

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission Planning Efforts for Milwaukee County

August 2020

The following provides a summary of work recently completed or underway at the Southeastern Wisconsin Regional Planning Commission, including both regional planning efforts and efforts for Milwaukee County and Milwaukee County municipalities.

EFFORTS AT THE REQUEST OF THE COUNTY OR A MUNICIPALITY WITHIN THE COUNTY

Transportation Planning

- **East-West Bus Rapid Transit:** At the request of the Milwaukee County Department of Transportation (MCDOT), the Commission has continued to assist the Department in the development of a bus rapid transit (BRT) line in the east-west corridor. In 2017 and 2018, Commission staff assisted as the study team engaged in robust public engagement, particularly focusing on communities of color and low-income populations. In 2018, the study team also submitted an application for Federal Small Starts funding and completed the Environmental Assessment process. The Commission continues to assist MCDOT and the Milwaukee County Transit System (MCTS) as needed on this initiative, as MCDOT works to obtain a grant agreement with the Federal Transit Administration (FTA).
- **North-South Transit Enhancement Study:** In May 2020, Commission staff initiated work for Milwaukee County on a transit enhancement study for the 27th Street corridor generally between Brown Deer Road (STH 100) on the north and Oakwood Drive on the south. The study corridor connects a racially and economically diverse set of communities and will involve a significant public involvement effort. It is expected to be completed in 2021, and depending on the conclusions of the study, could lead to more detailed engineering and environmental review of the study's chosen alternative in the succeeding year(s).
- **Milwaukee County Jurisdictional Highway System Plan:** In June 2020, Commission staff initiated work on an update to the jurisdictional highway system plan for Milwaukee County, which was completed in the late 1960's. Because travel patterns within Milwaukee County and the Region have changed over the last 50 years, Commission staff will be reassessing the capacity needs of the arterial streets and highways in the County from a multimodal perspective. This will include the identification of roadways with extra capacity that could be rededicated to other uses and recommendations to reduce reckless driving through design and infrastructure solutions. This project is expected to be completed by the end of 2021.

- **W. Washington Boulevard:** In 2018, at the request of the Milwaukee County Parks, Commission staff initiated work on a traffic engineering study to address safety concerns related to the higher volumes and speeds of vehicles and poor sight distances along W. Washington Boulevard between STH 175 and W. Vliet Street in the City of Milwaukee. More specifically, the study will identify low-cost traffic engineering measures to improve the safety of motorists and pedestrians/bicyclists along, and crossing, W. Washington Boulevard. Commission staff met with County Parks staff in January 2019 to present a set of potential alternatives for the County to consider. Commission staff will prepare a more detailed analysis of any of the proposed alternatives upon request of the County Parks staff.
- **Traffic Forecasting:** In support of preliminary engineering for highway and transit projects, the Commission provides long-range traffic forecasts to municipalities, counties, and the State of Wisconsin. Recent work has included forecasts for the Milwaukee County East-West Bus Rapid Transit Line between the Milwaukee Regional Medical Center and Downtown Milwaukee; W. College Avenue (CTH ZZ) in the Cities of Franklin, Greendale, and Greenfield; S. 76th Street (CTH U) in the City of Franklin; S. 27th Street (STH 241) in the Cities of Franklin and Oak Creek; the IH 94 N-S reconstruction; the Zoo Interchange reconstruction; the IH 43 N-S corridor study; the IH 94 E-W corridor study; and the long-planned extension of 124th Street in the Cities of West Allis, Wauwatosa, and Brookfield, and Village of Elm Grove.

