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FORTY-EIGHTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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October 2009

Inside Region \$2.00 Outside Region \$4.00



October 1, 2009

TO: The Wisconsin Legislature and the Legislative Bodies of the Local Governmental Units within the Southeastern Wisconsin Region

In accordance with the requirements of Section 66.0309(8)(b) of the *Wisconsin Statutes*, this Commission each calendar year prepares and certifies an annual report to the Wisconsin Legislature and to the legislative bodies of the constituent county and local units of government within the Region. This, the 48th annual report of the Commission, summarizes the work of the Commission in calendar year 2008 and contains a statement of the financial position of the Commission as of the end of that year, as certified by an independent auditor.

While the Commission annual report is prepared to meet the legislative requirement noted above, this document also serves as an annual report to the State and Federal agencies that fund several aspects of the Commission's work program. Importantly, the annual report is intended to provide county and local public officials and other interested citizens with a comprehensive overview of current and proposed Commission activities, thereby providing a focus for the active participation of those officials and citizens in regional plan preparation and implementation.

As do past annual reports, this report contains much useful information on development trends in the Region. This report also summarizes the progress made during 2008 by the Commission in carrying out its three basic functions: data collection and dissemination, regional plan preparation, and promotion of plan implementation.

The Commission hopes that the constituent units and agencies of government concerned are pleased with its work during 2008. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

David L. Stroik Chairman

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ABOUT THE COMMISSION

AUTHORITY

The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning services necessary to solve problems which transcend the corporate boundaries and fiscal capabilities of the local units of government comprising the Southeastern Wisconsin Region.

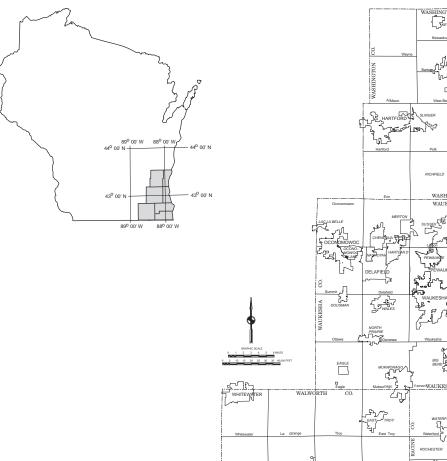
AREA SERVED

The Commission serves the Southeastern Wisconsin Region, which consists of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha (see Map 1). These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 2.0 million persons, or about 35 percent of the total population of the State. The seven counties provide about 1.23 million jobs, or about 36 percent of the total

ZAUKEE

Map 1

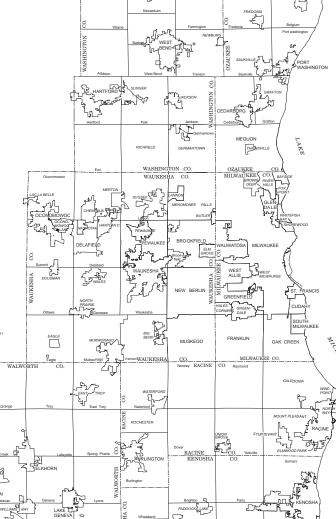
THE SOUTHEASTERN WISCONSIN REGION



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WISCONSIN " ILLINOIS



employment of the State, and contain real property worth about \$193.2 billion as measured in equalized valuation, or about 38 percent of all the tangible wealth of the State as measured by such valuation. There are 153 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

Regional, or areawide, planning has become increasingly accepted as a necessary governmental function in the large metropolitan areas of the United States. This acceptance is based, in part, on a growing awareness that problems of physical and economic development and of environmental deterioration transcend the geographic limits and fiscal capabilities of local units of government and that sound resolution of these problems requires the cooperation of all units and agencies of government concerned and of private interests as well.

As used by the Commission, the term "region" means an area larger than a county but smaller than a state, united by economic interests, geography, and common developmental and environmental problems. A regional basis is necessary to provide a meaningful technical approach to the proper planning and design of such systems of public works as highway and transit and sewerage and water supply, and of park and open space facilities. A regional basis is also essential to provide a sound approach to the resolution of such environmental problems as flooding, air and water pollution, natural resource base deterioration, and changing land use.

Private as well as public interests are vitally affected by these kinds of areawide problems and by proposed solutions to these problems, and it appears neither desirable nor possible for any one level or agency of government to impose the decisions required to resolve these kinds of problems. Such decisions can better come from consensus among the public and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is necessary to promote this consensus and the necessary cooperation among urban and rural, local, State, and Federal, and public and private interests. In this light, regional planning is not a substitute for Federal, State, or local public planning or for private planning. Rather, regional planning is a vital supplement to such planning.

The work of the Regional Planning Commission is advisory in nature. Therefore, the regional planning program in Southeastern Wisconsin has emphasized the promotion of close cooperation among the various governmental agencies concerned with land use development and with the development and operation of supporting public works facilities. The Commission believes that the highest form of areawide planning combines accurate data and competent technical work with the active participation of knowledgeable and concerned public officials and private citizens in the formulation of plans that address clearly identified problems. Such planning is intended to lead not only to a more efficient regional development pattern but also to a more desirable environment in which to live and work.

