

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission Planning Efforts for Milwaukee County

July 2019

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, the study team engaged in continued 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 will continue to assist MCDOT and the Milwaukee County Transit System (MCTS) on this initiative. The Cities of Milwaukee and Wauwatosa and the Wisconsin Department of Transportation are working with the MCDOT and the Commission on this effort, along with MCTS's planning consultant, AECOM.
- **W. Washington Boulevard:** In 2018, at the request of the Milwaukee County Department of Parks, Recreation and Culture, 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.
- **Franklin Intersection Study:** Completed work in 2017 on a traffic engineering study requested by the City of Franklin to address vehicle delay and queue length issues at the intersection of S. 51st Street and W. Drexel Avenue. Work on this project included collecting an inventory of existing conditions, evaluating the current operation of the intersection, and developing and evaluating alternative operational and geometric intersections improvements to alleviate the delay and queuing

of vehicles. Public involvement efforts and development of a report for the City were also included in this effort. In 2019, the City of Franklin initiated construction of a roundabout at the intersection.

- **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 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. 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.
- **MKE Aerotropolis Planning:** Continued 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 General 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.

Economic Development Planning

- Provided assistance to the Village of Shorewood in managing the Village's business incentive loan fund program.

Environmental Planning

- **Floodplain Mapping Program:** The following work was performed under the floodplain mapping program for the Milwaukee County Land Information Office (MCLIO) and the Metropolitan Milwaukee Sewerage District (MMSD):
 - 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.
- **Honey Creek Watercourse System Plan:** Continued work on a Honey Creek watercourse system plan for MMSD. The plan will address flooding mitigation and stream rehabilitation in the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis. Alternatives include naturalization of the channel, structure elevation, and structure removal.
- **Beaver Creek Watercourse System Plan:** Began 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 draft report for the Schoonmaker Creek watercourse system plan for MMSD. The plan includes conveyance, storage, and open channel 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 and 3 were completed and work continues on Chapter 4. The plan focuses on water quality, recreational access and use, habitat conditions, and targeted stormwater and flooding issues.
- **Hydrologic and Hydraulic Data:** Provided hydrologic and hydraulic data to consultants and communities for the Kinnickinnic River, Lyons Park Creek, and Milwaukee River in the City of Milwaukee; the Little Menomonee River in the Cities of Milwaukee and Wauwatosa; Honey Creek and Schoonmaker Creek in the City of Wauwatosa; and Oak Creek in the Cities of Oak Creek and South Milwaukee.
- Continued participating in meetings of the Kinnickinnic Watershed Advisory Committee (WAC) to review flood control management alternatives being proposed by MMSD.
- 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.

- Provided technical review comments to Milwaukee County on fish passage alternatives for the Kletzsch dam on the Milwaukee River.
- 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 at the W. Good Hope Road and N. 107th Street Interchanges with STH 145 (City of Milwaukee) – Wetland Delineation
- Proposed Bridge and Roadway Improvements along the STH 145 corridor Including two Interchanges at W. Silver Spring Drive and N. 76th Street and two Pedestrian Bridges at W. Carmen Avenue and W. Sheridan Avenue (City of Milwaukee) – Wetland Delineation

Park Sites – 1 Project

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

Municipal Utility/Public Facility – 1 Project

- Proposed Franklin Area D TIF District Utilities, Roadways, and Site Grading (City of Franklin) – Wetland Delineation

Residential/Commercial Development Parcels – 1 Project

- Potential Mixed-Use Development at Lenchek Family Trust property at the Northwest corner of S. 27th Street and Puetz Road (City of Franklin) – 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 2015. 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 new digital orthophotography to be captured in 2020.

In conjunction with the orthophotography project, Milwaukee County obtained digital elevation products collected in spring of 2015 to complement the imagery. The Commission coordinated and administered a regional elevation mapping project acquiring LIDAR (light detection and ranging) data, digital elevation model files, and one-foot interval elevation contour files for Milwaukee County and four additional counties in the Region. In January of 2017, the Commission received a grant from the U.S. Geological Survey (USGS) to reformat the 2015 Milwaukee County LiDAR data to be included in the National 3D Elevation Program (3DEP). In October of 2018, USGS accepted the reformatted data and \$12,875 was provided back to Milwaukee County as part of this grant.

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 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.

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 the ongoing transit funding gap so that VISION 2050 can be fully implemented, although nearly all of these require State legislative action.

The 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, 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 continued concerted efforts to communicate the plan and its recommendations across the Region, including wide distribution of a two-page fact sheet on the plan and an approximately 70-page *VISION 2050 Summary* report providing an overview of the plan and its recommendations and conclusions. The complete three-volume plan report was published in July 2017, and was sent to each affected unit and agency of government requesting their consideration and endorsement. The VISION 2050 website (www.vision2050sewis.org) presents the final plan recommendations, with links to both the summary report and full plan report. The site also includes interactive map applications for several main elements, including land use, public transit, the bicycle network, arterial streets and highways, and freight transportation. Staff maintains an active Facebook page and Twitter account for SEWRPC and the plan. Following completion of the plan, staff has met with numerous interested groups and organizations to brief them on VISION 2050; attended various events across the Region to increase awareness of the plan; met with the editorial board of the Milwaukee Journal Sentinel; distributed a news release to media outlets across the Region, resulting in several news articles being published; conducted three informational sessions for the Region's State legislators; and had an op-ed published in the Journal Sentinel and Ozaukee News Graphic.

In 2018, staff completed two needed amendments to the plan. The first amendment, adopted by the Commission on June 20, 2018, establishes targets related to Federal Performance Management requirements for highway safety. The second amendment, adopted by the Commission on December 5, 2018, incorporates land use changes and transportation improvements serving the planned Foxconn manufacturing campus (the Foxconn development was announced after VISION 2050 was completed). In early 2019, Commission staff initiated and completed an amendment addressing the remaining Federal Performance Management requirements, which the Commission adopted on June 19, 2019.

