



# BAY-LAKE Regional Planning Commission

## *NEWSLETTER* 3rd Quarter 1998

The Bay-Lake Regional Planning Commission was established by Governor Lucey in April 1972 by Executive Order 35 to provide planning services on area-wide issues, to represent local interests on state and federal planning program activities, and to provide local planning assistance to communities in the northeastern Wisconsin region.

### COASTAL MANAGEMENT PROGRAM GRANTS

The Wisconsin Department of Administration has announced that the Wisconsin Coastal Management Program is requesting proposals to fund priority projects in the coastal zone. Eligible applicants include local units of government, state agencies, colleges, universities, tribal units of government, regional planning commissions, and private non-profit organizations. The four priority funding areas are: 1) wetlands protection, 2) cumulative and secondary impacts of development, 3) land use and management planning, and 4) waterfront redevelopment/public access.

Funded projects may start as early as October 1, 1999, but must be completed by September 30, 2000. For projects over \$30,000, applicants must provide a local 60 percent

monetary match. For projects less than \$30,000, the local match is 50 percent. The application deadline is February 8, 1999.

The Wisconsin Coastal Management Program and Bay-Lake Regional Planning Commission will hold a public information meeting to detail the grant process and to provide assistance in writing the applications. The meeting will be held at the Neville Public Museum of Brown County (Green Bay) from 1:30 p.m. - 3:00 p.m. on Thursday, December 3, 1998.

For additional information, contact Dale W. Mohr at the Commission's office.

### WISCONSIN INDUSTRIAL SITES AND BUILDINGS INTERNET SYSTEM (WISBIS) UPDATE

The Bay-Lake Regional Planning Commission, in cooperation with the Wisconsin Department of Commerce, has been maintaining a database of industrial park sites available in the Bay-Lake Region as well as within the state of Wisconsin. The database can be accessed from the Commission's website located at [www.baylakerpc.org](http://www.baylakerpc.org). To keep this database current, the

Commission periodically surveys those communities that have previously provided industrial park site data for the Commission's website. On an annual basis, the Commission surveys those communities that have not previously provided industrial park data. The next survey will be conducted in January, 1999. For more information, please contact Brenda Rehberg of the Commission staff.

### PLANNING FOR THE TOWN OF MORRISON

The town of Morrison adopted the *Town of Morrison 2015 Comprehensive Plan* on November 5, 1998. This plan is the town's first "master plan," and identifies past and current trends of the town's population, housing, economics, land use, transportation and community facilities, and has detailed a land use planning strategy for the next 20 years.

Computerized maps of the town's natural features, land use, zoning and transportation network were included in the planning process and were given to the town.

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## SURFACE TRANSPORTATION AUTHORIZATION BILL ENACTED

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) was signed into law on June 9, 1998, by President Clinton.

This legislation authorizes highway, highway safety, transit and other surface transportation programs for the next 6 years. The TEA-21 legislation "assures a guaranteed level of Federal funds for surface transportation through Federal fiscal year 2003" (September 30, 2003). Key Federal transportation emphasis areas in the TEA-21 legislation include the strengthening of safety programs, continued flexibility of Federal funding between highway and transit modes, access to jobs for individuals transitioning out of welfare programs, and research

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into Intelligent Transportation Systems (ITS). According to the U.S. Department of Transportation (USDOT), "the amount guaranteed for surface transportation is estimated to be \$198 billion. The guaranteed amount is a floor, and defines the least amount of the authorizations that may be spent." The USDOT also notes that "full authorizations for the highway (including highway safety) and transit programs in TEA-21 total almost \$218 billion." Under the new TEA-21 legislation, Wisconsin receives virtually all of the funding which it contributes to the Federal Highway Trust Fund (99.3 cents on the dollar), while

all states are guaranteed at least 90.5 cents for every dollar they contribute to this account.