BASIC FUNCTIONS

The Commission conceives regional planning as having three basic functions. The first involves the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis in order that better development decisions can be made in both the public and private sectors. The Commission believes that the establishment and utilization of such data can in and of itself contribute to better development decision making within the Region. The second function involves the preparation of a framework of long-range areawide plans for the physical development of the Region. This function is mandated by State enabling legislation. While the scope and content of these plans can extend to all phases of regional development, the Commission believes that emphasis should be placed on the preparation of plans for land use and supporting transportation, utility, and community facilities. The third function involves the provision of a center for the coordination of day-to-day planning and plan implementation activities of all of the units and levels of government operating within the Region. Through this function, the Commission seeks to integrate regional and local plans and planning efforts and thereby to promote regional plan implementation.

ORGANIZATION

The Commission consists of 21 members, three from each of the seven member counties. One Commissioner from each county is appointed or, in those counties where a county executive appoints, confirmed by the county board and is usually an elected county board supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county.

The Commission, as a body, is responsible for establishing overall policy, adopting the annual budget, and adopting regional plan elements. The Commission has four standing committees: Executive, Administrative, Planning and Research, and Intergovernmental and Public Relations. The Executive Committee oversees the work effort of the Commission and is empowered to act for the Commission in all matters except the adoption of the budget and the adoption of regional plan elements. The Administrative Committee oversees the routine but essential housekeeping activities of the Commission. The Planning and Research Committee reviews all of the technical work carried out by the Commission staff and its consultants. The Intergovernmental and Public Relations Committee serves as the Commission's principal arm in communicating with the constituent county boards. Commission and committee rosters are set forth in Appendix A. The Commission is assisted in its work by a series of advisory committees. These committees include both elected and appointed public officials and interested citizens with knowledge in the Commission work areas. The committees perform a significant function in both the formulation and the execution of the Commission work programs. Advisory committee rosters are set forth in Appendix B.

STAFFING

The Commission prepares an annual work program which 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, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 2008, the Commission staff totaled 75, including 67 full-time and eight part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2008 organized into nine divisions. Six of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, Economic Development Assistance and Telecommunications Planning, had direct responsibility for the conduct of the Commission's major planning programs. The remaining three divisions, Administrative Services, Cartographic and Graphic Arts, and Geographic Information Systems, provided day-to-day support of the six planning divisions.

FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are supplemented by State and Federal aids. Revenues received by the Commission during 2008 totaled about \$7.3 million. County tax levies in 2008 totaled about \$2.3 million, or about \$1.19 per capita. The sources of this revenue for 2008 and the trend in funding since the inception of the Commission in 1960 are shown in Figures 2 through 5. There has been little change in the tax levy for regional planning since 1963 when that levy is expressed in constant dollars.

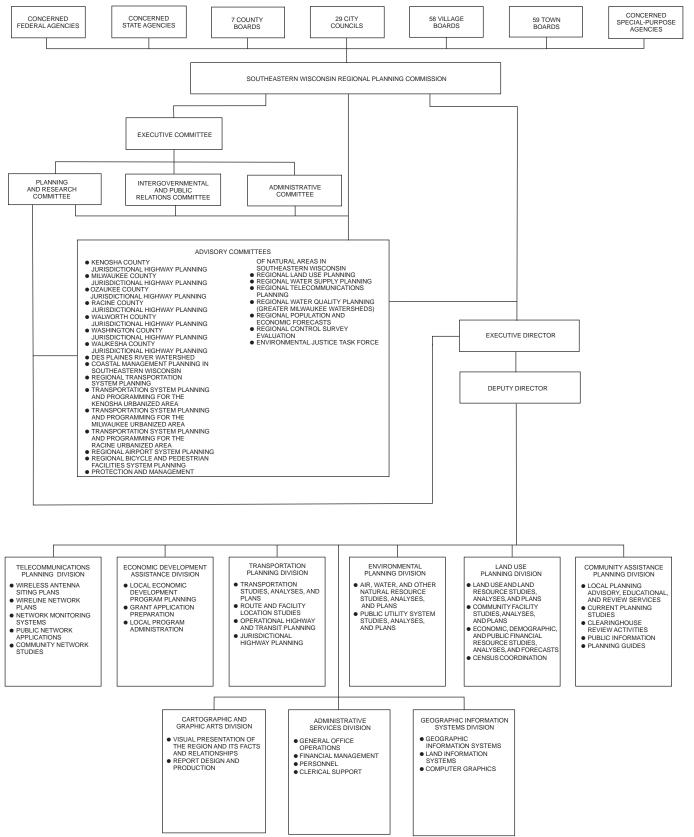
The Commission has a complete financial audit performed each year by a certified public accountant. The report of this audit for 2008 is set forth in full in Appendix E. Under the Federal Single Audit Act of 1984, the Commission's audit is subject to the review and approval of the Commission's Federal cognizant agency, the Federal Highway Administration.

DOCUMENTATION

Documentation in the form of published reports is considered very important, if not absolutely essential, to any public planning effort. Printed planning reports represent the best means for disseminating inventory data that have permanent historical value and for promulgating plan recommendations and alternatives to such recommendations. Published reports are intended to serve as important references for public officials at the Federal and State levels, as well as at the local level, when considering important development decisions. Perhaps most importantly, however, published reports are intended to provide a focus for generating enlightened citizen interest in, and action on, plan recommendations. Accordingly, the Commission has established a series of published reports.

