

MINUTES

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

PLANNING AND RESEARCH COMMITTEE MEETING

Tuesday, May 8, 2018

1:30 p.m.

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

Present:

Excused:

Commissioners:

Jose Delgado, Vice Chairman
Charles L. Colman
Michael A. Crowley
Aloysius Nelson
Robert W. Pitts
Jeffrey D. Schleif
Peggy L. Shumway
David L. Stroik

Daniel S. Schmidt, Chairman
Steve Bostrom
Brian R. Dranzik
William R. Drew
James A. Ladwig
Nancy Russell

Staff:

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

ROLL CALL

In the absence of Chairman Schmidt, and Vice-Chairman Delgado, who arrived after the start of the meeting, Commission Chairman Colman called the Planning and Research Committee meeting to order at 1:37 p.m. Roll call was taken and a quorum was declared present. Commission Chairman Colman indicated for the record that Commissioners Bostrom, Dranzik, Drew, Russell, and Schmidt, had asked to be excused.

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APPROVAL OF MINUTES OF THE MARCH 7, 2018, MEETING

Commission Chairman Colman asked if there were any changes or additions to the March 7, 2018, meeting minutes.

There were none.

On a motion by Mr. Stroik, seconded by Mr. Crowley, and carried unanimously, the minutes of the March 7, 2018, Planning and Research Committee Meeting were approved as edited.

REVIEW AND CONSIDERATION OF THE FIRST AMENDMENT TO VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN – ESTABLISHING TARGETS FOR FEDERAL PERFORMANCE MEASURES: HIGHWAY SAFETY

Commission Chairman Colman asked Mr. Muhs to present the First Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin.

Mr. Muhs stated that under the Moving Ahead for Progress in the 21st Century Act (MAP-21), a national performance management framework was established to develop uniform performance measures and target setting, creating a consistent nationwide process for monitoring the effectiveness of Federal transportation investments. As part of this framework, the Commission is to annually establish targets for five safety performance measures. Mr. Muhs then reviewed the Preliminary Draft of the First Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin.

In response to two questions by Mr. Schleif, Mr. Muhs stated that 1) a serious injury is an injury that requires surgery and hospitalization and 2) he was not certain at that moment when the cash for clunkers program ended, perhaps toward the end of calendar year 2009.

In answering Mr. Nelson's question, Mr. Muhs stated that Jefferson and Dodge Counties are included in the safety-related performance measures because portions of each of those Counties are within the Commission's Metropolitan Planning Area, designated as part of the Commission's role as the Metropolitan Planning Organization (MPO) for the Milwaukee and West Bend urbanized areas.

Mr. Schleif noted that the Round Lake Beach Adjusted Urbanized Area crosses the Wisconsin State line into Illinois. Mr. Muhs stated that the Commission works with staff from the Chicago Metropolitan Agency for Planning (CMAP) to coordinate transportation planning in that urbanized area.

Mr. Colman commented that it is surprising that as the average distance driven has increased, that has not led to a higher rate of serious injuries or fatalities. Mr. Muhs stated that improvements in roadway design and vehicle safety technology have mitigated this, resulting in an overall decline in the rates of serious injuries and fatalities.

In response to a comment by Mr. Dwyer concerning age related driving accidents, Mr. Muhs stated that, statistically, driving ability does not significantly decrease in a significant portion of the population until age 75, however younger drivers also are responsible for a relatively high proportion of accidents.

In response to an inquiry by Mr. Dwyer regarding whether modernization investments included in the reconstruction of the Marquette and Zoo Interchanges led to an improvement in safety in those interchanges, Mr. Muhs stated that a study completed following the completion of the Marquette interchange indicated a significant decrease in crashes and crash rates occurred following reconstruction.

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In response to an inquiry by Mr. Nelson concerning texting and driving and the potential for accidents, Mr. Muhs stated that Wisconsin law will fine a driver for texting and driving, but not for the use of a cell phone while driving. He also noted that enforcing such laws is extremely challenging.

In response to an inquiry by Mr. Schleif, Mr. Muhs stated a road diet is a road channelization technique where the number of travel lanes or the width of the road is reduced to achieve systemic improvements.

There being no further questions or comments, on a motion by Mr. Stroik, seconded by Mr. Nelson, and carried unanimously, the First Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin – Establishing Targets for Federal Performance Measures: Highway Safety, was approved.

UPDATE ON PLANNED AMENDMENTS TO THE REGIONAL WATER QUALITY MANAGEMENT PLAN TO INCORPORATE TOTAL MAXIMUM DAILY LOAD (TMDL) STUDIES FOR THE MILWAUKEE RIVER BASIN AND THE ROCK RIVER BASIN

Commission Chairman Colman asked Mr. Hahn to review with the Committee the Planned Amendments to the Regional Water Quality Management Plan to Incorporate Total Maximum Daily Load Studies for the Milwaukee River Basin and the Rock River Basin.

Mr. Hahn then reviewed the Power Point presentation, “Upcoming Potential Amendment of the SEWRPC Regional Water Quality Management Plan to Incorporate Total Maximum Daily Loads Developed for the Rock and Milwaukee River Basins.”

In response to an inquiry by Mr. Schleif, Mr. Hahn stated that the pollutants transported in agricultural runoff can include sediment, nutrients, and pesticides.

