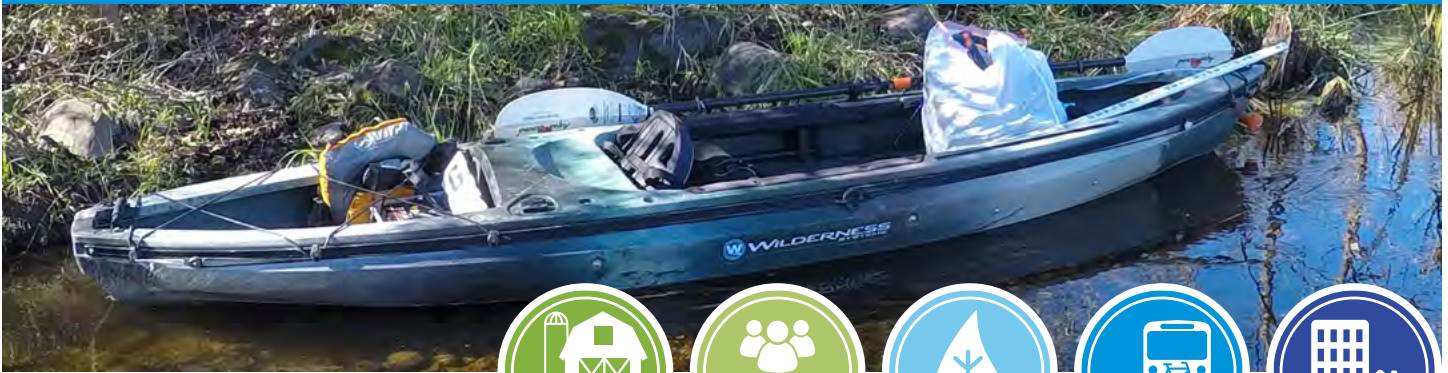


REGIONAL PLANNING NEWS

A publication of the **Southeastern Wisconsin Regional Planning Commission**



Volume 5 • Issue 3 • December 2018



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\$2.2 million Awarded to Improve Mobility for Seniors and People with Disabilities

The Commission manages the application process, as well as the competitive project selection process, for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds in the Milwaukee urbanized area. A scoring panel evaluated candidate projects for these Federal funds based on criteria developed by the Wisconsin Department of Transportation and awarded about \$2.2 million to projects in the Milwaukee urbanized area for 2019 and 2020. Milwaukee County is the designated recipient for 5310 funds and will work with the successful applicants on executing and managing grant agreements. Learn more about the process and projects at sewrpc.org/5310.

Economic and Workforce Data Available from EMSI

The Wisconsin Economic Development Corporation has given SEWRPC access to use Economic Modeling Specialist International (EMSI) Developer software to help provide economic data to communities in the Region. EMSI Developer is a web-based economic development tool that can create industry and occupation reports by county, zip code, or an area defined by multiple counties and/or zip codes. Available reports include: workforce availability, wage comparison, industry clusters and high-ranked occupations, supply chain analysis, and impact analysis of a business gain or loss.

Commission staff accepts requests for information utilizing EMSI Developer software from county and local economic development organizations and units of government in the Region. Data request forms can be found at www.sewrpc.org/EMSI-Request.

For more information, please contact Chris Parisey at 262-953-3236, or email EMSI@sewrpc.org.

Washington County Comprehensive Plan Update

Join Washington County at a **Public Open House** on January 23rd to review their Multi-Jurisdictional Comprehensive Plan Update: 2050. There will be a presentation and an opportunity for community members to provide feedback before the draft is reviewed by the County Board in April. For more information, visit the Washington County website at www.co.washington.wi.us/CP2050.

5 VISION 2050 Amendment Adopted

6 Transportation Improvement Program



Sediment and Streambank Assessment for the Oconomowoc River

Commission staff are currently examining the Oconomowoc River between Monches Dam and North Lake (Washington and Waukesha Counties) on behalf of the North Lake Management District with financial support from the Wisconsin Department of Natural Resources Stream Planning Grant program. The District wishes to examine sediment and nutrient sources and distribution in the River, since the River is believed to be the Lake's largest nutrient and sediment contributor. In addition to general watershed sources, the District wishes to focus attention on transient sediment deposits that may have been mobilized by dam removal/repair, since it may be feasible to remove these deposits from the River before they reach the Lake. This complements work already completed on another North Lake tributary (Mason Creek) that contributes a significant amount of sediment and nutrients to the Lake, and is one of the few trout streams in the Region sustained by natural reproduction (visit www.sewrpc.org/capr-321.pdf).

