

Minutes of the Forty First Meeting of the  
**ENVIRONMENTAL JUSTICE TASK FORCE**

DATE: September 13, 2018  
TIME: 4:30 p.m.  
PLACE: Milwaukee Urban League  
435 W. North Avenue  
Milwaukee, Wisconsin

Members Present

Aloysius Nelson..... Director, Division of Veterans Services, Kenosha County  
Chair  
Yolanda Adams..... Wisconsin Deputy State Director for the Elderly,  
League of United Latin American Citizens (LULAC)  
Huda Alkaff ..... Founder and Director, Wisconsin Green Muslims  
Ella Dunbar ..... Program Services Manager, Social Development Commission, Milwaukee  
Adelene Greene..... Director of Workforce Development, Kenosha County (retired)  
N. Lynnette McNeely..... Legal Redress Chair, Waukesha County NAACP  
Rodney Prunty ..... President, United Way of Racine  
Theresa Schuerman..... Walworth County Bilingual Migrant Worker Outreach  
Willie Wade ..... President and Chief Executive Officer, Employ Milwaukee

Guests and Staff Present

Michael Hahn..... Executive Director, SEWRPC  
Ryan Hoel ..... Deputy Chief Transportation Engineer, SEWRPC  
Eric Lynde..... Chief Special Projects Planner, SEWRPC  
Benjamin McKay ..... Chief Community Assistance Planner, SEWRPC  
Nakeisha Payne..... Public Involvement and Outreach Manager, SEWRPC  
Karyn Rotker..... Senior Staff Attorney, ACLU of Wisconsin

**CALL TO ORDER**

Mr. Nelson called the meeting of the Environmental Justice Task Force to order at 4:30 p.m., welcoming those in attendance. Mr. Hahn introduced Mr. Nelson as the new Environmental Justice Task Force Chair, replacing Ms. Greene. Mr. Hahn thanked Ms. Greene for her 11 years of service as the Environmental Justice Task Force Chair and then asked those in attendance to introduce themselves.

**APPROVAL OF THE FEBRUARY 13, 2018, MEETING MINUTES**

Mr. Nelson asked if there were any questions or comments on the February 13, 2018, meeting minutes. There were none. Mr. Nelson then asked for a motion to approve the meeting minutes. Ms. McNeely moved, and Ms. Adams seconded the approval of the February 13, 2018, meeting minutes. The motion was approved unanimously.

**PUBLIC COMMENTS**

Mr. Nelson asked if there were any public comments. There were none.

**DISCUSSION OF THE PROPOSED AMENDMENT TO VISION 2050 INCORPORATING LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE PLANNED FOXCONN MANUFACTURING CAMPUS**

Mr. Nelson asked Mr. Lynde to provide an overview of the proposed amendment to VISION 2050 related to the planned Foxconn manufacturing campus. Mr. Lynde provided the overview using a summary document of the proposed amendment (the summary document and full amendment document are available on the SEWRPC website [here](#)). He noted that a series of six public meetings are being held during September in Kenosha, Milwaukee, Racine, and Waukesha Counties. He added that the meeting schedule is on the back page of the summary document and that two meetings, one in Waukesha County and one in Milwaukee County, had already been held. The following comments and discussion points were made during the overview:

1. Mr. Wade asked about the attendance at the first two public meetings. Mr. Lynde responded that, so far, attendance has been lower than at the public meetings during the initial VISION 2050 planning process, but higher than other Commission efforts.
2. Ms. McNeely noted that Foxconn has established its North American headquarters, which will include an innovation center, in downtown Milwaukee. She asked if there would be rail transit service between the City of Milwaukee and the main Foxconn manufacturing campus in Mount Pleasant. Mr. Lynde responded that it was possible, but that no proposal had been made public to his knowledge.
3. Mr. Nelson asked if the Eastern Racine County Transportation Task Force has developed transportation recommendations related to the main Foxconn campus. Mr. Lynde responded that the Task Force has developed recommendations related to the Foxconn campus as well as broader transportation concerns in eastern Racine County. He also noted that Commission staff participated on the Task Force. He stated that staff would provide the final report to EJTF members (the report is available [here](#)).
4. Ms. Adams asked if the Commission is undertaking grassroots efforts to publicize the public meetings. Mr. Lynde responded that the public outreach efforts for the amendment have been similar to those used during the initial VISION 2050 planning process. Ms. Payne added that staff has met with each of the Commission's nine community partner organizations regarding the public meetings, in addition to traditional outreach efforts. Mr. Lynde noted that Public Involvement and Outreach staff also transmitted a letter to more than 100 community organizations inviting their constituents to attend one of the public meetings.
5. Ms. McNeely commented that the proposed amendment does not seem to include a rail component. Mr. Lynde responded that recommendations related to intercity rail and commuter rail are included in the original VISION 2050 plan and are highlighted as part of the amendment.
6. Ms. Dunbar suggested including a recommendation in the amendment similar to the former Ways to Work program. She noted that the YWCA has an Auto Loan Access Program that may be a