Commission Chairman Colman noted that the ultimate test of the success of the pollution load reductions implemented in an effort to meet the TMDLs will be whether measured, instream pollutant concentrations meet established water quality criteria. Mr. Hahn mentioned that the long-term goal is to improve water quality conditions enough to be able to remove waterbodies from the Wisconsin Department of Natural Resources (WDNR)/U.S. Environmental Protection Agency impaired waters list. He also said that, there are no legally-established water quality criteria for total suspended sediment (TSS), but that a protective TSS criterion was established for the TMDL study.

Mr. Dwyer asked what remedies the SEWRPC regional water quality management plan recommends that would help achieve pollutant reductions leading to attainment of TMDLs. Mr. Hahn replied that SEWRPC plans provide a guide as to what needs to be done to improve water quality. He said that WDNR realizes that achievement of the necessary water quality improvements require significant reductions in pollutant loads that will take some time to achieve, perhaps through multiple five-year wastewater or stormwater discharge permit cycles.

In response to a question from Mr. Dwyer regarding the significant costs involved in achieving the necessary water quality improvements, Mr. Hahn replied that one approach established to address the costs of pollution reduction needed to achieve TMDLs is based on State legislation that has established a multi-discharger variance procedure. That procedure is based on first making a determination that attainment of phosphorus TMDLs could place a significant financial burden on certain permittees (e.g., wastewater treatment utilities), and then allowing multiple five-year permit terms to gradually reduce phosphorus effluent concentrations to meet interim targets until the necessary reductions are achieved. Under that procedure, the permittee would also either pay the county land conservation department an annual amount

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of \$50 per pound of phosphorus based on the difference between the reduction that has been achieved and the total reduction needed to meet the TMDL, or would implement a watershed-based phosphorus reduction project. Mr. Schleif commented that Washington County is aware of this program and will be using grant funds to hire staff to police agricultural runoff. Mr. Hahn noted that another approach to more-cost effectively reduce water pollution is for a point source of pollution to make a trade with an agricultural source that will implement measures to reduce the pollution load within a watershed.

Mr. Dwyer asked if the waters of the Region are getting cleaner? Mr. Hahn replied that they were.

Mr. Colman noted that recent large rains contributed to increased water pollution on an individual event basis. Mr. Hahn commented that the Commission had participated in two studies, one of which used the water quality models that were developed under the regional water quality management planning program, to evaluate the potential effects of climate change on water quality. He said that the climatological and hydrologic processes involved were quite complex, and he cautioned against arriving at simplified conclusions regarding climate change effects based on incomplete consideration of the many influences on the pertinent processes.

UPDATE ON FOXCONN

Commission 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 has adopted a sewer service area amendment for the portion of the Village of Mt. Pleasant anticipated to be directly affected by the development and also for the Village of Somers, which is located just south of Mount Pleasant in Kenosha County. Also, an amendment is being developed for an additional portion of Somers. He also said that, at the request of the Wisconsin Departments of Transportation, Natural Resources, and Administration, and in collaboration with Kenosha and Racine Counties and the Village of Mount Pleasant, the Commission staff conducted a study of stormwater runoff from the portion of the Foxconn manufacturing facility and associated development that is proposed to be located in the Des Plaines River watershed. He noted that a similar study would be conducted for the portion of the development to be located in the Pike River watershed.

The following discussion ensued upon the conclusion of the staff's Foxconn update.

In response to an inquiry by Mr. Schleif, Mr. Hahn noted that the Pike River watershed is located in the eastern portions of both Kenosha and Racine Counties, originating in the Village of Mt. Pleasant.

Mr. Colman inquired if the Commission has been involved with the Village of Mount Pleasant's Lake Michigan diversion for water supply purposes associated with the Foxconn development. Mr. Hahn replied that Foxconn and related industries are anticipated to use 7 million gallons of water per day, while returning 4.3 million gallons per day (mgd), with 2.7 mgd of consumptive use. This amount of consumptive use is allowed under the Great Lakes Compact. The Commission has not been directly involved in the Lake Michigan diversion application because State legislation exempts a designated Electronic & Information Technology Manufacturing Zone, such as the Foxconn site, from needing a water supply service area plan attendant to a Great Lakes diversion request. As a result, the Commission's normal, statutory role in designating a water supply service area did not apply in this case.

Mr. Colman further noted that there is a concern about wastewater from the Foxconn development. Mr. Hahn stated that Foxconn will be required to pretreat the wastewater generated at the site prior to discharging it to the City of Racine sewerage system for further treatment.

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Mr. Hahn commented that the City of Racine has used less Lake Michigan water over time. In response to an inquiry by Mr. Dwyer regarding the reasons for that decrease in water use, Mr. Hahn mentioned the loss of industry within the City of Racine, and Mr. Colman noted that SC Johnson has implemented water efficiencies in their operations..

Mr. Nelson asked what the major impact to Lake Michigan will be over the long term with Foxconn using 7 mgd. Mr. Hahn stated the 7 mgd diversion will reduce the Lake level by a very small amount. As an example, Chicago diverts 2.1 billion gallons of water per day out of the Great Lakes Basin and does not return any water. That diversion results in lowering the Lake level by several inches in the long term. Mr. Nelson commented that the community needs to be educated on this.

In response to an inquiry by Mr. Pitts, Mr. Hahn stated that the water that is returned to Lake Michigan will be properly treated.

NEXT MEETING

The next meeting of the Planning and Research Committee will be held on Tuesday, August 7, 2018, at 1:30 p.m.

CORRESPONDENCE/ANNOUNCEMENTS

There was no correspondence or announcements.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Pitts, seconded by Mr. Schleif, and carried unanimously, the meeting was adjourned at 2:30 p.m.

Respectfully submitted,

Michael G. Hahn
Deputy Secretary