Commission staff completed field work in fall to quantify current instream sediment depths and distribution within this lower section of the Oconomowoc River. Commission staff measured actual sediment depths while walking or kayaking the 3.6 miles of stream. In addition, Commission staff used an array of digital equipment to document stream bed and bank conditions including a GoPro camera for still photos and videos, Android tablet with GPS technology for accurate data collection, and side-scan sonar to quantify water depths (where deep enough). Commission staff is now busy analyzing and summarizing this onsite information along with other modeled watershed pollutant load estimates.

PUBLIC INVOLVEMENT AND OUTREACH

SEWRPC has worked diligently over the last few years with nine community partners to understand the needs of the community in the seven counties as we plan for the future of Southeastern Wisconsin. These partners include Common Ground, the Business Council/Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, Milwaukee Urban League, Renew Environmental Public Health Advocates (REPHA), Southside Organizing Center (SOC), Urban Economic Development Association (UEDA), and Urban League of Racine and Kenosha (ULRK).

Some of the 2018 highlights from the community partners are as follows:

Business Council/Ethnically Diverse Business Coalition

- The Council's 19th Annual Strategic Partner luncheon was held in March. For the first time the Council was able to offer \$2,500 Lou McGlothian Memorial scholarships to two deserving college students of color, who, this year, were both entrepreneurs.

Common Ground

- Celebrated 10 years of service to the community in June.
- Common Ground is also working with the Milwaukee Metropolitan Sewerage District and local media on the Water Drop Alert initiative. This initiative provides an alert to subscribers' mobile devices notifying them to reduce domestic water use to help avoid sewer overflows.



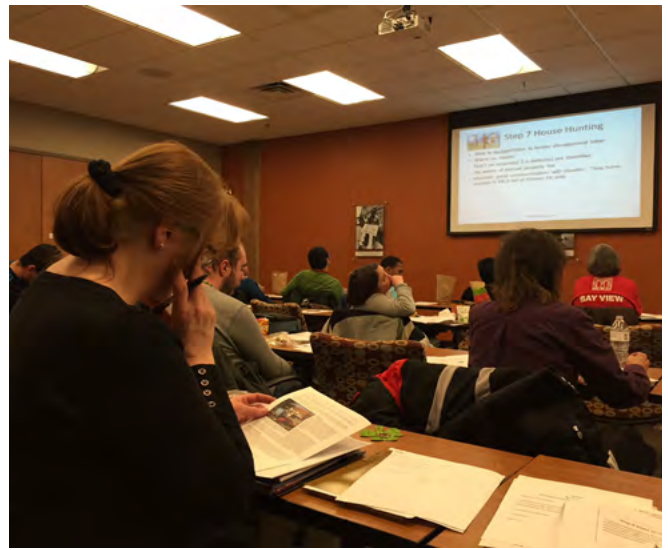
PUBLIC INVOLVEMENT AND OUTREACH

IndependenceFirst

- A housing options brown bag lunch session was offered to address the challenges people with disabilities encounter and offer the attendees solutions.
- The inaugural Empowerment Gala was held in November. The event was sold out and helped encourage the audience to feel empowered as they meet and conquer the challenges faced by the disability community.

Milwaukee Urban League

- The Urban League's kickoff celebrating 100 years of serving Milwaukee began at their annual Black & White Ball in June. 2018-2019 has been coined the "Journey to 100."
- In December, the Milwaukee Urban League hosted their annual Equal Opportunity luncheon with keynote speaker, Maurice Jones, the National President and CEO of Local Initiatives Support Corporation.



Renew Environmental Public Health Advocates (REPHA)

- Participated in the Green Schools Conference in June, which provides examples of work being done around the Milwaukee area to promote sustainability at schools and connects attendees with the resources needed to implement projects.



