

Minutes of the Twenty-Seventh Joint Meeting of the

**ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING
AND REGIONAL TRANSPORTATION PLANNING**

DATE: April 10, 2024

TIME: 1:30 p.m.

PLACE: The Avenue, Intersection Conference Room
275 W. Wisconsin Avenue, Milwaukee, WI 53203
Meeting occurred in person and virtually

Members Present

Committee on Regional Land Use Planning

Michael CotterDirector, Walworth County Land Use and Resource Management Department
Chair
Roley Behm Director of Public Works and Development Services, Racine County
Jonathan Brostoff Alderman, District 3, City of Milwaukee
Donna Brown-Martin.....Director, Milwaukee County Department of Transportation
Andy Buehler.....Director of Planning and Development, Kenosha County
Matthew CarranDirector of Economic Development & Tourism, Village of Menomonee Falls
Jason Gallo.....City Planner, City of Oconomowoc
Roberto Gutierrez.....Director, Southeast Region,
Wisconsin Department of Transportation
Bob Harris..... Director of Planning and Development, City of Port Washington
Jeff KatzDirector of Neighborhood Services, City of Greenfield
Sam LeichtlingCity Planning Director, City of Milwaukee
Kristi Porter.....Director of Community Development, City of Oak Creek
Steven Schaer..... Manager of Planning and Zoning, City of West Allis
Debora Sielski Community Development Director, Washington County
Andrew StruckDirector, Planning and Parks Department, Ozaukee County

Committee on Regional Transportation Planning

Donna Brown-Martin.....Director, Milwaukee County Department of Transportation
Chair
David Bizot (alternate for Gail Good)Natural Resources Program Manager,
Wisconsin Department of Natural Resources
James Bohl..... Director of Intergovernmental Relations, City of Milwaukee
Scott Brandmeier Director of Public Works/Village Engineer, Village of Fox Point
Allison Bussler..... Director of Public Works, Waukesha County
Peter Burgelis..... Supervisor, District 15, Milwaukee County Board of Supervisors
Brian Cater.....Director of Public Works, City of Kenosha
Alex Damien Director of Public Works, City of Waukesha
Jon Edgren Director of Public Works/Highway Commissioner, Ozaukee County
Julie Esch Vice President/Deputy Director, Milwaukee County Transit System

Douglas Ferguson Senior Analyst, Chicago Metropolitan Agency for Planning
Liaison to Chicago Metropolitan Agency for Planning
Thomas Grisa Director of Public Works, City of Brookfield
Roberto Gutierrez..... Director, Southeast Region,
Wisconsin Department of Transportation
Richard Hough Director of Public Works and Highway Commissioner, Walworth County
Jerrel Kruschke Commissioner of Public Works, City of Milwaukee
Max Marechal City Engineer, City of West Bend
Kevin Muhs..... City Engineer, City of Milwaukee
Frank Pritzlaff Engineering Manager, Racine County
David Simpson..... Director of Public Works, City of Wauwatosa
Brett Wallace Engineering Services Manager, Waukesha County
Linsey Weber Deputy Director of Public Works, Village of Mount Pleasant

Guests and Staff Present

Traci Gengler Principal Engineer, City of West Allis
Rebecca Gries Vice President of Corporate Attraction and Expansion, M7
Stephanie Hacker Executive Director, SEWRPC
Christopher Hiebert..... MPO Director, SEWRPC
Ryan Hoel Chief Transportation Engineer, SEWRPC
Deb Holtan Transportation Superintendent, City of Hartford
Benjamin Jackson Legislative Assistant, 3rd Aldermanic District, City of Milwaukee
Jack Kovnesky City Planner, City of West Allis
Andrew Levy Systems Planning Supervisor, Southeast Region,
Wisconsin Department of Transportation
Eric Lynde..... Chief Special Projects Planner, SEWRPC
Benjamin McKay Deputy Director, SEWRPC
Samuel Mercier Transportation Planner, SEWRPC
Xylia Rueda Senior Transportation Planner, SEWRPC
Emily Zandt Associate Planner, City of Brookfield

WELCOME AND ROLL CALL

Ms. Brown-Martin called the joint meeting of the Advisory Committees on Regional Land Use Planning and Regional Transportation Planning to order at 1:30 p.m. She indicated roll call would be accomplished through the circulation of a sign-in sheet and an attendance report for those joining virtually. Ms. Brown-Martin then asked Ms. Gries of M7, which facilitated the meeting space, to address the Committees. Ms. Gries welcomed the attendees and provided an overview of M7's work in regional economic development.

