



**ANNUAL
REPORT**

2020

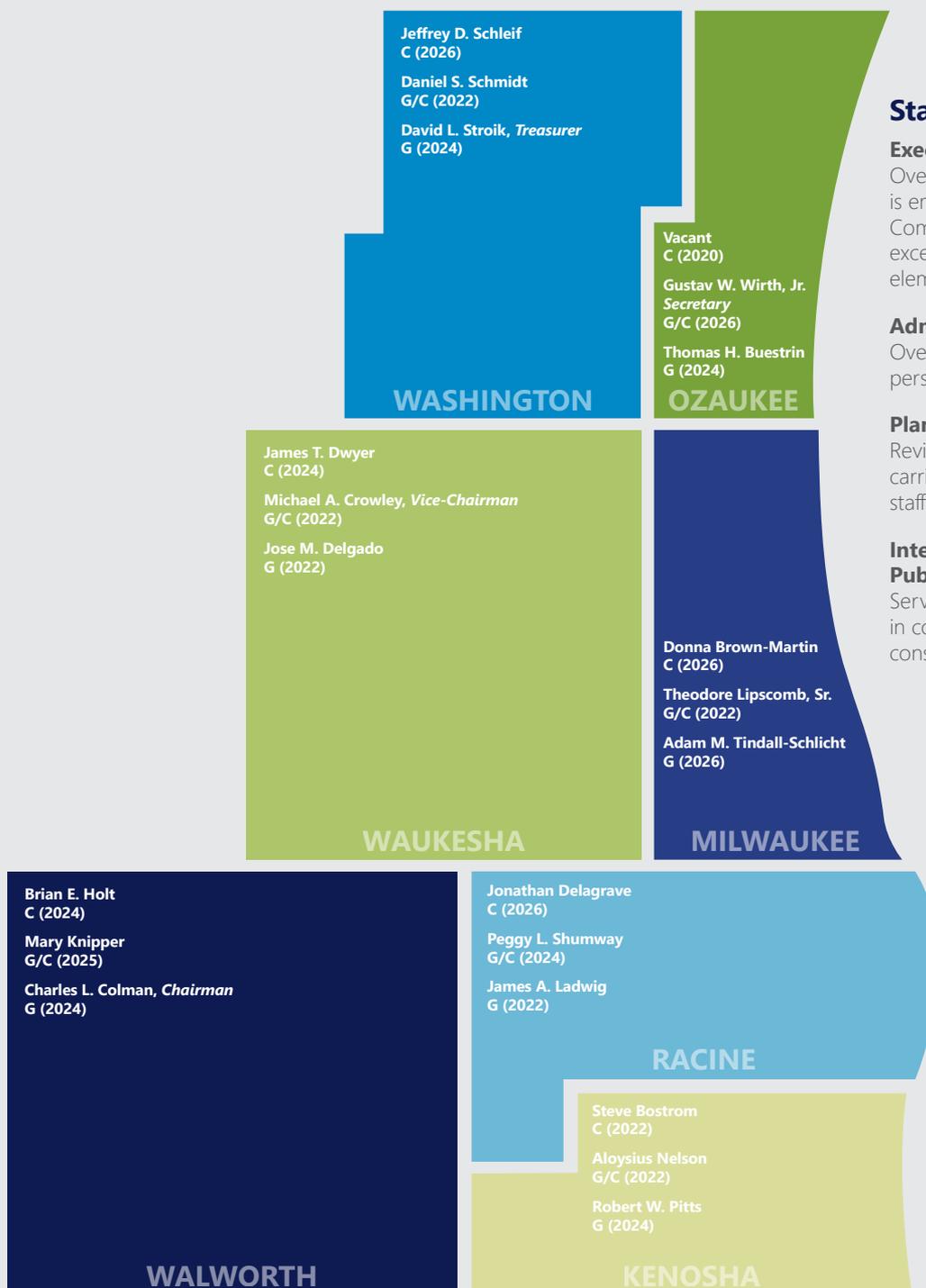
Southeastern Wisconsin **Regional Planning Commission**

Commissioners and Committees

Under State law, SEWRPC is governed by 21 Commissioners (three from each county):

- C Appointed by county board or appointed by county executive and confirmed by county board
- G/C Appointed by Governor from a county-supplied list of candidates
- G Appointed directly by Governor

Commissioners are appointed to six-year terms. Term end dates are shown in parentheses.



Standing Committees

Executive

Oversees work efforts and is empowered to act for the Commission in all matters except adopting regional plan elements and the budget

Administrative

Oversees financial and personnel matters

Planning and Research

Reviews all technical work carried out by the Commission staff and its consultants

Intergovernmental and Public Relations

Serves as the principal arm in communicating with the constituent county boards

Executive Committee

Charles L. Colman, *Chairman*
Michael A. Crowley, *Vice-Chairman*
Donna Brown-Martin
Jonathan Delagrave
James T. Dwyer
Aloysius Nelson
Robert W. Pitts
Daniel S. Schmidt
David L. Stroik
Gustav W. Wirth, Jr.
Thomas H. Buestrin, *Alternate*

Administrative Committee

James T. Dwyer, *Chairman*
Donna Brown-Martin
Thomas H. Buestrin
Charles L. Colman
Michael A. Crowley
Jonathan Delagrave
Aloysius Nelson
Robert W. Pitts
Daniel S. Schmidt
David L. Stroik
Gustav W. Wirth, Jr.

Planning and Research Committee

Daniel S. Schmidt, *Chairman*
Jose M. Delgado, *Vice-Chairman*
Steve Bostrom
Donna Brown-Martin
Charles L. Colman
Michael A. Crowley
Brian E. Holt
Mary Knipper
James A. Ladwig
Theodore Lipscomb, Sr.
Aloysius Nelson
Robert W. Pitts
Jeffrey D. Schleif
Peggy Shumway
David L. Stroik
Adam M. Tindall-Schlicht

Intergovernmental and Public Relations Committee

Michael A. Crowley, *Chairman*
Steve Bostrom
Jonathan Delagrave
Brian E. Holt
Theodore Lipscomb, Sr.
Jeffrey D. Schleif

Message from the Chairman

Dear Southeastern Wisconsin,

It is my pleasure to present to you the 2020 Annual Report for the Regional Planning Commission. 2020 was certainly a unique and challenging year for all of us. Our 2020 Annual Report provides the Wisconsin State Legislature, the seven counties, and the local units of government in our Region the opportunity to review and reflect on our valuable partnerships and the year's accomplishments.

This 60th annual report emphasizes work efforts accomplished during 2020. The Commission continues to recognize both the local and global impacts the COVID-19 pandemic has had on individuals, businesses, and communities within the Region. The Commission remains committed to providing high-quality planning services and to continuing to be a resource to the Region during these unprecedented times.

Highlights from the year include:

- ▶ Completed the 2020 quadrennial certification review of the metropolitan planning process
- ▶ Completed the 2020 review and update of VISION 2050
- ▶ Continued a major data collection effort for the Regional Chloride Study
- ▶ Commission approval of the 2021-2024 Transportation Improvement Program
- ▶ Initiated the Regional Food System Plan
- ▶ Completed the 2020 Regional Orthoimagery Program
- ▶ Continued work in supporting the improvement of water quality by providing technical information, guidance, and advice throughout the Region
- ▶ Successfully migrated to virtual public meetings to stay engaged with residents

If you want to learn more about any of the Commission's work or get more involved in our efforts, please contact us. We recognize the environmental, developmental, and infrastructure challenges and opportunities facing Southeastern Wisconsin. We look forward to continuing to serve the Region's county and local governments and State and Federal agencies to improve the quality of life of all residents.

Very truly yours,



Charles L. Colman
Chairman

About SEWRPC

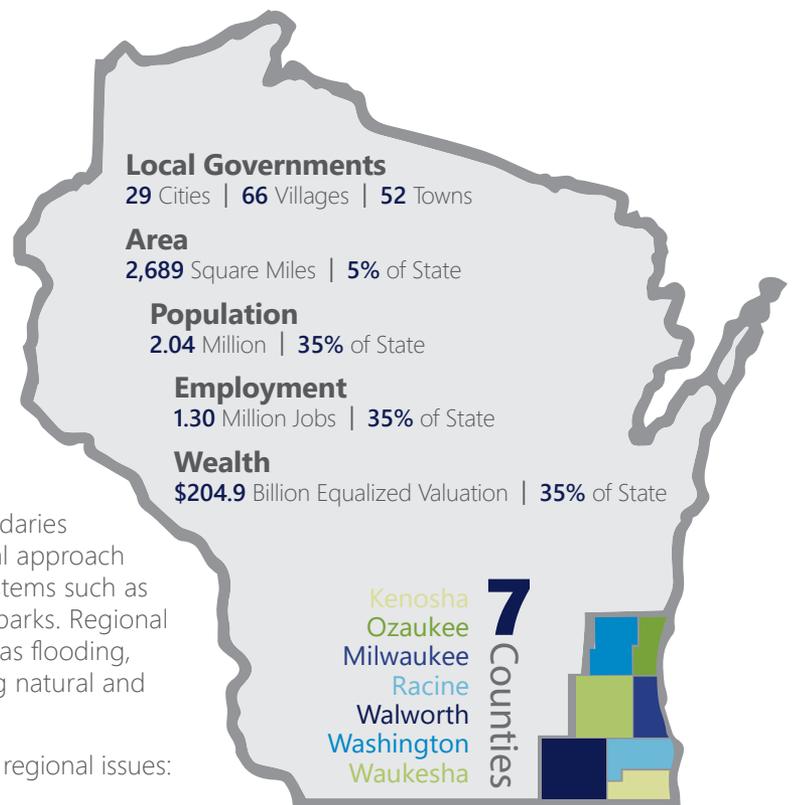
The **Southeastern Wisconsin Regional Planning Commission** is the official areawide advisory planning agency for land use and infrastructure and the **metropolitan planning organization (MPO)** for the Region. **The Commission was established in 1960** under Section 66.0309 of the *Wisconsin Statutes* in response to petitions submitted by each of the seven Southeastern Wisconsin counties. It is the largest of the nine regional planning commissions in Wisconsin.

Regional planning is needed in large metro areas across the United States because development and infrastructure problems often transcend the political boundaries and fiscal capabilities of individual communities. A regional approach assists in providing efficient, cost-effective public works systems such as public transit, highways, sewerage and water supply, and parks. Regional planning is also a sound approach to address issues such as flooding, air and water pollution, changing land use, and preserving natural and agricultural resources.

The Commission performs three basic functions to address regional issues:

- ▶ **Providing basic planning and engineering data and analyses** to Federal, State, and local governments
- ▶ **Developing a framework of long-range areawide plans** for the physical development of the Region, which is mandated by State law
- ▶ **Coordinating day-to-day planning activities** of all the governments operating in the Region

The Commission is assisted greatly in its work by advisory committees, which include both elected and appointed public officials and interested residents with knowledge in the Commission work program areas. The committees perform a significant function in both formulating and executing those work programs. A listing of the current advisory committees can be found at: www.sewrpc.org/advisorycommittees.



2020 Certification Review

In August 2020, the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a Federally required quadrennial certification review of the metropolitan transportation planning process carried out by SEWRPC as the metropolitan planning organization for the Kenosha, Milwaukee, Racine, and West Bend urbanized areas, and the Wisconsin portion of the Round Lake Beach urbanized area. In coordination with the Wisconsin Department of Transportation (WisDOT), local transit operators, and local units of government in the Southeastern Wisconsin area, the Commission is responsible for conducting a continuing, cooperative, and comprehensive transportation planning program in accordance with provisions of Federal Law.

The 2020 certification review is based on routine FHWA and FTA interaction with SEWRPC over the past four years in day-to-day operations; a review of SEWRPC planning products and processes; a virtual review meeting with staff from SEWRPC, WisDOT, and local transit operators held on August 25-26, 2020, a public comment period held through September 24, 2020, and a virtual public meeting on the evening of August 25, 2020. On June 4, 2021, FHWA and FTA issued a joint letter indicating that the Commission's metropolitan planning process was in compliance with Federal planning regulations. The final certification report documents the conclusions of the USDOT review of the Commission metropolitan planning process. The final report can be found at: www.sewrpc.org/CertificationReview.

As the areawide planning agency for Southeastern Wisconsin, the Commission is responsible for making and adopting a master plan for the physical development of the Region, including the use of land and supporting transportation and utility facilities. To accomplish this, the Commission prepares individual plan elements that together comprise the Region's comprehensive plan. Each element is intended to address an identified areawide developmental or environmental problem. The individual elements are coordinated through an areawide land use plan, which is currently presented in VISION 2050, the long-range land use and transportation plan. During 2020, VISION 2050 was reviewed and updated. In addition, several other regional planning efforts were completed or were ongoing, including the Regional Chloride Impact Study, Transportation Improvement Program, Regional Food System Plan, Comprehensive Economic Development Strategy, and Regional Natural Areas Plan. The following pages summarize these along with additional 2020 efforts that support the Commission's regional planning program, such as coastal management planning, sanitary sewer service area planning, congestion management, surveying and mapping, and orthoimagery acquisition.

VISION 2050

VISION 2050 is the long-range land use and transportation plan for Southeastern Wisconsin. It was originally adopted by the Commission in 2016 and was updated in 2020. It makes recommendations to local and State government to shape and guide land use development and transportation improvement to the year 2050 and was developed with extensive input from residents, stakeholders, and the Commission's Advisory Committees on Regional Land Use and Transportation Planning. The plan's transportation component is essential to ensure that State, county, and local governments maintain eligibility to obtain highway and transit funding from the USDOT.

2020 Review and Update

Every four years, the Commission conducts an interim review and update of the plan, in part to address Federal requirements. The 2020 Review and Update of VISION 2050, guided by the Advisory Committees on Regional Land Use Planning and Regional Transportation Planning, was the first interim update. The 2020 Update reviewed plan implementation to date, current transportation system performance, and the year 2050 forecasts underlying the plan, then identified changes to VISION 2050 based on plan implementation to date and recent changes in technology, demographics, and the economy. Changes to the plan were also based on input received from residents and other stakeholders. Two rounds of public involvement were held during the review and update process, with the second round held in early 2020 to review proposed plan changes. All changes identified in the 2020 Update were incorporated into a Second Edition of Volume III of the VISION 2050 plan report, which was published in 2020 along with the report documenting the 2020 Update.

The 2020 Update affirmed that Southeastern Wisconsin has indeed reached a pivotal point in its development and that an expected workforce shortage caused by the Region's demographic trends is occurring at a rapid pace. New residents need to be attracted at a level unseen in decades, putting Southeastern Wisconsin in direct competition with other metro areas. If the Region does not compete strongly to attract needed workers, economic growth may not continue to occur. The recommendations for land use and transportation in VISION 2050 will improve quality of life throughout the Region and are intended to make the Region more competitive over the next several decades.