good model to review in developing recommendations to address the transportation challenges related to the Foxconn campus. She stated that she would provide contact information for the program administrator to Commission staff.

[Secretary's Note: The Auto Loan Access Program administrator was consulted by Commission staff and Recommendation 2.9 "Implement programs to improve access to suburban employment centers" from the original VISION 2050 plan will be added to the amendment as a pertinent transportation recommendation.]

7. Mr. Wade asked if shuttle service to the Foxconn campus was considered as a method to reduce the demand for onsite parking. Mr. Hoel responded that the Eastern Racine Transportation Task Force recommended a park-ride lot with commuter bus service in its final report. Mr. Wade asked if the Foxconn site plan includes parking facilities. Mr. Hahn responded that parking facilities are included, and that Foxconn has expressed interest in multimodal transportation options. Mr. Lynde added that the VISION 2050 amendment recommends that Racine Transit (RYDE) serve the Foxconn campus. He also noted that the Village of Mount Pleasant has agreed to increase its funding to RYDE to serve Foxconn and other anticipated development in the Village.
8. Ms. McNeely asked if Foxconn management has been involved in developing the VISION 2050 amendment. She commented that involving Foxconn management may help to better understand the transportation needs of the Foxconn campus and result in fewer impacts on the transportation system. Mr. Lynde responded that Foxconn management has not been involved in developing the amendment, but elected officials and other government agency representatives have been involved. Mr. Hahn noted that elected officials will ultimately drive the decision making process and Mr. Hoel noted that Foxconn management has been discussing their transportation needs with State officials.
9. Mr. Wade asked if WisDOT is overseeing construction work on local roads. Mr. Hahn responded that WisDOT has taken temporary jurisdiction over east-west County highways in proximity to the Foxconn campus.
10. Ms. Adams asked if the IH 41/94 corridor is the focus of the land use changes included in the VISION 2050 amendment. Mr. Lynde responded that significant land use changes are recommended for the IH 41/94 corridor to accommodate the additional jobs and residents related to the Foxconn campus. Mr. McKay noted that Racine County and the Wisconsin Housing and Economic Development Authority (WHEDA) had co-hosted a Southeastern Wisconsin Housing Summit on September 12<sup>th</sup>. He explained that the purpose of the Summit was to discuss possible housing solutions for the influx of workers created by development associated with Foxconn and to connect developers with local government officials. He noted that the focus of the Summit was a panel discussion between area developers and that Commission staff gave a presentation regarding housing and infrastructure. Mr. McKay then explained that higher-density residential development with a mix of housing types and land uses, such as that recommended in the VISION 2050 amendment, was one of the main topics of discussion during the SEWRPC presentation and the panel discussion. He also noted that the Summit attendance reached full capacity at about 250 attendees.

