

MINUTES

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Thursday, February 15, 2018

2:00 p.m.

SEWRPC Office Building
Commissioners' Conference Room
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187

Present:

Excused:

Committee Members:

Charles L. Colman, Chairman
Michael A. Crowley, Vice-Chair
Thomas H. Buestrin
Mike Dawson
James T. Dwyer
Aloysius Nelson
Robert Pitts
David L. Stroik
Gustav W. Wirth, Jr.

William R. Drew
Daniel S. Schmidt

Staff:

Michael G. Hahn	Executive Director
Kevin J. Muhs	Deputy Director
Elizabeth A. Larsen	Assistant Director-Administration

ROLL CALL

Chairman Colman called the meeting to order at 2:00 p.m. Roll call was taken and a quorum was declared present. Mr. Hahn noted for the record that Messrs. Drew and Schmidt had asked to be excused.

APPROVAL OF MINUTES OF JANUARY 25, 2018, MEETING

Chairman Colman asked if there were any changes or additions to the January 25, 2018, meeting minutes. There were none.

On a motion by Mr. Stroik, seconded by Mr. Pitts, and carried unanimously, the minutes of the Executive Committee meeting held on January 25, 2018, were approved as published.

ADMINISTRATIVE COMMITTEE REPORT

Chairman Colman reported that the Administrative Committee, at its meeting held just before this Executive Committee meeting, had taken the following actions.

1. Reviewed and approved disbursements for two financial periods: Year 2018, Nos. 2, and 3 extending over the period of January 8, 2018, to February 4, 2018.
2. Reviewed and approved the Statement of Projected Revenues and Expenditures for the period ending February 4, 2018.

There being no questions or comments, on a motion by Mr. Stroik, seconded by Mr. Crowley, and carried unanimously, the Administrative Committee report was approved.

CONSIDERATION OF CONTRACTS

Chairman Colman asked Ms. Larsen to review the proposed contracts, noting that prior to the meeting, Committee members had received a one page report with a table listing four contracts. Ms. Larsen then briefly reviewed the contracts with the Committee.

There being no questions, on a motion by Mr. Stroik, seconded by Mr. Dwyer, and carried unanimously, the contract report was accepted and the report was placed on file (copy of report attached to Official Minutes).

WORK PROGRAM REPORTS

Mr. Hahn reviewed the Work Program Progress Report. He noted that the report identifies key regional and selected community and county assistance efforts (copy of report attached to Official Minutes).

CONSIDERATION OF THE COOPERATIVE AGREEMENT FOR COORDINATION OF LAND USE-TRANSPORTATION PLANNING AND PROGRAMMING FOR THE ROUND LAKE BEACH URBANIZED AREA, (Resolution No. 2018-03)

Chairman Colman asked the Commission to consider adoption of Resolution No. 2018-03, approving updates to the Cooperative Agreement for Coordination of Land Use-Transportation Planning in the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area. He noted that these materials were provided prior to this meeting.

Mr. Muhs explained that this Agreement is between the Illinois Department of Transportation (IDOT), the Chicago Metropolitan Agency for Planning (CMAP), the Wisconsin Department of Transportation (WisDOT), and SEWRPC. This Agreement is periodically updated for the coordination of planning activities and for carrying out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals. The latest Agreement was executed on May 29, 2009.

Mr. Muhs stated that the May 2009 Agreement needed to be updated to reflect changes to planning regulations resulting from the Moving Ahead to Progress in the 21st Century Act of 2012 and the Fixing America's Surface Transportation Act of 2015.

In response to an inquiry by Mr. Colman, Mr. Muhs stated that portions of Kenosha and Walworth Counties were included in the delineation of the Round Lake Beach Urbanized Area that was conducted by the U.S.

Census Bureau following the year 2010 Census. The U.S. Census Bureau defines an urbanized area as contiguous, densely settled census blocks and tracts that meet minimum population density requirements, along with adjacent non-contiguous densely settled census blocks and tracts, which encompass a population of at least 50,000. The Round Lake Beach Urbanized Area is largely located within Illinois with a small population within southwestern Kenosha County and southeastern Walworth County.

There being no additional questions or comments, on a motion by Mr. Dwyer to approve Resolution 2018-03, seconded by Mr. Stroik, and carried by a vote of 9 ayes and 0 nays, Resolution 2018-03 was approved (copy of Resolution 2018-03 attached to Official Minutes).