It is worth noting that the 2020 Update and Second Edition of VISION 2050 were finalized during the first few months of the COVID-19 global pandemic. This was a time of unprecedented uncertainty as it relates to public health, the economy, and transportation, and the Commission recognizes that there could be some degree of change relative to historical and expected trends. Staff will continue to monitor any changing conditions and will consider amendments to the plan if they become necessary prior to the next review and update to be completed in 2024. Despite the potential for changes in response to the pandemic, it is important to continue to pursue VISION 2050 implementation to achieve the significant benefits the plan would have for Southeastern Wisconsin.



Credit: Washington County



Credit: VISIT Milwaukee

Updated Financial Analysis

Also important to the 2020 Update are an updated financial analysis for the recommended transportation system and updated equity analyses related to the plan. The financial analysis identified a significant funding gap between reasonably expected revenues and the estimated costs to implement the VISION 2050 transportation system. Without additional funding, transit service levels are expected to decline by about 35 percent by 2050—rather than double as recommended under VISION 2050. And fewer roads are expected to be reconstructed, widened, or newly constructed; many of the roadways recommended to be reconstructed by 2050 would instead be rehabilitated, extending the overall life of the existing roadways but likely reducing pavement quality. The financial analysis presents potential funding sources that could be considered to address the transportation funding gap, which will require State action and may also need support from federal or local elected officials.

Updated Equity Analyses

VISION 2050 identified significant disparities between the white population and people of color in the Region with respect to educational attainment levels, per capita income, and poverty. Reducing these systematic disparities will require significant action on many fronts. The equity analysis evaluates whether the benefits and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region. The results show that implementing VISION 2050 would help to reduce these disparities by providing more equitable access to opportunities through improved access to jobs, education, healthcare, and other activities. The analysis also found that without additional funding to implement the VISION 2050 public transit element, a disparate impact on the Region's people of color, low-income populations, and people with disabilities is likely to occur.

Report Comparing the Milwaukee Metro Area to Its Peers

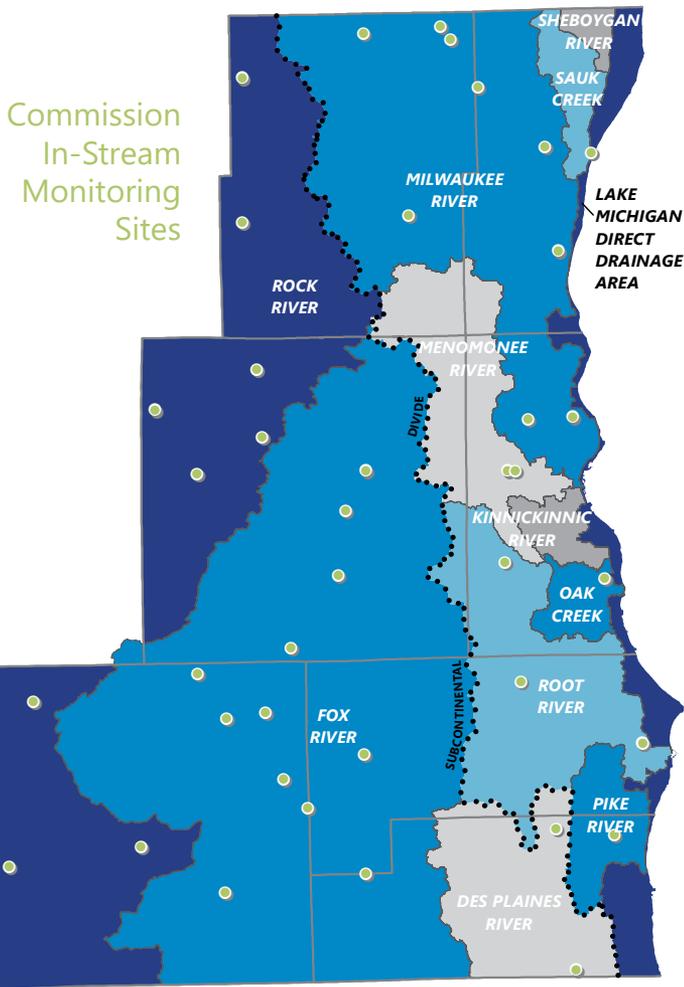
In March 2020, Commission staff prepared a second edition of a report comparing the four-county Milwaukee metro area to 28 peer metro areas in the Midwest and across the country, which informs VISION 2050 and many of the Commission's other planning efforts. The comparison includes a number of key measures related to population growth and characteristics, the economy, and transportation. Among the conclusions, the report finds that the Milwaukee metro area is growing slower than most of its peers, its disparities between whites and people of color are far more pronounced than those in almost all peer metro areas, and its transit levels are in danger of shrinking to the much lower levels of those peers without dedicated transit funding.

The updated report is available at:
www.sewrpc.org/MR-221-2nd-Edition.pdf



Regional Chloride Impact Study

The Regional Chloride Impact Study is the Region's foremost comprehensive study to identify significant sources and magnitudes of chloride (salt) to surface water and groundwater resources. Several sources of chloride in the environment from human activities are being examined, including road salt, water softener discharge, septic systems, and fertilizers. Commission staff will develop a plan that includes policy recommendations and alternative scenarios to help reduce the adverse effects of chloride on the Region's freshwater resources.

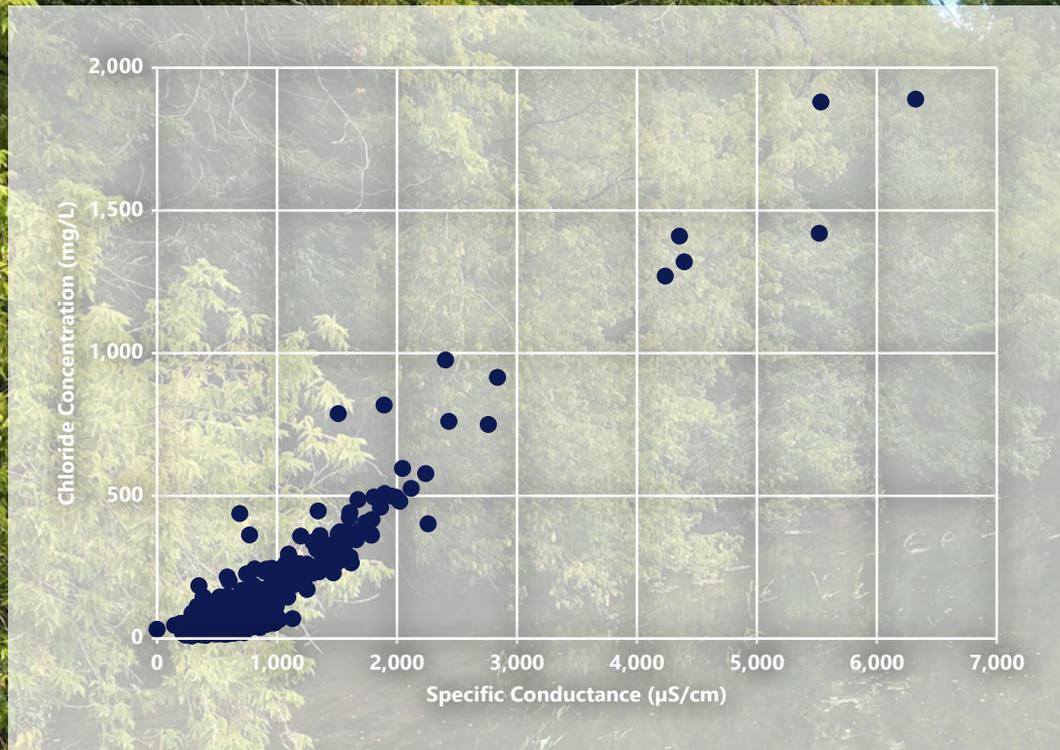


Work began on the study in 2017, with the installation of a pilot site to evaluate in-stream specific conductance sensors and telemetry equipment. The data collected by these sensors, when paired with lab-analyzed water samples, are typically used to estimate chloride concentrations in surface water once a chloride-specific conductance relationship is established. In 2018 the monitoring equipment was purchased, and 37 monitoring stations were established throughout the Region. Field data collection from the 37 sensors and the collection of physical water samples was initiated in October 2018. In addition to the monitoring of rivers and streams, six lakes were chosen to sample quarterly at the deepest part of the lake.

2020 was one of the most challenging years in recent memory at the Commission due to the impacts of the COVID-19 pandemic. Despite the challenges of staff working remotely from home and adherence to social distancing protocols while performing field work, staff working on the Chloride study were able to improvise and adapt in this dynamic environment. Commission staff not only maintained the regular project sampling schedule and the entire fleet of monitoring equipment, but also installed additional sites. In 2020, the stream monitoring and sampling network grew to 42 river and stream sites. Some of the additional monitoring sites were established to collect data at locations where partner stations were discontinued due to pandemic-related staffing issues. In addition to water sample collection and site maintenance, field work in 2020 included streamflow measurements at some of the ungaged stream monitoring sites.

A major project milestone was achieved in 2020 with the completion of the 2-year regular sample collection period in October 2020. Regular monthly river sampling and quarterly lake sampling over the 2-year data collection period culminated in over 1000 physical water samples, which were analyzed for chloride and other major ions. Moreover, the sensors and telemetry equipment performed as expected, collecting specific conductance and temperature data every 5 minutes at Commission monitoring sites over the 2-year period. A robust data management framework was developed to maintain organization and quality control among the large and continually growing datasets. This library of data will be of significant value to the development of a relationship between chloride and specific conductance as well as to develop chloride loading to each monitoring site. In 2020, Commission staff also continued to collect information on public and private deicing, fertilizers, water softening, wastewater sources, groundwater sources, and state-of-the-art technology.

Monthly Samples at Monitoring Sites: October 2018 – October 2020



Commission staff are measuring specific conductance (rather than chloride concentrations directly) in streams across the Region for the Chloride Impact Study because the monitoring equipment is significantly more reliable and less costly. Previous studies have demonstrated that specific conductance is a good predictor of chloride concentration once a reliable relationship is established. The preliminary Study data summarized on the chart (above), which includes measured conductance and the corresponding lab sample chloride concentrations, will be used to develop regression relationships of conductance to chloride. Based on these regression relationships, the entire two year field monitoring dataset for conductance will be converted to chloride concentrations to use in the future analyses in the Study.

Transportation Improvement Program

In December 2020, the Commission approved the new 2021-2024 regional transportation improvement program (TIP). The TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments during this four-year period (2021-2024) in Southeastern Wisconsin. By detailing and describing these transportation projects, the TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin. All transportation projects in the Region that use Federal transportation funding should be included in this program.

The TIP was compiled by Commission staff by contacting local engineers, planners, and transit operators within the Region. This was done to assure not only participation in, and understanding of, the program development process, but also to assure that all proposed State and local government transportation projects are considered for inclusion in the TIP. Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 fiscally constrained transportation system (FCTS), which is the portion of the VISION 2050 recommended transportation system that can be funded with existing and reasonably expected funds. The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP. In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority populations and low-income populations—both positive and negative—and evaluating whether minority populations and low-income populations may be expected to receive a proportionate share of TIP benefits and not receive a disproportionate share of TIP negative impacts. An evaluation was also conducted of the contributions of the projects listed in the TIP toward achieving VISION 2050 performance goals and the established targets for the national performance measures.

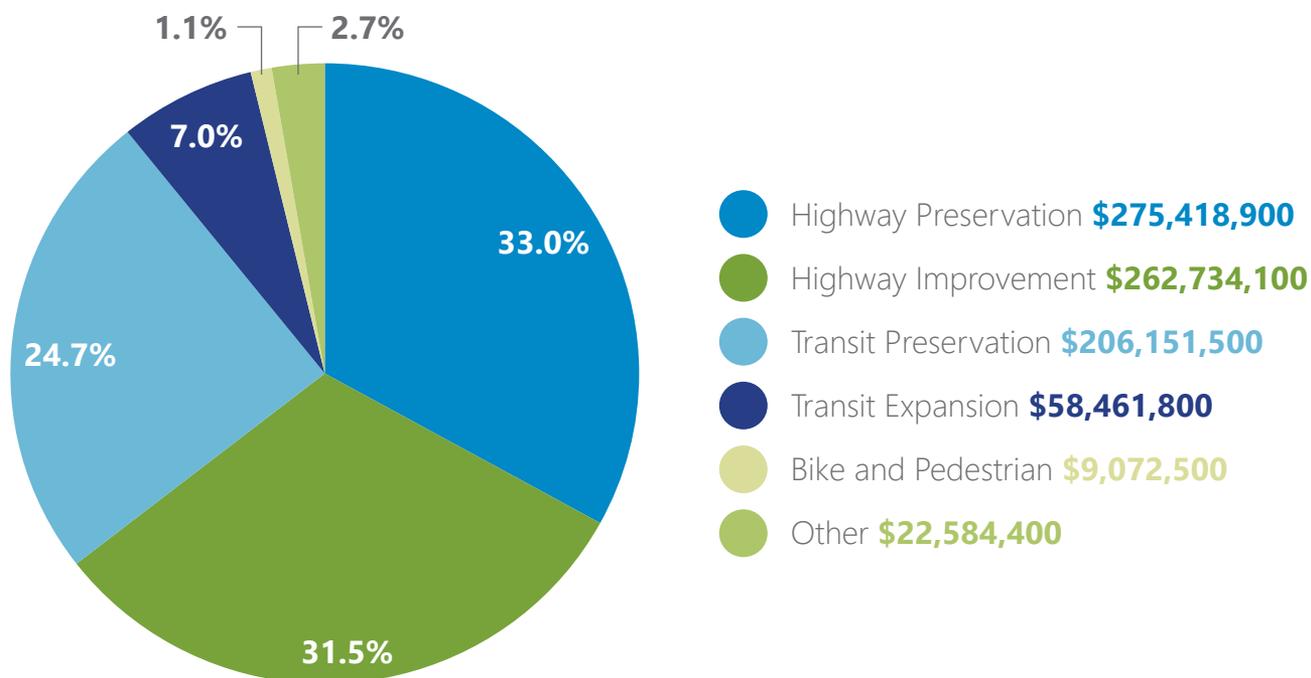
A draft of the 2021-2024 TIP was made available for public review and comment from November 4, 2020, through December 3, 2020. A virtual public informational meeting on the 2021-2024 transportation improvement program was held on Wednesday, November 18, 2020. This meeting began with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comment in real time. Presentation slides and a recording were also made available for participants who were unable to attend. The TIP and public comment on the TIP were reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach-McHenry-Grayslake, Illinois-Wisconsin, and West Bend urbanized areas at a meeting held on December 8, 2020. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area. The TIP and public comment on the TIP were reviewed and approved by the Commission on December 9, 2020.

