

MINUTES

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION PLANNING AND RESEARCH COMMITTEE

Tuesday, May 6, 2014

1:30 p.m.

SEWRPC Office Building
Commissioners' Conference Room
W239 N1812 Rockwood Drive
Waukesha, WI 53187-1607
(262) 547-6721

Present:

Excused:

Committee Members:

Daniel S. Schmidt, Chairman
Gilbert B. Bakke
Charles L. Colman
José M. Delgado
David W. Opitz
Robert W. Pitts
John Rogers
Nancy Russell
Linda J. Seemeyer
Peggy L. Shumway
Michael J. Skalitzky
David L. Stroik

Daniel W. Stoffel, Vice-Chairman
William R. Drew
David L. Eberle

Staff:

Kenneth R. Yunker
Elizabeth A. Larsen
Debra A. D'Amico

Executive Director
Business Manager
Executive Secretary

Guest:

Cory O'Donnell

Neumann Companies, Inc.

ROLL CALL

Chairman Schmidt called the meeting to order at 1:30 p.m. Roll call was taken and a quorum was declared present. Mr. Yunker noted for the record that Commissioners Drew, Eberle, and Stoffel had asked to be excused.

APPROVAL OF MINUTES OF MEETING OF MARCH 19, 2014

Chairman Schmidt asked if there were any changes or additions to the March 19, 2014, meeting minutes.

On a motion by Mr. Pitts, seconded by Mr. Colman, and carried unanimously, the minutes of the meeting of March 19, 2014, were approved as published.

CONSIDERATION OF AMENDMENT TO THE REGIONAL WATER QUALITY MANAGEMENT PLAN

Sewer Service Area Plan for the Hartland and Pewaukee Sanitary Sewer Areas (copy attached to Official Minutes) Chairman Schmidt asked Mr. Yunker to review with the Committee the proposed amendment to the adopted regional water quality management plan pertaining to the sanitary sewer service areas for Hartland and Pewaukee. A copy of the preliminary draft of a SEWRPC Staff Memorandum dated June 2014 concerning this matter had been provided to the Committee members for review prior to the meeting.

Mr. Yunker indicated that by letter dated March 27, 2014, the Lake Pewaukee Sanitary District requested that the Southeastern Wisconsin Regional Planning Commission amend the Hartland and Pewaukee sanitary sewer areas. He further stated that the basic purpose of the amendment is to remove certain lands from the Hartland sewer service area and add those lands to the Pewaukee sewer service area.

He then directed the attention of the Committee members to Map 1 which identifies the proposed 26 acre area to be removed from the Hartland sanitary sewer service area and added to the Pewaukee sewer service area. Mr. Yunker directed the Committee to Map 2, an aerial photo showing the specific property in detail. He noted that the subject area is part of a proposed larger 151-acre development with the majority of the site already within the Pewaukee planned sewer service area. He also noted that the subject area, currently in agricultural use, is proposed to be developed for residential use and is estimated that upon full development, the subject area would accommodate 16 housing units, with an estimated population of 44 persons. He said that the subject area does not contain environmental corridors, isolated natural resource areas, or wetlands. Mr. Yunker stated that the proposed addition to the Pewaukee sanitary sewer service area represents an increase in the planned sewer service area of less than 1 percent, would increase the resident population of the sewer service area by less than 1 percent, and the loss of acreage to the Hartland sanitary sewer service area would result in a decrease in the sewer service area of less than 1 percent. He stated that there is adequate wastewater treatment plant capacity to serve the subject area. He further stated that this sanitary sewer area addition is consistent with the regional land use plan, the regional water quality management plan, and Chapter NR 121 of the *Wisconsin Administrative Code*. He then stated that the Lake Pewaukee Sanitary District (LPSD), the Delafield-Hartland Water Pollution Control Commission, and the Hartland Village Board have all approved the sanitary sewer service area amendment, and that at the April 22nd public hearing there were no objections to the proposed amendment.

Mr. Colman asked if the staff can recall any requests to change sewer service areas in an attempt to obtain higher land use density. Mr. Yunker responded that he cannot recall any such requests. He added that in this case, the land would remain in the Town of Delafield.

