

MINUTES
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
PLANNING AND RESEARCH COMMITTEE MEETING

Tuesday, August 1, 2017

1:30 p.m.

SEWRPC Office Building
Commissioners' Conference Room
W239 N1812 Rockwood Drive
Waukesha, WI 53187-1607

Present:

Excused:

Commissioners:

Daniel S. Schmidt, Chairman
Jose Delgado, Vice Chairman
Steve Bostrom
Charles L. Colman
Michael A. Crowley
Brian R. Dranzik
Aloysius Nelson
Robert W. Pitts
Nancy Russell
Jeffrey D. Schleif
Peggy L. Shumway
David L. Stroik

William R. Drew
James A. Ladwig

Staff:

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

ROLL CALL

Chairman Schmidt called the Planning and Research Committee meeting to order at 1:30 p.m. Roll call was taken and a quorum was declared present. Chairman Schmidt indicated for the record that Commissioners Drew and Ladwig had asked to be excused.

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APPROVAL OF MINUTES OF THE FEBRUARY 14, 2017, MEETING

Chairman Schmidt asked if there were any changes or additions to the February 14, 2017, meeting minutes.

On a motion by Mr. Stroik, seconded by Mr. Pitts, and carried unanimously, the minutes of the February 14, 2017, Planning and Research Committee Meeting were approved as published.

FOLLOW-UP ON THE STATUS OF THE REGIONAL WATER QUALITY MANAGEMENT PLAN TO INCORPORATE TOTAL MAXIMUM DAILY LOAD STUDIES FOR THE MILWAUKEE AND ROCK RIVER BASINS

Chairman Schmidt asked Mr. Hahn to follow up on the status of the amendment of the SEWRPC Regional Water Quality Management Plan to Incorporate Total Maximum Daily Loads (TMDL) Developed for the Rock and Milwaukee River Basins.

Mr. Hahn briefly stated that the Wisconsin Department of Natural Resources has completed the legal review of the Milwaukee River Basin TMDL Study and had put a submittal together to send to the U.S. Environmental Protection Agency (USEPA). He noted that once USEPA approves the Milwaukee River Basin TMDL study, the Milwaukee and Rock River Basin TMDL studies will be incorporated into the Regional Water Quality Management Plan through an amendment.

In response to an inquiry by Mr. Colman, Mr. Hahn stated that the amendment should be a relatively slim document and not difficult to complete.

PRESENTATION OF SEWRPC MEMORANDUM REPORT NO. 224, *MKE AEROTROPOLIS DEVELOPMENT PLAN: A SHARED VISION FOR THE COMMUNITIES AROUND THE AIRPORT*

Chairman Schmidt asked Mr. Hahn to review with the Committee a presentation concerning SEWRPC Memorandum Report No. 224, "*MKE Aerotropolis Development Plan: A Shared Vision for the Communities around the Airport.*" A copy of the presentation had been provided to Committee members for review prior to the meeting.

Mr. Hahn then introduced Mr. Eric Lynde, Chief Special Projects Planner. Mr. Lynde gave a brief introduction of the plan and stated that six of the nine communities have now endorsed the plan.

During the presentation, Mr. Lynde responded to the following questions and comments.

Referring to a slide in the presentation that showed recent declines in total aircraft operations, Mr. Delgado asked if staff expects significant increases in air travel at the General Mitchell International Airport and if there are efforts to attract more flights and airlines. Mr. Lynde responded that the Airport is continuously trying to attract more flights and airlines and has had several recent successes. He noted that Airport staff is currently updating the Airport Master Plan and will be thoroughly reviewing forecasts of air travel as part of the update.

Mr. Nelson asked if the decrease in airline travel since 2001 shown on the slide is a result of the September 11th attacks. Mr. Lynde stated that it may have had some impact, but a major contributor has been local and national changes in airline operations, which have reduced travel and aircraft operation levels. Mr. Dranzik pointed out that the largest decline in airline travel occurred in the years 2008-2009 due to the recession

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and airline consolidation. He further noted that the airline industry is starting to see a turnaround as airlines are using equipment differently and are looking for more efficiencies in their operations.

Mr. Delgado questioned the viability of the Aerotropolis Plan if air travel at the Airport is decreasing. Mr. Lynde stated the plan is not premised on the Airport increasing aircraft operations, but rather one of its goals is to attract more people and businesses to use the Airport. He noted that the slide showing recent declines in aircraft operations was intended to show the difference between the forecasts used to determine the need for an additional proposed runway at the Airport and what has actually occurred. Mr. Dranzik stated that at one time Milwaukee was a hub for two airlines and annual passenger travel at the Airport was well above typical volumes. These airlines have since closed their hubs and/or ceased operations, and travel has been closer to typical levels at around six to seven million annual passengers. One of the challenges for Mitchell Airport is that people in the Milwaukee area have other options for airline travel, often deciding to fly out of Chicago's O'Hare International Airport due to the availability of direct flights. Mitchell Airport is adding more direct flights in an effort to be competitive with O'Hare and attract more passenger travel. Mr. Hahn reiterated that the Plan was intended to encourage increased passenger travel, but it is not premised on increasing travel or operations.