Land Use Planning

- **County Park and Open Space Plan:** At the request of Milwaukee County Parks, the Commission is assisting the Department in the development of an update and extension to the year 2050 of the County Park and Open Space Plan. The 2050 plan will 1) include a description of existing population, households, employment, land use, natural resources, and park and open space sites; 2) address park system and facility use and preferences, provide composite park facility level of service information, and estimate the costs of capital maintenance of Milwaukee County parks and park facilities; and 3) include a needs analysis for park sites and facilities, a park and open space plan for the year 2050, and the actions needed to implement the plan. Work is completed on five chapters of the 2050 park and open space plan, which describe existing population, employment, land use, natural resources, and park and open space sites in the County, additional important factors that should be considered in the development of the County plan, including relevant County, local, State, and regional plans, and public input activities, and level of service standards and related park site and park facility needs. Work has been initiated on Chapter 6, the recommended plan chapter, which includes recommendations regarding the open space preservation and the park and outdoor recreation elements of the plan, as well as plan implementation considerations. The Commission has, and will, participate in all public engagement efforts.
- **Coastal Management Guidelines:** The Commission staff is partnering with Milwaukee County Parks staff in developing Coastal Management Guidelines for Milwaukee County. The study is intended to be used in developing a formal policy for use by the County to proactively manage its coastal properties with respect to vegetation and bluff buffers.
- **Milwaukee County Land and Water Resource Management Plan:** At the request of the Milwaukee County Department of Administrative Services, Environmental Services Unit, the Commission is assisting the Department with the preparation of an update of the County's land and water resource management plan. This plan, which is required by Section 92.10 of the Wisconsin Statutes, will be prepared consistent with the guidelines established by the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP). This plan, once adopted by Milwaukee County and approved by DATCP, will serve as a program guide for local conservation efforts in

Milwaukee County and will maintain the County's eligibility to receive conservation staff funding and cost-share grant monies.

- **MKE Aerotropolis Planning:** The Commission staff continue to be involved in the efforts of the Milwaukee Gateway Aerotropolis Corporation (MGAC), a public-private partnership of business leaders and local representatives from Milwaukee County and nine communities in the County focused on promoting economic growth around Milwaukee Mitchell International Airport. In February 2017, the Commission staff completed a development plan for Aerotropolis Milwaukee. The plan, prepared with The Gateway to Milwaukee and MGAC, establishes a shared vision and coordinated effort to capitalize on the Airport to stimulate economic investment, promote job growth, and enhance the quality of life in the nine Aerotropolis Milwaukee communities. It is designed to be used as a reference tool for local governments and agencies to aid in decision making relative to future land use changes and strategic investments. Following the plan's completion, the Commission and Gateway staffs worked to obtain endorsement of the plan from the seven of the nine communities, and requested that the plan's recommendations be incorporated into their respective comprehensive plans, as appropriate. Staff has continued to support the ongoing implementation of the plan.
- **Housing Affordability Reports:** At the request of the City of Glendale, the City of Cudahy, and the Village of Whitefish Bay, the Commission has prepared Housing Affordability Reports for each of these communities. Pursuant to the requirements of Section 66.10013 of the Wisconsin Statutes, communities with populations over 10,000 people must prepare a Housing Affordability Report which reports on development activity within the community and analyzes the impact of the communities residential development regulations on the cost of developing new housing.
- **Comprehensive Plans:** At the request of the City of Cudahy, the Commission is assisting the City with an update of its Comprehensive Plan. Section 66.1001 of the Wisconsin Statutes require that comprehensive plans be updated every 10 years. Work on the first three chapters of the plan update is currently underway.

Economic Development Planning

- Provided assistance to the Village of Shorewood in managing the Village's business incentive loan fund program.
- Provided unemployment and personal income data to the City of Cudahy for their use in applying for an EDA CARES Act grant.

Environmental Planning

- **Floodplain Mapping Program:** Under the floodplain mapping program for the Milwaukee County Land Information Office (MCLIO) and the Metropolitan Milwaukee Sewerage District (MMSD), the Commission continued work on developing the hydrologic and hydraulic models for the Root River watershed. The project involves mapping the ten-, four-, two-, one-, and 0.2 percent annual-probability (10-, 25-, 50-, 100-, and 500-year recurrence interval) floodplains along 28 streams in the watershed, including the main stem of the Root River. This project involves lands in Milwaukee County parks in the Cities of Franklin, Greenfield, Milwaukee, Oak Creek, and West Allis, and the Villages of Greendale and Hales Corners.