Since TEA-21 was approved, a subsequent 1999 Federal transportation appropriations bill was recently approved by Congress. According to the Transportation Development Association of Wisconsin (TDA), components of the 1999 appropriations bill include the following (these are national figures):

- Approximately \$25.5 billion will be available for various highway programs, an increase of \$4.0 billion from Federal fiscal year 1998.
- Approximately \$89.4 million will be available for the National Highway Transportation Safety Administration's highway safety programs, an increase of \$12.2 million from Federal fiscal year 1998.
- Approximately \$5.4 billion will be available for transit programs, an increase of \$549 million over Federal fiscal year 1998. Of this amount, transit formula grants are allocated \$2.9 billion, while transit capital investment grants are allocated \$2.3 billion.

Please contact the Commission office to learn more about the TEA-21 legislation and its specific impacts on individual transportation programs.

### ***1998-2001 SHEBOYGAN METROPOLITAN AREA TRANSPORTATION IMPROVEMENTS PROGRAM (TIP) AMENDMENT APPROVED***

The *1998-2001 Sheboygan Metropolitan Area Transportation Improvements Program (TIP) Amendment* was adopted by the Commission at a meeting of its Executive Committee on October 9, 1998. The *1998-2001 TIP Amendment* contains various transit operating and capital projects, elderly and disabled transportation operating and capital projects, Statewide Multimodal Improvement Program (SMIP) projects, and street and highway improvement projects which are eligible for federal funding during the remainder of the program period (1999-2001). Additional documentation in the *1998-2001 TIP Amendment* includes a financial plan demonstrating how projects in the TIP Amendment can be implemented given reasonably available funding sources, the public participation process for the TIP Amendment, and the implementation status of projects recommended for 1998 in the TIP adopted in late 1997. Various appendices also appear in the *1998-2001 TIP Amendment*, including a glossary of terms, procedures for the involvement of private enterprise in transit programs, a financial capacity assessment of the Sheboygan Transit System, the air quality conformity statement for the TIP Amendment, a letter documenting statewide clearinghouse review of the TIP

Amendment, a resolution documenting Commission endorsement of the TIP Amendment, the Surface Transportation Program (STP) Urban System Project Prioritization Policy, and a listing of Sheboygan Metropolitan Planning Organization (MPO) Technical Advisory and Policy Committee members.

A 30 day public comment period and a public hearing were part of the process used to develop the *1998-2001 TIP Amendment*, and public comments (as well as the disposition of those comments) have been incorporated into the public participation process section of the TIP Amendment. Please contact Jeff Agee-Aguayo at the Commission office if you have questions concerning the *1998-2001 Sheboygan Metropolitan Area Transportation Improvements Program Amendment*, or concerning other elements within the Sheboygan MPO transportation planning program.



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## ENVIRONMENTAL CORRIDOR MAPPING PROJECT

With a grant from the Wisconsin Department of Natural Resources Great Lakes Protection Fund, the Bay-Lake Regional Planning Commission is completing a pilot project to delineate environmental corridors in Manitowoc and Sheboygan Counties. The project includes: defining what constitutes an 'environmental corridor'; identifying features to be used in the delineation of corridors; identifying data sources for these features; acquiring feature data; overlaying feature data to create an 'environmental corridor', and publicizing the uses, issues and impacts associated with environmental corridors. Using a draft definition of environmental corridors, the Commission has compiled data on WDNR wetlands, 100-year floodplains, areas with slopes greater than or equal to 12 percent, county building setbacks, and lakes, rivers, streams and ponds within the two counties. Existing environmental corridor definitions from adjacent counties and regions have been compiled to ensure consistency across boundaries. Environmental corridors defined as part of a farmland preservation plan or outdoor recreation plan have also been digitized. Other features being

considered as part of the environmental corridor definition include: scenic viewsheds, archaeological sites, unique geology, wetland mitigation sites, isolated wooded areas, wildlife habitats, and other locally identified features.

Public input on the types of features to include is an important part of the project. The Commission is conducting a series of public meetings with communities in the two counties throughout December and January to discuss environmental corridors and the role they play in the planning process for local communities as well as to

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gather information on features of local importance.

This is a pilot project that will be used as a model to delineate environmental corridors throughout the Bay-Lake Region and Wisconsin. The Commission welcomes comments on the process, and is available to talk to citizen groups and organizations about the project. Comments and questions may be addressed to Mark Walter of the Commission staff.

