraint Standards and Exemptions”

BACKGROUND

In regards to sub. (2), the statutes regarding the provisions for use of child safety restraint systems have changed and are now stricter than they were at the time when this administrative code provision was written.

In regards to the “Note”, this is a document that was published in 1981 that is currently only available at the Historical Society. This note could be removed. Legal counsel might need to check to see if this document is legally required. If it is required, it has not been produced or amended in 34 years. The document is also not available as the note suggests. Although the language remaining in Trans 310.04 merely restates the statutory requirements of the cited statutes, State Patrol can write citations for violations of rules, per s. 85.16(2), stats.

3) Current Rule: Trans 310.05 Exemptions.

(1) A child under the age of 8 years who, because of a medical condition, body size or a physical disability, is incapable of being transported in a child safety restraint system, may be transported without a safety restraint system or safety belt providing:

Proposed Change: (1) A child ~~under the age of 8 years~~ who, because of a medical condition, body size or a physical disability, is incapable of being transported in a child safety restraint system, may be transported without a safety restraint system or safety belt providing:

BACKGROUND

This phrase “under the age of 8 years” defines what is meant by child.

"Red Tape Review" – DOT Administrative Code
Division of State Patrol (DSP)

TRANS 315

"Safety Belt Usage: Physical or Medical Exemption"

- *To establish the criteria for exemption from Wisconsin's mandatory safety belt usage law for persons, who because of a physical or medical condition, cannot be properly restrained in a safety belt.*

Proposed Changes:

1) Current Rule: Trans 315.01 Purpose and scope.

(2) **APPLICABILITY.** This chapter applies to all persons who are at least 4 years old and are subject to the safety belt installation and usage requirements of s. 347.48, Stats.

Proposed Change: Delete "4" and insert "8", regarding to the chapter's applicability to persons of a certain age.

BACKGROUND

Section 347.48 (2m) has been amended. Children under 8 are now required to be in child safety restraint system, not children under 4.

2) Current Rule: Trans 315.03 Exemption for physical or medical condition.

(1) A person who is at least 4 years old is exempted from the provisions of s. 347.48 (2m), Stats., if the person cannot be properly restrained in a safety belt because of a physical or medical condition providing:

Proposed Change: Delete "4" and insert "8", regarding to the chapter's applicability to persons of a certain age.

BACKGROUND

Section 347.48 (2m) has been amended. Children under 8 are now required to be in child safety restraint system, not children under 4.

3) Current Rule: Trans 315.03 Exemption for physical or medical condition.

(2) A person at least 4 years old being transported in an authorized emergency vehicle as defined in s. 340.01 (3), Stats., when the vehicle is being operated in the performance of official duties, may be transported without a safety belt when the physical or medical needs of the person make restraint by safety belt unreasonable.

Proposed Change: Delete "4" and insert "8", regarding to the chapter's applicability to persons of a certain age.

BACKGROUND

Section 347.48 (2m) has been amended. Children under 8 are now required to be in child safety restraint system, not children under 4.

"Red Tape Review" – DOT Administrative Code
Division of Transportation System Development (DTSD)

TRANS 400
**"Wisconsin Environmental Policy Act Procedures for Department
Actions"**

BACKGROUND

Chapter Trans 400 implements the Wisconsin Environmental Policy Act (WEPA), s. 1.11, Stats., by establishing the policy and procedures by which the Wisconsin Department of Transportation (WisDOT) will evaluate and consider the environmental effects of its major actions. Local units of government must also follow Trans 400 when undertaking local projects with state or federal funding.

To maximize availability of federal funds, Trans 400 was written to parallel the National Environmental Policy Act (NEPA) regulations promulgated by various federal agencies. Recent updates to federal law, rules and guidance, including updates to the federal transportation funding bill MAP-21 and the Federal Highway Administration's and Federal Transit Administration's NEPA regulations and guidance, have incorporated provisions that are intended to streamline and allow innovation in the environmental review process. As a result, Trans 400 potentially imposes more restrictive procedural requirements on the department than state statute or federal laws. The proposed updates would incorporate recent federal streamlining provisions to re-establish consistency between federal and state rules for environmental documents related to transportation. The proposed updates also consolidate references to federal rules and policies to improve readability and reduce future rulemaking efforts to keep specific citations current.

In addition, the current rule contains non-substantive errors and provisions that may be perceived as internally inconsistent. The proposed updates address many of these.

The proposed updates are anticipated to have no direct effect on any specific business, business sectors, or public utility rate payers. This rulemaking will benefit local units of government by providing more streamlined and innovative approaches to Trans 400 environmental reviews. The state's economy as a whole can be expected to benefit, albeit indirectly, from the expedited environmental review process for transportation projects proposed under this rulemaking. Implementation and compliance costs, which will be borne by the department and local units of government, are expected to decrease due to fewer procedural requirements in the environmental review process.

Neighboring states either follow federal NEPA regulations when seeking federal approval and/or funding, or have adopted potentially more restrictive environmental regulations as a matter of that state's preferred policy. Illinois, Iowa, and Michigan do not have state-level environmental policy acts like WEPA. Minnesota does have a state-level environmental policy act like WEPA, found at Minn. Stat. §§ 116D.01 to 116D.06. Unlike Wisconsin's Trans 400, Minnesota's implementing rules apply generally to all state agencies. Minnesota's rules are found at Minn. Admin. R. ch. 4410. The Minnesota DOT also has policy-level guidance for environmental documentation, available here (accessed Feb. 4, 2015): <http://www.dot.state.mn.us/planning/hpdp/>.

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Division of Transportation System Development (DTSD)

TRANS 400
"Wisconsin Environmental Policy Act Procedures for Department Actions"

Proposed Changes:

Chapter Trans 400

**WISCONSIN ENVIRONMENTAL POLICY ACT
PROCEDURES FOR DEPARTMENT ACTIONS**

| | |
|--------------|---|
| Trans 400.01 | Authority. |
| Trans 400.02 | Purpose. |
| Trans 400.03 | Applicability. |
| Trans 400.04 | Definitions. |
| Trans 400.05 | Federal regulations adopted. |
| Trans 400.06 | Policy. |
| Trans 400.07 | Action designation and environmental documentation. |
| Trans 400.08 | Categorization of department actions. |
| Trans 400.09 | Scoping. |
| Trans 400.10 | Preparation and content of environmental documents. |
| Trans 400.11 | Distribution and review of environmental documents. |
| Trans 400.12 | Public hearings. |
| Trans 400.13 | Decision on proposed action. |
| Trans 400.14 | DEIS and FEIS reevaluation and supplement. |

Trans 400.01 Authority.

(1) This chapter is promulgated under the authority of ss. 1.11, 85.16 (1) and 227.11 (2), Stats.

(2) As specified in s. 227.01 (13) (d), (e) and (y), Stats., the definition of "rule" and the requirement to promulgate statements of general policy and interpretation of statutes as administrative rules do not apply to action or inaction of the department which relates to the use of highways and is made known by signs or signals, relates to the construction or maintenance of highways or bridges, except as provided in ss. 84.11 (1r) and 85.025, Stats., or prescribes measures to minimize the adverse environmental impact of bridge and highway construction and maintenance.

(3) As specified in ss. 20.395 (9) (qx), 84.01 (15), 84.015 and 84.03 (1), Stats., the department is directed to construct and maintain highways and related projects within the meaning of title 23, United States Code, and all acts amendatory and supplementary thereto, and the federal regulations issued under that code, as well as to receive and expend all funds in accordance with the requirements of acts of congress making such funds available.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

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Division of Transportation System Development (DTSD)

TRANS 400
"Wisconsin Environmental Policy Act Procedures for Department Actions"

Trans 400.02 Purpose. The purpose of this chapter is to implement the Wisconsin environmental policy act, s. 1.11, Stats., by establishing the policy by which the department will consider environmental effects of its major actions on the quality of the human environment, by identifying actions under the jurisdiction of the department that have the potential to affect the quality of the human environment, by determining the appropriate environmental analysis and documentation necessary for each action, by ensuring an opportunity for public participation in the process, and by establishing procedures by which the department will consider the effects of its actions on the quality of the human environment.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

Trans 400.03 Applicability.