- **Menomonee River LOMR submittal:** Began preparation of a FEMA Letter of Map Revision (LOMR) submittal for streams within the Menomonee River watershed completed under the MCLIO effort. Floodplain work is first submitted to the WDNR for their review and then the analyses can be submitted to FEMA as a LOMR. Milwaukee County streams submitted to the WDNR recently include Dretzka Park Tributary in the City of Milwaukee, Grantosa Creek in the City of Wauwatosa, and Woods Creek in the City of Milwaukee.
- **Fish Creek Floodplain:** Continued to coordinate with MMSD and WisDOT on modifications to the Fish Creek floodplain as a result of modifications to IH-43. Draft floodplains were completed for Fish Creek as part of the MCLIO effort. Work impacts the Villages of Bayside and River Hills.
- **Beaver Creek Watercourse System Plan:** Continued work on a Beaver Creek watercourse system plan for MMSD. The plan will address flood mitigation in the Village of Brown Deer. Alternatives include daylighting of a portion of the creek, structure floodproofing, and structure removal.
- **Schoonmaker Creek Watercourse System Plan:** Completed a revised draft report for the Schoonmaker Creek watercourse system plan for MMSD. The plan includes conveyance, storage, open channel, and tunnel alternatives to address flood mitigation in the Cities of Wauwatosa and Milwaukee.
- **Oak Creek Watershed Restoration Plan:** Continued technical work for the Oak Creek Watershed Restoration Plan in the Cities of Oak Creek, South Milwaukee, Franklin, Milwaukee, Cudahy, and Greenfield. Plan draft Chapters 1, 2, 3 and 4 were completed and work continues on Chapters 5 and 6. The plan focuses on water quality, recreational access and use, habitat conditions, and targeted stormwater and flooding issues.
- **Kinnickinnic River Flood Control Project:** Provided technical support to Milwaukee County Parks staff regarding MMSD proposed alternatives for the Kinnickinnic River in Jackson Park. Effort included reviewing work completed by MMSD consultants and then summarizing for use by Parks staff.
- **Hydrologic and Hydraulic Data:** Provided hydrologic and hydraulic data to consultants and communities for the Kinnickinnic River and Lyons Park Creek in the City of Milwaukee, and Honey Creek in the City of Greenfield.
- Continued to provide technical assistance to MMSD and its consultant for the implementation plan for the third-party total maximum daily load (TMDL) study for the Kinnickinnic, Menomonee, and Milwaukee River watersheds and the Milwaukee Harbor estuary.
- Continued to provide technical assistance to the MMSD initiative to improve aquatic habitat and ecological connectivity within the Milwaukee River between Capitol Drive and Bender Road.
- Continued to provide technical assistance and advice to Schlitz Audubon Nature Center and the Village of Bayside regarding stormwater management design concepts in the Indian Creek watershed and Lake Michigan direct tributary area.
- Continued to provide technical assistance with the Army Corps of Engineers, MMSD, and MMSD's consultants regarding naturalization and reestablishment of relict wetland seiche habitat in the western portion of the Burnham Canal within the Milwaukee Harbor Estuary.

- Continued to serve on the Milwaukee Estuary Area of Concern (AOC) Fish and Wildlife Technical Advisory Committee.

Environmental Field Work

Transportation – 2 Projects

- Proposed Roadway Improvements along W. National Avenue from S. 62nd Street to S. 65th Street (City of West Allis) – Wetland Delineation
- Proposed Roadway Improvements along W. Beloit Road from S. 60th Street to W. Lincoln Avenue (City of West Allis) – Wetland Delineation

Park Sites – 1 Project

- Proposed Oak Leaf Trail Relocation Along the Little Menomonee River, Just South of W. Calumet Road (City of Milwaukee) – Wetland Delineation

Municipal Utility/Public Facility – 1 Project

- Proposed Flooding Relief Project at 8531 and 8635 S. 116th Street (City of Franklin) – Wetland Delineation

Residential/Commercial Development Parcels – 5 Projects

- Proposed Franklin Area D TIF District Development Site (City of Franklin) –Wetland Delineation Verification & Re-staking
- Eric Lenz Property at 4101 W. Woodward Drive (City of Franklin) – Wetland Delineation
- Dale DeWitt Property at 3280 E. Oakwood Road (City of Oak Creek) – Wetland Delineation
- Lisa Marshall Property at 10308 S. Chicago (City of Oak Creek) – Wetland Delineation
- Willow Woods CQS, LLC, Property at 8071 S. Willow Drive (City of Oak Creek) – Wetland Delineation

Surveying and Mapping Assistance

The Commission has, since its inception, provided and supported surveying and mapping services to Milwaukee County. As a part of such services, the Commission has, since 1984, provided a County Surveyor for Milwaukee County. The County Surveyor is responsible for perpetuating corners of the U.S. Public Land Survey System that may be subject to disturbance, removal, or burial through construction or other activities, and for maintaining a record of the surveys required for such perpetuation. The U.S. Public Land Survey corners, as monumented, provide the basis for land and engineering surveys within the County. The Commission remonuments approximately 50 such corners annually. Importantly, the Commission not only remonuments disturbed corners as necessary, but establishes the State Plane Coordinates and Mean Sea Level elevations for those corners through the conduct of high order geodetic surveys. This makes the resulting control survey network invaluable for public works engineering as well as for land surveying purposes.