- **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 2019, Commission staff has processed 11 amendments to the 2019-2022 TIP for Milwaukee County and 20 amendments for Milwaukee County municipalities.

- **Surface Transportation Block Grants:** During the first half of 2017, 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 seven roadway and transit projects and Milwaukee County municipalities submitted STP-M applications for 24 roadway projects. Following the completion of the STP project solicitation in July 2017, WisDOT initiated a review of the STP local program statewide. Following the completion of the WisDOT review, the Commission staff in 2018 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 \$40.3 million in available years 2021-2022 MUA STP funding. Approximately \$16.6 million were awarded to fully or partially fund projects located within Milwaukee County. An additional \$18 million from the next STP-M cycle was also committed to fully fund the remainder of the partially funded projects within Milwaukee County. In May 2019, WisDOT began the solicitation for candidate projects for a potential \$85.4 million in years 2023-2025 STP funding. Commission staff will be working with the Milwaukee TIP Committee to evaluate, prioritize, and recommend projects for 2023-2025 STP funding.
- **Congestion Mitigation and Air Quality Grants:** During the first half of 2017, the Wisconsin Department of Transportation (WisDOT) solicited new projects for available years 2021-2022 CMAQ funding, which can be used for certain transportation projects that are intended to reduce congestion and air pollution emissions. Following the completion of the CMAQ project solicitation in June 2017, WisDOT conducted a review of the procedures utilized by the Commission staff, the Wisconsin Department of Transportation (WisDOT), and Wisconsin Department of Natural Resources (WDNR), which included the staffs of the three agencies independently rating each candidate project seeking CMAQ funding and, working with local governments in Southeastern Wisconsin, prioritizing the projects for funding. Based on the results of its review, WisDOT determined that it would solely evaluate and prioritize projects for CMAQ funding. In addition, WisDOT decided that a number of signal coordination projects on the State trunk network in Southeastern Wisconsin would also be considered, along with local projects for years 2021-2022 CMAQ funding. In mid-2018, WisDOT developed a list of years 2021-2022 CMAQ projects proposed for funding. Subsequent to WisDOT completing the list, a number of project sponsors expressed concerns regarding the process utilized by WisDOT, and requested that the process and its results be reconsidered. Following discussions earlier this year between WisDOT, the Commission, and the concerned local governments, WisDOT agreed to a number of changes to their initial list of prioritized CMAQ projects. As a result, Milwaukee County's East-West Bus Rapid Transit will receive funding to support its first year of operations, the City of Milwaukee will receive funding to support the third year of streetcar operations, WisDOT would dropped all but two of their traffic signal improvement projects initially prioritized for funding, and the funds initially prioritized for the other traffic signal coordination projects on the State trunk network will be available for projects during the next CMAQ project selection cycle initiated in May 2019. The Milwaukee TIP Committee concurred with this compromise. Milwaukee County received \$3.96 million in CMAQ funds for its BRT project, and the City of Milwaukee received \$1.5 million in Streetcar Operating Assistance and \$3.9 million toward traffic signal system upgrades.
- **Transportation Alternatives Grants:** In October 2017, 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 three

Milwaukee County and six municipal projects within Milwaukee County that were selected for 2021-2022 TAP-MUA funding. The next solicitation for TAP funding is expected to begin in October 2019.

- **Federal Transit Administration Funding:** Worked with the transit operators in the Milwaukee urbanized area 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 \$\$21,344,961 in Section 5307/5340 funds were allocated to the area in 2019. The 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 \$1,229,053 in 2019, 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 \$516,894 in 2019, 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 \$4,033,268, 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 description of efforts completed over the past year, is included in the transportation section of this report.

- **Inventories:** Completed work on updating the regional land use inventory. The update was based upon the new orthophotographs for the year 2015, online resources, and field checks as needed.

Completed work on updating the regional environmental corridor inventory. This update was based upon the orthophotographs for the year 2015, updated natural resource mapping, and field work.

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:** Commission staff worked cooperatively with the Milwaukee 7 (M7) and Regional Economic Partnership (REP) to prepare a comprehensive economic development strategy (CEDS) for Southeastern Wisconsin, which was completed and adopted in 2015. The CEDS is intended to meet the requirements of the U.S. Department of Commerce – Economic Development Administration (EDA) for regional economic development strategic planning. The County is eligible to apply for certain EDA grants intended to benefit economically distressed areas based on County Board approval of the CEDS. EDA identifies economically distressed census tracts based on unemployment rates of one percent or more above the national average, or per capita incomes 80 percent or less than the national average. About 58 percent (173 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 1 request consisting of 8 reports during the last year.

Environmental Planning

- **Sewer Extension Review:** As the areawide water quality management planning agency, the Commission staff reviewed and recommended approval of 15 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 (1), Glendale (1), Greenfield (3), Milwaukee (1), Oak Creek (3), and Wauwatosa (3), and the Villages of Brown Deer (1), Hales Corners (1), and River Hills (1). The Commission staff also reviewed 16 private sanitary sewer extensions.

Those projects were located in the Cities of Glendale (1), Greenfield (4), Milwaukee (1), Oak Creek (3), Wauwatosa (3), and West Allis (1) and the Villages of Brown Deer (2) and Hales Corners (1).

- Participated in a Lake Michigan Monitoring Coordination Council meeting, the 78th Midwest Fish & Wildlife Conference, and a Wisconsin Coastal Management meeting.

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 agreements with the Commission to proceed with the conversion of the legacy horizontal and vertical datums to the new Federal datums. Last year, 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 of 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.