The TIP may be amended from time-to-time. This occurs when projects are substantially modified or funding sources substantially change and, in some cases, when new funding sources arise. Amendments also include significant changes in project timing. Amendments to the TIP may occur monthly and are generally noted on the Commission's website the first or second week of the month. Proposed amendments are reviewed by the five TIP Committees prior to being approved by the Commission. In addition, projects in the TIP can be administratively modified to correct errors or make relatively small changes to project scope, timing, and funding sources. The Commission and the five TIP Committees are not required to approve administrative modifications to the TIP.

Credit: MCTS

The 2021-2024 TIP contains 396 projects representing a total potential investment in transportation improvements and services of \$2.66 billion over four years. Of this total, \$1.49 billion, or about 56 percent, is proposed to be provided in Federal aids; \$803 million, or about 30 percent, in State funds; and \$362 million, or about 14 percent, in local funds. About 31.4 percent of the four year 2021-2024 TIP proposed expenditures, or about \$834 million, are programmed in 2021, the first year of the TIP (as shown in the figure below).

Expenditures by Project Type in the First Year of the 2021-2024 TIP



- ▶ A significant proportion of financial resources programmed for 2021—about \$481.6 million, or 57.7 percent—are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—in the Region. This allocation of resources does not include routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.
- ▶ The expenditures for highway improvement (projects that include additional travel lanes when a road is being reconstructed) in 2021 are approximately \$262.7 million, or 31.5 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is associated with the reconstruction of the existing highway facility. The cost of additional travel lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) No expenditures are programmed for highway expansion projects (projects that involve the design and construction of a brand-new roadway.)
- ▶ About \$264.6 million, or 31.7 percent of total financial resources in 2021, is devoted to public transit projects. Public transit ridership represents about two percent of all person trips made on an average weekday in Southeastern Wisconsin. Of the total year 2021 programmed resources for public transit, \$206.2 million, or 77.9 percent is for preservation and \$58.5 million, or 22.1 percent is for service expansion. While there are no discrete transit improvement projects identified in 2021, one of the programmed transit expansion projects includes transit improvement activities.

Similar programmed funding patterns exist for the full four years of the 2021-2024 TIP.

Housing

The regional housing plan was adopted by the Commission in 2013 with a vision of providing financially sustainable housing for people of all income levels, age groups, and needs. Plan recommendations address six key areas, many of which are geared toward the cities and villages in the Region that administer land use regulations. Every year Commission staff works to inform those in the Region concerned with housing about the regional housing plan and its recommendations. Highlights of housing-related activities in 2020 include:

- ▶ Continued to assist with housing affordability reports at the request of a number of municipalities in the Region. State legislation enacted in 2018 requires cities and villages with populations of 10,000 people or more to prepare reports that include data regarding development activity in the municipality and an analysis of how the municipality's land use regulations impact the cost of housing. Staff uses regional housing plan recommendations as the basis for the analysis.
- ▶ Provided housing and demographic information to the Kenosha Area Business Alliance for a second Kenosha County housing roundtable.
- ▶ Presented to an Urban Planning class at UW-Milwaukee.



Regional Food System Plan



Regional Food System Plan

In August 2020, SEWRPC began work on a regional food system plan for Southeastern Wisconsin. The plan was recommended by VISION 2050, which recognizes a need to improve access to healthy foods for all residents, especially low-income residents of the Region's "food deserts." The plan will present information about the components of the Region's food system, including the food that is being produced, how it is being distributed, and who is consuming it. Recommendations will be developed to increase food access; reduce economic and health disparities; support locally owned farms; preserve productive agricultural land and sensitive natural resources; and better connect those who produce, distribute, and consume the Region's food. There are already many important initiatives related to the food system underway in Southeastern Wisconsin, and they could be strengthened by expanding connections and interaction at the regional level. One way to achieve this is through a regional planning effort that can address all aspects of this complex issue by "tying it all together."

Initial steps in the planning process taken in 2020 include the following:

- ▶ Identifying interests that should be represented on the Advisory Committee that will guide the planning process
- ▶ Drafting Chapter 1 of the report, *Introduction*
- ▶ Initiating research on the different components on the Region's food system, such as agricultural production, the food and beverage manufacturing industry, distribution, retail, and food waste

Comprehensive Economic Development Strategy

In 2020, the Commission partnered with Milwaukee 7 Regional Economic Development Partnership (M7) and its Regional Economic Partnership (REP) working group to initiate a new Comprehensive Economic Development Strategy (CEDS) for the Region. The new 2021-2025 CEDS will supplant the 2015-2020 CEDS. The purpose of the CEDS is to bring together members of the public and private sectors to develop a strategy-driven plan for regional economic development. The Region must prepare a new CEDS at least every five years for communities and organizations within the Region to qualify for U.S. Economic Development Administration (EDA) funding targeted at economically distressed areas. In addition, action on the CEDS by each of the county boards representing the seven counties in the Region and by the Commission makes it possible for the Region to apply to EDA for designation as an Economic Development District (EDD).

In summer 2020, M7 and SEWRPC prepared the Summary Background section of the new CEDS. This section takes an inventory of the current conditions of the economy, including its population, housing, natural resources, infrastructure, employment, income levels, and other important components of the regional economy. Comparing these conditions to historical trends and future projections is vital to generating sound economic development strategies and providing insight into how to grow the Region's economy. In fall 2020, M7 and SEWRPC held the first of two rounds of public and stakeholder involvement for the new CEDS. This round included presenting the Summary Background conclusions and conducting a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. Participants were first asked to review the SWOTs provided in the 2015-2020 CEDS and indicate whether they agreed that they are still SWOTs. They were then asked to provide additional SWOTs they feel apply to the Region. The conclusions from the Summary Background and SWOT analysis informed M7 and SEWRPC as they began preparing the draft CEDS Action Plan in late 2020.



Credit: Milwaukee Area Technical College

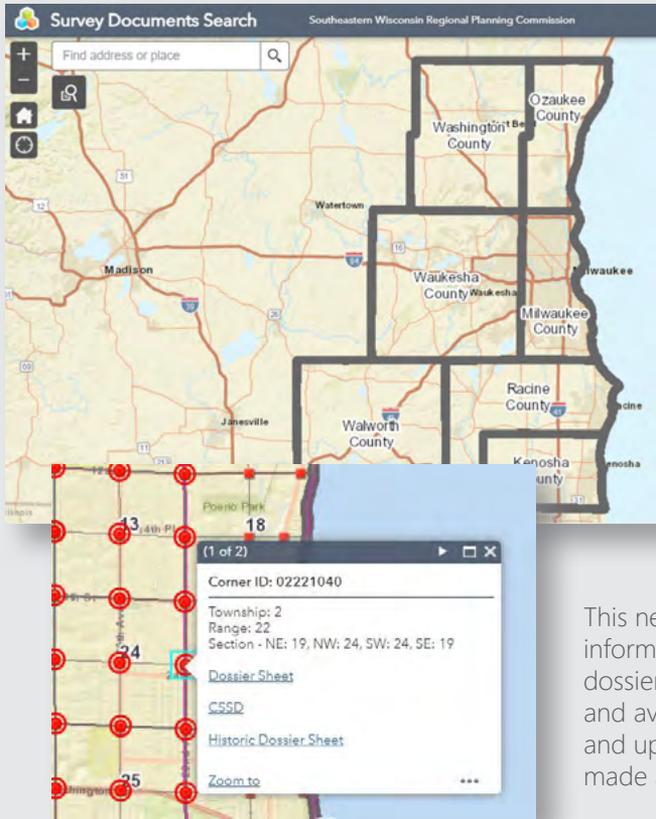


Surveying, Mapping, and Land Information

The Commission has long recognized the need for accurate base data depicting the shape of the land's surface and the precise location of its physical features, both natural and manmade. The Commission continues to assist in the preparation of general base data layers supporting the entire Region as it has since the 1960s and works with each county to ensure that these layers stay current. These up-to-date base data layers require a high degree of accuracy and precision and are a vital resource in localized planning efforts. To this end, the Commission continues to recommend the continued updating of these base maps. As part of this recommendation, each base layer requires an accurate geodetic framework with the Commission understanding the importance of a strong foundation and utilized the United State Public Land Survey System (USPLSS) as its framework for these base data layers. This Commission recommended geodetic framework also provided a benefit to the Region's land information systems and public works management systems. Four fundamental elements are necessary to support proper planning:

- ▶ **Corner Monumentation:** The permanent monumentation of all USPLSS section, quarter section, and center of section corners in the Region
- ▶ **Control Surveys:** Field surveys to enhance each monument as a station of a known horizontal and vertical position on both the USPLSS and State Plane Coordinate System, along with documentation of the entire control network
- ▶ **Topographic Mapping:** Large-scale (1 inch=100 feet or 1 inch=200 feet) topographic base maps meeting Commission-recommended standards
- ▶ **Cadastral Mapping:** The preparation of companion, correlated real property ownership data layers maps based on Commission-recommended standards

USPLSS Document Server



In the spring of 2020 the Commission developed a new PLSS Document Search Application. The search application can be accessed from the following web address (maps.sewrpc.org/regionallandinfo/survey.shtm). The new search application provides an efficient method for locating USPLSS Corners in the Region by accessing a comprehensive database to deliver built-on-demand reports that are consistent in appearance as the previous “Records of U.S. Public Land Survey Control Station” sheets—so-called dossier sheets.

The application platform offers two methods for finding USPLSS corners and accessing report data. Users can browse and locate monumented USPLSS corners while interacting with the map or they can run a query using Township, Range, and Section to seek the corner location.

This new application further provides three types of reported information available for each monumented PLSS corner: dossier corner sheet, control section summary diagram (CSSD), and available historical dossiers. Additional historical dossiers and updated NAD83/2011 CSSDs are in progress and will be made available in the coming years.

Waukesha County/New Berlin USPLSS Observations

Based on the NAD83/2011 geodetic control technique, the Commission acting as County Surveyor implemented new control procedures to validate the published coordinates. Every time a USPLSS corner is located for any reason a direct GPS measurement is made on that corner. This GPS observed coordinate is compared against the published coordinate. If the coordinate exceeds 0.3 feet, the procedure requires the adjacent corners to be observed to investigate the corner discrepancy being isolated to the given corner or if there might be a systematic error found from the Commission developed least-squares adjustment technique using the legacy inputted measurements. Adjacent observations continue to grow from the error source until the neighboring observations are within the expected 0.3 feet accuracy. This newly implemented procedural step provides a quality check on the network which further improves the geodetic integrity and accuracy found between adjacent USPLSS corners.

Based on this new implemented procedure, Waukesha County created an amendment contract with the County Surveyor to observe as many USPLSS in New Berlin to improve its geodetic integrity. Instead of using the above 0.3 feet, Waukesha County wanted to further improve the geodetic accuracy and requested corners be readjusted if it was greater than 0.2 feet. The GPS observations found several USPLSS corners to be slightly over 0.2 feet. Given that there were more USPLSS corners than originally expected, it was determined to readjust the majority of the USPLSS corners in New Berlin to reflect the GPS observations regardless of how well it matched between the observed and computed value which further improved the geodetic accuracy found between USPLSS corners.

2020 Regional Orthoimagery Program

The Commission assisted the Region's counties with acquiring new Orthoimagery for 2020. Orthoimagery combines the image characteristics of an aerial photograph with the geometric qualities of a map. Orthoimagery is a uniform-scaled image where corrections have been made for scale variation caused by terrain relief, sensor geometry, and camera tilt. Mathematical equations based on the digital camera lens, control positions, and a digital elevation model are applied to each image pixel to rectify the aerial image and obtain the geometric qualities of a map.

Orthoimagery allows users to accurately measure visible ground features in their true geographic position. This allows users to make accurate distance and area calculations and measure the true position of any feature observed in the orthoimage. Orthoimagery is the foundation for GIS, forming the base layer from which many additional geospatial data layers are created.

Orthoimagery can vary greatly in both accuracy and pixel resolution. Pixel resolution refers to the actual distance on the ground each pixel represents in the orthoimagery. For example, one-foot pixel resolution means each pixel in the image covers one foot on the ground. Typically, ortho programs for planning purposes would require either six-inch or even one-foot resolution, however, the Region elected to go with three-inch imagery to allow for greater detail. Images on the left show the difference between six-inch (2015 Imagery) and the imagery that was flown in support of the 2020 program.

In addition to the increase in resolution for the 2020 acquisition, five counties elected to work with the Wisconsin Regional Orthoimagery Consortium (WROC) to include a fourth band as part of the final tiled color orthoimages. This fourth band was color infrared (CIR). CIR imagery's main advantage is identifying vegetation. Utilizing this additional band, a geospatial professional can extract impervious and non-impervious surfaces in support of stormwater run-off calculations using semiautomatic techniques. The example shows how this fourth band looks when one replaces the blue band (color is based on three-band: red, green, blue) with CIR and how vegetated features are highlighted.