Southside Organizing Center (SOC)

- Honored as one of the four Milwaukee Promise Zone Lead Organizations.
- Walker's Point Neighborhood Planning session and community dinner held spring of 2018.
- In lieu of the annual Retro Ball, where recognition is given to legacy leaders who have contributed to the development of the south side of Milwaukee, the SOC will be sponsoring a 2019 Leadership Conference.



Urban Economic Development Association (UEDA)

- Emerging Topics Series – Over 180 people joined UEDA at three sessions to learn about community wealth building, financial empowerment for people with disabilities, and social enterprises. The attendees heard from national, regional, and local professionals and UEDA Members, who shared what they have learned and discussed new ideas and best practices.
- Held the 10th annual UEDA Carnival celebration in February, which observes the Carnival tradition and celebrates Milwaukee's culture and diversity. There were over 285 attendees and over 20 local food vendors who provided samples of their diverse food offerings.

Update on the Environmental Justice Task Force

The Environmental Justice Task Force (EJTF) is an advisory body of the Commission focused on enhancing the consideration and integration of environmental justice throughout the regional planning process. Their work helps to ensure the full and fair involvement of all residents, including minority populations, low-income populations, and people with disabilities. In 2018, the EJTF has been refining its role, including a retreat in July that included discussions of the history of discriminatory practices in the Region and how regional planning can be part of the solution to existing disparities. EJTF members also provided feedback to Commission staff as they prepared an amendment to VISION 2050 related to Foxconn. Learn more about the EJTF at sewrpc.org/ejtf.

Thank you to the Outgoing EJTF Chair

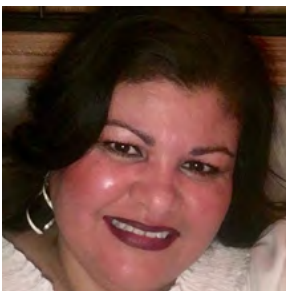


A sincere thank you to Adelene Greene for serving as Chair of the EJTF, and representing Kenosha County on the EJTF, since its creation in 2007. A City of Kenosha resident, Adelene began working for Kenosha County in 1990, including serving 16 years as Director of Human Services until her retirement in 2016. She also served as a SEWRPC Commissioner from 2004 through 2016, and remains an active member of her community.

Welcome to New EJTF Members

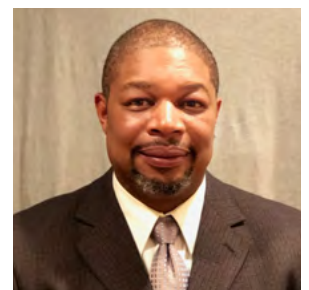
Three new members were welcomed to the EJTF in 2018!

Aloysius "Ali" Nelson is the Director of the Division of Veterans Services for Kenosha County. He served as a senior-level director and manager in the United States Navy, has more than 28 years of military experience, and has an extensive background in human resources training and management. A Kenosha resident, Ali represents Kenosha County on the EJTF in addition to currently serving as a SEWRPC Commissioner. He has also taken over as the new EJTF Chair following Adelene Greene's departure.



Tammy Rivera is the Executive Director of the Southside Organizing Center, one of the Commission's nine community partner organizations. She is a veteran nonprofit executive, community activist, and educator, and has provided leadership for several Southeastern Wisconsin organizations for more than 25 years. A lifelong resident of Milwaukee's Near South Side, Tammy is one of three City of Milwaukee representatives on the EJTF.

Keith Martin has worked for the Wisconsin Department of Transportation (WisDOT) for more than 20 years and has been leading both design and construction projects for the last 10 years. He has led numerous outreach programs for organizations in Southeastern Wisconsin, and has served as chair of WisDOT Southeast Region's Diversity Committee and as a member of WisDOT's Affirmative Action Advisory Committee. Keith lives in the City of Cedarburg and represents Ozaukee County on the EJTF.





VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, and bicycle and pedestrian facilities, to the year 2050. Learn more about VISION 2050 and the adopted plan amendment at vision2050sewis.org.

VISION 2050 Amendment Adopted

On December 5th, the Commission adopted an amendment to VISION 2050 incorporating land use changes and transportation improvements related to the Foxconn manufacturing campus in Mount Pleasant. VISION 2050 was adopted in July 2016, prior to any knowledge of the Foxconn development, and needed to be amended given the size and significance of the development.