11. Ms. McNeely asked about the number of jobs expected to be created in the Region as a result of the Foxconn development. Mr. Lynde noted that various sources have estimated the total employment impact of development associated with Foxconn at about 30,000 jobs, and staff estimates that about half of the total jobs could be absorbed by the employment growth originally envisioned under VISION 2050. Mr. Nelson asked if this figure accounts for supporting businesses that may be created as a result of Foxconn. Mr. McKay responded that it includes jobs associated directly with Foxconn as well as indirect jobs created by Foxconn suppliers and induced jobs created by other businesses that would provide goods and services to those who work for Foxconn and its suppliers. Ms. McNeely asked if the land use changes are quantified in the amendment. Mr. Lynde responded that there are tables in Appendix A showing planned land use from the original VISION 2050 plan and as revised by the proposed amendment.
12. Ms. Dunbar asked if there is information about the primary methods of freight transportation from the main Foxconn campus. Mr. Hahn responded that General Mitchell International Airport is expected to be an important freight transportation facility for Foxconn. Mr. Lynde added that the presence of Foxconn and its freight transportation needs would increase the likelihood that a new truck-rail intermodal facility would be feasible in the Region, which VISION 2050 recommends. He noted that the closest truck-rail intermodal facilities, where containerized shipments are interchanged between trucks and freight trains, are located in the highly congested Chicago area. A new intermodal facility could provide transportation benefits to Foxconn and other manufacturers and shippers in the Region, including lower shipping costs.
13. Mr. Wade asked if there is information available regarding the amount of truck traffic that may be created by the Foxconn campus. Mr. Hoel responded that the Commission does not have this information. Ms. McNeely asked if rail will be used for freight shipments. Mr. Lynde responded that Foxconn will likely use multiple freight transportation modes and a freight rail line runs through the Foxconn campus.
14. Ms. Dunbar asked if Foxconn facilities in other nations can provide a model of potential impacts to Southeastern Wisconsin. Mr. Hahn responded that environmental and labor regulations are more stringent in the United States than in other nations in which Foxconn operates.
15. Ms. Adams asked if fluctuations in property values as a result of Foxconn are a concern. Mr. McKay responded that this was also a topic of conversation at the Southeastern Wisconsin Housing Summit, primarily with respect to the impact of rising property values on new residential development. Ms. McNeely suggested that SEWRPC staff attempt to consult with Foxconn management to better understand the potential housing needs associated with Foxconn. Mr. Nelson noted that State officials have been in communication with Foxconn officials regarding various infrastructure needs and added that the original VISION 2050 recommendations that are highlighted in the amendment appear to address many of the needs that may arise from Foxconn.
16. Mr. Nelson commented that greater demands will likely be placed on air freight in the Region due to Foxconn, and it does not appear that air freight is addressed in the amendment. Mr. Hahn responded that access to General Mitchell International Airport is addressed through the improvements to the arterial streets and highways in the area, including IH 41/94. He also explained that long-range airport planning, which was formerly a SEWRPC function, is now a State function.

17. Ms. Adams commented that additional rail freight traffic could result in congestion at at-grade crossings. Ms. McNeely commented that this is another reason to attempt to involve Foxconn management to create a seamless plan with as few disruptions to the transportation system as possible.
18. Mr. Wade commented that bicycle facility safety is a concern in rural areas where traffic is moving at greater speeds. Mr. Lynde responded that rural bicycle facilities do warrant additional safety considerations, which are typically addressed at the roadway design stage of facility development.
19. Mr. Wade noted that the State of Wisconsin received a larger distribution than usual of the unobligated transportation funds that are allocated to states on an annual basis. He asked if this is because of Foxconn. Mr. Hoel responded that the states annually receive a portion of unobligated funds and that this year most states received a larger allocation than usual because there were more total funds than in the past. He added that the funds are available statewide, and are not designated for any specific transportation projects (unlike the Federal funds recently approved for the IH 94 north-south freeway project).
20. Mr. Nelson commented that the public transit service changes recommended in the proposed amendment are not included in the revised Fiscally Constrained Transportation Plan (FCTP). Mr. Lynde responded that as part of the amendment, the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050 was updated. When VISION 2050 was initially prepared, this financial analysis resulted in identification of insufficient funds to construct, operate, and maintain the recommended regional transportation system, particularly as it pertains to the recommended transit element. The funded portion of the recommended transportation system was referred to as the Fiscally Constrained Transportation Plan (FCTP). Under the revised FCTP, public transit service levels would decline from existing service levels and most of the recommended expansion and improvement, including public transit service to the main Foxconn campus recommended under the amendment, would not be included. Mr. Nelson commented that funding levels for public transit service may need to be reconsidered. Mr. Hahn responded that the VISION plan reflects the forecasted transportation needs of the Region to the year 2050 and that Commission staff has met with, and will continue to meet with, State elected officials to discuss these needs.

Mr. Nelson asked if there were any further questions or comments. There were none. Mr. Lynde noted that public comments on the amendment can be submitted through September 30<sup>th</sup>.