- (1)** The provisions of this chapter shall apply to all department actions which may affect the quality of the human environment.
- (2)** Where another state or federal agency has concurrent responsibility with the department for a proposed EA action, a joint environmental assessment, or EA, may be prepared with the other agency if the EA meets the requirements of this chapter. The department shall make an independent judgment on the need for an environmental impact statement, or EIS, in accordance with this chapter.
- (3)** Where a proposed action involves another state or federal agency approval or decision, and it has been determined that an EIS shall be prepared in accordance with NEPA or WEPA, the WEPA requirement for an EIS under this chapter may be waived if:
 - (a)** A joint EIS is prepared; or
 - (b)** After review of the other state or federal EIS by the department, it appears that the requirements as to content of the EIS prescribed in s. 1.11, Stats., and this chapter have been met, and the EIS was developed and prepared through appropriate participation by the department with the other agencies in a coordinated effort to satisfy the requirement of NEPA and WEPA.
- (4)** If the joint EIS under sub. (3) appears to comply with the requirements of WEPA and this chapter, public hearings shall be held in accordance with this chapter unless they are held in Wisconsin by the lead agency with effective participation by the department.
- (5)** The department may accept certification of compliance by a county, city, village or town with any environmental laws applicable to improvements under the jurisdiction of the local government for which reimbursement is sought from the department through the local roads improvement program in s. 86.31, Stats.

Note: The National Environmental Policy Act (NEPA) requires the federal government to prepare environmental documentation for major federal actions.

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TRANS 400
"Wisconsin Environmental Policy Act Procedures for Department Actions"

The Wisconsin Department of Transportation prepares the federal environmental documentation for review and approval by the federal government of actions for which federal funds are to be used by the Department. The requirements for federally funded actions are followed by the Department when federal funds are involved. These federally funded actions are also actions of the Department to which the Wisconsin Environmental Policy Act (WEPA) applies. Finally, when the Department pursues an action for which only State funds are involved, NEPA does not apply, but WEPA still applies. The intent of this chapter is to direct the Department to follow NEPA and its implementing regulations for both NEPA and WEPA purposes when federal funds are involved in the proposed action. The intent is to apply WEPA and its implementing rules in this chapter when only State funds are involved in the proposed actions, but to make the WEPA implementing rules track the federal law and federal regulations as closely as possible.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. (2), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.04 Definitions. In this chapter:

(1) "Access roads" means the various, incidental, public roads that provide service and access to state parks, national and state forests, and state institutions.

(2) "Alternatives" means other reasonable actions or activities which may achieve the same or altered purpose of the proposed action including the alternative of taking no action.

(3) "Categorical exclusion" means an action which meets the definition of the term ~~in the guidelines published by the United States council on environmental quality as a federal rule in 40 CFR 1508.4, July 1, 1990, and the rule published jointly by the federal highway administration and urban mass federal transit administration of the United States department of transportation in and in 23 CFR 771.117, 771.118, April 1, 1994, or the procedures published by chapter 6 of order 5050.4B of the federal aviation administration of the United States department of transportation as order 5050.4A, chapter 3, paragraph 23, October 8, 1985, or other actions of the department for which neither an EA, EIS nor other environmental documentation is required by this rule.~~

Note: The specific versions of federal regulations and federal agency orders as referenced throughout this chapter are adopted in s. Trans 400.05 and are reproduced at Appendix 1 to this chapter.

(4) "Cooperating agency" means any Native American tribe, or any local, state or federal agency, other than the lead or transportation agency, which has jurisdiction by law over the proposed action or which has special expertise with respect to any relevant environmental effect generated by the proposed action: or alternative.

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- (5) "Department" means the Wisconsin department of transportation, or a local agency when acting under the direction of the department.
- (6) "DEIS" or "draft environmental impact statement" means the preliminary version of an EIS.
- (7) "EA" or "environmental assessment" means a concise, comprehensive document containing an analysis of a proposed action to determine the significance of the action's environmental effects and whether or not the action constitutes a major action.
- (8) "Environmental effect" or "environmental impact" means a beneficial or adverse influence resulting from an action of the department. The term includes ecological, aesthetic, historic, cultural, economic, social or health effects.
- (9) "EIS" or "environmental impact statement" means a written report containing an analysis of a proposed major action and its alternatives to identify and address their effects on the quality of the human environment.
- (10) "ER" or "environmental report" means a brief document used internally by the department to demonstrate a proposed action fits the criteria or conditions for approval as a categorical exclusion in 23 CFR 771.117 (d), April 1, 1991, or has met the review criteria of paragraph 23.a. of chapter 3 of federal aviation administration order 5050.4A of October 8, 1985; under s. Trans 400.08 (1) (d) or has been properly coordinated with other agencies having jurisdiction by law over specific activities.
- (11) "FEIS" or "final environmental impact statement" means the final version of an EIS.
- (12) "FONSI" or "finding of no significant impact" means an approved, completed EA containing a finding that the proposed action is not a major action.
- (13) "Human environment" means the natural or physical environment and the relationship of people with that environment.
- (14) "Joint lead agency" means the department together with any local, state or federal agency having equal responsibility for the preparation, content and processing of an environmental document for a proposed action.
- (15) "~~Ldn~~" means ~~the directly measurable sound level quantity using the day night average sound level methodology developed for the United States environmental protection agency for estimating noise impacts at both civil and military airports.~~
- (16) "Lead agency" means the local, state or federal agency preparing or having taken primary responsibility for preparing the environmental document for a proposed action.
- (17) "LEIS" or "legislative environmental impact statement" means a written report containing an analysis to identify and address the effects on the quality of the human

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environment of a department-initiated report or recommendation on a proposal for legislation.

(18) "Major action" means an action that will have significant effects on the quality of the human environment. It does not include actions whose significance is based only on economic or social effects.

(19) "Major and significant new proposal" means a new proposal developed by the department which, if legislatively authorized and funded, may significantly affect the quality of the human environment and represents a significant departure from, or expansion of, the department's existing responsibilities by substantially expanding or substantially reducing total resources allocated to any existing programs.

(20) "Mitigation" means avoiding, minimizing, rectifying, reducing, eliminating or compensating for adverse environmental effects of a proposed action.

(21) "NEPA" means the national environmental policy act, 42 USC 4321, et seq.

(22) "Notice of availability," "notice of intent," "notice of opportunity for public hearing" or "notice of public hearing" means a class 1 notice as defined in ch. 985, Stats.

(22m) "Participating agency" means any Native American tribe or any local, state or federal agency, other than the lead agency, with an interest in the project. "Participating agency" includes cooperating agencies but does not include nongovernmental organizations or other private entities.

(23) "ROD" or "record of decision" means a public record which identifies:

- (a) The department's selected course of action.
- (b) The selected action's environmental effects.
- (c) Alternatives to the action that were considered.
- (d) Mitigation measures selected.
- (e) Reason for rejection of suggested reasonable mitigation measures.

(24) "Reevaluation" means the review of a ~~DEIS or FEIS~~ an approved draft or final environmental document to assess whether there have been significant changes in the proposed action, the affected human environment, the anticipated environmental impacts, or the proposed mitigation measures.

(25) "Scoping" means an early, open process with the public and public agencies for identifying the anticipated range of issues for a proposed action.

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(26) "Significant effects" means considerable and important impacts of department actions on the quality of the human environment.