CONSIDERATION OF THE FUNCTIONAL CLASSIFICATION OF PUBLIC STREETS AND HIGHWAYS WITHIN THE YEAR 2010 ADJUSTED ROUND LAKE BEACH URBANIZED AREA, (Resolution No. 2018-04)

Chairman Colman asked the Commission to consider adoption of Resolution No. 2018-04, approving the functional classification of streets and highways within the year 2010 adjusted Round Lake Beach Urbanized Area. He noted that these materials were provided prior to this meeting.

Mr. Muhs stated that about every 10 years, following the completion of the adjustment of the U.S. Census-defined Round Lake Beach urbanized area boundary, WisDOT, and the Commission review and update the functional classification of public streets and highways within the adjusted Round Lake Beach urbanized area based on changes in the urbanized area from the previous area, changes in land use and traffic volumes, and the need to classify new public streets and highways. The functional classification review is used to determine project eligibility under various Federal Highway Administration transportation funding programs and to determine appropriate designs for roadways.

There being no questions or comments, on a motion by Mr. Dwyer to approve Resolution 2018-04, seconded by Mr. Crowley, and carried by a vote of 9 ayes and 0 nays, Resolution 2018-04 was approved (copy of Resolution 2018-04 attached to Official Minutes).

CONSIDERATION OF YEAR 2018 SAFETY PERFORMANCE TARGETS FOR THE SOUTH-EASTERN WISCONSIN METROPOLITAN PLANNING AREA, (Resolution No. 2018-05)

Chairman Colman asked the Commission to consider adoption of Resolution No. 2018-05, approving the year 2014-2018 Targets for the Federal Highway Safety Performance Measures. He noted that these materials were provided prior to this meeting.

Mr. Muhs explained that as part of implementation of the national performance management framework created by the Moving Ahead for Progress in the 21st Century Act of 2012, and continued with the Fixing America's Surface Transportation Act of 2015, the U.S. Department of Transportation Federal Highway Administration (FHWA) developed and published regulations requiring states and metropolitan planning organizations to annually establish for all public roadways targets for five safety performance measures. These measures are: 1) the number of fatalities, 2) the rate of fatalities per one hundred million vehicle miles traveled (HMVMT), 3) number of serious injuries, 4) the rate of serious injuries per HMVMT, and 5) the number of non-motorized fatalities and serious injuries.

The Wisconsin Department of Transportation established statewide targets for the five Federal safety performance measures for the five-year rolling average for years 2014 through 2018 based on the baseline five-year rolling average for years 2012 through 2016, as reported in the 2017 Highway Safety

Improvement Program. With approval of this resolution, the Commission will establish targets for the metropolitan planning area for the 2014 through 2018 time period.

Mr. Muhs reviewed with the Committee Exhibit A (revised), the 2014-2018 Targets for the National Safety-Related Performance Measures for the Metropolitan Planning Area.

In response to an inquiry by Mr. Pitts, Mr. Muhs stated that the year 2014-2018 safety targets were derived from long-term, year 2050 targets that were established based on a continuation of the long-term trends in reductions in fatalities and serious injuries.

Mr. Wirth inquired if a relationship exists between the number of people traveling in a vehicle and the likelihood of a crash occurring due to driver distraction by the passenger(s). Mr. Muhs stated he has not seen data concerning this relationship.

In response to a second inquiry by Mr. Pitts concerning texting while driving, Mr. Muhs noted that within the last four to five years there has been an increase in fatalities, which appears to be connected to an increase in distracted driving caused by increased use of cell phones by drivers.

In response to an inquiry by Mr. Nelson concerning the overall trend in fatalities and serious injuries prior to the year 2012, Mr. Muhs stated that over the last 40 years the number of fatalities and serious injuries has continued to decline despite an overall increase in driving. He stated that these significant improvements are likely largely due to enhanced safety equipment in vehicles.

In response to an inquiry by Mr. Wirth, Mr. Muhs stated that autonomous vehicles were considered by the staff when setting the proposed targets in the context of the long-term, continued increase in safety improvements in automobiles. It has been stated that autonomous vehicles could reduce crashes by up to 95 percent, which is the current percentage of crashes that may be attributable to human error. The challenge in considering the impact autonomous vehicles may have on the number of fatalities and serious injuries in the Region is that the pace at which the autonomous vehicles will be adopted by the public is currently unknown, and could vary significantly based on future policy.