Also pursuant to State Legislation, a copy of each land survey plat prepared by a land surveyor must be filed with the County Surveyor, and through that office made available to other surveyors, engineers, realtors, assessors, and the public in general. Approximately 900 to 1,000 such plats are filed annually with the County Surveyor.

In addition to meeting the statutory responsibilities of the County Surveyor, the Commission provides related technical assistance in survey and mapping in response to County requests. Most recently, the Commission has, at County request, provided special surveys to map hazards to air navigation that exist in

the approach zones to Milwaukee County General Mitchell International Airport, and special surveys to delineate environmental corridor and flood hazard areas.

- **Orthophotography:** Since 1995, the Commission has assisted Milwaukee County in the acquisition of digital orthophotography as part of the Regional Orthophotography Program with the latest acquisition occurring in the spring of 2020. The Commission also assists the County by providing Federal planning funds for a portion of the orthophotography and by reviewing the delivered orthophotography to ensure that it is consistent with the specifications of the regional project. During the past year, the Commission has coordinated with the County on the procurement of the newest digital orthophotography captured this year.

In conjunction with the 2020 orthophotography project, the Commission is also coordinating an elevation mapping project acquiring high density LIDAR (light detection and ranging) data and digital elevation model files for Milwaukee County.

REGIONAL OR MULTI-COUNTY EFFORTS THAT DIRECTLY BENEFIT MILWAUKEE COUNTY

Transportation Planning

- **General Metropolitan Planning Functions:** Continued to serve as the Region's Metropolitan Transportation Planning Organization (MPO), including preparing and maintaining the up-to-date Federally-required regional transportation plan and transportation improvement program, and ensuring all necessary Federal transportation planning and programming requirements are met to permit the continued use of U.S. Department of Transportation (USDOT) funds on Milwaukee County streets and highways and MCTS. USDOT funding expenditures within Milwaukee County are approximately \$100 to \$300 million annually.
- **Regional Land Use and Transportation Plan:** VISION 2050, the long-range land use and transportation plan for Southeastern Wisconsin, was originally adopted by the Commission on July 28, 2016. The periodic (approximately every 10 years) major reevaluation of the regional transportation plan, incorporating new U.S. Census population, employment, and travel survey data and maintaining a minimum 20-year future timeframe, is required for State and local governments to continue to obtain highway and transit project funding from the USDOT. An interim review and update is also required every four years. Since the plan was first adopted, the Commission has adopted three needed plan amendments and, on June 17, 2020, adopted the 2020 Review and Update (the first interim review and update of the plan).

As updated in 2020, VISION 2050 makes recommendations to local and State government to shape and guide land use development and transportation improvement. In addition to recommendations for bicycle and pedestrian facilities, streets and highways, and freight facilities, the transportation component recommends a more than doubling of transit service in the Region; recommending increasing the speed, frequency, and reach of transit services. The plan also identifies possible ways to address an ongoing funding gap for both transit and streets and highways so that VISION 2050 can be fully implemented, although State legislative action would be required.

The initial process to develop VISION 2050 was guided by the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation Planning, with input also provided by the Commission's Environmental Justice Task Force (EJTF), Jurisdictional Highway Planning Committees for each county, and VISION 2050 Task Forces on key areas of interest. Broad public input from thousands of residents was also incorporated during a three-year visioning and scenario

planning process, intended to identify a long-range future vision for land use and transportation for the Region. The Commission also partnered with eight community organizations during the public input process, with these partnerships designed to reach and engage minority populations, people with disabilities, and low-income individuals.