(27) "SEE" or "system-plan environmental evaluation" means a conceptual environmental evaluation, that shall be considered the "detailed statement" required by statute commonly known as "environmental impact statement," developed as an integral element of a system plan that contemplates that if the plan recommendations are implemented, there will be subsequent project or site-specific environmental reviews. A SEE also serves as the LEIS regarding reports or recommendations on legislation required to implement the plan.

(28) "System plan" means a plan which identifies transportation facility or service needs for a statewide system. The needs are identified conceptually without addressing specific design and locational details.

(29) "Tiering" means the coverage of general matters in a broad EIS with subsequent narrower statements or environmental analyses which incorporate by reference the general discussion of the EIS.

(30) "WEPA" means the Wisconsin environmental policy act, s. 1.11, Stats.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. (7) and (12), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.05 Federal regulations adopted. ~~Federal regulations, 23 CFR 771.115, 771.117, 771.119(a) and 771.123(a), April 1, 1998, adopted jointly by the federal highway administration and urban mass transit administration of the United States department of transportation, and its federal aviation administration order 5050.4A, chapter 3, paragraphs 20, 21, 22, and 23, October 8, 1985, pursuant to 40 CFR 1508.4, July 1, 1998, as approved by the United States council on environmental quality, and 40 CFR 1506.8 and 1508.17 are adopted by the department and are attached hereto in appendix 1. References throughout this rule to federal regulations and orders are to the following specific versions, which are hereby adopted by the department and are attached hereto in appendix 1: 23 CFR ss. 771.115, 771.117, and 771.118, April 1, 2014; 40 CFR ss. 1500.4, 1500.5, 1506.8, and 1508.4, July 1, 2014; 49 CFR 266.19, October 1, 2014; and the United States department of transportation federal aviation administration order 5050.4B, chapters 6, 7, and 9, April 28, 2006.~~

~~Note: The "urban mass transit administration" has been renamed the "federal transit administration," but the federal rule text has not yet been changed.~~

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.06 Policy.

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(1) The department shall strive to protect and enhance the quality of the human environment in carrying out its basic transportation mission and shall consider pertinent environmental factors consequential to any proposed action. The policy expressed in this section and the procedures defined in this chapter shall be implemented as an integrated process beginning during the initial planning stage for department action.

(2) The department acknowledges WEPA as a legal obligation shared by all divisions of the department to evaluate and be aware of environmental consequences of proposed actions.

(3) Alternative courses of action shall be evaluated and decisions on proposed actions shall be made in the best overall public interest consistent with state and federal statutes and regulations. Decisions on proposed actions shall be based upon a balanced consideration of the findings of the environmental document, public comments, and the need for safe and efficient transportation consistent with local, state and national environmental goals.

(4) Public involvement, interagency coordination and consultation, and a systematic interdisciplinary approach to analysis of the issues shall be essential parts of the environmental process for proposed actions.

(5) Measures necessary to avoid, minimize and to mitigate for the mitigation of adverse environmental impacts of proposed actions shall be part of the development and evaluation of alternatives.

(6) The department shall implement procedures to make the WEPA process more useful to decision makers and the public by reducing paperwork and reducing delay utilizing the means for achieving these goals as specified in the rules of the United States council on environmental quality at 40 CFR 1500.4 and 1500.5, July 1, 1990, that are attached hereto in appendix 1. Environmental documents shall be concise, clear, and to the point and emphasize real environmental issues and alternatives.

(7) In carrying out its responsibility under s. 1.11, Stats., the department shall substantially follow the guidelines issued as rules by the United States council on environmental quality and federal transportation agencies.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

Trans 400.07 Action designation and environmental documentation.

(1) The designations, EIS and CE shall be used to categorize department actions. Actions designated EIS actions shall be considered major actions, and actions designated CE shall be considered categorical exclusions. An EA and an ER describe procedures to be followed to categorize department actions. The EA process yields a determination whether an action requires an EIS or a finding of no significant impact. The ER process

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confirms whether an action falls within a categorical exclusion or requires further evaluation and documentation.

~~(2) Except for actions designated CE actions which do not require any environmental documentation, actions~~ **Actions** and procedures designated EIS, EA or ER shall require the following environmental documentation:

(a) EIS or LEIS. An EIS action is a major action. An LEIS may be prepared for a major and significant new proposal.

1. An environmental impact statement, or EIS, shall be prepared for major actions.

2. A legislative environmental impact, or LEIS, may be prepared when a major and significant new proposal consists of a report or recommendation of the department on a proposal for legislation initiated by the department that is not within the scope of any categorical exclusion.

(b) EA, SEE or screening sheet. An EA is a procedure followed for an action for which the significance of the environmental impact is not clearly established. An EA, SEE or screening sheet may be used as follows:

1. An EA shall be prepared for those project actions for which the significance of the environmental impact is not clearly established. If it is concluded from the analysis in the EA that the action is a major action, an EIS shall be prepared. If it is concluded from the analysis in the EA that the action is not a major action, the EA shall be revised to constitute a FONSI, and the FONSI shall serve as the environmental document. The FONSI shall be prepared only after availability of the EA for public and cooperating and participating agency review and comment and the incorporation of any appropriate revisions resulting from the public involvement process. Where a permit will be required or other agency coordination is specifically required by law, the FONSI may serve as the vehicle for such permit or coordinating agency approval.

2. A SEE may be prepared in the case of proposals contained in system plans, if it is concluded they are major and significant new proposals. If it is concluded from an analysis of the system plan that it does not contain any major and significant new proposals, a clear statement of that determination may be incorporated within the system plan or as a separately identifiable and retained record of the department's determination.

3. In the case of reports or recommendations of the department on proposals for legislation initiated by the department, if it is concluded from the screening sheet they contain major and significant new proposals, an LEIS may be prepared. If it is concluded from the screening sheet that they do not contain any major and significant new proposals or are within the scope of any categorical exclusion, a clear statement of that determination may be included on the screening sheet.

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(c) *ER*. An ER is a procedure followed for an action that is likely to fit the criteria for a conditional categorical exclusion in 23 CFR 771.117(d), ~~23 CFR 771.118(d), April 1, 1998~~ or federal aviation administration order 5050.4A, ~~chapter 3, paragraph 23.a., October 8, 1985, 5050.4B, chapter 6, paragraph 605,~~ or otherwise requires coordination with or concurrence of another agency. An environmental report, or ER, shall be prepared to demonstrate whether the proposed action does fit the criteria or conditions for approval as a categorical exclusion and has been properly coordinated with other agencies having jurisdiction by law over specific activities. The ER shall serve as the department's record of coordination with other agencies having jurisdiction over specific activities, including the following activities:

1. Construction-related activities including, but not limited to, stream crossings, fills in wetlands and temporary structures in or over streams or wetlands.
2. Defined land use acquisition including, but not limited to, the acquisition of agricultural lands, historic or archeological sites, and state, county or national forest lands.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. (1), (2) (intro.), (a), (b) and (c) (intro.), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.08 Categorization of department actions.

(1) Based on federal regulations and past experience with analysis of similar actions the following are categorized as EIS, EA, ER or CE:

(a) *EIS - Environmental Impact Statement*. ~~The federal highway administration regulations at 23 CFR 771.115(a) April 1, 1998, federal aviation administration order 5050.4A, chapter 3, paragraph 21, October 8, 1985, identify types of federally funded actions which require the preparation of an environmental impact statement.~~

~~Note: The National Environmental Policy Act (NEPA) requires the federal government to prepare environmental documentation for major federal actions. The Wisconsin Department of Transportation prepares the federal environmental documentation for review and approval by the federal government of actions for which federal funds are to be used by the Department. The requirements for federally funded actions are followed by the Department when federal funds are involved. These federally funded actions are also actions of the Department to which the Wisconsin Environmental Policy Act (WEPA) applies. Finally, when the Department pursues an action for which only State funds are involved, NEPA does not apply, but WEPA still applies. The intent of this chapter is to direct the Department to follow NEPA and its implementing regulations for both NEPA and WEPA purposes when federal funds are involved in the proposed action. The intent is to apply WEPA and its implementing rules in this chapter when only State funds are involved in the proposed actions, but to make the WEPA~~

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~~implementing rules track the federal law and federal regulations as closely as possible.~~

The following are examples of department major actions that normally require the preparation of an environmental impact statement:

1. Highways and transit.

a. Construction of a new controlled access freeway.

b. Construction of a new highway project of 4 or more lanes on a new location.