The first and most important type of report in the series is the planning report. The planning report is intended to document the adopted elements of the comprehensive plan for the physical development of the Region. As such, these reports constitute the official recommendations of the Regional Planning Commission. Each planning report is carefully reviewed and formally adopted by the Commission. Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE: 2008



STAFF SUPPORT DIVISIONS

STAFF PLANNING DIVISIONS

The second type of report in the series is the planning guide. Planning guides are intended to constitute manuals of local planning practice. As such, planning guides are intended to help improve the overall quality of public planning within the Region, and thereby to promote sound community development properly coordinated on a regionwide basis. The guides discuss basic planning and plan implementation principles, contain examples of good planning practice, and provide local governments with model ordinances and forms to assist them in their everyday planning efforts.

The third type of report in the series is the technical report. Technical reports are intended to make available to various public and private agencies within the Region valuable information assembled by the Commission staff during the course of its planning work on a work progress basis. Technical reports document the findings of such important basic inventories as detailed soil surveys, streamwater quality surveys, potential park and open space site inventories, and horizontal and vertical control surveys.

The fourth type of report in the series is similar to the technical report and is known as the technical record. This journal is published on an irregular basis and is intended primarily to document technical procedures utilized in the Commission planning programs. The documentation of such procedures assists other planning and engineering technicians in more fully understanding the Commission work programs and contributes toward advancing the science and art of planning.

The fifth type of report in the series is the community assistance planning report. These reports are intended to document local plans prepared by the Commission at the request of one or more local units of government. Occasionally, these local plans constitute refinements of, and amendments to, adopted regional and subregional plans, and are then formally adopted by the Regional Planning Commission.

The sixth type of report in the series is the planning program prospectus. Prospectuses are prepared by the Commission as a matter of policy as the initial step in the undertaking of any new major planning program. The major objective of the prospectus is to achieve a consensus among all of the interests concerned on the need for, and objectives of, a particular proposed planning program. The prospectus documents the need for a planning program; specifies the scope and content of the work required to be undertaken: recommends the most effective method for establishing, organizing, and accomplishing the required work; recommends a practical time sequence and schedule for the work; provides sufficient cost data to permit the development of an initial budget; and suggests how to allocate costs among the various levels and units of government concerned. Importantly, the prospectuses serve as the basis for the review, approval, and funding of the proposed planning programs by the constituent county boards.

The seventh type of report in the series is the annual report. The annual report has served an increasing number of functions over the period of the Commission's existence. Originally, and most importantly, the Commission's annual report was, and still is, intended to satisfy a very sound legislative requirement that a regional planning commission each calendar year prepare, publish, and certify to the Wisconsin Legislature and to the legislative bodies of the local units of government within the Region an annual report summarizing the activities of the Commission. In addition, the annual report documents activities under the continuing regional land use-transportation study and as such serves as an annual report to the U.S. and Wisconsin Departments of Transportation. The Commission's annual report is also intended to provide local public officials and interested citizens with a comprehensive overview of the Commission's activities and thereby to provide a focal point for the promotion of regional plan implementation.

The eighth type of report in the series is the memorandum report. These reports are intended to document the results of locally requested special studies. These special studies usually involve relatively minor work efforts of a short duration and are not normally intended to document formally adopted plans.

In addition to the eight basic types of reports described above, the Commission documents its work in certain miscellaneous publications, including a newsletter, regional planning conference proceedings, study designs, public hearing and public informational meeting minutes, transportation improvement programs, and staff memorandums.

Figure 2 FUNDING TREND: 1961-2008

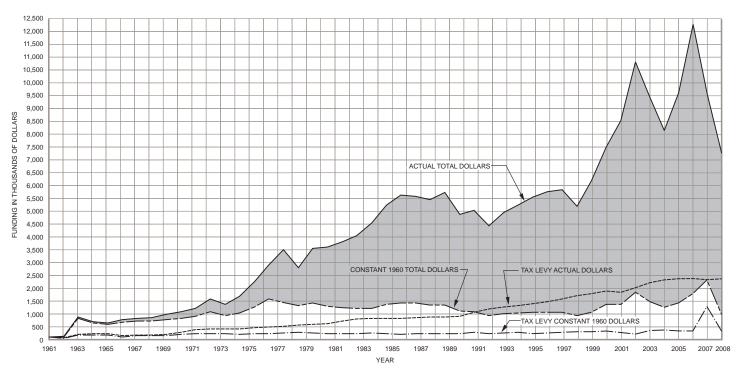


Figure 3 SOURCES OF REVENUES TREND: 1961-2008

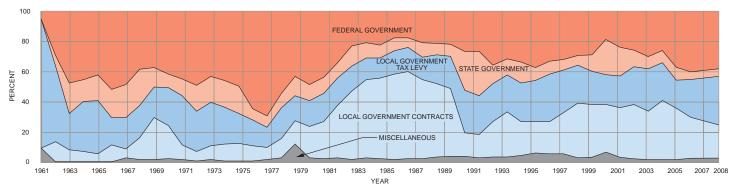
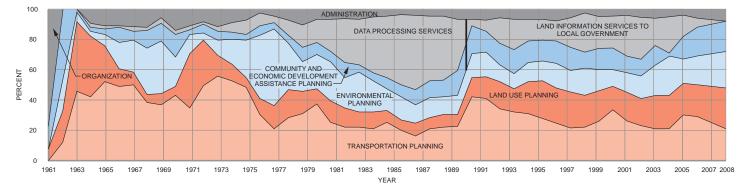