There being no further questions or discussion, on a motion by Mr. Bakke, seconded by Mr. Pitts, and carried unanimously, the SEWRPC Staff Memorandum for Hartland and Pewaukee sanitary sewer service area amendment dated March 2014, was approved and recommended for Commission adoption.

CONSIDERATION OF SEWRPC MEMORANDUM REPORT NO. 215, INTERIM REVIEW AND UPDATE OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN

Chairman Schmidt noted that the next item of business was consideration of SEWRPC Memorandum Report No. 215, *Interim Review and Update of the Year 2035 Regional Transportation Plan*, and asked Mr. Yunker to review with the Committee the Memorandum Report.

Mr. Yunker then reviewed the Memorandum Report with the Committee using a PowerPoint presentation (copy attached to Official Minutes). He proceeded to summarize the updated year 2035 regional transportation plan and stated that every four years the regional transportation plan is reviewed, amended as needed, and reaffirmed. He added that this review of the year 2035 regional transportation plan included an assessment of the continued validity of the year 2035 plan forecasts, a review of the trends in performance of the regional transportation system, a review of the implementation of the regional transportation plan, the consideration of amendments to the regional transportation plan, and an assessment of the adequacy of existing and reasonably expected future funding to implement the regional transportation plan.

During Mr. Yunker's presentation, the following questions and comments were made and addressed.

With respect to the preliminary engineering being conducted for the reconstruction of IH 43 between Silver Spring Drive and STH 60, Mr. Rogers noted the Federal Highway Administration's requirement that all existing half-interchanges on interstate highways be upgraded to full interchanges. He asked whether there is local government support for the conversion of the interchange at Port Washington Road from a half to a full interchange. Mr. Yunker responded that the City of Mequon has indicated that they would prefer the interchange to remain a half-interchange.

Mr. Pitts inquired whether the estimated costs to implement the regional transportation plan include the costs of bridge rehabilitation and reconstruction. Mr. Yunker confirmed that these costs are included.

In response to an inquiry by Mr. Opitz, Mr. Yunker stated that some of the decline in vehicle-miles of travel in the Region may be attributed to the economy, as estimates of Region employment show a loss in jobs between the years 2000 and 2012.

In response to an inquiry by Mr. Stroik, Mr. Yunker stated the year 2035 regional transportation plan will continue to recommend the significant expansion of public transit, but it is necessary to conclude that with existing revenues, this plan cannot be implemented. He added that the "Year 2035 Fiscally Constrained Regional Transportation Plan" has been developed to explain and demonstrate what can be implemented with existing funding.

Ms. Russell asked whether toll roads have been an option that has been considered. A short discussion ensued on the past consideration of toll roads in Wisconsin. Mr. Yunker indicated that based on the advances in electronic tolling and the growing gap in transportation funding, toll roads could be expected to be considered by the Wisconsin Department of Transportation (WisDOT) and they will as well be considered in VISION 2050.

Mr. Colman questioned the level of understanding by elected officials and the public of the limits of existing transportation funding, and more specifically, the implications of the fiscal constraints of existing funding on implementation of the year 2035 regional transportation plan. Mr. Yunker responded that there is probably a good understanding by State and local elected officials of transportation funding limitations, particularly with respect to public transit. He added that there may not be that same understanding by the public. He noted that there is limited support for increasing transportation taxes and fees, although there have been increases in vehicle registration fees in recent years and regional transit authority legislation was very close to being

enacted in 2009 and 2010. Mr. Yunker stated that the findings of the regional transportation plan update are consistent with those of the Wisconsin Transportation Finance and Policy Commission which was chaired by the Secretary of WisDOT, and also with the presentations being made by the WisDOT Secretary at listening sessions which are currently being held around the State. He added that a newsletter and press release are being prepared on the transportation plan update which will include a focus on the gap in transportation funding. He also stated that Commission staff has made many presentations on the gap in public transit funding over the last several years.

Mr. Rogers suggested that there needs to be a discussion in the plan update report of the consequences of failing to implement the regional transportation plan, and there needs to be an effort to increase the understanding by elected officials and the public of those consequences. Mr. Yunker said that such a discussion will be added to the report, newsletter, and press release.