What's in the Amendment?

Pertinent Recommendations – The amendment first highlights key VISION 2050 recommendations included in the originally adopted plan that provide guidance to those working on the Foxconn project or conducting more detailed local planning. These recommendations support:

- Efficiently and responsibly developing land
- Providing the right mix of housing for workers near their jobs
- Achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area



Land Use Changes – VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn. Much of the new development is anticipated to be industrial and commercial in nature. The amendment recommends new housing units near the Foxconn campus include multifamily housing and single-family homes on lots of 1/4 acre or less.

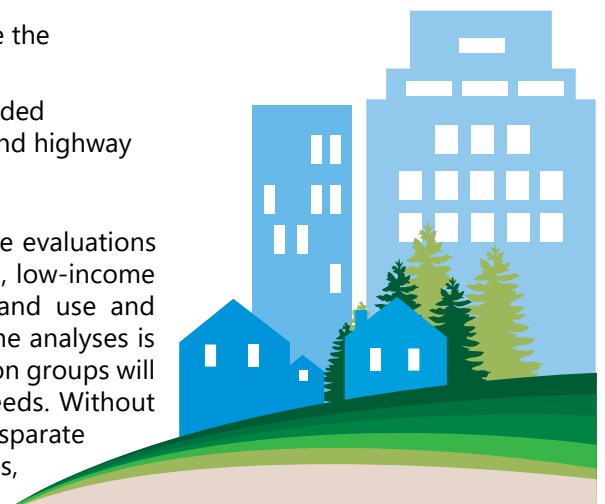


Transportation Improvements – The amendment incorporates transportation improvements to serve the Foxconn manufacturing campus. It adds several surface arterial improvements being designed and constructed by the Wisconsin Department of Transportation in the vicinity of the Foxconn manufacturing campus. It also recommends additional transit services and bicycle facilities connecting workers to the Foxconn area.

Transportation Funding Analysis – Commission staff reviewed and updated an analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050. That update included consideration of the plan amendment related to Foxconn and recent changes in State transportation funding for the Region. Key conclusions of the analysis:

- Without additional revenue the Region will not be able to achieve the recommended public transit system
- Expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050

Equity Analyses – Staff prepared updated equity analyses that include evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities related to the amended land use and transportation components of VISION 2050. A primary conclusion of the analyses is that, if transit service in the Region continues to decline, these population groups will have reduced access to jobs, healthcare, education, and other daily needs. Without additional funding to implement the transit element of VISION 2050, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur.





Transportation Improvement Program: 2019-2022

The Regional Planning Commission recently completed the Transportation Improvement Program (TIP) for the seven-county Southeastern Wisconsin Region. Updated every two years, the TIP is a Federally-required listing of highway, public transit, bicycle, pedestrian, and other transportation improvement projects proposed to be carried out by State and local governments in the Region over the next four years (2019-2022), including all projects that will be funded with Federal highway and transit funding during this time period. The TIP only includes projects that can be implemented with available funding sources and that are consistent with the recommendations of VISION 2050, the Region's long-range land use and transportation plan. The TIP includes a summary of how programmed projects contribute to the achievement of regional and national performance goals and targets, and it includes an assessment of how programmed projects impact minority populations and low-income populations in Southeastern Wisconsin.

Commission staff prepared the TIP under the guidance of the Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees). In preparing the TIP, Commission staff worked closely with the municipal, county, and State agencies responsible for providing and improving transportation in Southeastern Wisconsin, and Commission staff also took into consideration comments on the TIP provided by members of the public.

The 2019-2022 TIP contains over 300 projects within the Region that represent a total potential investment in transportation improvements and services of \$1.89 billion over the next four years. Approximately 35 percent of the funding for projects in the 2019-2022 TIP is expected to be from Federal sources, about 46 percent is expected to be from State sources, and approximately 19 percent is expected to be from local sources.