~~c. New construction or extension of fixed rail transit facilities including rapid rail, light rail, commuter rail, and automated guideway transit.~~ Construction or extension of a fixed transit facility (e.g., rapid rail, light rail, commuter rail, bus rapid transit) that will not be located within an existing transportation right-of-way.

d. New construction or extension of a separate roadway for buses or high occupancy vehicles not located within an existing highway facility.

2. Airports.

~~a. First time airport layout plan approval or airport location approval for a commercial service airport located in a standard metropolitan statistical area.~~ Unconditionally approving or funding the first airport layout plan or airport location for a new commercial service located in a metropolitan statistical area.

~~b. Federal financial participation in, or airport layout plan approval of, a new runway capable of handling air carrier aircraft at a commercial service airport in a standard metropolitan statistical area.~~ Unconditionally approving or funding a new runway to accommodate air carrier aircraft at a commercial service airport located in a metropolitan statistical area.

3. Railroads.

a. Construction of a new major railroad.

b. Construction of new major facilities to handle freight, maintenance or passengers.

Note: The federal highway administration regulations at 23 CFR 771.115(a) and federal aviation administration order 5050.4B, chapter 9, section 903, identify types of federally funded actions which normally require the preparation of an environmental impact statement.

The federal railroad administration regulation at 49 CFR 266.19, October 1, 1997, generally identifies actions that do not require an environmental impact statement.

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(b) *EA - Environmental Assessment.* EA procedures apply to actions for which the significance of the environmental impacts is not clearly established and require the preparation of an environmental assessment to make that determination. The federal highway administration regulations at 23 CFR 771.115(e) April 1, 1998, and the federal aviation order 5050.4A, chapter 3, paragraph 22, October 8, 1985 identify the types of federal actions that require the preparation of an environmental assessment. Examples of the department's actions that are required to follow the EA procedure are as follows:

1. Highways and transit. In addition to actions the department determines meet the criteria for an EA action under this chapter, the department may apply EA procedures to the highway and transit actions generally identified in 23 CFR 771.115 (c). Highways and transit actions that are not EIS or CE actions are required to follow EA procedures. This category requires the preparation of an environmental assessment to determine the appropriate environmental document required, unless it appears an ER would be more appropriate.

2. Airports. In addition to actions the department determines meet the criteria for an EA action under this chapter, the department may apply EA procedures to actions generally identified in federal aviation administration order 5050.4B. An airport layout plan approval of the following types of actions shall be subject to the analysis of an environmental assessment and subsequent decision as to whether to prepare an environmental impact statement or a finding of no significant impact:

a. ~~Airport location.~~

b. ~~New runway.~~

c. ~~Major runway extension.~~

d. ~~Runway strengthening which would result in a 1.5 Ldn or greater increase in noise over any noise sensitive area located within the 65 Ldn contour.~~

e. ~~Construction or relocation of entrance or service road connections to public roads which adversely affect the capacity of such public roads.~~

f. ~~Land acquisition associated with any of the items in subds. 2. a. to e. and land acquisition which results in relocation of residential units when there is evidence of insufficient comparable replacement dwellings or major disruption of business activities.~~

g. ~~Establishment or relocation of an instrument landing system, or an approach lighting system.~~

h. ~~An airport development action that affects property of state or local historical, architectural, archeological, or cultural significance; requires land acquisition of over 5~~

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~~acres from a farm operation; affects wetlands, coastal zones, or floodplains; or affects endangered or threatened species.~~

3. Administrative facilities. ~~Construction~~ Examples of department actions regarding administrative facilities to which EA procedures normally apply are: construction of a new or replacement administrative building, including an office building, state patrol academy, driver licensing and testing station, state patrol communications building, or other similar facility, at a new location.

4. Financial assistance. This provision applies to issuance as well as acceptance of the following grants by the department:

- a. Financial grant for railroad construction action that may require an EIS.
- b. Financial grant for construction of new port facilities.
- c. Financial grant for construction of a new disposal facility for harbor dredge material.
- d. Financial grant for dredging of material for the purpose of expanding an existing harbor.
- e. Financial grant for disposal of contaminated harbor dredge material into a new disposal facility.

5. Policy, contract, standard and specification changes. Examples of department actions regarding policy, contract, standard and specification to which EA procedures normally apply are:

- a. Change in policy for nonhighway use of highway right-of-way or non-railroad use of railroad right-of-way by utility companies, or for access to public roads or private residential or commercial driveways or farm crossings.
- b. Change in policy for transport of hazardous cargo, such as explosives, hazardous wastes, toxins, radioactive material, or any other similar cargo.
- c. Change in policy for the maintenance program relating to the use of deicing materials, or to the use of pesticides, herbicides or insecticides within the right-of-way, or to the use of cutback asphalt or creosoted ties, or other similar materials.
- d. Change in policy for acquisition of scenic easements.

6. System planning. Publication or adoption of a system plan. Preparation of a SEE or EA for a system plan is discretionary.

~~(e) (d) ER - Environmental Report. ER procedures apply to actions identified in 23 CFR 771.117(d), April 1, 1998, and federal aviation administration order 5050.4A, chapter 3,~~

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paragraph 23a., October 8, 1985. ER actions require documentation with an environmental report. The environmental report shall demonstrate that the action meets the criteria for a categorical exclusion by demonstrating that specific conditions or criteria for the action have been addressed and that significant environmental effects will not result. Examples of ER actions to which ER procedures apply are as follows:

1. Highways and transit. In addition to actions the department determines meet the criteria for an ER action under this chapter, the department may apply ER procedures to the highway and transit actions identified in 23 CFR 771.117 (d) and 771.118 (d).

~~a. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes, including lanes for parking, weaving, turning or climbing.~~

~~b. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.~~

~~c. Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.~~

~~d. Transportation corridor fringe parking facilities.~~

~~e. Construction of new truck weigh stations or rest areas.~~

~~f. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.~~

~~g. Approvals for changes in access control.~~

~~h. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and which is located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.~~

~~i. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.~~

~~j. Construction of bus transfer facilities, including an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements, when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.~~

~~k. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with~~

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~~existing zoning and where there is no significant noise impact on the surrounding community.~~

~~L. Hardship acquisition of land where the acquisition may not limit or impede the evaluation of future alternatives for planned construction projects, due to the investment in land through hardship acquisition, including evaluation of future shifts in alignment of highways.~~

2. Airports. In addition to actions the department determines meet the criteria for an ER action under this chapter, the department may apply ER procedures to actions identified in the federal aviation administration order 5050.4B.

~~a. Runway, taxiway, apron, or loading ramp construction or repair work including extension, strengthening, reconstruction, resurfacing, marking, grooving, fillets and jet blast facilities, and construction of new heliports on existing airports, except where such action will create environmental impacts off airport property.~~

~~b. Installation or upgrading of airfield lighting systems, including runway end identification lights, visual approach aids, beacons and electrical distribution systems.~~

~~c. Installation of miscellaneous items including segmented circles, wind or landing direction indicators or measuring devices, or fencing.~~

~~d. Construction or expansion of passenger handling facilities.~~

~~e. Construction, relocation or repair of entrance and service roadways.~~

~~f. Grading or removal of obstructions on airport property and erosion control actions with no off airport impacts.~~

~~g. Landscaping generally and landscaping or construction of physical barriers to diminish impact of airport blast and noises.~~

~~h. Projects to carry out noise compatibility programs.~~

~~i. Land acquisition and relocation associated with subds. 2. a. to i.~~

~~j. Removal of a displaced threshold.~~

3. Administrative facilities. Examples of department actions regarding administrative facilities to which ER procedures normally apply are: extensive Extensive remodeling, expansion or modification of an administrative building, including an office building, state patrol academy, driver licensing and testing station, state patrol communications building, or other similar facility, which either substantially increases the capacity of the facility or substantially changes its use.