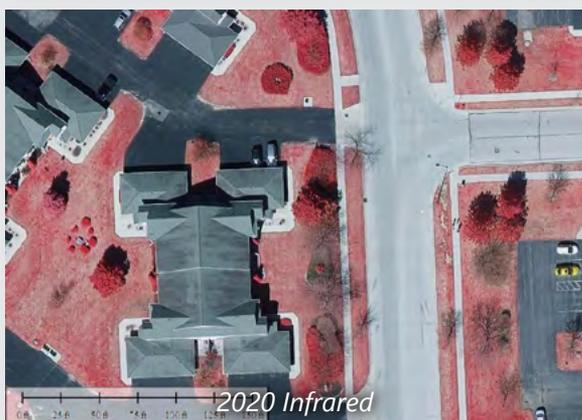
2015 Imagery



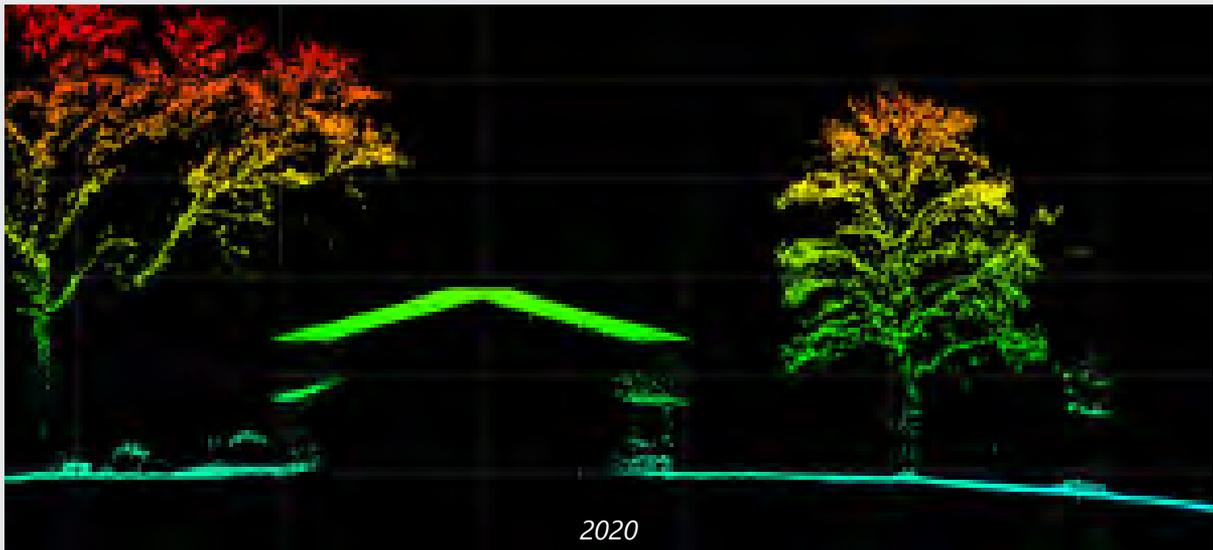
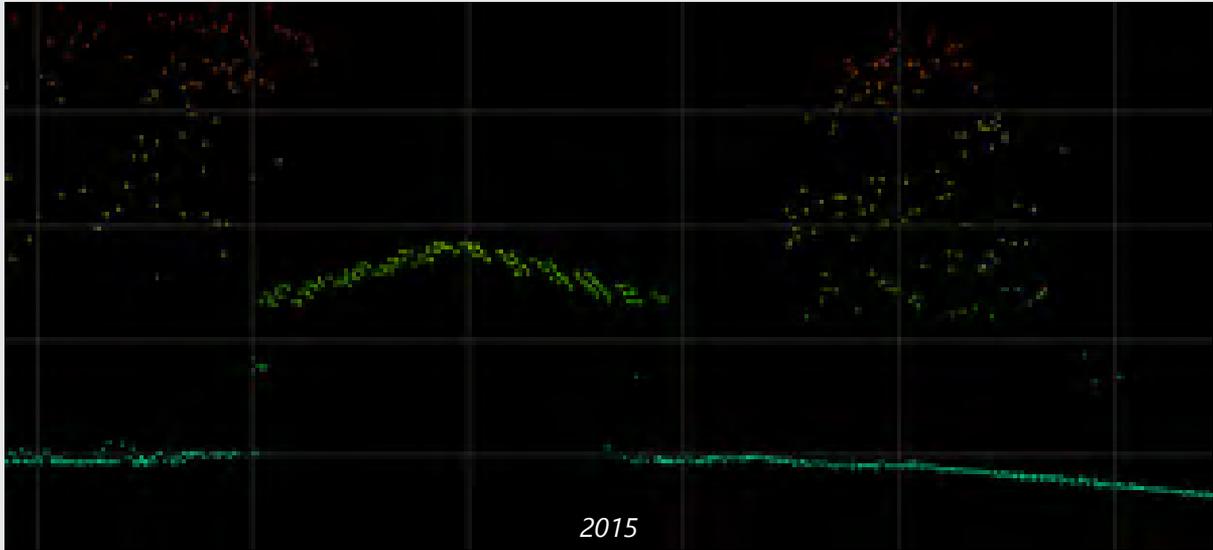
2020 Imagery



2020 Color Imagery



2020 Infrared



Milwaukee High Density LiDAR

The Commission assisted Milwaukee County in acquiring new LiDAR (Light Detection and Ranging) during the spring of 2020. Lidar is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to generate precise, three-dimensional information about the shape of the Earth and its surface characteristics. LiDAR technology continues to improve and support geospatial base layers. Back in 2015 Milwaukee County acquired LiDAR at roughly 4 points per square meter but sensor technology improvements permitted the County to acquire the same area at a density of over 30 points per square meter in 2020. This improvement in point density provides greater surface detail, which allows the county to supplementally process buildings, trees, and powerlines and can lead to the development of 3D building models.



Credit: MCTS



Credit: Waukesha Metro Transit



Credit: Via



Credit: Arlington Transportation Partners

Workforce Mobility Team

Employers continued to express challenges with retaining and attracting employees in 2020, even though many businesses reduced in-person activities due to the pandemic. In early 2020, the Workforce Mobility Team, at the request of the Village of Pleasant Prairie, developed a memo that summarized on-demand mobility options that could be considered to serve employment centers beyond the current transit service areas. Commission staff also met with representatives from Hartford Area Economic Development to review potential workforce transportation solutions and analyses available for businesses in the area that are having challenges attracting workers. New transportation solutions were developed in the Region, with a partnership initiated by the Milwaukee Urban League to provide transportation service to partner companies, including Stella & Chewy's in Oak Creek. Commission staff met with key staff at the Milwaukee Urban League to learn more and offer assistance. Lastly, Commission staff assisted professors at UW-Milwaukee with an application for a National Science Foundation CIVIC grant to study first-last mile options between the City of Milwaukee and businesses in the Village of Menomonee Falls. The Workforce Mobility Team continues to research innovative solutions nationwide and track local efforts to provide relevant assistance and recommendations to employers in the Region.



Transportation Demand Management

The pandemic offered Commission staff unique opportunities to research and track the changing dynamics within the TDM landscape nationwide. Some key short-term findings of transportation behavior change were increases in biking and remote telework replacing single-occupancy vehicle trips. Staff developed and distributed material highlighting biking as an excellent alternative transportation choice during the pandemic. Staff also developed a remote work survey to distribute in 2021 to better understand the impacts that the pandemic had on employee commuting trends in the region. In addition, staff continued to research rideshare technology platforms to understand recent trends and current best practices to help better inform the public about multimodal transportation options.

Other Transportation Activities

Congestion Management Process

Federal regulations require transportation management areas (TMAs), such as Southeastern Wisconsin, to develop and implement a congestion management process as part of the regional transportation planning process. The Commission fulfills this requirement largely through the development and updating of VISION 2050, the Region's long-range land use and transportation plan; the refinement of VISION 2050 through more detailed planning and programming efforts; and the recent completion of SEWRPC Memorandum Report No. 203 (2nd Edition), "Congestion Management Process in Southeastern Wisconsin." This report documents how the Federally required congestion management process for Southeastern Wisconsin has been incorporated into the Commission's planning process. The congestion management process in Southeastern Wisconsin includes the following elements:

- ▶ Defining congestion management objectives and appropriate performance measures to assess and evaluate the extent of congestion and its impacts
- ▶ Establishing a coordinated program for data collection and system performance monitoring
- ▶ Identifying congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems, including strategies that focus on demand management, operational improvements, public transit improvements, and additional highway system capacity (only after other strategies and a determination that these other strategies cannot fully address the identified congestion)
- ▶ Identifying an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies)
- ▶ Implementing of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures

Data and Technical Assistance

- ▶ Commission staff and WisDOT staff completed a review and update of baseline attribute data for park-ride lots in Southeastern Wisconsin.
- ▶ In 2020, Commission staff continued to operate and maintain a non-motorized count program, which was initiated in 2015. Since the program was initiated, more communities within the Region are purchasing and installing trail counters, allowing the Commission to add new sites to the Region's count program. In 2020, the Commission collected 49 short-term counts in addition to its four permanent sites.
- ▶ In 2020, Commission staff initiated work on the inventory of sidewalks within Southeastern Wisconsin. This effort is expected to be completed early in 2021.
- ▶ Commission staff initiated updates to the 2016 Public Transit-Human Services Transportation Coordination Plans for all seven counties, including demographic and service changes. Projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) must be included in the coordinated plan. Virtual outreach will take place in late 2020, to gather input on the needs and strategies that improve public transit and human services transportation in each county and the Region. The seven plans will be completed in early 2021. In addition, Commission staff managed the application process for Section 5310 grants for the calendar years 2021 and 2022 funds for the Milwaukee urbanized area consistent with the Coordination Plans. Successful applicants were notified in November 2020.
- ▶ Commission staff initiated work on the development of a performance monitoring website. The website is intended to replace the former performance monitoring section of the Commission's Annual Report. The transportation data provided on the performance monitoring website will be similar to that previously provided in the annual report. However, the maps, tables, and figures shown on the website are intended to be interactive allowing the viewer some flexibility on the data shown. In addition, the data on the website is intended to be updated as new data becomes available. The performance monitoring website will be made active in 2021.

Natural Resource Planning

The Commission completed field inspections for a total of 65 requests in 2020 for special environmental inventories, assessments, and evaluations for a wide variety and scale of projects as summarized below:

- ▶ Individual Development Parcel (32)
- ▶ Large Residential or Commercial Development Project (11)
- ▶ Individual Transportation Project (8)
- ▶ Evaluation Of Existing and Proposed Public Park Site (4)
- ▶ Municipal/Private Utility or Public Facility Development Project (2)
- ▶ Transportation Corridors (8)

In 2020, the Commission continued work to update the regional natural areas and critical species habitat protection and management plan (SEWRPC Planning Report No. 42). Although there were no Technical Advisory Committee meetings held in 2020, significant progress has been made to update site profiles, digital database, maps, and re-ranking of Natural Areas (including Water Classification) and Critical Species Habitat sites.

49 designated or proposed natural areas and critical species habitats were visited by staff in 2020. These visits were conducted either to inform the Commission's natural areas planning or at the request of various governments or conservation nonprofit organizations. No formal amendments were made to the regional natural areas plan this year, but several changes were identified for inclusion in the future amendment to the natural areas plan (pending approval by the Advisory Committee) among the three categories below:

- ▶ **New sites:** One new natural area of local significance (NA-3) in Washington County was identified.
- ▶ **Upgraded sites:** Three sites will be proposed as upgrades from critical species habitats to natural areas of local significance (NA-3) (one in Milwaukee County and two in Waukesha County), and one site from regional significance (NA-2) to statewide significance (NA-1) in Waukesha County.
- ▶ **Downgraded sites:** Field work identified three sites previously classified as natural areas that will be recommended for removal as they no longer represented a locally significant natural area. The most common reason associated with rank downgrades relates to the negative effects associated with invasive species.

144

total site visits
were made
in **2020**



Special Environmental Inventories, Assessments, and Evaluations (first number)

The Commission continually helps Federal, State, and local governments to evaluate and assess the environmental significance and quality of specific development and preservation sites throughout the Region. In particular, this often involves the field identification and delineation of the extent of environmentally sensitive areas, including wetlands and/or environmental corridors.

Natural Areas and Critical Species Habitats (second number)

Natural Areas and Critical Species Habitat Areas—essentially, the highest quality remnants of the pre-European settlement landscape—as well as other areas vital to maintaining endangered, threatened, and rare plant and animal species in the Region.

Coastal Management Planning

The Wisconsin Coastal Management Program (WCMP) was established in 1978 under the Federal Coastal Zone Management Act to preserve and improve Wisconsin's Great Lakes coastal resources. During 2020, the Commission continued to provide assistance to the Wisconsin Department of Administration related to the program, including:

- ▶ Conducting field investigations associated with wetlands and other sensitive lands in the coastal management area
- ▶ Reviewing proposed sanitary sewer extensions in the coastal management area
- ▶ Assisting counties, state and local governments, and other organizations with programs and projects to improve near-shore water quality and habitat value
- ▶ Briefing the Wisconsin Coastal Council on relevant Commission activities

Staff also continued work on the Southeastern Wisconsin Coastal Resilience Study in collaboration with the WCMP, the UW Sea Grant Institute, and the UW-Madison Department of Civil and Environmental Engineering. The three-year study focuses on the Lake Michigan coast in Ozaukee, Milwaukee, Racine, and Kenosha Counties. Deliverables for the study will include:

- ▶ Projecting future shoreline recession
- ▶ Developing guidance materials for implementing risk reduction practices and communicating risk along the coastal shoreline
- ▶ Organizing a network for communities to collaborate
- ▶ Identifying coastal resilience projects to fund

Sanitary Sewer Service Area Planning

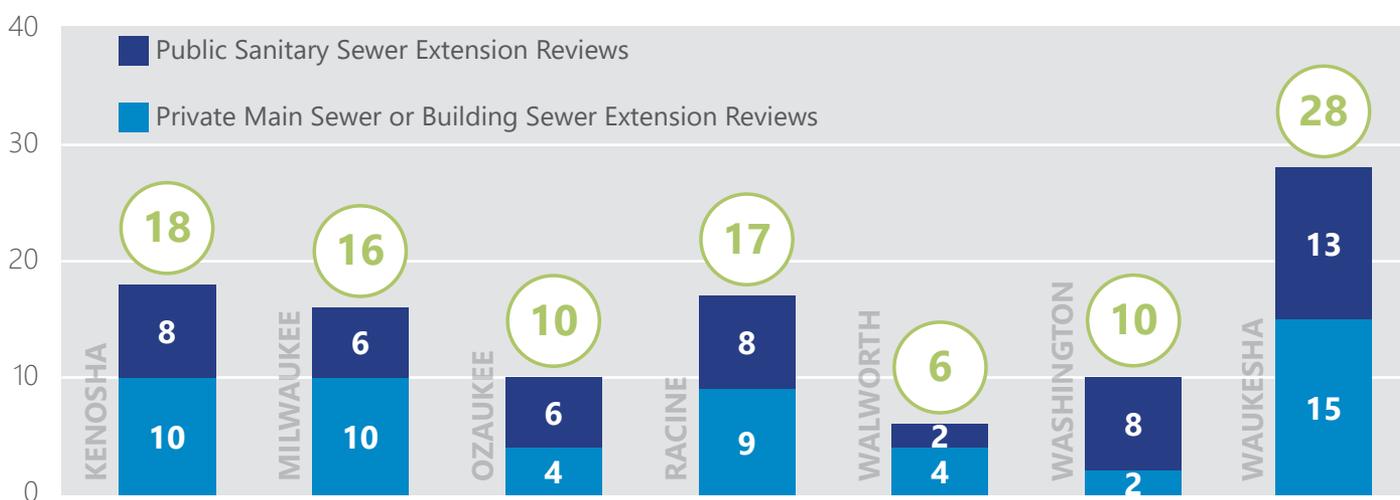
An important element of the water quality plan relates to recommendations for wastewater treatment plants and the wastewater conveyance systems that flow to those plants. In 2020, the Commission continued to work with local engineers and consultants to prepare detailed local sewerage facilities plans designed to meet Federal Clean Water Act and Wisconsin Clean Water Fund requirements. The initial water quality plan delineated 85 sanitary sewer service areas tributary to each recommended public sewage treatment plant in the Region. In ongoing work since then, staff has refined and detailed many of these sewer service areas in cooperation with local units of government. During 2020, the Commission adopted a comprehensive update of the sanitary sewer service area plan for the Village of Yorkville.