Figure 4 EXPENDITURES TREND: 1961-2008

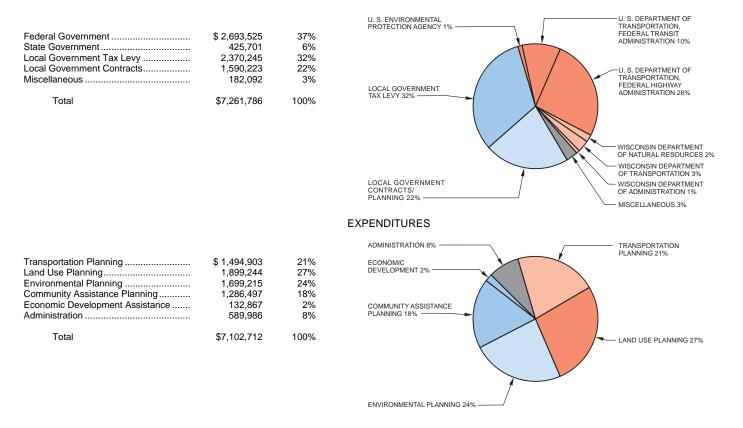


While many of the Commission's publications are relatively long and are, necessarily, written in a technical style, they do provide the conscientious, concerned citizen and elected official, as well as concerned technicians, with all of the data and information needed to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2008

REVENUES



THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

The Commission is charged by law with the function and duty of "making and adopting a master plan for the physical development of the [R]egion." The permissible scope and content of this plan, as outlined in the enabling legislation, extend to all phases of regional development, implicitly emphasizing, however, the preparation of alternative spatial designs for the use of land and for supporting transportation and utility facilities.

The scope and complexity of areawide development problems prohibit the making and adopting of an entire comprehensive development plan at one point in time. The Commission has, therefore, determined to proceed with the preparation of individual plan elements that together can comprise the required comprehensive plan. Each element is intended to deal with an identified areawide developmental or environmental problem. The individual elements are coordinated by being related to an areawide land use plan. Thus, the land use plan comprises the most basic regional plan element, an element on which all other elements are based. The Commission believes that the importance of securing agreement upon areawide development plans through the formal adoption of such plans, not only by the Commission but also by county and local units of government and State agencies, cannot be overemphasized.

The Commission has placed great emphasis upon the preparation of a comprehensive plan for the physical development of the Region in the belief that such a plan is essential if land use development is to be properly coordinated with the development of supporting transportation, utility, and community facility systems; if the development of each of these individual functional systems is to be coordinated with the development of the others; if serious and costly environmental and developmental problems are to be minimized; and if a more healthful, attractive, and efficient regional settlement pattern is to be evolved. Under the Commission's approach, the preparation, adoption, and use of the comprehensive plan are considered to be the primary objectives of the planning process; all planning and plan implementation techniques are based upon, or related to, the comprehensive plan.

The Commission believes that the comprehensive plan is a concept essential to coping with the developmental and environmental problems generated by areawide urbanization. The comprehensive plan not only provides the necessary framework for coordinating and guiding growth and development within a multijurisdictional urbanizing region having essentially a single community of interest, but also provides the best conceptual basis available for the application of systems engineering skills to the growing problems of such a region. This is because systems engineering basically must focus upon a design of physical systems. It seeks to achieve good design by setting good objectives, determining the ability of alternative plans to meet these objectives through quantitative analyses, cultivating interdisciplinary team activity, and considering all of the relationships involved both within the system being designed and between the system and its environment.

ADOPTED PLAN ELEMENTS: 2008

The Commission initiated the important plan design function in 1963 when it embarked upon a major program to prepare a regional land use plan and a regional transportation plan. Since that time, increasing emphasis has been placed on the plan design function. Beginning in the early 1970s, this plan design function has included major plan reappraisal as well as the preparation of new plan elements.

By the end of 2008, the adopted regional plan consisted of 30 individual plan elements. These plan elements are identified in Table 1. Five of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, the regional park and open space plan, and the regional telecommunications plans.

Twelve of the plan elements relate to transportation. These consist of the regional transportation plan (highway and transit), the regional airport system plan, the transportation systems management plan, the elderly and handicapped transportation plan, the