During the last year, staff has focused most of its efforts on preparing the 2020 Review and Update of VISION 2050. The Advisory Committees on Regional Land Use Planning and Regional Transportation Planning again guided this process, with input from the EJTF. Commission staff also held two rounds of public involvement and worked with its now nine community partners to engage their constituents. This 2020 Update assesses the progress in implementing the original VISION 2050 recommendations, the performance of the transportation system, year 2050 forecasts underlying the plan, and changes in recent years that impact the plan. The 2020 Update identified plan changes based on review of this information and the two rounds of public input. The 2020 Update includes an updated financial analysis for the recommended transportation system, which confirmed a funding gap for the recommended system, and a gap to continue to operate the existing transit system over the long term. It also includes updated equity analyses, which include evaluations of potential benefits and impacts to people of color, low-income populations, and people with disabilities related to the plan's updated land use and transportation components. Notably, the transportation equity analysis concluded that without additional funding to implement the VISION 2050 public transit element, a disparate impact on these population groups is likely to occur.

Staff is currently preparing the final 2020 Review and Update report and summary for publication, along with a second edition of Volume III of VISION 2050, which will contain the full recommended plan as updated. Staff will also be updating the VISION 2050 website (www.vision2050sewis.org), which includes the plan recommendations, the plan report, and interactive map applications for several main elements, including land use, public transit, the bicycle network, arterial streets and highways, and freight transportation.

During the past year, staff has also continued concerted efforts to communicate the plan and its recommendations across the Region, including wide distribution of a fact sheet and *VISION 2050 Summary* report for the original plan and maintaining an active Facebook page and Twitter account for SEWRPC and the plan. The complete three-volume report for the original plan, published in July 2017, was sent to each affected unit and agency of government requesting their consideration and endorsement. The Commission will be sending the second edition of Volume III of that report later this year.

- **Transportation Improvement Program:** In December 2018, the Commission adopted the 2019-2022 Transportation Improvement Program (TIP). The TIP lists transportation projects intended to be undertaken by State, County, and local governments in Southeastern Wisconsin. The preparation of a TIP every two years, and amendments as necessary, is needed so that State, County, and local governments to obtain project funding from the USDOT Federal Highway and Transit Administrations. Through July 2020, Commission staff has processed 11 amendments to the 2019-2022 TIP for Milwaukee County and 27 amendments for Milwaukee County municipalities. In April 2020, Commission staff initiated work on a new 2021-2024 TIP. The new TIP will be completed by the end of 2020.

Surface Transportation Block Grants: In May 2019, the Wisconsin Department of Transportation (WisDOT) solicited projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding allocated to the Milwaukee urbanized area (MUA). Milwaukee County submitted STP-M applications for six roadway and transit projects and

Milwaukee County municipalities submitted STP-M applications for 35 roadway projects., The Commission staff assisted the Advisory Committee on Transportation Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) in the evaluation, prioritization, and recommendation of candidate projects for \$85.4 million in available years 2023-2025 MUA STP funding. Approximately \$56.7 million were awarded to fully or partially fund projects located within Milwaukee County.

- **Congestion Mitigation and Air Quality Grants:** The Wisconsin Department of Transportation (WisDOT) solicited new projects for \$33.2 million in available years 2023-2024 CMAQ funding in May 2019, which can be used for certain transportation projects that are intended to reduce congestion and air pollution emissions. Commission staff worked with WisDOT, the Wisconsin Department of Natural Resources, and the Federal Highway Administration, as well as the TIP Committee Chairs, and representatives of Milwaukee County and the City of Milwaukee to evaluate and prioritize candidate projects for funding. Milwaukee County received \$22.2 million in CMAQ funds for 8 highway, transit and bicycle pedestrian projects, and Milwaukee County municipalities received 8 projects totaling \$8.9 million.
- **Transportation Alternatives Grants:** In October 2019, the Wisconsin Department of Transportation (WisDOT) solicited projects for Federal Highway Administration Transportation Alternative Program (TAP) funding, including projects applying for TAP—Milwaukee Urbanized Area (TAP-MUA) funding. TAP funding can be used for bicycle and pedestrian projects, and the Commission is responsible for project selection in the Milwaukee Urbanized Area. There were two City of Milwaukee projects that were selected for a total of \$1,454,409 in 2023-2024 TAP-MUA funding. The remaining 12 projects, including 9 within Milwaukee County, were prioritized and sent to the WisDOT for consideration in the Statewide project selection. The next solicitation for TAP funding is expected to occur 2021.
- **Federal Transit Administration Funding:** The Commission works with the transit operators in the Milwaukee urbanized area (MUA) to distribute FTA Section 5307/5340 formula program funds among the four designated recipients in the Milwaukee urbanized area—Milwaukee, Ozaukee, Washington, and Waukesha Counties. A total of \$21,529,770 in Section 5307/5340 funds were allocated to the area in 2020. Additionally, the Coronavirus Aid, Relief, and Economic Security (CARES) Act included \$62,363,348 of Section 5307 funding for the MUA. Both the regular 5307/5340 and 5307 Cares Act funds were distributed among the designated recipients/transit operators based on revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles, which are reported by each transit operator to the FTA and WisDOT, with 25 percent of the urbanized area apportionment distributed using each criterion.