#### **UPDATE ON DEVELOPMENT OF FUTURE AMENDMENTS TO VISION 2050 RELATED TO FEDERAL PERFORMANCE MANAGEMENT REQUIREMENTS**

Mr. Nelson asked Mr. Hoel to provide an update on the development of future amendments to VISION 2050 related to Federal performance management requirements. Mr. Hoel provided the update using a PowerPoint handout that was distributed to those in attendance (the PowerPoint handout is available on the SEWRPC website [here](#)). The following comments and discussion points were made during the update:

1. Mr. Wade asked for further explanation regarding the Federal goal of increasing transparency of use of Federal funds. Mr. Hoel responded that it is in response to the American Recovery and Reinvestment Act (ARRA) of 2009. He noted that the U.S. Department of Transportation had difficulty reporting the use of ARRA funds, so targets to increase the transparency of use of Federal funds were incorporated into the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), which was enacted in 2012. Mr. Wade asked if reporting is done at the Federal level. Mr. Hoel responded that metropolitan planning organizations, such as SEWRPC, document the national performance targets, and the achievement of those targets, in their plans and states report such information every two years.
2. Responding to an inquiry by Ms. Dunbar, Mr. Hoel responded that there is a national performance measure related to the condition of bridges on the National Highway System, which is where the bulk of Federal highway funding is allocated.

Mr. Nelson asked if there were any further questions. There were none.

### **RECAP OF ENVIRONMENTAL JUSTICE TASK FORCE RETREAT**

Mr. Nelson mentioned that a Task Force retreat for members, staff, and interested parties was held in July, and a summary of feedback from the retreat has been distributed to Task Force members (see Attachment 1). He noted that Ms. Schellinger had suggested that Ms. McNeely provide a summary of the retreat. Ms. McNeely stated that the purpose of the retreat was to discuss the purpose and function of the Task Force. The retreat program included several presentations regarding the history of discriminatory practices in the Region, and highlighting past government policies that helped to create disparities in the Region. Ms. McNeely noted the following comments from attendees of the retreat:

- SEWRPC should have an office located in the heart of the City of Milwaukee with an open door policy to the public
- Task Force vacancies should be filled with experts who are well versed in issues facing environmental justice populations
- Avoid technical language and jargon in public outreach materials to make them easy to understand for laypeople
- Environmental justice experts should have a permanent role in the SEWRPC structure
- Task Force comments on regional plans should be documented in the plans
- Task Force members should have input on meeting agendas
- The Task Force should meet in community settings such as libraries, schools, or churches

Ms. McNeely then commented that SEWRPC has been receptive to suggestions from Task Force members and that the retreat attendees were representative of all those that have been involved with the Task Force. Mr. Nelson thanked Ms. McNeely and asked if there were any questions. There were none.

### **PUBLIC INVOLVEMENT AND OUTREACH DIVISION UPDATE**

Mr. Nelson noted that an update from the Public Involvement and Outreach Division will now be included on all Task Force agendas as a result of feedback from the retreat and asked Ms. Payne to provide the update. Ms. Payne noted that a report on Public Involvement and Outreach Division activities has been distributed to those in attendance (see Attachment 2). She noted that the report includes goals

for 2018 and information on contacts made with organizations during the 2<sup>nd</sup> Quarter of 2018. She then reviewed the report. The following comments and discussion points were made during the review:

1. Ms. Adams suggested making contacts with organizations representing people with language barriers. Ms. Dunbar suggested making contacts with organizations representing tribal communities.
2. Ms. Adams announced that the League of United Latin American Citizens (LULAC) national conference will be held in Milwaukee in July 2019. She then announced that a Poor People's Campaign Hearing will be held on October 17 at St. Paul's Missionary Baptist Church in Racine and guest moderators include Reverend Dr. William Barber and Reverend Dr. Liz Theoharis from the National Poor People's Campaign.
3. Mr. Prunty announced that One Racine, a multi-cultural event, will be held at Festival Hall in Racine on October 6<sup>th</sup>.
4. Ms. Dunbar announced that the Poverty Matters Summit, a joint effort of the Social Development Commission (SDC) and the State Community Action Program Association (WISCAP), will be held at the Hyatt Regency in Milwaukee on September 27<sup>th</sup> and 28<sup>th</sup>.
5. Mr. Wade announced that the Fresh Coast high school basketball tournament will be held over the Thanksgiving holiday weekend and all games will be at the UW-Milwaukee Klotsche Center.
6. Mr. Nelson noted that Commission staff is attempting to arrange a presentation from Reggie Jackson, Head Griot of the Black Holocaust Museum, to members of the Regional Planning Commission.