## YEAR 2000 AERIAL PHOTOGRAPHY



The Bay-Lake Regional Planning Commission and the East Central Wisconsin Regional Planning Commission are undertaking a project to acquire consistent, region-wide aerial photography to coincide with the 2000 Census. The project will acquire negatives for the production of 1"=400'-scale mylar enlargements. The photography will also be consistent with production of digital orthophotography with a two foot pixel resolution. This project is designed to provide a product that meets the needs of a majority of the units of government within the project area and is flexible enough to allow individual counties, towns, villages, and cities to acquire photography at lower altitudes and greater

resolutions that can then be incorporated into the larger project. County-wide photography can be expensive for each unit of government to pay for on an individual basis. The Commission is proposing to cost share a uniform set of photography for the eight counties in the region. Coordination across the region will result in cost savings for all. Many counties are updating or creating GIS maps which require photographic bases to register to or update from.

Any comments or questions may be forwarded to Mark Walter of the Bay-Lake Regional Planning Commission staff.

## GREEN BAY EAST SHORE, PHASE II SUBMITTED TO WISCONSIN COASTAL MANAGEMENT

In response to concerns about the impacts of development along the coastal waters of the Green Bay, the Bay-Lake Regional Planning Commission has completed a project, funded in part by the Wisconsin Coastal Management Program, to study the cumulative and secondary impacts of development on the shoreline of Green Bay, the Niagara escarpment, wetlands and wildlife habitats, and archaeological and historic sites. The results of the study were presented to the Wisconsin Coastal Management Council at their October 15, 1998 meeting in Sturgeon Bay.

The planning area for the *Green Bay East Shore Cumulative and Secondary Impacts Study, Phase II* covers approximately 93 square miles of land within Door County. This study addresses the need for sound planning in a corridor along the east shore of Green Bay, extending from the Union/Gardner town line to the Sevastopol/Egg Harbor town line in Door County. The

corridor includes the towns of Gardner and Nasewaupsee and the portion of the town of Sevastopol east of STH 42, with the Niagara escarpment, the shoreline and STH 57 forming the major natural and man-made linear features, respectively, of the corridor.

The study provides a summary of problems and recommended solutions, including delineation of environmental corridors, to mitigate impacts of development on key resources, as well as providing local units of government with an identification of key natural

resources and the potential impact of development on these resources. This information will enable local officials to take measures to protect these resources and allow Wisconsin Coastal Management staff to benefit from the mapping and identification of key natural features within the study area's coastal zone.

The study is part of a continuing effort by the Commission to inventory and document resources within the coastal zone of the Bay-Lake Region. Comments and questions may be addressed to Aaron Schuette of the Commission staff.

### **SHEBOYGAN SEWER SERVICE AREA PLAN**

The *Sheboygan Sewer Service Area Plan* (SSAP) was finalized on December 18, 1997, during a SSAP Technical Advisory Committee meeting when a vote was reached in favor of submitting the plan to the WDNR for approval. The WDNR approved the plan on September 28, 1998. The Bay-Lake Regional Planning Commission will be mailing copies of the plan to local municipalities and libraries by the end of the year. The revised SSAP will help guide future land use and sewer extensions within the area.

~~December 3; 1:30 p.m. Commission Office~~

### **1998 - 1999 CALENDAR OF EVENTS**

Wisconsin Coastal Management  
Program Meeting  
Neville Museum  
Green Bay, WI

Green Bay, WI

**January 12;** 10:30 a.m.  
GIS Users Group Meeting  
Sheboygan, WI

**December 10;** 1:30 p.m.  
Sheboygan MPO Technical  
Advisory and Policy Committees  
Joint Meeting  
Sheboygan, WI

**February 12;** 10:00 a.m.  
Full Commission Meeting  
Green Bay, WI

**December 11;** 10:00 a.m.  
Full Commission Meeting  
Green Bay, WI

**December 10;** 10:00 a.m.  
Economic Development Advisory  
Committee Meeting  
Commission Office

**January 8;** 10:00 a.m.  
Executive Committee Meeting

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