Table 1

THE ADOPTED REGIONAL PLAN: DECEMBER 31, 2008

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community	Regional Land Use Plan ^a	Planning Report No. 48, A Regional Land Use Plan for Southeastern Wisconsin: 2035	June 21, 2006
Facility Planning	Regional Library Facilities	Planning Report No. 19, A Library Facilities	September 12, 1974
	and Services Plan Regional Housing Plan	and Services Plan for Southeastern Wisconsin Planning Report No. 20, A Regional Housing	June 5, 1975
	Amendment—Waukesha County	Plan for Southeastern Wisconsin Community Assistance Planning Report No. 209,	December 4, 1996
	Regional Park and	A Development Plan for Waukesha County, Wisconsin Planning Report No. 27, A Regional Park and Open	December 1, 1977
	Open Space Plan Amendment—Ozaukee County Park and Open Space Plan	Space Plan for Southeastern Wisconsin: 2000 Community Assistance Planning Report No. 133, (2nd Edition), A Park and Open Space Plan for	September 12, 2001
	Amendment—Kenosha County Park	Ozaukee County Community Assistance Planning Report No. 131,	December 5, 1988
	and Open Space Plan Amendment—Racine County Park and Open Space Plan	A Park and Open Space Plan for Kenosha County Community Assistance Planning Report No. 134, (2nd Edition), A Park and Open Space Plan for Racine County	December 5, 2001
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136 (3rd Edition), A Park and Open Space Plan for Washington County	June 16, 2004
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, A Park and Open Space Plan for Waukesha County	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135 (2nd Edition), A Park and Open Space Plan for Walworth County	December 6, 2000
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County	June 17, 1992
	Amendment—Waukesha County	Community Assistance Planning Report No. 209,	December 4, 1996
	Amendment—Regional Natural Areas and Critical Species Habitat Protection	A Development Plan for Waukesha County, Wisconsin Planning Report No. 42, A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin	September 10, 1997
	and Management Plan Amendment—Cedarburg Woods- West Critical Species Habitat Site	Amendment to the Regional Natural Areas and Critical Species Habitat Protection and Management Plan, City of Cedarburg and Environs	March 4, 1998
	Regional Telecommunications Plans	Planning Report No. 51, A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin	September 13, 2006
		Planning Report No. 53, A Regional Broadband Telecommunications Plan for Southeastern Wisconsin	December 5, 2007
Transportation Planning	Regional Transportation Plan ^b	Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035	June 21, 2006
Flainning	Racine Area Transit Development Plan ^c	Community Assistance Planning Report No. 233, Racine Area Transit System Development Plan:	September 16, 1998
	Regional Airport System Plan ^d	1998-2002, City of Racine, Wisconsin Planning Report No. 38 (2nd Edition), A Regional Airport	December 4, 1996
	Kenosha Area Transit Development Plan ^e	System Plan for Southeastern Wisconsin: 2010 Community Assistance Planning Report No. 231, Kenosha Area Transit System Development Plan:	March 3, 1999
	Transportation Systems Management Plan	1998-2002, City of Kenosha, Wisconsin Community Assistance Planning Report No. 50, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in	December 4, 1980
	Amendment—Milwaukee Northwest Side/	Southeastern Wisconsin: 1981 Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee	September 8, 1983
	Ozaukee County Amendment—Milwaukee Area	County Study Area Planning Report No. 39, A Freeway Traffic	December 5, 1988
	Elderly-Handicapped Transportation Plan ^f	Management System Plan for the Milwaukee Area Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Kenosha Area	Memorandum Report No. 107, A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Kenosha Transit System	January 24, 1996
	Amendment—Racine Area	Memorandum Report No. 108, A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Racine Transit System	January 24, 1996
	Amendment—City of Waukesha	Memorandum Report No. 109, A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Waukesha Transit System Utility	January 24, 1996

Functional Area	Plan Element	Plan Document	Date of Adoption
Fransportation Planning	Amendment—Waukesha County	Memorandum Report No. 110, A Paratransit Service Plan for Disabled Persons: 1996 Update/Waukesha	January 24, 1996
(continued)	Amendment—Milwaukee County	County Transit System Memorandum Report No. 119, A Paratransit Service	January 24, 1997
		Plan for Disabled Persons: 1997 Update/ Milwaukee County Transit System	, ,
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha: 1988-1992	September 12, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996	March 4, 1992
	Bicycle and Pedestrian Facilities System Plan	Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010	January 25, 1995
	Amendment—Region Update and Extension	Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020	December 5, 2001
	Ozaukee County Transit Service Plan ^g	Community Assistance Planning Report No. 265, Ozaukee County Transit System Development Plan: 2002-2006	December 6, 1995
	Washington County Public Transit Service Plan	Community Assistance Planning Report No. 223, A Public Transit Service Plan for Washington County: 1998-2002	March 5, 1997
	Waukesha County Transit Development Plan	Community Assistance Planning Report No. 245, Waukesha County Transit System Development Plan: 2002-2006	December 4, 2002
nvironmental Planning	Root River Watershed Plan	Planning Report No. 9, A Comprehensive Plan for the Root River Watershed	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	Amendment to the Comprehensive Plan for the Fox River Watershed	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, Drainage and Water Level Control Plan for the Waterford- Rochester-Wind Lake Area of the Lower Fox River Watershed	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, Floodland Management Plan for the Village of Pewaukee	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two,	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Alternative Plans and Recommended Plan Community Assistance Planning Report No. 13 (2nd Edition), Flood Control Plan for Lincoln Creat, Although Country Wingersin	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Creek, Milwaukee County, Wisconsin Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, A Comprehensive Plan for the Kinnickinnic River Watershed	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Water Quality Management Plan ^h	Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan	July 12, 1979