**REVIEW AND APPROVAL OF MINUTES OF THE ADVISORY COMMITTEES ON
REGIONAL LAND USE PLANNING AND REGIONAL TRANSPORTATION PLANNING
MEETING HELD ON DECEMBER 19, 2023**

Ms. Brown-Martin then asked if there were any questions or comments on the December 19, 2023, meeting minutes. There were none. On a motion by Mr. Muhs seconded by Ms. Bussler, the December 19, 2023, meeting minutes were approved unanimously.

REVIEW AND CONSIDERATION OF “RECORD OF PUBLIC COMMENTS: 2024 REVIEW & UPDATE OF VISION 2050”

Ms. Brown-Martin introduced the next agenda item, and Mr. Lynde provided an overview of the preliminary draft Record of Public Comments (available [here](#)), comments received, and Commission staff's responses.

The following comments were made during and after the presentation:

1. Mr. Burgelis inquired whether the Commission was recommending a specific transit funding source in VISION 2050, noting that the Milwaukee County Transit System does not have dedicated local funding. Mr. Lynde responded that the financial analysis presents several potential revenue streams to facilitate the discussion on how the Region and State could address the transportation funding gap but does not recommend a specific funding source.
2. Mr. Leichtling noted that many of the public comments expressed support for prioritizing transit and not increasing capacity on roadways. He asked whether those comments had resulted in changes to the draft plan. Mr. Lynde replied that Commission staff were not proposing changes to the plan's recommended transportation facilities or services at this time. However, staff provided responses to address those comments and is proposing to reflect the information in those responses within the 2024 Update. The responses clarify the Commission's planning process, reasons why funding gaps persist, limitations imposed on funding sources, and the role of VISION 2050 as an advisory plan.

Ms. Brown-Martin then asked for a motion to accept the Record of Public Comments. Mr. Carran moved for approval and Mr. Struck seconded. The motion passed unanimously.

REVIEW AND CONSIDERATION OF THE 2024 REVIEW & UPDATE OF VISION 2050

Ms. Brown-Martin introduced the next agenda item, and Mr. Lynde and Mr. Mercier presented the revised draft of Memorandum Report 268, the 2024 Review & Update of VISION 2050 (available [here](#)). The report details progress made on VISION 2050 implementation to date and summarizes the future changes proposed to be made to Volume III of VISION 2050, which presents the full recommended plan. Generally, changes proposed as part of the 2024 Review & Update do not represent a major overhaul of the plan.

The following comments and discussion points were made during and after the presentation:

1. Ms. Brown-Martin asked whether Commission staff had analyzed the impacts of the transfer of State transit operating funds from the Transportation Fund to the General Fund in the 2023-2025 State budget. Mr. Hiebert responded that Commission staff had not analyzed this because future effects were unclear at the time of publication, as transit funding was not reduced in the 2023-2025 State budget. However, he noted the concern that transit operating funds would face a higher risk of reduction in the General Fund due to greater competition. Ms. Brown-Martin indicated that VISION 2050 should discuss this issue, remarking that insufficient transit funding is linked to the Region's lagging population growth and that future funding decreases could have negative ramifications for the Region.

[Secretary's Note: Commission staff added text to the 2024 Review & Update discussing the transfer of State transit operating funds to the General Fund, its potential risk to transit service in the Region, and noted that Commission staff would continue to monitor future State transit aid relative to revenue assumptions in the financial analysis.]

2. Mr. Burgelis asked whether IH 794 in the City of Milwaukee was considered a Critical Urban Freight Corridor as depicted in the 2023 Regional Highway Freight Network map. Mr. Hoel responded that IH 794, as part of the Interstate Highway System, is considered critical for the movement of freight and is eligible for freight-specific Federal National Highway funding. Mr. Hiebert further explained that the purpose of identifying Critical Urban Freight Corridors and Critical Rural Freight Corridors, which Commission staff works with WisDOT to designate, is to make additional roadway segments eligible for Federal National Highway Freight Program funding consideration.

[Secretary's Note: Commission staff revised the note on the map depicting the Regional Highway Freight Network to clarify how Critical Urban Freight Corridor/Critical Rural Freight Corridor designation is made, and that the intent of such designation is to make certain roadways eligible for Federal National Highway Freight Program funding by adding them to the National Highway Freight Network, which largely consists of the Interstate Highway System and other intermodal connectors.]