[Secretary's Note: The following was added to the 2035 plan update report and also to the newsletter and press release:

Not implementing the year 2035 regional transportation plan due to the limitations of current transportation revenues will have significant negative consequences for Southeastern Wisconsin:

- Traffic congestion and travel delays may be expected to significantly increase, and travel reliability will decrease, as highway capacity improvements are deferred and delayed and public transit is not improved and expanded in the Region's most heavily travelled corridors, urban areas, and activity centers.
- Transportation-related energy consumption and air pollutant emissions may be expected to be greater as a result of increased traffic congestion and a lack of improvement and expansion of public transit.
- Costly emergency repairs and inefficient pavement maintenance may be expected to be required on the freeway system as segments of freeway and freeway bridges reach the end of their service life and funding does not permit their reconstruction.
- For the estimated 10 percent of Region residents who are unable to use, or cannot afford an automobile, mobility and access to the Region will be severely limited, including with respect to jobs, health care, education, grocery shopping, and other basic travel needs. This will impact minority and low-income populations to a greater extent, as minority and low-income populations have lower levels of automobile ownership and disproportionately use and are dependent upon public transit.
- Costs of public infrastructure and services, and the taxes necessary to support them, may be expected to be higher as improved and expanded public transit would not be available to support and promote more efficient higher density development.

All of these consequences of not implementing the year 2035 regional transportation plan may be expected to negatively impact economic growth in Southeastern Wisconsin and the quality of life of its residents. Future

projections indicate that soon the Region will no longer be able to support economic growth with internal growth of the Region's labor force. Rather, there will be a need for population and labor force to in-migrate, or choose to locate in Southeastern Wisconsin if the Region is to experience even a modest growth in jobs. More severe traffic congestion, a lack of good public transit service, and inefficient transportation and infrastructure expenditures will be obstacles to attracting labor force and business growth to Southeastern Wisconsin.]

Mr. Delgado commented that the Commission does not make final decisions about what is implemented from regional transportation plans, or the level of transportation funding. Mr. Yunker stated that ultimately the State Legislature and the Governor make the final decisions regarding transportation funding, and to a great extent plan implementation. He noted that the WisDOT budget compared to other State transportation budgets is very prescriptive. Mr. Delgado inquired whether it is the role of the Commission to inform, or alert others of the transportation funding gap. Mr. Yunker responded that the Commission has made presentations on this subject to several groups in recent years: Metropolitan Milwaukee Association of Commerce, Greater Milwaukee Committee, Urban Economic Development Association, Waukesha County Business Alliance, Coalition for Advancing Transit, State Assembly Transportation Committee, State Legislature Joint Finance Committee, and Wisconsin Transportation Finance and Policy Commission. Mr. Rogers stated that the Commission should be informing, and closely coordinating with the Milwaukee 7, the Greater Milwaukee Committee, and Metropolitan Milwaukee Association of Commerce.

Ms. Russell commented that she was pleased to see the construction of USH 12 on new alignment was included in the plan. Mr. Yunker noted that WisDOT will be initiating preliminary engineering of that roadway realignment.

There being no further questions or discussion, on a motion by Ms. Russell, seconded by Mr. Rogers, and carried unanimously, the SEWRPC Memorandum Report No. 215, *Interim Review and Update of the Year 2035 Regional Transportation Plan* was approved and recommended for Commission adoption.

CONSIDERATION OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 135 (3RD EDITION), A PARK AND OPEN SPACE PLAN FOR WALWORTH COUNTY

Chairman Schmidt asked Mr. Yunker to briefly review with the Committee Community Assistance Planning Report No. 135 (3rd Edition), *A Park and Open Space Plan for Walworth County*. Mr. Yunker gave a brief overview of *A Park and Open Space Plan for Walworth County*, highlighting the recommendations of the plan using a PowerPoint presentation (copy attached to Official Minutes). He noted that this third edition serves to update, refine, and detail the regional park and open space plan within Walworth County. He further stated that the plan provides recommendations through the year 2035 for park and outdoor recreation facilities and open space preservation within Walworth County, and updates and extends the last plan for Walworth County developed about 14 years ago. Mr. Yunker added that the plan was developed in cooperation with Walworth County staff, and was reviewed and approved by the Walworth County Park Committee, and was unanimously adopted by the Walworth County Board of Supervisors on March 11, 2014.