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental	Amendment—Root River Watershed	Community Assistance Planning Report No. 37,	March 6, 1980
Planning (continued)		A Nonpoint Source Water Pollution Control Plan for the Root River Watershed	
(continued)	Amendment—Walworth County	Community Assistance Planning Report No. 56	December 4, 1991
	Metropolitan Sewerage	(2nd Edition), Sanitary Sewer Service Areas for	,
	District	the Walworth County Metropolitan Sewerage District,	
	Amondmont Citize of Dreakfield	Walworth County, Wisconsin	December 2, 1001
	Amendment—Cities of Brookfield and Waukesha	Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield	December 3, 1981
		and Waukesha	
	Amendment—Kenosha County	Community Assistance Planning Report No. 45,	June 17, 1982
		A Farmland Preservation Plan for Kenosha	
	Amondmont Racino County	County, Wisconsin	lupo 17, 1082
	Amendment—Racine County	Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine	June 17, 1982
		County, Wisconsin	
	Amendment—City of Muskego	Community Assistance Planning Report No. 64	December 3, 1997
		(3rd Edition), Sanitary Sewer Service Area for the City of	
	American descrite Anti-	Muskego, Waukesha County, Wisconsin	O
	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, A Water Quality Management Plan for Ashippun Lake,	September 9, 1982
		Walkesha County, Wisconsin	
	Amendment—Okauchee Lake,	Community Assistance Planning Report No. 53,	September 9, 1982
	Waukesha County	A Water Quality Management Plan for Okauchee Lake,	
	Amendment Lee Le Delle	Waukesha County, Wisconsin	Sentember 0, 1000
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, A Water Quality Management Plan for Lac La	September 9, 1982
	Waukesha County	Belle, Waukesha County, Wisconsin	
	Amendment—North Lake,	Community Assistance Planning Report No. 54,	December 2, 1982
	Waukesha County	A Water Quality Management Plan for North	
	American descent March Devid Ameri	Lake, Waukesha County, Wisconsin	hun 17 1000
	Amendment—West Bend Area	Community Assistance Planning Report No. 35 (2nd Edition), Sanitary Sewer Service Area for the	June 17, 1998
		City of West Bend and Environs, Washington	
		County, Wisconsin	
	Amendment—Village of Grafton	Amendment to the Regional Water Quality	December 2, 1982
	American descent Other of Descelational	Management Plan—2000, Village of Grafton	Describer 0, 4000
	Amendment—City of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84	September 7, 1994
	C C	(2nd Edition), Sanitary Sewer Service Area for the Village	
		of Sussex, Waukesha County, Wisconsin	1
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee	June 16, 1983
		County, Wisconsin	
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70,	September 8, 1983
		Sanitary Sewer Service Area for the Village of	
		Germantown, Washington County, Wisconsin	D
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville,	December 1, 1983
		Ozaukee County, Wisconsin	
	Amendment—Port Washington Area	Community Assistance Planning Report No. 95	December 6, 2000
		(2nd Edition), Sanitary Sewer Service Area for the	
		City of Port Washington and Environs, Ozaukee	
	Amendment—Pewaukee	County, Wisconsin Community Assistance Planning Report No. 76,	December 1, 1983
		A Land Use Plan for the Town and Village of Pewaukee:	
		2000, Waukesha County, Wisconsin	
	Amendment—Belgium Area	Amendment to the Regional Water Quality	December 1, 1983
		Management Plan—2000, Onion River Priority	
	Amendment—Geneva Lake Area	Watershed Plan Amendment to the Regional Water Quality	December 1, 1983
	Amenument—Geneva Lake Alea	Management Plan—2000, Geneva Lake Area	December 1, 1903
		Communities	
	Amendment—Village of Butler	Community Assistance Planning Report No. 99,	March 1, 1984
	-	Sanitary Sewer Service Area for the Village of Butler,	
		Waukesha County, Wisconsin	
	Amendment—City of Hartford	Community Assistance Planning Report No. 92	September 12, 2001
		(3rd Edition), Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin	
	Amendment—Mukwonago Area	Amendment to the Regional Water Quality	June 21, 1984
	č	Management Plan—2000, Village of Mukwonago,	
		Towns of East Troy and Mukwonago	1

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, (2nd Edition), Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin	March 3, 2004
	Amendment—East Troy Area	Community Assistance Planning Report No. 112 (3rd Edition), Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin	December 6, 2000
	Amendment—City of Milwaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Milwaukee	September 13, 1984
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie- Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin	March 11, 1985
	Amendment—Village of Belgium	Community Assistance Planning Report No. 97 (3rd Edition), Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin	September 15, 1993
	Amendment—Town of Addison	Community Assistance Planning Report No. 103, (2nd Edition), Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin	March 3, 2004
	Amendment—Town of Yorkville	Amendment to the Regional Water Quality Management Plan—2000, Town of Yorkville	March 11, 1985
	Amendment—Village of Williams Bay	Amendment to the Regional Water Quality Management Plan—2000, Village of Williams	March 11, 1985
	Amendment—Town of Trenton/ City of West Bend	Bay/Walworth County Metropolitan Sewerage District Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/ Town of Trenton	March 11, 1985
	Amendment—Village of Hartland	Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin	June 17, 1985
	Amendment—Village of Jackson Area	Community Assistance Planning Report No. 124 (2nd Edition), Sanitary Sewer Service Area for the Village of Jackson and Environs, Washington County, Wisconsin	September 10, 1997
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin	June 17, 1985
	Amendment—City of Waukesha Area	Community Assistance Planning Report No. 100 (2nd Edition), Sanitary Sever Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin	March 3, 1999
	Amendment—Village of Slinger and Environs	Community Assistance Planning Report No. 128 (3rd Edition), Sanitary Sewer Service Area for the Village of Slinger and Environs, Washington County, Wisconsin	December 2, 1998
	Amendment—Kenosha Area	Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin	December 2, 1985
	Amendment—Town of Eagle	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District	December 2, 1985
	Amendment—Town of Salem	Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin	March 3, 1986
	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin	March 3, 1986
	Amendment—Waterford/ Rochester Area	Community Assistance Planning Report No. 141 (2nd Edition), Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin	April 24, 1996
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, (2nd Edition), Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin	December 5, 2001