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4. Financial assistance. This provision applies to issuance as well as acceptance of the following grants by the department.

a. Financial grant for repair or modification of existing port facilities in locations below the ordinary high-water mark that are not within an area designated by a bulkhead line, a lake bed grant, or a submerged lands lease.

b. Financial grant for repair of an approved disposal facility for contaminated dredge material.

c. Financial grant under the transportation economic assistance program for the construction of a local transportation facility.

5. Policy, contract, standard and specification changes. Examples of department actions regarding policy, contract, standard, and specification changes to which ER procedures normally apply are:

a. Change in policy on artificial lighting for highways and airports.

b. Change in policy for planting and landscaping on transportation corridors.

c. Processing a contract change for significant changes in design.

d. Major change in design standards or construction specifications.

~~(d) (c)~~ *CE - Categorical Exclusions.* CE actions are categorically excluded from the requirement to prepare environmental documentation pursuant to the rule published by the United States department of transportation in 23 CFR 771.117, April 1, 1998, or its federal aviation administration order 5050.4A, chapter 3, paragraph 23, October 8, 1985. ~~CE actions do not require environmental documentation~~ because, based on past experience with similar actions, they do not involve significant environmental impacts. They are actions which do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people, do not have a significant impact on any natural, cultural, recreational, historic or other resource, do not involve significant air, noise, or water quality impacts, do not have significant impacts on travel patterns, and do not otherwise, either individually or cumulatively, have any significant environmental impacts. Examples of CE actions include the following:

1. Highways and transit. In addition to actions the department determines meet the criteria for a CE action under this chapter, the department may classify as CE actions those highway and transit actions identified in 23 CFR 771.117 (c) and 771.118 (c).

~~a. Activities which do not involve or lead directly to construction, including planning and technical studies, grants for training and research programs, research activities, approval of a unified work program and any findings required in the planning process, approval of statewide programs, approval of project concepts, engineering to define the~~

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~~elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.~~

~~b. Approval of utility installations along or across a transportation facility.~~

~~c. Construction of bicycle and pedestrian lanes, paths, and facilities.~~

~~d. Activities included in the state's "highway safety plan" under 23 U.S.C 402.~~

~~e. Transfer of lands when the subsequent action to be taken on the lands transferred is not a department action.~~

~~f. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.~~

~~g. Landscaping.~~

~~h. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no land acquisition or traffic disruption will occur.~~

~~i. Emergency repairs.~~

~~j. Acquisition of scenic easements.~~

~~k. Improvements to existing rest areas and truck weigh stations.~~

2. Airports. In addition to actions the department determines meet the criteria for a CE action under this chapter, the department may classify as CE actions those airport actions identified in federal administration order 5050.4B.

~~a. Acquisition of an existing privately owned airport, as long as acquisition only involves change of ownership.~~

~~b. Acquisition of security equipment required by rule or regulation for the safety or security of personnel and property on the airport, or safety equipment required by rule or regulation for certification of an airport or snow removal equipment.~~

~~c. Issuance of airport planning grants.~~

~~d. Airport improvement program actions which are tentative and conditional and clearly taken as a preliminary action to establish a sponsor's eligibility under the program.~~

~~e. Retirement of the principal of bond or other indebtedness for terminal development.~~

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~~f. Issuance of airport policy and planning documents including the national plan of integrated airport systems, or NPIM, airport improvement program, or AIP, priority system, advisory circulars on planning, design, and development programs which are not intended for direct implementation or which are issued by FAA as administrative and technical guidance to the public.~~

~~g. Issuance of certificates and related actions under the airport certification program.~~

~~h. Issuance of grants for preparation of noise exposure maps and noise compatibility programs pursuant to 49 USC 47501 et seq. and 14 CFR part 150.~~

~~i. Airspace determinations.~~

3. Administrative facilities. Examples of department actions regarding administrative facilities that are normally classified as CE actions are: minor ~~Minor~~ construction or expansion of an airport facility, such as a runway, taxiway, apron, service or entrance road, or passenger handling or parking facility.

4. Financial assistance. This provision applies to issuance as well as acceptance of grants by the department.

a. Financial grant for repair modification of existing facilities in locations below ordinary high water mark that are within an area designated by a bulkhead line, a lake bed grant, or a submerged lands lease.

b. Financial grant for maintenance dredging of navigable waterway.

c. Financial grant for disposal of contaminated dredge material at existing approved disposal facilities.

(2) In addition, the following actions and activities of the department are categorized as CE actions:

(a) Activities exempt by statute or approved as categorical exclusions by the United States council on environmental quality pursuant to 40 CFR 1508.4, July 1, 1998.

(b) Enforcement activities.

(c) Emergency activities to protect public health, safety and the human environment.

(d) Ancillary activities which are part of a routine series of related department actions.

(e) Actions which individually or cumulatively do not significantly affect the quality of the human environment and do not involve unresolved conflicts in the use of available resources.

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- (f) The budget request of the department as a whole submitted to the department of administration and legislature pursuant to ss. s. 16.42 and ~~19.45 (12)~~, Stats.
- (g) Proposals for enabling or conforming legislation that are required to be enacted to comply with federal law or federal standards as the department is authorized by ss. 20.395 (9) (qx), 84.01 (15), 84.015 and 84.03 (1), Stats., as a matter of federal preemption, but only to the extent so required and no further.
- (h) Reports or recommendation on proposals for legislation for which the department has performed or caused to be performed a SEE as an integral part of system plans.
- (i) Budget requests associated with implementation of a system plan for which a SEE has been completed.
- (j) Reports or recommendations on revenue proposals.
- (k) Expenditure or appropriation requests involving only an existing department program, except requests that constitute major and significant new proposals.
- (L) Reports or recommendations on proposals for legislation that have not been initiated by or sponsored by the department.
- (m) Budgetary proposals submitted in response to a request by the governor, the legislature, legislative committees, or individual legislators.
- (n) Reports or recommendations on proposals for legislation that relate to the level of transportation aids payments to local units of government, including mass transit aids.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; r. and recr. (1), am. (2) (intro.) and (a), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.09 Scoping.

- (1) As part of system plan development process, the department may perform SEE scoping. This scoping is to identify the issues to be addressed, alternatives to be analyzed, and the affected public or agencies involved in the system plan development. No scoping is required for reports or recommendations on proposals for legislation, LEIS's, or ER or CE actions.
- (2) For actions requiring an EIS or EA procedures, the department shall determine by means of scoping, insofar as possible at the time that a proposed action is approved for planning, development or implementation, the probable action designation, environmental review and agency coordination that will be required. If a decision to prepare an EIS is made, the department shall inform the public and affected agencies by publishing a notice of intent in the Wisconsin administrative register and a local newspaper of general circulation. The notice of intent shall include:

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- (a) A statement that an EIS will be prepared.
 - (b) A brief description of the proposed action.
 - (c) A preliminary list of possible alternatives.
 - (d) A brief discussion of the proposed scoping process.
 - (e) Names and addresses of the contact persons at the federal and state review agencies.
- (3)** The scoping process shall include, to the extent feasible, affected local, state and federal agencies, any affected American Indian tribes, and other interested persons. The scoping process may consist of meetings, hearings, workshops, surveys, questionnaires, interagency committees, or other appropriate methods or activities, and may be integrated with other public participation requirements.
- (4)** The department shall use the scoping process to accomplish the following:
- (a) Determine the scope of issues to be analyzed in depth in the environmental document.
 - (b) Identify and eliminate from detailed study and further consideration alternatives which are unreasonable and issues which are not significant or which have been covered and documented by prior environmental review related to the proposed action.
 - (c) Establish a schedule for document preparation and for opportunities for public involvement.
 - (d) Determine, when the department is involved in the development of proposals with other state agencies, which agencies may be joint lead agencies or whether one agency should be designated the lead agency.
 - (e) Ensure the required involvement of any cooperating and participating agencies.
 - (f) Determine whether tiering shall be used to improve or simplify the environmental processing of complex actions.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. (1) and (2) (intro.), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.10 Preparation and content of environmental documents.