As Mr. Yunker reviewed this report, the following questions and comments were made by Committee members.

Ms. Russell requested Commission staff to use the revised recreation trails as identified in SEWRPC Community Assistance Planning Report No. 135 (3rd Edition), *Park and Open Space Plan for Walworth County* in future regional transportation planning efforts. Mr. Yunker indicated that the bicycle trail changes in Walworth County will be reflected in the regional transportation plan.

Mr. Rogers requested clarification of the definition of an off-street bicycle trail and of on-street bicycle accommodation. Mr. Yunker responded that an off-street bicycle trail is a path exclusively for use by bicycles and pedestrians, and is typically developed along a former railway right-of-way or within a recreational corridor. On-street bicycle accommodation could include an exclusive bicycle lane, a widened curb lane, a paved roadway shoulder, or a parallel separate path within the roadway right-of-way.

There being no further questions or discussion, on a motion by Mr. Colman, seconded by Mr. Delgado, and carried unanimously, SEWRPC Community Assistance Planning Report No. 135 (3rd Edition), *A Park and Open Space Plan for Walworth County*, was approved and recommended for Commission adoption.

**CONSIDERATION OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 311,
WAUKESHA METRO TRANSIT DEVELOPMENT PLAN: 2013-2017**

Chairman Schmidt asked Mr. Yunker to review with the Committee Community Assistance Planning Report No. 311, *Waukesha Metro Transit Development Plan: 2013-2017*. Mr. Yunker gave a brief overview to the Committee, noting that it is a short range, 5 year plan. The Commission prepares these plans for each of the Region's 11 transit operators at their request. He noted that this Waukesha Metro Transit development plan was adopted by the City of Waukesha Transit Commission and the Common Council.

As Mr. Yunker reviewed this report, the following questions and comments were made by the Committee members.

Mr. Skalitzky noted that urban public transit operations in the Region and across the nation require public funding, and asked to what extent operation by private companies has been in place. Mr. Yunker responded that the City of Waukesha transit system is operated by a private transit management firm and all transit employees are employees of that firm. He added that the City of Racine and Milwaukee County transit systems are operated similarly. He noted that private transit firms also operate the Washington County, Ozaukee County, and West Bend shared-ride taxi systems, and the Waukesha County transit system.

Mr. Skalitzky asked whether operating the City of Waukesha transit system with smaller buses or as a shared-ride taxi system was considered. Mr. Yunker responded that both were evaluated. He noted that smaller buses offer little operating and maintenance cost savings, and little capital cost savings when their shorter service life is considered. In addition, during the peak hours the capacity of a large bus is usually needed. Operating with all small buses could require two vehicles on a route, thereby increasing operating costs. Operating a bus system with large buses during the peak hours and small buses during the off-peak hours would increase capital costs, and potentially operating and maintenance costs. Replacing a bus system with a shared-ride taxi system could reduce operating costs, if bus ridership is very low. Converting the Waukesha transit system to a shared-ride taxi system would be expected to increase operating costs. However, the plan did conclude that on certain routes, and during certain off-peak time periods (evenings and weekends) consideration could be given to smaller bus or shared-ride taxi operation.

There being no further questions or discussion, on a motion by Mr. Pitts, seconded by Ms. Seemeyer, and carried unanimously, SEWRPC Community Assistance Planning Report No. 311, *Waukesha Metro Transit Development Plan: 2013-2017*, was approved and recommended for Commission adoption.

CORRESPONDENCE/ANNOUNCEMENTS

Chairman Schmidt asked Mr. Yunker if there was any correspondence or announcements. Mr. Yunker reported that there was no correspondence and no announcements.

(Planning and Research Committee)
May 6, 2014

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Skalitzky, seconded by Mr. Stroik, and carried unanimously, the meeting was adjourned at 2:53 p.m.

Respectfully submitted,

Kenneth R. Yunker
Deputy Secretary

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