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—City of Waukesha/ Town of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/ Town of Pewaukee	December 1, 1986
· /	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin	December 1, 1986
	Amendment—Racine Area	Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin	December 1, 1986
	Amendment—Town of Lyons	Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District/Town of Lyons	March 2, 1987
	Amendment—Village of Silver Lake and Environs	Community Assistance Planning Report No. 119, (2nd Edition), Sanitary Sewer Service Area for the Village of Silver Lake and Environs, Kenosha County, Wisconsin	December 2, 1998
	Amendment—Village of Twin Lakes	Community Assistance Planning Report No. 149, Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Cedarburg/ Grafton Area	Community Assistance Planning Report No. 91 (2nd Edition), Sanitary Sewer Service Areas for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin	June 19, 1996
	Amendment—Town of Walworth	Amendment to the Regional Water Quality Management Plan—2000, Town of Walworth Utility District No. 1/Walworth County Metropolitan Sewerage District	June 15, 1987
	Amendment—City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend	June 15, 1987
	Amendment—City of Whitewater	Community Assistance Planning Report No. 94 (2nd Edition), Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin	March 1, 1995
	Amendment—Town of Lyons	Community Assistance Planning Report No. 158 (2nd Edition), Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin	September 15, 1993
	Amendment—City of Hartford	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 14, 1987
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Amendment—City of New Berlin	Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin	December 7, 1987
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	December 7, 1987
	Amendment—Kenosha Area	Amendment to the Regional Water Quality	December 7, 1987
	Amendment—Village of Kewaskum	Management Plan—2000, City of Kenosha and Environs Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin	March 7, 1988
	Amendment—Town of Darien	Amendment to the Regional Water Quality Management Plan—2000, Town of Darien/ Walworth County Metropolitan Sewerage District	June 20, 1988
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	June 20, 1988
	Amendment—Village of Darien	Community Assistance Planning Report No. 123, (2nd Edition), Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin	September 23, 1992
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/ Town of West Bend	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 12, 1988
	Amendment—Town of Waterford	Amendment Plan—2000, City of Hartford Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	December 5, 1988
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	December 5, 1988

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, (2nd Edition), Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin	September 15, 1999
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, (2nd Edition), Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin	June 19, 1996
	Amendment—Village of Germantown	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Germantown	March 6, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	March 6, 1989
	Amendment—Upper Fox River Watershed	Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed— Brookfield and Sussex Sewage Treatment Plants	May 15, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Racine and Environs	June 19, 1989
	Amendment—Lake Geneva Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Lake Geneva and Environs	June 19, 1989
	Amendment—Town of Geneva	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	November 6, 1989
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	December 4, 1989
	Amendment—Delavan Lake Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, Delavan Lake Sanitary District/ Walworth County Metropolitan Sewerage District	December 4, 1989
	Amendment—East Troy Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy	December 4, 1989
	Amendment-Waukesha Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Waukesha and Town of Waukesha	June 20, 1990
	Amendment—Village of Silver Lake	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Silver Lake and Salem Utility District No. 2	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin	September 12, 1990
	Amendment—Town of Somers	Amendment to the Regional Water Quality Manage- ment Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Dousman Area	Community Assistance Planning Report No. 192, (3rd Edition), Sanitary Sewer Service Area for the Village of Dousman and Environs, Waukesha County, Wisconsin	March 7, 2007
	Amendment—Towns of Yorkville and Mt. Pleasant	Amendment to the Regional Water Quality Manage- ment Plan—2000, Towns of Yorkville and Mt. Pleasant	December 5, 1990
	Amendment—Town of Bristol	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Bristol	March 6, 1991
	Amendment—Village of Pewaukee	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Pewaukee	March 6, 1991
	Amendment—Town of Brookfield	Amendment to the Regional Water Quality Manage- ment Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas	March 6, 1991
	Amendment—Delavan Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin	June 19, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Salem	June 19, 1991