Mr. Bostrom asked how the additional proposed runway was accounted for in the Plan. Mr. Lynde stated that the Plan does not recommend that the proposed runway, which is currently recommended in the Airport Master Plan, be removed from that plan. Rather, it recognizes that there have been local and national changes that would likely reduce the forecast travel and aircraft operation levels that led to the runway's inclusion in the Airport Master Plan. As such, the Plan recommendations are based on an anticipation that the proposed runway will eventually be removed from the Airport Master Plan. Doing so would reduce Federal Aviation Administration (FAA) restrictions on the lands impacted by the proposed runway and make the lands more attractive to development. Mr. Schleif asked how the proposed runway would impact existing residential properties. Mr. Lynde stated that properties within an FAA-defined runway protection zone would need to be purchased by Milwaukee County in order to construct the runway. He noted that the Aerotropolis Plan recommends preserving the existing residential neighborhoods that would be impacted by the runway, assuming the runway is not built.

Mr. Lipscomb asked Mr. Dranzik about the status of and need for the additional runway, noting that should the runway be removed from the Airport Master Plan and the area around the Airport be built up, it would be extremely difficult to build the runway should the need arise in the future. Mr. Dranzik stated that based on current projections the additional runway is not needed, but that this issue will be thoroughly considered as the Airport Master Plan is updated. He noted that O'Hare can handle more passenger capacity because they have reconfigured their runways, while Chicago's Midway International Airport has reached its maximum for capacity. He indicated there may be ways to add capacity at Mitchell Airport without constructing the additional runway. Mr. Delgado noted that another alternative to adding capacity at the Airport is to relocate the Airport, noting that Denver had relocated its airport well outside the urban area.

Ms. Rothstein asked if the area the Airport is intended to serve was identified as part of the Aerotropolis Plan. Mr. Lynde responded that the geographic reach of the Airport is not the focus of the Aerotropolis Plan, noting that the Plan is focused on the development within the communities surrounding the Airport. Ms. Rothstein asked whether the Plan provided incentives to businesses to get them to locate in the area. Mr. Lynde responded that it did not address business incentives, but rather focused on encouraging economic growth by providing a shared vision for development in the Aerotropolis and enhancing transportation connections to serve the Aerotropolis. He noted that a future step in the development of

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Aerotropolis Milwaukee, which is identified in the Plan, is to develop an economic incentive toolbox that can be used to attract developers to the Airport area. In response to an inquiry by Ms. Shumway, Mr. Lynde stated the Aerotropolis Plan should help to increase travel through the Airport by encouraging more businesses to locate around and near the Airport.

In response to an inquiry by Mr. Colman, Mr. Lynde stated that the Lake Parkway extension is intended to connect the southern part of Milwaukee County and reduce traffic congestion on local streets in the corridor.

Mr. Colman stated that this Plan could be very valuable to potential developers looking to invest in the Airport area. Mr. Lynde stated that the Aerotropolis Milwaukee Board of Directors viewed the Plan as a milestone in their efforts to create an aerotropolis and intends to use the Plan to market the area to potential investors.

Mr. Delgado commented that the area around the Airport had not been well thought out and would benefit from more planning like this. He also noted that the quality of development is not as attractive as around other airports in the Country.

Mr. Nelson asked if the Aerotropolis Plan considered how to handle increasing security threats. Mr. Lynde stated the Plan did not address this particular issue.

PRESENTATION ON FUTURE AMENDMENTS TO VISION 2050 RELATED TO FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT REQUIREMENTS

Chairman Schmidt asked Mr. Muhs to present future amendments to VISION 2050 related to the Federal Transportation Performance Management Requirements. A copy of the presentation had been provided to Committee members for review prior to the meeting,

Mr. Muhs briefly discussed the Transportation Performance Management requirements and the planned Commission staff approach to fulfilling the new Federal requirements.

Ms. Russell expressed her frustration with the Federal requirements associated with using Federal funds to construct and reconstruct arterials in the Region through the Federal Highway Administration's Surface Transportation Program local funds, and expressed support for a current proposal in the State legislature to replace the Federal Program funds with State funds. Using State funds is expected to significantly reduce the burden on local governments.

PRESENTATION ON SEWRPC MEMORANDUM REPORT NO. 227, WAUKESHA COUNTY INDUSTRIAL/BUSINESS PARK LAND ABSORPTION STUDY

Chairman Schmidt asked Mr. Hahn to review with the Committee a presentation concerning SEWRPC Memorandum Report No. 227, "*Waukesha County Industrial/Business Park Land Absorption Study.*"

Mr. Hahn summarized the plan and received no questions or comments on the Study.

NEXT MEETING

Chairman Schmidt announced that the next meeting of the Planning and Research Committee would be held on Tuesday, November 7, 2017, at 1:30 p.m.

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CORRESPONDENCE/ANNOUNCEMENTS

Chairman Schmidt asked Mr. Hahn if there was any correspondence or if there were any announcements. Mr. Hahn stated that there were no correspondence or announcements.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Stroik, seconded by Mr. Bostrom, and carried unanimously, the meeting was adjourned at 3:00 p.m.

Respectfully submitted,

Michael G. Hahn
Deputy Secretary

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