Mr. Nelson asked if there were any further comments or announcements. Ms. Payne noted that the CommonBond Affordable Housing Summit will be held at Miller Park on November 6<sup>th</sup> and that Public Involvement and Outreach Division activities are often posted on SEWRPC's [Facebook page](#).

#### **NEXT MEETING DATE**

Mr. Hahn noted that the next meeting date will likely be in December. He added that staff expects to present a white paper requested by the Task Force on lead in drinking water in Southeastern Wisconsin and a report summarizing how Commission staff has addressed past Task Force suggestions and requests.

#### **FURTHER PUBLIC COMMENTS**

Mr. Nelson asked if there were any public comments. The following public comments were made:

1. Ms. Rotker thanked Ms. Greene for her leadership of the Task Force over the past 11 years and stated her appreciation for involving the public in Task Force meetings. Ms. Rotker then reiterated her comment from the Task Force retreat that SEWRPC plans should explicitly acknowledge that decline or lack of transit has a racially discriminatory result and that plans

should state the potential impacts of non-implementation on environmental justice populations. Ms. Rotker also suggested conducting an equity analysis of the VISION 2050 amendment, as was done for the original VISION 2050 plan.

[Secretary's Note: Commission staff will prepare equity analyses of the land use and transportation components of the proposed amended VISION 2050. The equity analyses will include evaluations of potential benefits and impacts to the Region's minority populations and low-income populations related to the proposed amended plan. The analyses will be made available for public comment.]

2. Ms. Rotker commented that higher-density housing than what is recommended in the VISION 2050 amendment in proximity to the main Foxconn manufacturing campus would benefit people of color. She then commented that a commuter bus route between downtown Milwaukee and the main Foxconn campus will not be as beneficial to people of color as a commuter bus route with additional stops in Milwaukee neighborhoods containing concentrations of people of color.

[Secretary's Note: The proposed VISION 2050 amendment originally recommended that all areas of residential development in the primary impact area be allocated to the Small Lot Traditional Neighborhood land use category (4.4 to 6.9 housing units per net residential acre). This residential density land use category is intended to accommodate development of both single-family homes on lots of 1/4 acre or less and multifamily housing at densities of 10 units per acre or greater. Staff is proposing to revise the draft amendment to include areas with development allocated to the Mixed-Use Traditional Neighborhood land use category (7.0 to 17.9 housing units per net residential acre). Similar to the Small Lot Traditional Neighborhood land use category, the Mixed-Use Traditional Neighborhood land use category would support the development of new multifamily housing, although at potentially higher densities.

Commission staff has also developed a modification to the proposed commuter bus route between downtown Milwaukee and the main Foxconn campus. This commuter bus route would start service in the north-central portion of Milwaukee County, provide express stop spacing on W. Fond du Lac Avenue and through downtown Milwaukee and the near south side on 6th Street. This revised route would ensure that the route still provides robust transfer opportunities in downtown Milwaukee—ensuring access to Foxconn from all the neighborhoods that are largely inhabited by persons of color or individuals with low incomes in Milwaukee—while also providing direct access to employment opportunities to some of the lowest income neighborhoods in the entire Region.]

3. Ms. Rotker commented that public outreach materials should present planning efforts in a way that people can relate to, which may lead to greater attendance at public meetings and more public input. Ms. McNeely commented that an environmental justice expert may be able to assist Commission staff with this effort.



4. Ms. Rotker commented that in the first few years, the Task Force met at locations in Milwaukee County and other counties in the Region.

#### **ADJOURNMENT**

Mr. Nelson thanked those in attendance and attending by phone. Mr. Nelson then asked for a motion to adjourn. Ms. McNeely moved, and Ms. Greene seconded the motion to adjourn. The motion was approved unanimously. The meeting was adjourned at 6:15.

Respectfully submitted,

Benjamin R. McKay  
Recording Secretary

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