

**MINUTES**  
**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**  
**PLANNING AND RESEARCH COMMITTEE MEETING**

Tuesday, November 6, 2018

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  
Steve Bostrom  
Donna Brown-Martin  
Charles L. Colman  
Michael A. Crowley  
Theodore Lipscomb, Sr.  
Aloysius Nelson  
Robert W. Pitts  
Jennifer K. Rothstein  
Nancy Russell  
Jeffrey D. Schleif  
Peggy L. Shumway  
David L. Stroik

Jose Delgado, Vice-Chairman  
William R. Drew  
James A. Ladwig

Staff:

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 1:33 p.m. Roll call was taken and a quorum was declared present. Chairman Schmidt indicated for the record that Commissioners Delgado, Drew, and Ladwig had asked to be excused.

**APPROVAL OF MINUTES OF THE SEPTEMBER 12, 2018, MEETING**

Chairman Schmidt asked if there were any changes or additions to the September 12, 2018, meeting minutes. There were none.

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On a motion by Mr. Nelson, seconded by Mr. Stroik, and carried unanimously, the minutes of the September 12, 2018, Planning and Research Committee Meeting were approved.

**REVIEW OF THE PROPOSED AMENDMENT TO VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN, LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE PLANNED FOXCONN MANUFACTURING CAMPUS**

Chairman Schmidt asked Mr. Muhs to review with the Committee the proposed amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin, Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus.

Mr. Muhs reviewed with Committee the Power Point presentation, "VISION 2050: Draft Amendment Related to Foxconn."

In response to an inquiry by Ms. Rothstein concerning transit options from Milwaukee to Foxconn, Mr. Muhs stated that any transit service would ideally be targeted to serve shift changes at the Foxconn Campus.

A discussion ensued concerning the Foxconn workforce, with the following comments being made:

- Ms. Rothstein inquired if a request had been made to Foxconn that Wisconsin residents would receive priority to fill the positions at the campus.
- Ms. Shumway said the State has been taking what they call a "Wisconsin First" approach with regard to construction and site preparation work, and that she expected that a similar effort would be made for the permanent positions on the campus.
- Mr. Bostrom provided an example of Foxconn's commitment to using Wisconsin-based firms, describing the Wisconsin company that has been selected to provide fencing for Foxconn.
- Mr. Nelson noted that the State is focusing on jobs for veterans and is recruiting veterans from out of State to move to Wisconsin and fill positions related to Foxconn.

In response to an inquiry by Mr. Bostrom, Mr. Muhs stated that given current limitations on regional transit agencies that have been set by the State, it is assumed that the route shown in the draft amendment connecting Burlington to the Foxconn Campus would be operated by Racine County or by a private entity. Mr. Muhs further stated that based on discussions with the City of Kenosha and City of Racine transit systems, that it was felt that the routes shown in the draft amendment would provide adequate connectivity between the City of Kenosha and the Foxconn Campus, given that VISION 2050 already includes a recommendation for commuter rail service between Racine and Kenosha. However, he also noted that Commission staff are available to assist in identifying short-term transit solutions to connect Kenosha to Foxconn if such solutions are deemed necessary.

After noting the dramatic reduction in freeway reconstruction and expansion under the fiscally-constrained element included in the draft amendment, Ms. Russell inquired if transportation funding has been re-allocated from other parts of the Region to fund Foxconn-related transportation projects. She noted in particular that the extension of USH 12 between Elkhorn and Whitewater is no longer expected to be funded by the year 2050, and cited safety concerns with the existing USH 12 in Walworth County. Mr. Muhs noted that, although funding may have been redirected in a limited fashion to the surface arterial projects adjacent to and near the Foxconn campus, the significant freeway reconstruction work on IH 94 in portions of Kenosha, Milwaukee, and Racine counties has long been recommended for completion, and was originally scheduled to be completed by 2016. He stated that the significant reduction in freeway reconstruction included in the fiscally-constrained portion of the draft amendment was not related to Foxconn, and was

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instead due to the decision made at the State level to decrease bonding for Southeastern Wisconsin freeway projects and not increase any transportation funding sources to make up for the reduction in bonding. As a result, continuing the current transportation funding levels for the foreseeable future will not allow for the vast majority of freeway reconstruction projects in the Region to be completed by 2050.

Mr. Bostrom suggested the Commissioners discuss this issue with their respective elected officials to pursue greater State transportation funding. Ms. Russell noted that previous efforts to discuss the need for increased State transportation funding have not been successful.

Ms. Brown-Martin noted that Milwaukee County is particularly discouraged by the lack of funding for transit in the Region, noting that this particularly affects Milwaukee County. She stated that there have been discussions with the City of Racine's transit system regarding connecting Milwaukee County residents to jobs at Foxconn via transit, but that the lack of funding from the State and the limitations on local funding sources imposed by the State have made finding a reasonable solution difficult. She further noted that there are some opportunities for being flexible with capital funds in a way that would allow transit to utilize highway funds, but that funding for operations is so limited that the flexibility in capital funding is not useful.

**CONSIDERATION OF PROPOSED AMENDMENTS TO THE REGIONAL WATER QUALITY MANGEMENT PLAN FOR THE REGION**

- a. To Incorporate Total Maximum Daily Loads Developed for the Rock River Basin, Resolution 2018-20**
- b. To Incorporate Total Maximum Daily Loads Developed for the Milwaukee River Basin, Resolution 2018-21**

Chairman Schmidt asked Mr. Hahn to review with the Commission the proposed 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 stated that these amendments have been discussed at Planning and Research Committee meetings over the last year and a half.

Mr. Hahn then briefly summarized the resolutions.

There being no questions or comments, on a motion by Mr. Bostrom, seconded by Ms. Russell, and carried unanimously, Resolution No. 2018-20, was approved (copy attached to official minutes).

There being no questions or comments, on a motion by Ms. Rothstein, seconded by Mr. Pitts, and carried unanimously, Resolution No. 2018-21, was approved (copy attached to official minutes).

**NEXT MEETING**

The next meeting of the Planning and Research Committee will be held in February 2019, with a date to be determined.

**CORRESPONDENCE/ANNOUNCEMENTS**

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Mr. Hahn stated there was no correspondence but announced that the Administrative and Executive Committee Meetings will be held on December 13, 2018.

**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 2:24 p.m.

Respectfully submitted,

Michael G. Hahn  
Deputy Secretary

MGH/KJM/EAL  
#245622P&R Comm Minutes-November 6, 2018