- (1) PREPARATION.** The environmental documents shall be prepared by one of the following:

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(a) The department.

(b) Local units of government under the direction of the department and with final review and approval responsibility by the department.

(c) A consultant under the direction of the department and with final review and approval responsibility by the department.

(2) SEE CONTENT. While the general issues to be addressed by a SEE are similar to those in the individual project evaluations, it is recognized that, in most cases the analysis of transportation alternatives, including multi-modal analyses where appropriate, will be qualitative, reflecting the broad level of generality of system plans. Therefore, by necessity, a SEE shall be more conceptual, qualitative, and general than is common with the individual project environmental reviews. A SEE, prepared as an integral part of a system plan, may address the following matters:

(a) The range of environmental effects, including the effects on sensitive land and water resources, of system plans.

(b) In non-attainment areas, the range of air quality impacts which might be expected from system plan recommendations.

(c) The range of system plan effects on energy consumption.

(d) The relation of system plans to adopted regional development goals and plans, including potential effects of transportation on land use and land use on transportation demand.

(e) The range of anticipated effects of system plans on traffic congestion.

(f) The range of anticipated effects of system plans on economic development.

(g) The qualitative comparison of the costs of system plans and expected benefits.

(h) The range of effects of system plans on communities.

(3) DEIS AND FEIS CONTENT.

(a) The DEIS and FEIS shall be consistent with applicable laws, orders and policies, and shall include all of the following:

1. A summary which describes the proposed action and discusses the major environmental issues and controversies associated with the proposal.

2. A statement of purpose and need for the proposed action.

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3. A discussion of the proposed action. The discussion shall:
 - a. Evaluate alternatives.
 - b. Specify the reasons for eliminating any of the alternatives from further consideration.
 - c. Address each reasonable alternative being considered in detail, so that their relative merits and liabilities can be compared.
4. A brief description of the human environment of the area or areas that may be affected by each of the alternatives under consideration. The amount of detail of such description shall be commensurate with the significance of the potential environmental impacts, but shall at a minimum identify and describe:
 - a. The existing quality of the human environment, including the economy, land use, demographics and projections of the population, traffic, natural and physical characteristics and their use, energy consumption, historic and archeological sites, and recreational facilities.
 - b. The required agency coordination, public involvement and permits or authorizations.
 - c. The relationship of the proposed action to adopted or proposed land use plans, policies, controls, and goals and objectives of affected communities, including potential effects of transportation on land use and land use on transportation demand.
5. A discussion of the environmental consequences. The discussion shall include the following:
 - a. The environmental impacts of the alternatives.
 - b. The adverse environmental effects, if any, which cannot be avoided should the proposed action be implemented.
 - c. The relationship between local short-term uses of the human environment and the maintenance and enhancement of long-term productivity.
 - d. The significant irreversible or irretrievable commitments of resources, if any, which would be involved should the proposed action be implemented.
 - e. The beneficial aspects of the proposed action, both short and long term.
 - f. The economic advantages and disadvantages of the proposed action.
6. A discussion of the measures being considered to minimize the harm or enhance the beneficial environmental effects of the proposed action. The discussion may include

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alternative designs or construction methods, alternative management actions, or other alternatives such as replacement, restoration or compensation.

7. The names and qualifications of the persons primarily responsible for preparing the document or significant supporting background papers, including basic components of the DEIS and FEIS.

(b) In addition to the contents required under par. (a), the DEIS shall also include the identification of the preferred alternative, if any.

(c) In addition to the contents required under par. (a), the FEIS shall also incorporate the comments received during the DEIS and subsequent hearing processes. A response shall be made to each substantive environmental issue identified in the comments and not addressed in the DEIS. The response shall include a discussion of the environmental issue, including the identification of the efforts to resolve the issue and the commitments to specific measures to mitigate adverse impacts and enhance beneficial effects.

(4) EA AND FONSI CONTENT.

(a) The EA and FONSI may be completed on screening sheets developed by the department, and shall include all of the following:

1g. The content requirements for an ER under sub. (5).

1. 1r. Stimulation of secondary indirect environmental effects.
2. Creation of a new environmental effect.
3. Impacts on geographically scarce resources.
4. Precedent-setting nature of the proposed action.
5. The degree of controversy on environmental grounds associated with the proposed action.
6. Conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand.
7. Cumulative environmental impacts of repeated actions of the type proposed.
8. Foreclosure of future options.
9. Direct or indirect impacts on ethnic or cultural groups.

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(b) In addition to the contents required under par. (a), the FONSI shall also include the following:

1. A specific finding that the proposed action is not a major action.
2. Documentation showing permit or coordinating agency approval when the FONSI serves as the vehicle for such approval.

(5) ER CONTENT. The ER may be completed on screening sheets developed by the department. The ER shall reflect compliance with the applicable laws and regulations of other agencies, and shall include all of the following:

- (a) A description of the proposed action.
- (b) The purpose and need of the proposed action.
- (c) A brief description of the preferred alternative and the other alternatives under consideration.
- (d) The reasons for eliminating any of the alternatives from further consideration.
- (e) A summary of the status and results of agency coordination and public involvement.
- (f) A brief summarization of environmental, social and economic issues relevant to the proposed action including the use of prescribed construction-related methods or special contract provisions or land acquisitions that would be used to ensure that no significant adverse environmental effects or controversies developed.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; am. (2) (intro.), Register, February, 1999, No. 518, eff. 3-1-99.

Trans 400.11 Distribution and review of environmental documents.

(1) SEE.

(a) *Public availability of SEE.* When required, a SEE shall be prepared as an integral element of system plans. The system plan and SEE shall be made available for public inspection at the department's central office, appropriate department region offices, and depository libraries.

(b) *Notice of availability of a SEE.* A notice of availability of a system plan and its SEE shall be published as provided in sub. (8), in the official state newspaper and other newspapers, as deemed appropriate. ~~The notice may be combined with a notice of opportunity for a public hearing on the system plan. The notice shall:~~

- ~~1. Briefly describe the plan.~~

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~~2. List the locations where the plan and its SEE may be reviewed.~~

~~3. Invite the public to furnish comments on the plan and the SEE.~~

~~4. Indicate where comments are to be sent and their due date.~~

(c) *Public hearing.* A public hearing on a system plan and its SEE shall be held by the department, except there is no requirement for a two-step, draft and final SEE because the planning process contemplates that if the plan recommendations are implemented, there will be subsequent project or site-specific environmental reviews.

(2) LEIS. In the case of a departmental report or recommendation on a department-initiated proposal for legislation that contains major and significant new proposals that are not within the scope of any categorical exclusion, the department shall prepare a LEIS substantially following the guidelines of the United States council on environmental quality in 40 CFR 1506.8, July 1, 1998. This includes transmission of the LEIS to the legislature concurrent with or within 30 days after the legislative proposal is submitted to the legislature, provided that the LEIS must be available in time for legislative hearings and deliberations, and 5 days in advance. There is no scoping requirement and the statement shall be prepared in the same manner as a DEIS, but shall be considered the detailed statement required by s. 1.11 (2) (c), Stats. Any comments on the LEIS shall be given to the department which shall forward them along with its own responses to the legislative committees with jurisdiction.