As part of its sewer service area planning efforts, the Commission is required to review and comment on all proposed public sanitary sewer extensions and certain proposed private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks relative to their conformance to the adopted water quality plan.

51
Public
Sewer
Extensions

105
Review Comments
on Proposed
Sewer Extensions

54
Private
Sewer
Extensions



Yorkville Sanitary Sewer Service Area Plan

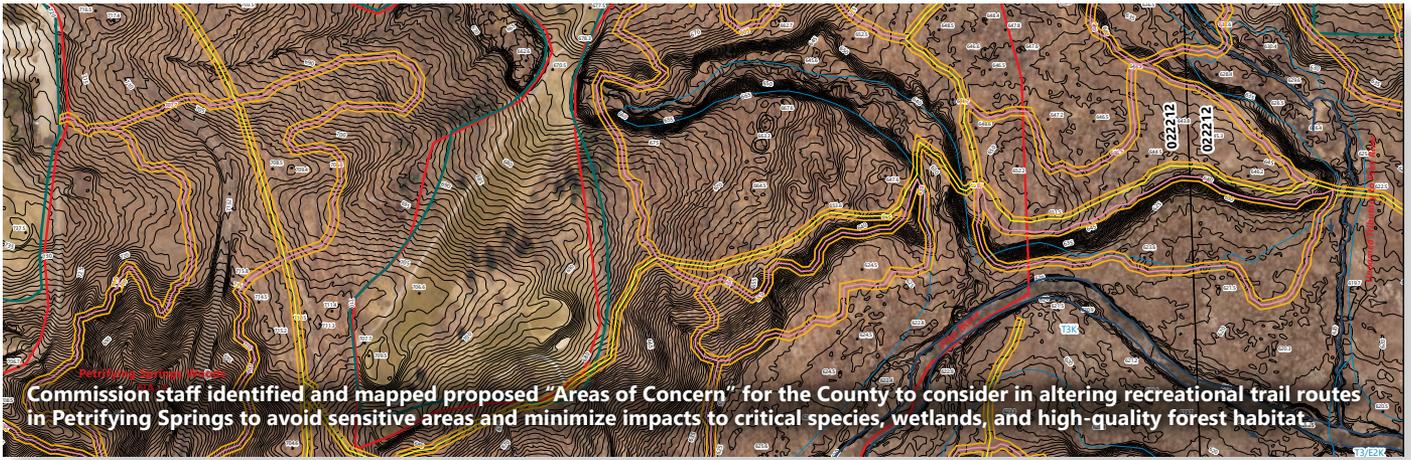
At its meeting on September 16, 2020, the Commission adopted an amendment to the regional water quality management plan to refine the Yorkville sanitary sewer service area, which is presented in SEWRPC Community Assistance Planning Report No. 337, Sanitary Sewer Service Area for the Yorkville Sewer Utility District No. 1, Racine County, Wisconsin. This plan was the subject of a public hearing and was adopted by the Village of Yorkville on July 13, 2020, and was approved by the Wisconsin Department of Natural Resources on December 9, 2020.

The sanitary sewer service area refinement reflects an addition to the existing Yorkville sewer service area, which will facilitate industrial growth in the area, as identified in the Village's comprehensive plan. In addition, the refinement will help to protect sensitive natural resources in the area, such as environmental corridors and isolated natural resource areas. Environmental corridors include the best and most important elements of the natural resource base. Preserving environmental corridors in essentially natural, open uses is considered essential to maintaining the overall quality of the environment and to avoiding serious and costly developmental problems.

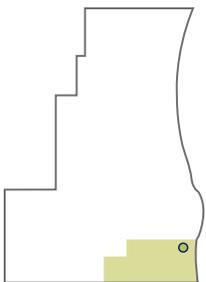
Sanitary sewer service area plans, consistent with regional water quality management and regional land use planning, and through regulations adhered to by the Wisconsin Department of Natural Resources and the Department of Safety and Professional Services, help protect these sensitive natural resource areas by limiting the extension of sanitary sewers into the portions of the environmental corridors and isolated natural resource areas that are comprised of wetlands, floodplains, riparian buffers, and steep slopes.

Since its inception in 1960, the Commission has assisted county and local governments with a wide range of plans related to land use, parks, transportation, and natural resources. This assistance promotes coordination between regional and local plans, helps county and local governments implement plans, and encourages the sound physical development of the Region. Services are available to all county and local governments that participate in and financially support the regional planning program. Highlights from 2020 are on the following pages and include assistance with:

- ▶ Lake and river management planning
- ▶ Floodplain and stormwater management planning
- ▶ Comprehensive planning
- ▶ Land and water resource management planning
- ▶ Park and open space planning
- ▶ Public transit and other transportation planning
- ▶ Economic development assistance
- ▶ Data provision and other technical assistance



Enabling Trails and Protecting Environmental Lands at Petrifying Springs Park



Petrifying Springs Park in Kenosha County and the adjacent UW-Parkside property is a popular location for hiking and biking. The Pike River flows through County and UW-Parkside property, and contains Commission designated Primary Environmental Corridor and Natural Area. Petrifying Springs Woods, a Natural Area of Regional Significance, is found on both Parkside and Kenosha County Lands. Hiking and Biking trails transect the Natural Area and Environmental Corridor. In recent years, unapproved trails were constructed in the remnant forest and adjoining primary environmental corridor. Many of these unapproved trails are unstable and eroding, and they also intersect sensitive environmental areas such as remnant natural communities, wetlands, and steep slopes. The Kenosha County Division of Parks has worked with a consultant to develop a properly-constructed trail system that will minimize impacts to sensitive environmental resources while maximizing recreational opportunities within the Park. As part of this important effort, the County Division of Parks requested the Commission's assistance in locating and identifying natural resources within the proposed trail project area.

This effort involved multiple field workdays for the Commission's environmental staff. After receiving the initial planned trail map from the County, Commission staff visited the site to identify, inventory, and delineate wetlands and other environmentally sensitive areas of concern located within the project area. Many environmentally significant areas were identified within the project area including nine wetlands. Five State special concern species and one State endangered species were located within the project area. Three of these species were previously undocumented from the area.



Commission staff meeting with Kenosha County staff in Petrifying Springs to discuss trail impact issues, concerns, goals, and potential alternatives.



An example of an unapproved trail causing significant streambed and bank erosion.

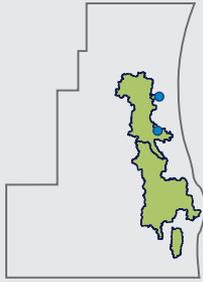


Commission staff photo taken within Petrifying Springs during onsite wetland delineation and critical species survey along existing recreational trail.

Based on these findings, the County, UW-Parkside, trail designer, and Commission worked together to refine the proposed trail system to minimize impacts to wetlands and floodplain, sensitive slopes, and rare species and natural communities. The Commission compiled recommendations for trail relocation and assessed proposed changes in layout by the trail designer. Newly proposed trails were again surveyed to determine if any environmentally sensitive areas occurred within the new project area. In sensitive areas, Commission staff and the trail designer reoriented trails in the field to avoid impacts to rare species and natural communities. Commission staff provided recommendations for restoring unsustainable trails that will be closed upon completion of the new trail system. Trail construction is anticipated to start in 2021 and take several years to complete.

Because of the close coordination among all entities involved in this project, the recreational value of Petrifying Springs Park will be enhanced while sensitive environmental lands and habitats will be protected. Because of this field work and the enhancements that are being implemented by the County and UW-Parkside, Commission staff will propose expanding the Petrifying Springs Woods Natural Area boundary to include Floodplain Forest along the Pike River. The floodplain, located on the UW-Parkside Campus, is dominated by a good quality native plant community containing several rare and uncommon species. In addition, new Critical Species Habitat sites have been identified outside the Natural Area Boundary that will be included within the Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin that is currently being updated.

Floodplain and Stormwater Management



The Commission maintains a continuing program to address stormwater and floodplain management issues, which was initiated long before the concepts of local floodplain zoning and Federal flood insurance had been widely adopted. From 1966 through 2003, staff prepared comprehensive plans for most of the Region's watersheds. Each plan included development of hydrologic and hydraulic computer simulation models and detailed flood profiles and floodplain maps along numerous streams and rivers within each watershed. That information, refined and updated over time, serves as the basis for local floodplain zoning and Federal flood insurance mapping throughout much of the Region. Due to significant expertise in hydrologic and hydraulic modeling, Commission staff are regularly involved in floodplain and stormwater management planning activities across the Region. Highlights for stormwater and floodplain work during 2020 are included in this section.

Menomonee River Watershed Floodplain Updates

Staff continued the hydraulic modeling and floodplain mapping effort for the Milwaukee County Land Information Council (formerly MCAMLIS) and MMSD. Preliminary floodplain maps were completed for the Menomonee River mainstem upstream of W. North Avenue, Honey Creek, Woods Creek, Grantosa Creek, the Dretzka Park Tributary, the Little Menomonee River, and Little Menomonee Creek. The Menomonee River Watershed hydraulic models and floodplain maps were submitted to WDNR and are currently under the regulatory review and approval process.

Root River Watershed Floodplain Updates

As part of the MCAMLIS effort, staff continued the hydrologic and hydraulic modeling and floodplain mapping effort for the Root River watershed. In 2020 the completed Root River watershed hydrologic model was submitted to WDNR for review and approval. Hydraulic modeling and preliminary draft floodplain mapping for Hale Creek in the City of West Allis was also completed.

South Branch Pike River Floodplain Study

Commission staff completed preliminary draft floodplain maps for the South Branch Pike River and its five tributaries in Kenosha County. The South Branch Pike River Floodplain Study was initiated under request by Kenosha County in 2017 to support the County's interest in future stream restoration and floodplain improvement projects. The Commission staff provided continued support to Kenosha County and the U.S. Army Corps of Engineers on their South Branch Pike River restoration effort.

Watercourse System Plan for Schoonmaker Creek

In 2020 Commission staff completed work on the Schoonmaker Creek Watercourse System Plan for the City of Wauwatosa to evaluate flood risks and to develop alternative plans to mitigate those flood risks in the Schoonmaker Creek watershed. This effort included modeling and mapping a nonregulatory floodplain area for the open channel portion of Schoonmaker Creek. The final report is published under SEWRPC Memorandum Report No. 241.

Watercourse Management Plan for Beaver Creek

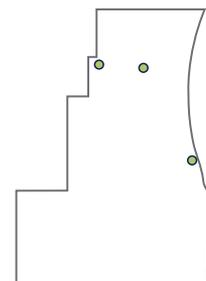
Staff continued work on a Beaver Creek watercourse management plan for MMSD to address flooded structures in the Village of Brown Deer. Solutions include channel daylighting, culvert improvements, and floodproofing or acquiring flooded structures. In 2020, the Commission staff worked to resolve MMSD comments on the preliminary draft plan submitted in October 2019. The comments plus a channel restoration effort recently completed on the creek led to an expanded scope of work, with that effort approved to start in 2021.

Comprehensive Planning

The Commission works closely with county and local governments in implementing its regional plans and also provides a wide variety of additional local assistance. In a major effort between 2004 and 2011, Commission staff assisted county and local units of government in preparing multi-jurisdictional comprehensive plans for Kenosha, Ozaukee, Racine, Walworth, and Washington Counties, with a total of 78 cities, villages, and towns participating in those efforts. Staff also provided data and technical assistance to Waukesha County and to cities and villages in Milwaukee County (Milwaukee County itself has not prepared a comprehensive plan because it does not administer zoning, land division, or official mapping ordinances).

After 2011, work shifted to assistance with updating and implementing comprehensive plans. Major comprehensive planning activities in 2020 included:

- ▶ **Town of Jackson Comprehensive Plan:** Staff continued work on a 10-year update to the Town's comprehensive plan with a focus on extending the land use plan map to the design year 2050
- ▶ **Town of Hartford Comprehensive Plan:** Staff initiated work on a 10-year update to the Town's comprehensive plan with a focus on extending the land use plan map to the design year 2050
- ▶ **City of Cudahy Comprehensive Plan:** Staff initiated work on a 10-year update to the City's comprehensive plan with a focus on extending the land use plan map to the design year 2050 by incorporating the Gateway and City Center plan that was recently prepared for the City by RINKA and proposed recommendations for redeveloping the South Packard Avenue corridor

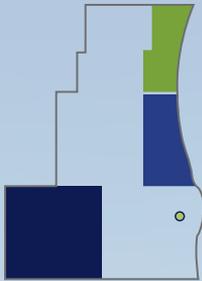


Ozaukee County Land and Water Resource Management Plan



Commission staff initiated work on an update of the County's Land and Water Resource Management Plan (LWRMP). A LWRMP is a State-mandated long-range planning document intended to guide the activities of County Land and Water Management Departments in their efforts to protect and improve land and water resources. The Ozaukee County LWRMP is specifically intended to serve as a multi-year workplan which will: address implementing State agricultural and non-agricultural nonpoint source water pollution performance standards; identify local land and water resource concerns, issues, and priorities; establish goals and objectives in response to the identified concerns and issues; develop a comprehensive program integrating existing and proposed resource management programs, plans, and funding; establish an informational and educational strategy; and identify a method to evaluate and monitor progress. The update will also allow the County to remain eligible for conservation staff funding and cost-share grants. Work on the plan update is expected to be completed in 2021.

Park and Open Space Planning

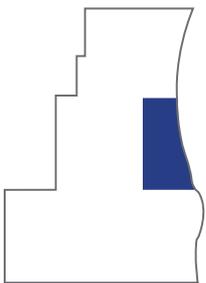


The Commission adopted a regional park and open space plan in 1977. The plan recommends preserving environmentally significant open space lands and providing sites and facilities for major resource-oriented outdoor recreation activities throughout the Region. Over time, the plan has been amended on a county-by-county basis, with Commission staff assisting in most county plan updates and the Commission adopting them as amendments to the regional park and open space plan. Staff also prepares park and open space plans for communities by request. In 2020, staff:

continued work on an update of the Milwaukee County park and open space plan; continued work on an update of the Ozaukee County park and open space plan; initiated work on an update of the Walworth County park and open space plan; and initiated work on the park and open space plan update for the Village of Mount Pleasant.