In response to an inquiry by Mr. Colman concerning variations in the performance measures in a given year, Mr. Muhs stated that a five year rolling average is used because there are fluctuations between years.

Mr. Stroik asked if overall performance has to do with the design of interchanges within the seven county Region. Mr. Muhs noted that while the safety benefit of each particular design improvement associated with the modernization of the Region's streets and highways may be difficult to measure, there has been a significant decrease in crashes within the Marquette interchange since the interchange reconstruction and modernization.

There being no additional questions or comments, on a motion by Mr. Stroik to approve Resolution 2018-05, seconded by Mr. Nelson, and carried by a vote of 9 ayes and 0 nays, Resolution 2018-05 was approved (copy of Resolution 2018-05 attached to Official Minutes).

UPDATE ON PLANNING ACTIVITIES RELATED TO THE FOXCONN MANUFACTURING DEVELOPMENT

Chairman Colman asked Mr. Hahn to provide an update on activities related to the proposed Foxconn development in Racine County.

Mr. Hahn noted that the Commission staff has been involved in several efforts related to the proposed development including working on sewer service area amendments for the City of Racine and environs, the City of Kenosha, and the Village of Union Grove, evaluating the effectiveness of proposed controls on runoff from the Foxconn site and associated development in the Village of Mt. Pleasant, and preparing an amendment to the VISION 2050 regional land use and transportation plan that will address future land use development and multi-modal transportation facilities associated with not only the Foxconn development, but also related ancillary development.

Mr. Hahn described the SEWRPC effort, in working with Kenosha and Racine Counties, the Villages of Mt. Pleasant and Somers, the Wisconsin Department of Natural Resources, and the WisDOT to evaluate the effectiveness of proposed controls on stormwater runoff from the Foxconn site and associated development in the Village of Mount Pleasant. The Kilbourn Road Ditch in the Des Plaines River watershed flows through the Foxconn site and downstream through the Village of Somers. The SEWRPC Study will evaluate the stormwater management system proposed for the Foxconn site and may suggest adjustment of the system design to avoid increasing flood flows. The objective of the study is to provide the information necessary for the stormwater management features on the Foxconn site to be designed to not create flooding problems in the Town of Yorkville and the Village of Mount Pleasant in Racine County and in the Village of Somers in Kenosha County.

Mr. Hahn then noted that the SEWRPC staff has initiated the preparation of an amendment to the VISION 2050 regional land use and transportation plan that would consider both possible future land use changes associated with the Foxconn development and related development around the Foxconn site, and multi-modal transportation options to accommodate the necessary workforce. Commission staff is coordinating with WisDOT on a schedule for the amendment. The Commission will potentially act on the VISION 2050 amendment on September 12, 2018.

CORRESPONDENCE AND ANNOUNCEMENTS

Mr. Hahn noted, that at the January 25th Executive Committee meeting, he announced that Commission staff had sent a letter to Senators Lasee, Tiffany, and LeMaieu regarding Senate Bill 640. The intent of this Bill was to repeal a section of the State Statutes allowing municipal and county ordinances to call for stormwater management measures to be more stringent than the uniform Statewide stormwater standards in cases where it is necessary to control stormwater runoff to reduce flood hazards and/or reduce pollutant loads consistent with total maximum daily load (TMDL) requirements set forth in a State stormwater discharge permit.

He said that: Companion Assembly Bill 770 was amended to not repeal that section of the State Statutes, acceptably restating the subsection enabling local runoff control to reduce flood potential and not changing the existing language relative to TMDL requirements. The Assembly adopted Bill 770 on February 13, however this Bill may not go forward in the Senate.

Mr. Wirth commented that if this Bill will affect all Counties covered by Chapter NR 151, it would be possible to involve the Wisconsin Counties Association in commenting on the relevant subsection of the Bill.

Mr. Hahn then announced that the Clean Rivers/Clean Lake Conference will be held on April 26, 2018, at Alverno College and he will be on the "One Water" panel. Commissioners who would like to attend this conference should contact him.

Mr. Hahn reiterated that the Association of Wisconsin Regional Planning Commissions (AWRPC) is hosting a summit in Steven's Point on June 14, 2018, that will be geared toward staff and Commissioners.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 2:25 p.m. on a motion by Mr. Nelson, seconded by Mr. Dwyer, and carried unanimously.

Respectfully submitted,

Michael G. Hahn
Executive Director

MGH/KJM/EAL/dd
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