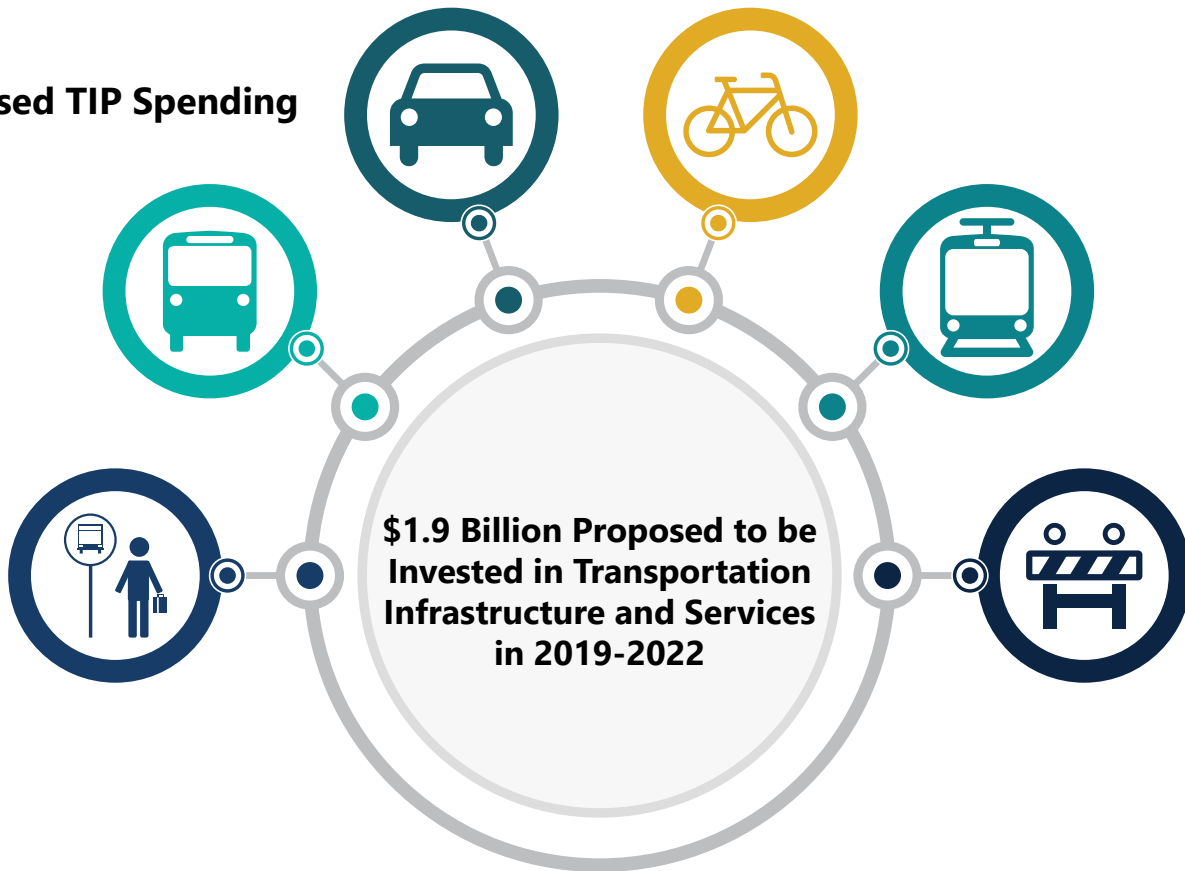
About \$683 million, or 36 percent, of the total four-year investment is programmed for public transit in Southeastern Wisconsin. Most of this investment is programmed for maintaining the Region's existing transit systems, with a small portion programmed for projects that improve and expand transit services in the Region. The programmed transit system expansion projects include two City of Milwaukee streetcar projects, the Milwaukee County bus rapid transit project, and five new City of Kenosha Transit System routes. Milwaukee County has completed preliminary engineering for its bus rapid transit project between downtown Milwaukee and the Regional Medical Center, and the County is awaiting approval of Federal funding for the \$54 million project by the Federal Transit Administration (FTA). The project is currently illustratively shown in the TIP and will be formally added to the TIP when approved for funding by the FTA.

About \$1.14 billion, or 60 percent, of the total four-year investment is programmed for roadways in Southeastern Wisconsin. Of the programmed expenditures, about \$716 million, or 63 percent, is programmed for projects that preserve the Region's existing highway system, and about \$418 million, or 37 percent, is programmed for highway improvement projects (reconstruction of existing roadways including reconstruction with additional lanes to address congestion). It should be noted that the cost of additional lanes may only represent 10 to 20 percent of the total cost of a highway improvement project.