Milwaukee County Coastline Management Guidelines Report



During 2020, staff continued work on a memorandum report documenting coastline management guidelines for Milwaukee County. Initiated upon Milwaukee County's request in 2019, the report development effort includes an inventory of existing conditions along Milwaukee County's

Lake Michigan coastline; a review of municipal, State, and Federal coastline management policies and best management practices; and an examination of stability trends of the County's coastline bluffs. The resulting report will set forth goals, guidelines, and requirements designed to enable Milwaukee County to evaluate and manage potential coastline impacts to County-owned assets. The guidelines, which will offer a framework for promoting bluff slope stability within County-owned lands along the Lake Michigan coastline, will serve as a reference tool as the County considers conducting work or evaluates proposals from property owners, Friends Groups and other organizations, municipalities, and others interested in conducting work that could impact bluff slope stability within County-owned lands along the Lake Michigan coastline. It is anticipated that this report will be completed in 2021.



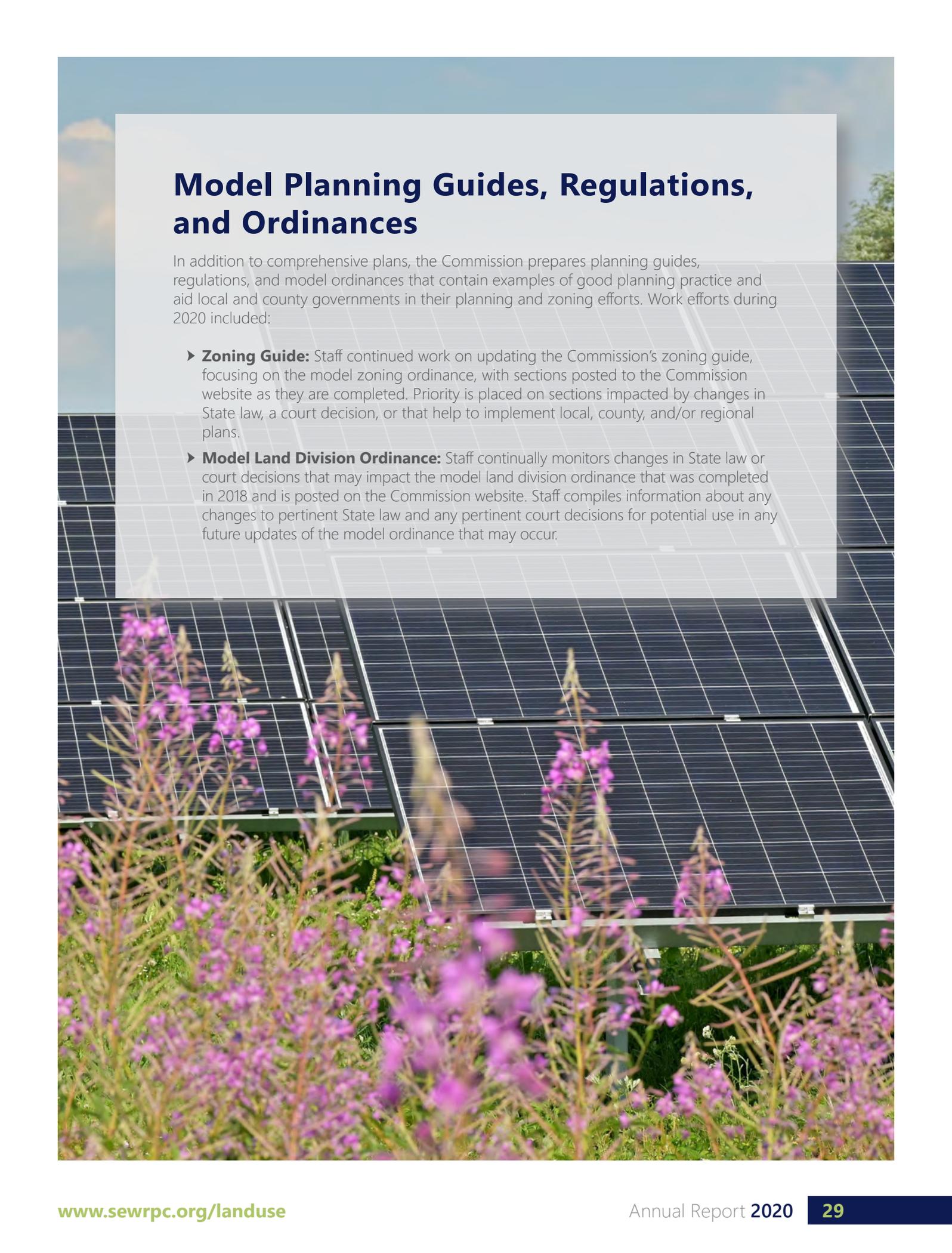
Credit: Milwaukee County



Credit: Milwaukee County



Credit: Milwaukee County



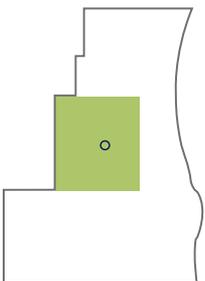
Model Planning Guides, Regulations, and Ordinances

In addition to comprehensive plans, the Commission prepares planning guides, regulations, and model ordinances that contain examples of good planning practice and aid local and county governments in their planning and zoning efforts. Work efforts during 2020 included:

- ▶ **Zoning Guide:** Staff continued work on updating the Commission's zoning guide, focusing on the model zoning ordinance, with sections posted to the Commission website as they are completed. Priority is placed on sections impacted by changes in State law, a court decision, or that help to implement local, county, and/or regional plans.
- ▶ **Model Land Division Ordinance:** Staff continually monitors changes in State law or court decisions that may impact the model land division ordinance that was completed in 2018 and is posted on the Commission website. Staff compiles information about any changes to pertinent State law and any pertinent court decisions for potential use in any future updates of the model ordinance that may occur.



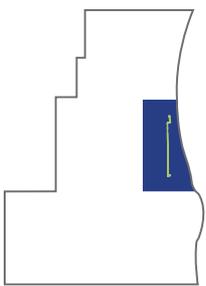
Waukesha Area Transit Development Plan



Commission staff continued work on a transit development plan for the City of Waukesha and Waukesha County transit services. In 2020, Commission staff carried out focused outreach in support of the Waukesha Area Transit Development Plan to gather feedback on transit issues including businesses, educational institutions, and non-profit organizations that serve individuals who are frequent transit passengers. Commission staff surveyed and inventoried over 600 bus stops in the City and County and identified where improvements could be considered to enhance pedestrian access and safety. With input gathered from the Advisory Committee and community members, Commission staff developed memoranda to better describe options regarding the following topics: bus stop improvements, Route 1 enhancements, route redesign concepts, mobility hub locations, and mobility on-demand options, for consideration at an Advisory Committee meeting in early 2021. The plan is expected to be completed in 2022.



27th Street Transit Enhancement Study



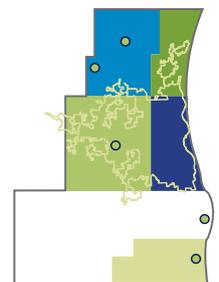
Milwaukee County and the Commission initiated the Milwaukee North-South Transit Enhancement Study along and near 27th Street throughout Milwaukee County to enhance transit service, increase frequency, add amenities, and potentially expand the existing Milwaukee County Transit Service (MCTS) PurpleLine service area. In 2020, SEWRPC provided an existing conditions report including demographic, land use, and transportation infrastructure data, including details on the exiting PurpleLine service, and a subsequent fact sheet summarizing the results. Milwaukee County and SEWRPC engaged stakeholders along the corridor to provide information on the study area and in preparation for the first round of public meetings, which are scheduled for early 2021. At the public meetings, the team will collect feedback on the transit technologies to be considered and corridor route options to be studied during the feasibility study. The study is expected to be completed in early 2022.



Other Public Transit Planning

The Commission regularly provides staff services and data to assist transit operators in transit-related planning activities, which includes developing five-year transit development plans. Highlights from 2020 include:

- ▶ Continued assisting the Milwaukee County Department of Transportation with a bus rapid transit study to improve connections between downtown Milwaukee and the Milwaukee Regional Medical Center
- ▶ Completed the required transit asset management performance tracking and documentation for many of the Region's transit operators
- ▶ Coordinated with transit operators to establish the agreed-upon transit funding allocation method for FFY 2020 Federal Transit Administration funds and CARES Act transit funds
- ▶ Commission staff managed the application process for Section 5310 grants for the calendar years 2021 and 2022 funds. Successful applicants were notified in November 2020.

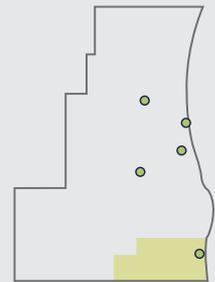




Economic Development

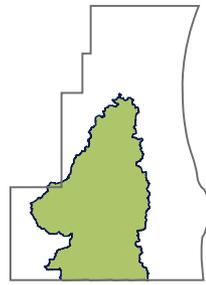
The Commission's role in economic development is to assist county and local units of government and economic development organizations in the Region in pursuing economic development activities and to promote the coordination of local economic development plans and programs. Assistance during 2020 included:

- ▶ **Economic Development Data:** In response to seven data requests, staff provided 31 reports from WEDC's web-based Economic Modeling Specialist International (EMSI) Developer software to county and local governments and economic development organizations. These reports can be customized to various geographies and provide valuable industry, occupation, and workforce information.
- ▶ **Federal and State Grant-In-Aid Support:** In aid to Kenosha County, staff administered several Federal grant awards to acquire and remove homes located in the Fox River floodplain, and provided assistance in seeking funding opportunities for future acquisitions.
- ▶ **Revolving Loan Fund Support:** Staff provided assistance to the City of Muskego and the Villages of Menomonee Falls and Shorewood in administering existing loans, and approving new loans, from Revolving Loan Fund (RLF) programs that support business development. A Commission staff member also serves as the Kenosha County Housing Authority's Program Coordinator and administers the County's housing rehabilitation RLF. The Commission is responsible for providing information to Kenosha County residents outside the City of Kenosha for the packaging and closing of new housing assistance loans and for servicing outstanding loans. During 2020, seven new loans were made and six loans were serviced. In addition, staff coordinated the County loan program and loan applications with the Southern Housing Region established by the Wisconsin Department of Administration. Staff worked diligently to reduce the Kenosha County Housing Authority RLF balance from approximately \$127,000 in mid-2014 to approximately \$18,000 at the end of 2020 by making additional loans to qualified low- and moderate-income households.
- ▶ **Aerotropolis Milwaukee:** Commission staff continued to participate in and support Aerotropolis Milwaukee development efforts, including serving on the Aerotropolis Milwaukee Board of Directors. Staff also worked with Gateway to Milwaukee staff to support implementation of the MKE Aerotropolis Development Plan prepared by Commission staff in 2017.





Fox River Streambank Erosion Study



The Commission has a long-standing partnership with the Southeastern Wisconsin Fox River Commission (SEWFRC), and was asked by SEWFRC to expand previously completed work on streambank erosion along the Fox River following State-supported expansion of the SEWFRC’s jurisdictional boundary in 2016. Due to this expansion, the SEWFRC needed to determine the status of streambank erosion sites within an additional 27 miles on the mainstem of the Fox River to identify the worst sites or most cost-effective sites to reduce sediment and nutrient loads to the River. To accomplish this task, the Commission conducted a streambank erosion assessment on the

mainstem of the River within the expanded boundary to identify sites, compare these newly documented eroding sites to previously ranked eroding sites within the SEWFRC’s original jurisdictional area, and re-prioritize all sites on the River by erosion severity in terms of erosion rate, bank height, length, modelled pollutant load of phosphorus and sediment, and proximity to infrastructure such as roads and bridges. During 2020, Commission staff identified and ranked a total of 41 shoreline erosion sites among three Counties (10 in Waukesha, 7 in Racine, and 24 in Kenosha). In some instances, particularly in Kenosha County, eroding river channels were associated with bridges and adjacent to roadways, which potentially threatens this critical infrastructure. These sites, ranked as Imminent Threat, are now recommended as some of the highest priority sites for intervention.

Although addressing excessively eroding streambanks is important, eroding banks along the Fox River’s mainstem contribute less than one percent of the River’s total sediment and phosphorus load. Instead, according to data garnered from WDNR models, soil loss from agricultural land delivers about 80 percent of the 1.4 million tons of sediment and 187,000 pounds of phosphorus delivered to the River each year from nonpoint sources. Therefore, Commission staff helped to breakdown and prioritize these overall loads and land parcels from throughout the entire watershed area in order to help refine the SEWFRC’s ongoing focus to reduce nonpoint source pollution abatement. These priority streambank erosion sites and agricultural parcels have become effective tools for communicating problem areas of concern and have helped the SEWFRC to partner with the State, counties, local municipalities, and individual landowners to meaningfully reduce the Fox River’s phosphorus and sediment loads. The full report is expected to be completed in 2022.

Powers Lake Opinion Survey

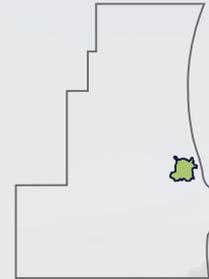


The Commission helps the District of Powers Lake (DPL) survey Powers Lake community sentiments each decade. Since 1990, the DPL has used questionnaire-based survey results to guide lake management decisions. The DPL requested that the Commission assist them complete another survey in 2020. The new survey helps DPL understand current resident impressions of Powers Lake, watershed conditions, and the perceived effectiveness of lake protection measures. The 2020 survey (a mail-in questionnaire distributed to 300 addresses in June 2020) reviewed issues identified in earlier surveys and allowed DPL residents to identify novel and pressing concerns. One-hundred eight surveys (36 percent) were returned by early September 2020. Commission staff subsequently recorded, tabulated, and evaluated responses. Respondents stated that the lake’s water quality was the primary concern

followed by boat traffic volume. Survey respondents perceive that Powers Lake water quality has improved based on aesthetics and water clarity. While Powers Lake hosts many different recreational activities, according to survey results, power boating was the most popular recreational activity. Eighty-five percent of survey respondents believe that the DPL effectively manages Powers Lake. These results will guide the DPL in the continued efforts to protect Powers Lake and serve its community residents.