In addition, Commission staff worked with the transit operators in the Milwaukee urbanized area to distribute FTA Section 5310, FTA Section 5337, and FTA Section 5339 formula program funds among the four designated recipients. FTA Section 5310 funding, of which the urbanized area received \$1,096,125 in 2020, was distributed using a competitive selection process managed by the Commission staff. This program is intended to support transit services that are specifically targeted at seniors and people with disabilities, and go above and beyond the requirements of the Americans with Disabilities Act of 1990. FTA Section 5337 funding for capital projects, of which the urbanized area received \$474,538 in 2020, was distributed to Waukesha County because the funds were allocated to the urbanized area due to the exclusive bus lanes located on W. Bluemound Rd. in Waukesha County. FTA Section 5339 funding for bus and bus facility capital projects, of which the urbanized area received \$4,092,817, was distributed among the designated recipients/transit operators based on revenue vehicle miles of transit service, revenue vehicle hours of transit service,

revenue passengers, and passenger miles, which are reported by each transit operator to the FTA and WisDOT, with 25 percent of the urbanized area apportionment distributed using each criterion.

- **Air Quality Standards:** Continued work with local governments and counties along the lakefront in response to a new lower national ambient air quality standard (NAAQS) for ozone. This work includes assisting with the development of data regarding the sources of ozone-causing pollutants, which largely are generated outside of the Region and the State of Wisconsin, and briefing local officials on the impacts of US EPA decisions regarding attainment or nonattainment of NAAQS standards.
- **Workforce Transportation:** Commission staff continued to support the work of the Regional Transit Leadership Council (RTLTC), which formed in November 2016 to address regional connectivity challenges and achieve a multimodal transportation system. Staff serves on the RTLTC's Executive Committee.

In July 2018, the Workforce Mobility Team was created to assist Southeastern Wisconsin employers in identifying ways to better connect workers to jobs. The Team is staffed by the Commission and was developed cooperatively with the RTLTC in response to concerns from employers in the Region who experience challenges retaining and attracting workers as a result of those workers having limited or no commuting transportation options. The Team has met and communicated with a number of employers or employer groups since its creation and maintains a webpage with workforce mobility resources.

Land Use Planning

- **Regional Land Use and Transportation Plan:** VISION 2050, the long-range land use and transportation plan for Southeastern Wisconsin, was adopted by the Commission on July 28, 2016. More information on the plan, including a description of efforts completed over the past year, is included in the previous section titled Transportation Planning.
- **Inventories:** Continued working on the creation of digital files for use in evaluating historic trends. These files include environmental corridors for the years 1963 (completed) and 1980 (underway) and historic urban growth (underway).

Economic Development Planning

- **Comprehensive Economic Development Strategy:** The Commission is continuing a regional partnership to prepare a new Comprehensive Economic Development Strategy (CEDS) for the Region. The new CEDS will replace the 2015-2020 CEDS and is being prepared in partnership with the Milwaukee 7 (M7), Regional Economic Partnership (REP), and Wisconsin Economic Development Corporation (WEDC). The 2015-2020 CEDS was adopted by the County Board in 2015 and the Commission will be working with the County's REP member to ensure the new CEDS is adopted by the County Board once it is completed. County Board adoption of the CEDS makes the County and local governments in the County eligible to apply for certain U.S. Economic Development Administration (EDA) grants to benefit economically distressed areas. EDA identifies economically distressed census tracts based on unemployment rates of 1 percent or more above the national average, or per capita incomes 80 percent or less than the national average. About 57 percent (168 of 296) of the census tracts in Milwaukee County meet these criteria.
- **Business Park Inventory:** In late 2014, the Commission initiated work on an inventory of existing and proposed business parks in the Region for use in Commission land use, comprehensive, and

economic development planning. The information compiled by Commission staff was provided to planning or engineering staff in each city and village in the county for review in coordination with staff meetings on the MMSD facilities planning work described in the following Environmental Planning section. The final inventory has been posted on the Commission website.