More information on the 2019-2022 TIP can be found here: sewrpc.org/TIP.



Proposed TIP Spending



\$667 MILLION

for preserving the extent and level of service of the existing transit system

\$6 MILLION

to improve the quality and level of service on the existing transit system

\$716 MILLION

for preserving the existing highway system

\$18 MILLION

for bicycle and pedestrian facilities, congestion mitigation, and other environmental enhancements

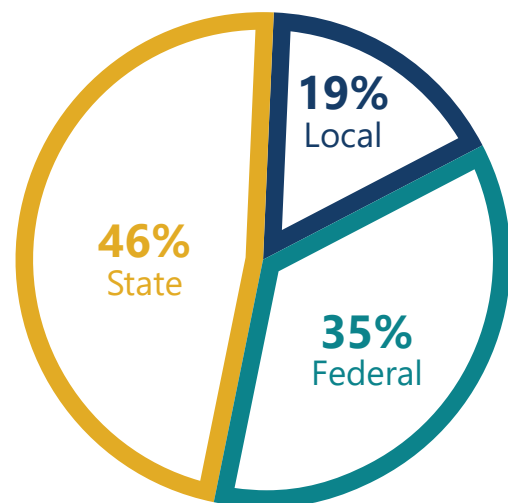
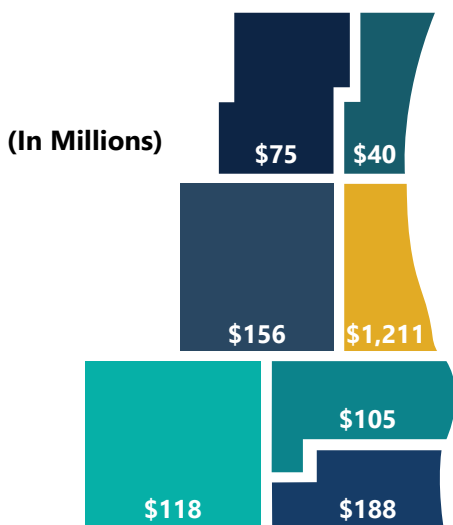
\$11 MILLION

for new transit service

\$418 MILLION

for roadway reconstruction projects that preserve the highway system and add additional capacity to address congestion

Location of TIP Investment



Source of TIP Funding

Tree Planting Grant Awards Announced

The Bay Lake Regional Planning Commission has been the lead RPC, working with SEWRPC and other State RPCs, seeking grants to reduce runoff and/or mitigate the impacts of the Emerald Ash Borer. Under that program, a U.S. Forest Service Great Lakes Restoration Initiative grant was recently provided to selected Wisconsin communities and counties. The total grant funding received in Southeastern Wisconsin was \$47,500. Below is the list of award recipients:

- City of Franklin (\$5,000 to plant 28 trees)
- City of Wauwatosa (\$15,000 to plant 120 trees)
- City of West Allis (\$5,000 to plant 66 trees)
- Village of Fox Point (\$2,500 to plant 130 trees)
- Village of Menomonee Falls (\$5,000 to plant 15 trees)
- Village of Thiensville (\$5,000 to plant 24 trees)
- Ozaukee County (\$10,000 to plant 62 trees)

SEWRPC Announces New Executive Director

The Commission would like to sincerely thank Mike Hahn for his two years as Executive Director and 32 years of overall service to the Commission. He has worked tirelessly to make the Region a better place and to uphold the high-quality standards the Commission has been known for in its planning efforts. The Commission wishes him the best in well-deserved retirement.

With the retirement of Mike Hahn, the Regional Planning Commission is pleased to announce Kevin Muhs as its next Executive Director. Kevin's first day as Executive Director will be January 1, 2019. Kevin has been with the Commission for six years and has been the Commission's Deputy Director since 2017. Kevin will bring a solid understanding of the Region's transportation, land use, and water quality planning issues to the position.

The Commission is also pleased to announce Ben McKay as Kevin's successor as Deputy Director, also effective January 1st. Ben was instrumental in the development of VISION 2050 and the Regional Housing Plan and has a deep understanding of long-range planning.

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