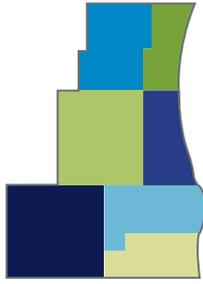
Oak Creek Watershed Restoration Plan

Work continued in 2020 on a restoration plan for the Oak Creek watershed in partnership with the municipalities in the watershed and Milwaukee County, MMSD, WDNR, and the Root-Pike Watershed Initiative Network. The plan will address USEPA's Nine Key Elements for a watershed plan, which must be met for recommended projects to be eligible for future Federal grants. The plan focuses on:



- ▶ Strategies to improve water quality
- ▶ Strategies to preserve, protect, and enhance habitat, wildlife, open spaces, and environmental corridors
- ▶ Recommendations to address riverine and stormwater flooding at targeted locations
- ▶ Recommendations to increase recreational access and opportunities
- ▶ Development of alternative designs and recommendations for the Mill Pond and dam

In 2020, Commission staff completed work on two chapters of the plan. Chapter 4 presents detailed inventories of conditions related to physical characteristics of streams, habitat quality, water quantity, water quality, stream biota, sources of water pollution, and existing recreational opportunities. Chapter 5 sets forth goals and objectives for the management of water quantity, water quality, habitat, recreational access and use, and the Mill Pond and dam. Work continued on Chapter 6, which presents recommendations for the management of the watershed. As part of the planning process, Commission staff also met with the plan Advisory Group and various stakeholders to review aspects of the plan and solicit their contributions to plan development.



Other Environmental Assistance

The Commission's work each year to support improving water quality necessitates providing a wide range of technical assistance including collecting field data. Staff worked with all seven county governments and several municipalities on various water quality/aquatic habitat initiatives by providing technical information, guidance, advice, and/or training to entities throughout the Region in 2020. Selected examples listed below:



- ▶ Fish passage initiatives in the Milwaukee River (Milwaukee County)
- ▶ Mapping stream sediment and nonpoint source pollutant loading distribution along the Upper Oconomowoc River for North Lake Management District (Washington and Waukesha Counties)
- ▶ Milwaukee Estuary Area of Concern fish and wildlife technical team (Milwaukee, Washington, and Ozaukee Counties)
- ▶ Milwaukee River tributary stream connectivity (Ozaukee County)
- ▶ School Section Lake dam repair (Waukesha County)
- ▶ Served on technical advisory committees for Land and Water Resource Management Plan development (Walworth and Washington County)
- ▶ Outlet dam operational order changes for Lake Pewaukee Sanitary District and the Village of Pewaukee (Waukesha County)
- ▶ Pilot study examining water quality and wave action on North Lake for the North Lake Management District and Carroll University (Waukesha County)
- ▶ Served on the Mukwonago River Initiatives Science and Technical Working Group organized by the Nature Conservancy for the proposed water level outlet structure for Booth Lake
- ▶ Streambank erosion and nonpoint source pollutant loading prioritization within the Fox River watershed (Kenosha, Racine, Walworth, and Waukesha Counties)
- ▶ Aquatic plant management for Eagle Spring and Whitewater-Rice Lakes (Waukesha and Walworth Counties)
- ▶ Assess and develop strategies to improve condition of tributary streams to Lake Geneva (Walworth County)
- ▶ Lake resident opinion survey for Powers Lake (Walworth County)
- ▶ Design of unmanned aerial vehicle (UAV) recreational surveys of Delavan Lake (Walworth County)
- ▶ Site inventory and mapping data for the Fabulous Fox River Water Trail project (web portal: www.fabulousfoxwatertrail.org) (Kenosha, Racine, and Waukesha Counties)
- ▶ Stormwater management infrastructure and ravine erosion repair design advice (Milwaukee County)
- ▶ Provided advice regarding water quality and phosphorus concerns to Lake Lorraine (Walworth County)
- ▶ Provided advice regarding runoff, water quality, and watershed conditions to Crystal Lake (Waukesha County)
- ▶ Provided guidance regarding realigning and naturalizing Southwick Creek, a trout stream tributary to Geneva Lake (Walworth County)

The success of the Commission's work relies on strong partnerships with numerous stakeholders across a variety of planning topics the Commission addresses. This specifically includes consultation and coordination with governmental agencies and officials and others in its transportation planning and programming efforts. This valuable consultation is conducted primarily through Commission advisory committees, task forces on key issues, work with community partners, and consulting with numerous groups representing disadvantaged populations. The partnerships and collaborations required for carrying out the Region's many water-related initiatives are another specific example. The Commission also recognizes that public participation is an important part of government decisions affecting many aspects of our lives. As such, there is a continual emphasis on effective outreach to residents of the diverse communities that make up Southeastern Wisconsin, led by the Commission's Public Involvement and Outreach Division. The following section highlights some of the key partnerships and outreach activities from 2020.



Credit: Waukesha Metro Transit

Regional Consultation Activities

The following summarizes regional transportation consultation activities conducted by the Commission pursuant to its Regional Transportation Consultation Process during 2020.

Advisory Committees on Transportation System Planning and Programming (TIP Committees)

- ▶ Commission staff completed work with the Milwaukee TIP Committee to review and recommend projects for years 2023-2025 Surface Transportation Block Grant Program-Milwaukee Urbanized Area funding.
- ▶ In 2020, Commission staff completed work with WisDOT and WDNR staff on evaluating and recommending projects for years 2023-2024 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. This entailed also meeting with the TIP Committee Chairs to review and recommend the initial list of recommended projects. This list was transmitted to the WisDOT Secretary for his review and concurrence.

Advisory Committees on Transit Development Planning

- ▶ The Waukesha Area Committee met one time to guide work on a transit development plan for the City of Waukesha and Waukesha County and provided assistance during the targeted outreach phase in early 2020.

Environmental Justice Task Force

- ▶ Met four times to consider and discuss equity and transportation-related issues

Environmental Partnerships and Collaborations

Within Southeastern Wisconsin, many water-related initiatives require ongoing partnerships and collaborations in some fashion. The Commission, in addition to specifically serving the counties and municipalities, regularly participates in a number of important initiatives across the Region with the Wisconsin Department of Natural Resources (WDNR), local lake community organizations including lake and stream management associations, public inland lake protection and rehabilitation districts, conservancy groups, and land trusts.

Staff actively participated in organizational events and activities at local, regional, and statewide scales, including efforts such as attending meetings, supporting event logistics, serving on committees/boards, providing environmental outreach/education, and giving presentations to share information and management alternatives. In 2020, staff participated in events and activities with the following:

- ▶ Geneva Lake Conservancy
- ▶ Mid-Kettle Moraine Partners Group
- ▶ Mukwonago River Fisheries Committee
- ▶ Mukwonago River Watershed Initiative
- ▶ Oconomowoc River Watershed Protection Program
- ▶ Ozaukee Treasures Network
- ▶ Ozaukee-Washington Land Trust
- ▶ Riveredge Nature Center
- ▶ Root-Pike Watershed Improvement Network
- ▶ Schlitz Audubon Nature Center
- ▶ Southeastern Wisconsin Fox River Commission
- ▶ Southeastern Wisconsin Watersheds Trust, Inc.
- ▶ Tall Pines Conservancy
- ▶ Walworth County Lakes Association
- ▶ Wisconsin Association for Floodplain, Stormwater, and Coastal Management
- ▶ UW-Extension Lakes and Wisconsin Association of Lakes
- ▶ Presentations at: 5th Annual Healthy Lake Conference and the 2020 Clean Rivers, Clean Lake Conference

Milwaukee Metropolitan Sewerage District

MMSD provides water reclamation and flood management services for about 1.1 million people in 28 communities in the Greater Milwaukee Area. The agency serves 411 square miles that cover all or part of six watersheds. Commission staff participated in several initiatives in 2020 that are integral to or allied with MMSD's efforts, including:

- ▶ Aquatic and riparian habitat enhancement/rehabilitation projects in Lincoln Park
- ▶ Dam management and channel manipulation in the Estabrook/Lincoln/Kletsch Park reach of the Milwaukee River
- ▶ Kinnickinnic River rehabilitation and flood mitigation project stakeholder and team member committee
- ▶ Fredonia-Newburg Nine Key Element Plan

Annual Fox River Summit

The annual Fox River Summit brings together a wide range of Federal, State, County, local municipalities, and agencies; nonprofit organizations; and private sector interests. The Summit gives citizens, environmental and conservation groups, businesses, and local governments the ability to discuss issues of concerns, share resources, and work toward common goals associated with protecting, restoring, and enhancing natural resources in the Fox River watershed. Commission staff are highly active in this effort and helped the Southeast Fox River Partnership, Southeastern Wisconsin Fox River Commission, and the Fox River Ecosystem Partnership to organize and coordinate the 8th Annual Fox River Summit. This annual event helps to bring together watershed organizations in Wisconsin and Illinois for a one-day discussion of common interests and possible opportunities for future cooperation, which has led to significant partnerships, projects, and funding in this part of the Region.

Public Involvement and Outreach

Going Virtual

In February 2020, SEWRPC staff initiated the second round of public involvement to obtain input from residents on the draft 2020 Review and Update of VISION 2050. This round was interrupted in March by the COVID-19 pandemic and staff canceled three in-person public meetings across the Region, along with several meetings scheduled with SEWRPC's community partner organizations. In lieu of the canceled in-person meetings, staff extended the original comment period and provided alternative ways for residents to learn about the draft plan update and to provide feedback virtually. This included two virtual meetings, a YouTube video presentation, and an online questionnaire.

Later in the year, SEWRPC implemented Microsoft Teams across the agency, allowing staff to meet virtually, just like a pop-up meeting in the office. Teams also allowed SEWRPC staff to meet virtually with the community and other organizations with which SEWRPC had ongoing projects.

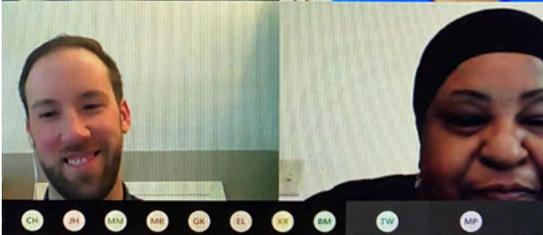
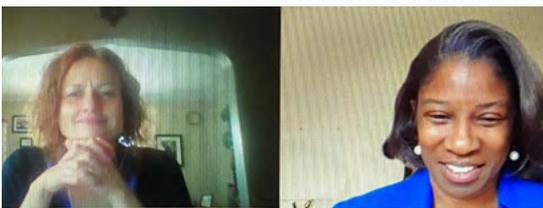
Community Partners

During 2020, the Public Involvement and Outreach (PIO) Division continued regular contact with our 75+ primary organizations (see list on facing page) to see what type of outreach they had been doing with their members or constituents and if there were ways that SEWRPC could assist. PIO also stayed in almost monthly contact with our community partners to support their events and ongoing efforts to stay engaged with their populations. Some examples of SEWRPC's continued participation included:

- ▶ Staffed a limited contact booth at the Urban League of Racine and Kenosha (ULRK) Community Block Party on September 26
- ▶ Served as a presenter four times in 2020 on the Southside Organizing Center (SOC) weekly Facebook Live event, discussing major SEWRPC projects including VISION 2050, the Equity Analysis for VISION 2050, stakeholder meetings for the Comprehensive Economic Development Strategy, and the North South Transit Enhancement Study
- ▶ Served as a panelist for the Milwaukee Urban League's October Roundtable on Racial Disparities in Transportation and Housing

On November 18, during UEDA's virtual Annual Community Gathering, SEWRPC received UEDA's Community Partner of the Year award.

On September 21, SEWRPC's annual community partner meeting was held virtually via Teams. Since there have been some changes in leadership both at SEWRPC and the community partners, SEWRPC Division Heads joined the meeting and reciprocal updates were given by the partners and SEWRPC staff. Staff sent a survey to the community partners after the meeting, which included questions on engagement during the remainder of the year. Based on input from the survey, PIO continued to meet virtually with the community partners.



Organizations Serving Target Populations

Engaging specific population groups, notably low-income populations, people of color, and people with disabilities or other needs, is a particular focus of the Commission's public participation program. This targeted outreach has four major objectives: Outreach, Public Involvement, Education, and Environmental Justice. These efforts by SEWRPC were directed to 75+ specific population subgroups referred to as primary organizations, which are reviewed each year by the Environmental Justice Task Force. SEWRPC's nine community partners are also included in the primary organizations list.



Primary Organizations

Bold text denotes SEWRPC Community Partner
Italicized text signifies operations in multiple counties within Southeastern Wisconsin

- Aging and Disability Resource Centers*
- Clarke Square Neighborhood Initiative*
- Common Ground**
- Congregations United to Serve Humanity*
- Eras Senior Network*
- Ethnically Diverse Business Coalition**
- Harambee Great Neighborhood Initiative*
- Hispanic Business and Professional Association*
- Hispanic Collaborative (Milwaukee)*
- Hispanic Roundtable (Racine)*
- Hmong American Friendship Association**
- IndependenceFirst**
- Interfaith Caregivers of Ozaukee County*
- Interfaith Caregivers of Washington County*
- Kenosha Achievement Center*
- Kenosha Area Family and Aging Services*
- Kenosha Community Health Center*
- Kenosha County Veterans Services*
- La Casa de Esperanza*
- Layton Boulevard West Neighbors*
- League of United Latin American Citizens*
- Local Initiatives Support Corporation*
- Milwaukee Inner City Congregations Allied for Hope*
- Milwaukee Urban League**
- National Association for the Advancement of Colored People*
- Ozaukee Family Services*
- Racine County Family Resource Network*
- Racine Interfaith Coalition*
- Racine Kenosha Community Action Agency*
- Renew Environmental Public Health Advocates, Inc.**
- Riverwest Neighborhood Association/ Riverworks Development Corporation*
- Root River Environmental Education Community Center*
- Sherman Park Community Association*
- Sixteenth Street Community Health Centers*
- Social Development Commission*
- Society's Assets*
- SOPHIA*
- Southside Organizing Center**
- The Threshold, Inc.*
- United Migrant Opportunity Services*
- United Way*
- Urban Ecology Center*
- Urban Economic Development Association of Wisconsin**
- Urban League of Racine and Kenosha**
- Visioning a Greater Racine*
- Walnut Way Conservation Corporation*
- Walworth County Community Alliance*
- Washington Park Partners*
- We Got This*
- Wisconsin Green Muslims*
- Wisconsin Department of Veterans Affairs*
- Wisconsin Veterans Chamber of Commerce*
- WISDOM*
- YWCA Southeast Wisconsin*

Environmental Justice Task Force

The primary role of the EJTF is to enhance the consideration and integration of environmental justice throughout the regional planning process. Environmental justice (EJ) refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EJ populations include people of color, low-income populations, and people with disabilities. The EJTF consists of 15 representatives from throughout the Region who meet regularly to gain an understanding of the Commission's technical work program and to provide input to that program through the lens of environmental justice.