- **EMSI Development Tool:** The Commission, in cooperation with WEDC, has made Economic Modeling Specialist International (EMSI) Developer software available to County and local governments and economic development organizations. EMSI Developer is a web-based economic development tool that includes extensive industry, occupation, and workforce data, and is used in business and industry analysis and attraction. County and local economic development organizations and units of government can request SEWRPC staff to apply the software to conduct analyses. The City of Milwaukee Department of City Development made 2 requests consisting of 16 reports during the last year.

Environmental Planning

- **Regional Chloride Study:** As part of this major effort, the Commission continued to maintain and collect real-time 5-minute interval water level and conductivity data among five sites within the County, including periodic seasonal chloride grab samples during melting/runoff events. The streams in Milwaukee County monitored for this effort include Honey Creek, Menomonee River, Oak Creek, Lincoln Creek, and the Milwaukee River (at the Estabrook dam). The regional chloride study is a multi-year effort to determine the amount and proportion of chloride (salt) entering the Region's lakes, rivers, and streams from different sources, determine the impacts of that chloride on the Region, and to determine state-of-the-art practices that might decrease chloride use without decreasing safety or quality of life.
- **Region Natural Areas Plan Update:** The Commission is in the process of updating the Regional Natural Areas Plan, which identifies areas of the Region that are of particularly high environmental quality and are believed to represent the pre-European habitat and environment of the area. This year, the Commission staff continued to collect new information and conduct assessments among multiple natural area and critical species habitat sites within the Region, including in the County.
- **Sewer Extension Review:** As the areawide water quality management planning agency, the Commission staff reviewed and recommended approval of 13 public sewer service extension projects, all of which were determined to be consistent with the regional water quality management plan. Those projects were located in the Cities of Franklin (4), Glendale (1), Greenfield (1), Oak Creek (2), St. Francis (1), Wauwatosa (1), and West Allis (2), and the Villages of Brown Deer (1). The Commission staff also reviewed 12 private sanitary sewer extensions. Those projects were located in the Cities of Franklin (5), Glendale (1), Milwaukee (1), Oak Creek (4), and Wauwatosa (1).

Surveying and Mapping Assistance

- **Survey Datum Conversion Project:** The coordinate positions and elevations of all of the survey stations comprising the horizontal and vertical survey control network created within the Region and the associated topographic and cadastral maps that form the foundational elements of the automated, parcel-based land information and public works management systems are based upon the North American Datum of 1927 (NAD27) and the National Geodetic Vertical Datum of 1929 (NGVD29). In the 1980s, the Federal government established new national horizontal and vertical datums. The former is known as the North American Datum of 1983 (NAD83) and the latter as the North American Vertical Datum of 1988 (NAVD88).

Due to recent changes in survey technology, county land information system managers within the Region jointly requested the Commission to again explore procedures for the desired datum conversion. In response, the Commission in 2015 prepared an addendum to SEWRPC Memorandum Report No. 206 entitled, "Revised Estimate of the Costs of Converting the Legacy Datums within the Region to New National Datums," August 2015. The unique alternative procedure developed by the Commission staff was not only significantly less costly than previously considered procedures, but had the additional advantage of maintaining the legacy lengths of the U.S. Public Land Survey System one-quarter section lines, and the interior angles of the one-quarter sections comprising the legacy survey control network within the Region.

Milwaukee County entered into an agreement with the Commission to proceed with the conversion of the legacy horizontal and vertical datums to the new Federal datums. In 2018, the Commission completed the horizontal conversion with each monumented USPLSS corner throughout Milwaukee County now containing coordinates referenced on both NAD27 and NAD83/2011, and in July 2019, the Commission completed the Region wide vertical conversion from NGVD29 to NAVD88.

The Commission continues to assist the Milwaukee Land Information Office with conversion procedures and techniques that would allow transformation of the existing base mapping data layers to the new Federal datums.

KJM/CTH/EDL/BRM/DAS/LKH/TMS/RWM
2020 Milwaukee County Annual Report (00254654.DOC)