(3) DEIS.

(a) *Printing and distribution of DEIS.* Printing of the DEIS shall be the responsibility of the preparer. Sufficient quantities of the DEIS shall be printed to meet distribution requirements. The DEIS shall be distributed to the following:

1. The office of the governor.
2. Local, state and federal governmental agencies having special expertise, interest or jurisdiction.
3. Regional and county planning agencies within the area of the proposed action.
4. Public officials, interest groups and members of the public having the potential to be directly affected by the proposed action and requesting a copy of the DEIS. A charge may be assessed to cover reproduction and handling costs.
5. Offices of the department located in the vicinity of the proposed action and at the department's central office.
6. Public libraries:

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a. For proposals having local importance, the nearest public library. In addition, a request shall be made to an appropriate public official to make the document available in a public place.

b. For proposals having regional importance, public libraries with a geographic distribution which provides public access without undue travel.

c. For proposals having statewide interest, public libraries providing reasonable access for members of the public who would be potentially affected by such proposals.

(b) *Notice of availability of DEIS.* A notice of availability of the DEIS shall be published as provided in sub. (8) in the appropriate official local newspaper or in a newspaper with general circulation within the area affected by the proposed action. If the proposed action is of statewide interest, such notice shall also be published in the official state newspaper. Such notice shall include:

1. A brief description of the proposed action.
2. A brief description of the administrative procedures to be followed.
3. The date by which comments on the DEIS must be submitted to the department.
4. The locations where copies of the DEIS are available for review.

(4) FEIS. The FEIS and ROD shall be printed and distributed, and a notice of availability of the FEIS shall be published in the same manner as provided for a DEIS under sub. (3); except that . If separate FEIS and ROD documents are necessary under s. Trans 400.13 (1) (am), the decision to proceed with the proposed action and to sign the ROD shall not be made sooner than 30 days after the date of publication of the notice of availability of the FEIS or 90 days after the date of publication of the notice of availability of the DEIS.

(5) EA.

(a) *Public availability of EA.* The EA shall be made available for public inspection at the department's central office, the appropriate department region office, public libraries as identified under s. Trans 400.11 (3) (a) 6., and the office of the local unit of government having requested the proposed action. A charge may be assessed to cover reproduction and handling costs for requested copies of the EA or portions thereof.

(b) *Notice of availability of EA.* A notice of availability of the EA shall be published as provided in sub. (8) in the appropriate official local newspaper or in a newspaper of general circulation within the area affected by the proposed action. If the proposed action is of statewide interest, the notice shall also be published in the official state newspaper. The notice may be combined with the notice of opportunity for public hearing provided for under par. (c). The notice shall:

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- ~~1. Briefly describe the proposed action.~~
- ~~2. Announce the completion and availability of the EA.~~
- ~~3. List the locations where the EA may be inspected.~~
- ~~4. Invite the public to furnish written comments on the proposed action.~~
- ~~5. Indicate where comments are to be sent and that such comments must be submitted within 30 days of the publication date of the notice.~~

(c) Notice of opportunity for to request a public hearing on EA. If the department determines to afford the opportunity for a public hearing on an EA under s. Trans 400.11(4) (a), a notice of opportunity for to request a public hearing shall be published when the EA is completed and made available for inspection as provided for under par.

(a). Publication of the notice shall be in the appropriate official local newspaper or in a newspaper of general circulation within the area affected by the proposed action. Publication shall also be in the official state newspaper if the proposed action is of statewide interest. The notice shall invite submission of requests for a public hearing on the EA within 30 days after the date of publication of the notice. The notice shall include a description of the procedure for requesting a public hearing.

(6) FONSI. The FONSI shall be made available by the department to participating local units of government and to the public upon request. A notice of availability shall not be required for a FONSI. A charge may be assessed to cover reproduction and handling costs for requested copies of the FONSI or portions thereof.

~~**(7) ER.** The ER shall upon request be made available for inspection at the department's central office, the appropriate department region office, and the office of the local unit of government having requested the proposed action. A notice of availability shall not be required for an ER. A charge may be assessed to cover reproduction and handling costs for requested copies of the ER.~~

(a) The ER shall upon request be made available for inspection at the department's central office, the appropriate department region office, and the office of the local unit of government having requested the proposed action. Subject to par. (b), a notice of availability shall not be required for an ER. A charge may be assessed to cover reproduction and handling costs for requested copies of the ER.

(b) If the department determines to hold or afford the opportunity for a public hearing on an ER action under s. Trans 400.12 (4) (b), the department shall make the ER publically available and provide notice of public availability under sub. (5) as if the ER were an EA.

(8) NOTICE OF AVAILABILITY.

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(a) When an environmental document listed under par. (b) is made available to the public by the department, a notice of availability shall be published in the appropriate official local newspaper or in a newspaper of general circulation within the area affected by the proposed action. If the proposed action is of statewide interest, the notice shall also be published in the official state newspaper. The notice shall:

1. Briefly describe the proposed action.
2. Announce the completion and availability of the environmental document.
3. List the locations where the environmental document may be inspected.
4. Except in the case of a ROD or a combined FEIS and ROD document, invite the public to furnish written comments on the proposed action; indicate where comments are to be sent; and the date that such comments must be submitted to the department. The comment period may not be less than, nor without cause longer than, 45 days after the publication of the notice of availability.

(b) A notice of availability shall be published for the following environmental documents:

1. SEE.
2. DEIS.
3. FEIS and ROD, or a combined FEIS and ROD.
4. EA.
5. ER, if the department determines that it will hold or afford the opportunity for a public hearing under s. Trans 400.12 (4) (b).

(c) The notice of availability of the environmental document may be combined with other public notices required under this chapter.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92; corrections in (1) (a), (5) (a), (7) made under s. 13.92 (4) (b) 6., Stats., Register February 2013 No. 686.

Trans 400.12 Public hearings.

(1) PUBLIC HEARING ON SEE. The department shall hold a public hearing on a system plan and its SEE no sooner than 15 days after its notice of public hearing. The public hearing shall be held after announcement of the public hearing and the identity of the system plan and its SEE shall be referenced in the public hearing announcement.

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(2) NO PUBLIC HEARING ON LEIS. As provided in s. 1.11 (2) (d), Stats., no public hearing is required on environmental impact statements on reports or recommendations on proposals for legislation.

(3) PUBLIC HEARING ON DEIS.

(a) Whenever a proposed action requires an EIS, the department shall hold a public hearing on the DEIS no sooner than 15 days after its notice of availability is published. The hearing shall be held prior to the ~~determination of the recommended~~ selection of the final course of action for the proposal, but the department may present a preferred alternative.

(b) A notice of public hearing shall be published, at least 15 days prior to the hearing, in the appropriate official local newspaper or in a newspaper of general circulation within the area affected by the proposed action. If the proposed action is of statewide interest, such notice shall also be published in the official state newspaper and any other newspapers as appropriate to obtain comprehensive coverage. Copies of the notice shall be mailed to appropriate local, state and federal agencies and to others having an interest in the proceedings of the proposed action. The notice of public hearing shall include:

1. Identification of the DEIS.
2. Date, time and place of the hearing.
3. A brief description of the proposed action.
4. A brief description of the scope and purpose of the hearing.
5. The address to which questions may be sent prior to the hearing and locations where additional information may be obtained.
6. Provision for submitting written statements in place of, or in addition to, testimony presented at the public hearing.
7. The locations where the DEIS may be obtained or reviewed.

(c) The public hearing may be combined with other hearings and notices of hearings required for departmental actions, provided the requirements under pars. (a) and (b) are met.

(4) PUBLIC HEARING OR OPPORTUNITY FOR PUBLIC HEARING ON EA OR ER.