Equity Presentations to the Community

As part of the VISION 2050 update, SEWRPC staff prepared a second edition of a report comparing the Milwaukee metro area to peer metro areas in the Midwest and across the country. Among its conclusions, this report identified significant disparities between the white population and people of color in the Region with respect to educational attainment levels, per capita income, and poverty. VISION 2050 also included an equity analysis that evaluated whether the benefits and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region. The results show that implementing VISION 2050 would help to reduce these disparities by providing more equitable access to opportunities through improved access to jobs, education, healthcare, and other activities. It also found that without additional funding to implement the VISION 2050 public transit element, a disparate impact on the Region's people of color, low-income populations, and people with disabilities is likely to occur. SEWRPC staff made several presentations across the Region on this equity analysis, including:

- ▶ June 9: presentation at a NEWaukee event
- ▶ August 13: presentation at a UEDA meeting
- ▶ September 18: presentation during Southside Organizing Committee's daily Facebook Live event
- ▶ October 27: presentation to the African American Chamber of Commerce of Greater Racine
- ▶ October 28: participation in the Milwaukee Urban League's Roundtable on Racial Disparities in Transportation and Housing



Involvement and Participation

The EJTF facilitates the involvement of, and helps ensure the full and fair participation of, EJ populations at all stages in relevant areas of regional planning.

Address Relevant Issues

The EJTF makes recommendations on, and helps monitor, issues and analyses relevant to the needs and circumstances of EJ populations.

Identify Benefits and Effects

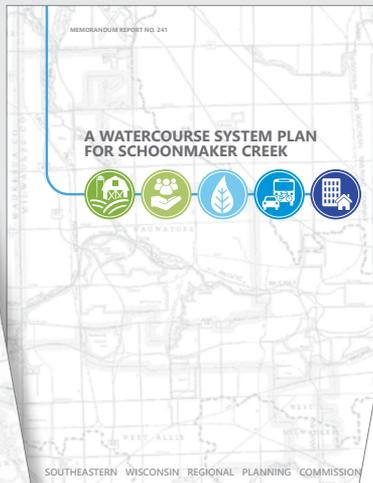
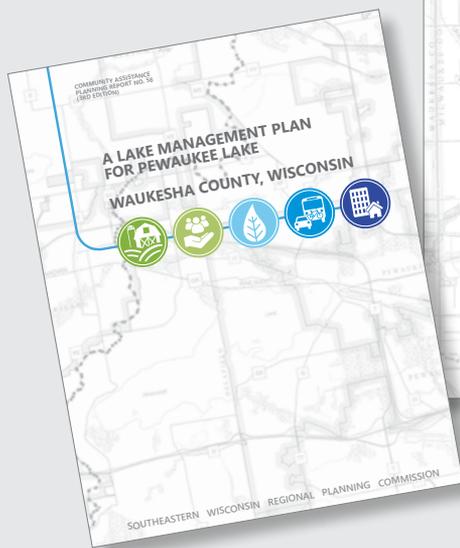
The EJTF helps identify potential benefits and adverse effects of regional planning programs and activities with respect to EJ populations.

Advise and Recommend

The EJTF advises and recommends methods to a.) prevent the denial of, reduction in, or significant delay in the receipt of benefits to EJ populations, and/or b.) avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on EJ populations.

Enhance Planning Awareness

The EJTF enhances awareness, understanding, appreciation, support, and implementation of plan recommendations and benefits, with emphasis on the needs of EJ populations.



In addition to the Commission's Annual Report for 2019 and Overall Work Program for 2020, the following publications were published in 2020. Publication types are described at www.sewrpc.org/publicationtypes.

Planning Reports

No. 55 (Second Edition of Volume III) – VISION 2050:

A Regional Land Use and Transportation Plan for Southeastern Wisconsin

Community Assistance Planning Reports

No. 58 (3rd Edition) – A Lake Management Plan for Pewaukee Lake, Waukesha County, Wisconsin, June

No. 332 – Ozaukee County Hazard Mitigation Plan Update: 2020-2025, August

Memorandum Reports

No. 143 (3rd Edition) – Aquatic Plant Management Plan Update for the Lauderdale Lakes, Walworth County, Wisconsin: 2020, October

No. 221 (2nd Edition) – A Comparison of the Milwaukee Metropolitan Area to its Peers, March

No. 241 – A Watercourse System Plan for Schoonmaker Creek, December

No. 243 – 2020 Review and Update of VISION 2050

Other Reports

The Commission prepares a number of additional types of reports as needed. These report types include: planning guides, technical records, planning program prospectuses, study designs, regional planning conference proceedings, staff memorandums, public meeting minutes, planning program reports, and lake use reports.

Newsletters

Sign up to receive *Regional Planning News* and access past issues at www.sewrpc.org/enews.

Volume 7, Issue 1, July

Volume 7, Issue 2, October

Volume 7, Issue 3, December

The Commission prepares an annual work program that is reviewed and approved by Federal and State funding agencies. This work program is then carried out by a core staff of full-time professional, technical, and clerical personnel, supplemented by additional temporary staff and consultants as needed. At the end of 2020, the Commission staff totaled **65**, including **61** full-time and **4** part-time employees.

Executive Leadership

Kevin J. Muhs, PE, AICP, Executive Director

Benjamin R. McKay, AICP, Deputy Director

Dr. Kurt W. Bauer, PE, PLS, AICP, Executive Director Emeritus

Dr. Bauer passed away on December 13, 2020, at the age of 91. He served as the Executive Director of the Commission between 1961 and 1996 and continued to serve the Commission in an Executive Director Emeritus role until his passing. Dr. Bauer will be greatly missed by the Commission and staff. His legacy in planning innovation and regional cooperation will continue within the Commission's work in the years and decades to come.

Administrative Services

Elizabeth A. Larsen, SPHR, SHRM-SCP, Director of Administration

Megan I. Deau, *Senior Graphic Designer*

Robert J. Klatkiewicz, *Office Clerk*

Nancee A. Nejedlo, *Receptionist*

Jean C. Peters, *Principal Planning Draftsman*

Carrie M. Pozum, *Accounting Clerk/HR Assistant*

Richard J. Wazny, *Print Shop Supervisor*

Environmental Planning

Laura K. Herrick, PE, CFM, Chief Environmental Engineer

Dr. Thomas M. Slawski, Chief Specialist-Biologist

Megan A. Beauchaine, *Planner*

Michael A. Borst, *Research Analyst*

Dr. Joseph E. Boxhorn, *Principal Planner*

Dale J. Buser, *Principal Specialist*

Jennifer L. Dietl, *Senior Specialist*

Shane T. Heyel, *Specialist*

Karin M. Hollister, PE, *Senior Engineer*

Christopher J. Jors, *Principal Specialist*

Zachary P. Kron, *Senior Specialist*

Zijia Li, PE, *Engineer*

James M. Mahoney, *Engineer*

Alexis R. McAdams, *Research Analyst*

Nicklaus J. Neureuther, *Specialist*

Zofia Noe, *Senior Specialist*

Julia C. Orłowski, PE, *Engineer*

Aaron W. Owens, *Senior Planner*

Justin P. Poinsette, *Senior Specialist*

Land Use Planning

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Rochelle M. Brien, AICP, *Senior Planner*

Frank G. Fierek, Jr., *Senior Specialist*

Joyce A. Gramz, *Senior GIS Specialist*

Richard R. Kania, AICP, RLA, *Principal Planner*

Robbie L. Robinson, *Senior Planner*

James P. Siegler, *Planner*

Kathryn E. Sobottke, *Principal Specialist*

Public Involvement and Outreach

Nakeisha N. Payne, Public Involvement and Outreach Manager

Gary K. Korb, *Public Involvement and Outreach Specialist*

Montre J. Moore, *Public Involvement and Outreach Specialist*

Special Projects

Eric D. Lynde, Chief Special Projects Planner

Kaleb W. Kutz, *Planner*

John R. Meland, *Principal Specialist*

Christopher Parisey, *Senior Planner*

Surveying and GIS

Robert W. Merry, PLS, Chief Surveyor

Michael G. Gosetti, GIS Manager

Patricia L. Bouchard, *GIS Specialist*

Timothy R. Gorseger, *GIS Specialist*

Benjamin O. Johnson, *Land Survey Assistant*

Justin Kendall, *Systems Administrator*

Bradley T. Subotnik, *Senior GIS Specialist*

Megan V. Tornoe, *Land Survey Assistant*

Andrew J. Traeger, *Certified Survey Technician*

Transportation Planning

Christopher T. Hiebert, PE, Chief Transportation Engineer

Ryan W. Hoel, PE, Deputy Chief Transportation Engineer

Dr. Gom B. Ale, *Principal Planner*

Robert E. Beglinger, *Principal Planner*

Elizabeth T. Callin, *Senior Planner*

Carrie L. Cooper, *Principal Planner*

Joseph M. Delmagori, *Senior Planner*

Victor T. Helin, *Senior Planner*

Ethan S. Johnson, *Senior Planner*

Reginald L. Mason, *Research Analyst*

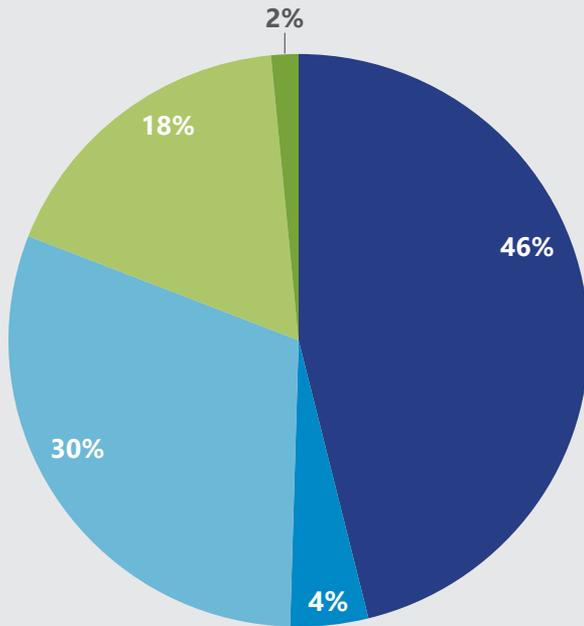
Brandon K. Matthews, *TDM Coordinator*

Gabriel A. Rosenwald, *Engineering Technician*

Xylia N. Rueda, *Planner*

Jennifer B. Sarnecki, *Principal Planner*

Basic financial support is provided by a regional tax levy apportioned to each county on the basis of equalized valuation, which is supplemented by Federal and State aids. The regional tax levy for the Commission has not increased since 2007. A financial audit report for 2020 can be viewed at www.sewrpc.org/funding.

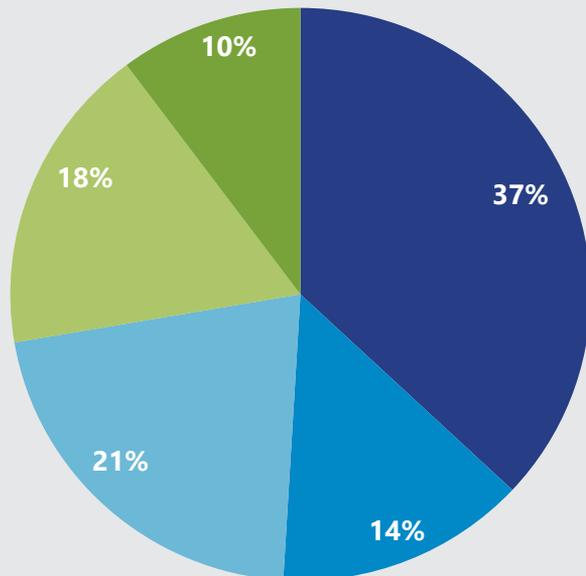


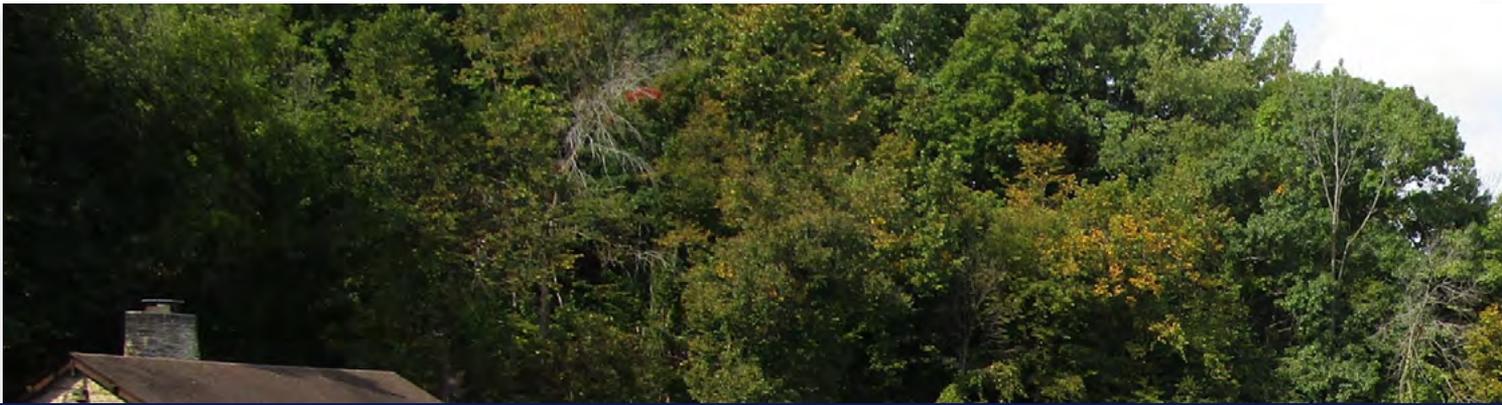
2020 Revenues **\$7,782,184**

- **Federal Government \$3,589,706**
 Federal Highway Administration (45%)
 U.S. Environmental Protection Agency (1%)
- **State Government \$337,901**
 Wisconsin Department of Transportation (3%)
 Wisconsin Department of Natural Resources (1%)
 Wisconsin Department of Administration (<1%)
- **Local Government Tax Levy \$2,370,245**
- **Service Agreements \$1,365,985**
- **Miscellaneous \$118,347**

2020 Expenditures **\$8,049,893**

- **Transportation Planning \$2,975,847**
- **Land Use Planning \$1,125,198**
- **Environmental Planning \$1,719,676**
- **Local Planning Assistance \$1,406,307**
- **Administration \$822,864**





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