3. Mr. Burgelis noted that the Streets & Highways Review & Update uses a green upward arrow to indicate a "good" finding that approximately 560 miles of the 3,600-mile arterial street and highway system have been resurfaced, reconditioned, or reconstructed since 2016. He asked whether the plan should represent improving 16 percent of the arterial system as a positive accomplishment considering the decline in system pavement condition. Mr. Hoel agreed with Mr. Burgelis' comment, noting that while the plan recommends keeping the arterial system in a state of good repair, the funding to do so is insufficient.

[Secretary's Note: Commission staff revised the icon associated with this finding to be a "neutral" sideways yellow arrow.]

4. Mr. Burgelis commented that under the proposed recommendation to expand the electric vehicle (EV) charging network, WisDOT's plan for a statewide charging network in the National Electric Vehicle Infrastructure (NEVI) program did not propose any stations within Milwaukee County. He suggested this was a significant oversight due to the county's size and density. Mr. Hoel explained that the intent of the initial NEVI program funding is to provide a backbone charging network along the Interstate Highway System every 50 miles to facilitate long-distance travel, and that the provision of local networks of accessible charging stations was another important goal for the funding. A discussion followed regarding whether the recommendation's intended audience was the private sector or local governments, and Ms. Bussler noted that State Statutes limit the ability of local governments to own and operate public charging stations. Ms. Hacker, Mr. McKay, and Mr. Hiebert suggested broadening the recommendation to develop a coordinated regional charging network at appropriate locations and densities.

[Secretary's Note: Commission staff revised this recommendation to note that, in addition to recognizing WisDOT's work in planning for a backbone NEVI charging network, VISION 2050 encourages further coordination to develop a comprehensive regional network in locations and at appropriate densities to meet future EV demand while facilitating equitable access to charging infrastructure.]

5. Mr. Muhs inquired whether projects that reduce the number of travel lanes, or "road diets," would require amendments to the VISION 2050 plan. He noted that the City of Milwaukee has undertaken road diets along arterials using only local funds that may not appear in the regional network unless amended into the plan. Mr. Hiebert responded that this issue would need to be considered in future planning processes. He noted that road diets on higher-volume arterials, where the capacity reduction was undertaken deliberately to slow traffic, would likely need to be amended into the plan so Commission staff could model potential effects on air quality for Clean Air Act conformity demonstrations. Mr. Hoel added that Commission staff intend to identify where reductions in roadway capacity have occurred and analyze where they may be warranted for implementation as part of future county or regional planning efforts, such as during the next major update to VISION 2050.
6. Mr. Carran noted that the Fiscally Constrained Transportation System (FCTS) includes an extension of Springdale Road (CTH SR)/Town Line Road from Weyer Road to STH 190 (Capitol Drive) in Waukesha County and inquired about the project's inclusion in the FCTS given the Region's significant transportation funding gap. Mr. Hiebert responded that the segment was included in the FCTS because it can be supported with Federal funding, noting that inclusion does not necessarily mean the project will proceed to implementation. Ms. Bussler noted that Waukesha County has included the project in its current five-year capital plan but that its inclusion has been intermittent over the years. Mr. Hoel indicated that Commission staff and Waukesha County officials could review whether this extension remains warranted as part of the coordination and outreach efforts for the next major plan update.

Mr. Lynde asked if there were any further questions or comments on the agenda item. There were none. Ms. Brown-Martin then asked for a motion to approve the 2024 Review and Update of VISION 2050. Mr. Kruschke moved for approval and Mr. Bohl seconded the motion. The motion was approved unanimously.

PUBLIC COMMENTS

Ms. Brown-Martin asked if there were any public comments. There were none.

ADJOURNMENT

Ms. Brown-Martin thanked everyone for attending and asked for a motion to adjourn the meeting. Mr. Carran moved and Mr. Bohl seconded the motion. The motion was approved unanimously. The meeting was adjourned at 3:08 p.m.

Respectfully submitted,

Samuel A. Mercier
Recording Secretary

BRM/CTH/EDL/RWH/SAM/sam

VISION 2050 - 2024 Update - Joint AC Minutes - Mtg 27 - 4/10/2024 (00279670).DOCX (PDF: #00279789)