(a) EA. Unless EA procedures indicate the action is an EIS action, the department shall hold or afford the opportunity for a public hearing on an EA action prior to the issuance of a FONSI. A public hearing on an EA may be held by the department at the department's discretion and shall be held if a request for such a hearing is received by the

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department within the time specified in the notice of opportunity for a public hearing provided for under s. Trans 400.11 (5) (c).

(b) *ER*. The department at its sole discretion may determine to hold a public hearing or afford the opportunity for a public hearing for ER actions. If the department determines to afford the opportunity for a public hearing for an ER action, the department shall publish a notice of opportunity to request a public hearing under s. Trans 400.11 (5) (c).

(c) Whenever the department determines to hold a public hearing or approves a timely request for a public hearing under this subsection, the department shall proceed in the same manner as provided for a public hearing on a DEIS under sub. (3), except that the public hearing shall be held no sooner than 15 days after publication of the public hearing notice and the identity of the EA or ER shall be referenced in the public hearing notice.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

Trans 400.13 Decision on proposed action.

(1) FEIS; RECORD OF DECISION.

~~(a) The department shall complete and sign a record of decision no sooner than 30 days after the date of publication of the notice of availability of the FEIS provided for under s. Trans 400.11 (4).~~

(am) Combined FEIS and ROD. To the maximum extent practicable, the department shall expeditiously develop a single document that consists of an FEIS and ROD, unless:

1. The FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or
2. There are significant new circumstances or information relevant to environmental concerns and that bear on the proposed action or the impacts of the proposed action.

(b) The record of decision, whether issued in combination with an FEIS or separately, shall contain the following information:

1. A statement of the decision.
2. Identification of all alternatives considered by the department in reaching its decision, specifying which one is considered environmentally preferable.
3. A statement indicating that all practicable means to avoid or mitigate environmental harm have been adopted, and if not so adopted, a statement specifying the reasons for not adopting all such means.

(2) EA; FINDING OF NO SIGNIFICANT IMPACT.

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(a) The decision to revise an EA to constitute a FONSI shall not be made until after the end of the 30-day period specified in the notice of availability of the EA provided for under s. Trans 400.11 (5) (b).

(b) If potentially significant impacts have not been identified, the department shall revise the EA as appropriate and shall attach a summary of the public hearing, if a hearing was held, and a summary of any comments received and responses thereto. These items, along with a statement of no significant impact, shall constitute the FONSI and the record of decision.

(c) If, at any point in the EA process, the department determines that the proposed action may have a significant impact on the quality of the human environment, an EIS shall be prepared.

(3) ER.

(a) Unless the department determines to hold or afford the opportunity for a public hearing under s. Trans 400.12 (4) (b), an approved ER document constitutes the department's final decision on a proposed action.

(b) When the department holds or affords the opportunity for a public hearing on an ER, the decision to revise an ER to constitute a final decision on a proposed action shall not be made until after the end of the 30-day period specified in the notice of availability of the ER provided for under s. Trans 400.11 (5) (b).

(b) If potentially significant impacts have not been identified during the ER availability period, the department shall revise the ER as appropriate and shall attach a summary of the public hearing, if a hearing was held, and a summary of any comments received and responses thereto. These items, along with a statement of no significant impact, shall constitute the final action determination document and the record of decision.

(c) If, at any point in the ER process, the department determines that the proposed action may have a significant impact on the quality of the human environment, an EIS shall be prepared before proceeding with the proposed action.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

Trans 400.14 DEIS and FEIS reevaluation and supplement.

(1) DEIS.

(a) A reevaluation of a DEIS shall be prepared if 3 years have elapsed before the date of publication of the notice of availability of the FEIS provided for under s. Trans 400.11 (4). A reevaluation of a DEIS shall also be prepared any time prior to the date of publication of the notice of availability of the FEIS if, in the judgment of the department,

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there have been significant changes in the proposed action, the affected human environment, the anticipated environmental impacts or the proposed mitigation measures. If in either case the reevaluation indicates or confirms any such significant changes, a new environmental document or supplemental DEIS shall be prepared prior to proceeding with the proposed action. The supplemental DEIS shall be prepared and processed in the same manner as a DEIS under this chapter. Preparation of the supplemental DEIS shall not require withdrawal of previous approvals for those aspects of the proposed action not directly affected by the changed condition or new information.

(b) An EA may be used to assess the need to prepare a supplemental DEIS if it is uncertain that significant changes in the proposed action, the affected human environment, the anticipated environmental impacts or proposed mitigation measures will result in significant environmental impacts which could not be identified from preparing a reevaluation of the DEIS. The EA shall be prepared and processed in accordance with the requirements of this chapter. Preparation of the EA shall not require withdrawal of previous approvals for those aspects of the proposed action not directly affected by the changed condition or new information.

(2) FEIS.

(a) A reevaluation of a FEIS shall be prepared any time there have been, in the judgment of the department, significant changes in the proposed action, the affected human environment, the anticipated environmental impacts or the proposed mitigation measures. If the reevaluation confirms any such significant changes, a new environmental document or a supplemental FEIS shall be prepared prior to proceeding with the proposed action. The supplemental FEIS shall be prepared and processed in the same manner as a FEIS under this chapter. Preparation of the supplemental FEIS shall not require withdrawal of previous approvals for those aspects of the proposed action not directly affected by the changed condition or new information.

(b) An EA may be used to assess the need to prepare a supplemental FEIS if it is uncertain that significant changes in the proposed action, the affected human environment, the anticipated environmental impacts or proposed mitigation measures will result in significant environmental impacts which could not be identified from preparing a reevaluation of the FEIS. The EA shall be prepared and processed in accordance with the requirements of this chapter. Preparation of the EA shall not require withdrawal of previous approvals for those aspects of the proposed action not directly affected by the changed condition or new information.

(3) REVISION OF FINAL ACTION DOCUMENT. The department may revise a final action document, including a ROD, FONSI or ER, in order to select a different alternative, provided that the new selected alternative is fully evaluated in the FEIS, EA or ER to the same degree as the originally selected alternative; or in order to make substantial changes to mitigation measures or findings discussed in the final agency action. Those agencies which reviewed the FEIS, EA or ER shall be given an opportunity to review and comment on the revised final action document. To the extent practicable, the approved

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revised final action document shall be provided to all persons, organizations, and agencies that received the FEIS, EA or ER.

History: Cr. Register, April, 1992, No. 436, eff. 5-1-92.

[[APPENDIX 1]]

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Division of Transportation Investment Management (DTIM)

TRANS 510
**"Transportation Facilities Economic Assistance and Development
(TEA) Program"**

Proposed Changes:

- 1) **Recommendation:** Consolidate Trans 510.08 (2) (intro.), (a) and (b) and amend to read:

Trans 510.08(2) A jobs guarantee with the local governing body shall be part of the project agreement when deemed necessary by the department in order to protect the public interest. The local governing body shall, in turn, be encouraged to develop a similar agreement with the economic development project. The jobs guarantee shall obligate the local governing body to reimburse the department for up to the full amount of the grant if ~~either of the following occurs: (a) The guaranteed number of direct jobs associated with the economic development project do not result within 3 years of the date the project agreement is executed (b) The the guaranteed number of direct jobs associated with the economic development project do not exist 7 five years after the date the project agreement is executed.~~ The base number of jobs to be used for comparison shall be established on the date funds are awarded. Verification of the number of direct jobs associated with the economic development project shall be made utilizing information available from the department of workforce development and other sources.

RATIONALE: Under the TEA program, the sponsoring local unit of government must repay the grant if the guaranteed number of direct jobs associated with the economic development project does not result within 3 years of the date the project agreement is executed, or if the guaranteed number of direct jobs does not exist 7 years after the project agreement is executed. Changing the total job commitment from 7 years to 5 years, and deleting the requirement that the guaranteed number of direct jobs be created within 3 years after project agreement execution, is more analogous to neighboring states with similar programs.