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Manage-	June 19, 1991
Planning (continued)	Amendment—Village of Hartland	ment Plan—2000, Town of Caledonia Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Hartland	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Caledonia	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Norway	September 11, 1991
	Amendment—Town of Rochester	Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Norway	September 11, 1991
	Amendment—Brookfield/ Elm Grove Area	Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin	December 4, 1991
	Amendment—Racine Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Racine and Environs	December 4, 1991
	Amendment—Pewaukee Lake Area	Amendment to the Regional Water Quality Manage- ment Plan: 2000, Lake Pewaukee Sanitary District	December 4, 1991
	Amendment—West Bend Area	Amendment to the Regional Water Quality Manage- ment Plan: 2000, City of West Bend/Town of West Bend	December 4, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan: 2000, Town of Salem	December 4, 1991
	Amendment—City of Mequon and Village of	Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and	January 15, 1992
	Thiensville Amendment—City of West Bend/ Town of West Bend/ Silver Lake Sanitary District	the Village of Thiensville, Ozaukee County, Wisconsin Amendment to the Regional Water Quality Manage- ment Plan—2000, City of West Bend/Town of West Bend/Silver Lake Sanitary District	March 4, 1992
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Town of Somers	June 17, 1992
	Amendment—Delafield- Nashotah Area	Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin	January 18, 1993
	Amendment—City of Lake Geneva and Environs	Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin	January 18, 1993
	Amendment—Eagle Lake Sewer Utility District	Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin	January 18, 1993
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan: 2000, Village of Hartland	January 18, 1993
	Amendment—Village of Newburg	Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin	March 3, 1993
	Amendment—Village of Twin Lakes	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Twin Lakes	March 3, 1993
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan: 2000, City of Muskego	March 3, 1993
	Amendment—Villages of Lannon and Menomonee Falls	Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin	June 16, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of New Berlin	June 16, 1993
	Amendment—Racine Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Racine and Environs	June 16, 1993
	Amendment—Powers Lake, Kenosha and Walworth Counties	Community Assistance Planning Report No. 196, A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin	September 15, 1993
	Amendment—Wind Lake, Racine County	Community Assistance Planning Report No. 198, A Management Plan for Wind Lake, Racine County, Wisconsin	September 15, 1993
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	December 1, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin	March 9, 1994

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Manage- ment Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 9, 1994
	Amendment—Village of Fontana	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Fontana	March 9, 1994
	Amendment—Village of Hartland/ Lake Pewaukee Sanitary District	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District	March 9, 1994
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Waukesha	June 15, 1994
	Amendment—City of Burlington/ Bohner Lake Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas	June 15, 1994
	Amendment—City of Oak Creek	Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin	September 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/ Village of Darien/ Town of Darien	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien	September 7, 1994
	Amendment—Pell Lake and Powers-Benedict- Tombeau Lakes Areas	Amendment to the Regional Water Quality Manage- ment Plan—2000, Pell Lake Area and Powers- Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties	December 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	March 1, 1995
	Amendment—Villages of Fontana and Walworth and Environs	Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin	June 21, 1995
	Amendment—City of Mequon	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Mequon	June 21, 1995
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Williams Bay-Geneva National-Lake Como Sanitary Sewer Service Area	June 21, 1995
	Amendment—City of West Bend	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of West Bend/Wallace Lake Sanitary District	June 21, 1995
	Amendment—Racine Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Racine and Environs	September 13, 1995
	Amendment—Village of Belgium	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Belgium	December 6, 1995
	Amendment—Hartland/ Pewaukee Areas	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District	December 6, 1995
	Amendment—Greater Kenosha Area	Amendment to the Regional Water Quality Manage- ment Plan—2010, Greater Kenosha Area	March 6, 1996
	Amendment—Pell Lake Area	Community Assistance Planning Report No. 225, Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin	June 19, 1996
	Amendment—Delafield-Nashotah Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Delafield	December 4, 1996
	Amendment—Pewaukee Area	Amendment to the Regional Water Quality Manage ment Plan—2000, Town of Pewaukee Sanitary District No. 3	March 5, 1997
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of Waukesha	March 5, 1997
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Manage- ment Plan—2000, City of New Berlin	June 18, 1997
	Amendment—Village of Sussex- Town of Lisbon Area	Amendment to the Regional Water Quality Manage- ment Plan—2000, Village of Sussex/Town of Lisbon	June 18, 1997
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan—2000, Town of Salem	June 18, 1997
	Amendment—Town of Bristol	Amendment to the Regional Water Quality Manage- ment Plan, Town of Bristol	September 10, 1997

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental	Amendment—City of New Berlin	Amendment to the Regional Water Quality Manage-	December 3, 1997
Planning (continued)	Amendment—Village of Slinger	ment Plan, City of New Berlin Amendment to the Regional Water Quality Manage- ment Plan, Village of Slinger	December 3, 1997
	Amendment—Village of Germantown	Amendment to the Regional Water Quality Manage- ment Plan, Village of Germantown	March 4, 1998
	Amendment—Walworth County Metropolitan Sewerage	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan	March 26, 1998
	District/Delavan- Delavan Lake Area	Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	
	Amendment—Brookfield-Elm Grove Area	Amendment to the Regional Water Quality Manage- ment Plan, City of Brookfield	June 17, 1998
	Amendment—Eagle Lake Sewer Utility District	Amendment to the Regional Water Quality Manage- ment Plan, Eagle Lake Sewer Utility District	June 17, 1998
	Amendment—Village of Menomonee Falls	Amendment to the Regional Water Quality Manage- ment Plan, Village of Menomonee Falls	June 17, 1998
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex	June 17, 1998
	Amendment—Pewaukee Area	Amendment to the Regional Water Quality Manage- ment Plan, Lake Pewaukee Sanitary District	September 16, 1998
	Amendment—Village of Belgium	Amendment to the Regional Water Quality Manage- ment Plan, Village of Belgium	December 2, 1998
	Amendment—Village of East Troy	Amendment to the Regional Water Quality Manage- ment Plan, Village of East Troy	December 2, 1998
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Manage- ment Plan, City of New Berlin	March 3, 1999
	Amendment—Town of Norway Sanitary District No. 1 and Environs	Community Assistance Planning Report No. 247, Sanitary Sewer Service Area for the Town of Norway Sanitary District No. 1 and Environs, Racine and Waukesha Counties, Wisconsin	June 16, 1999
	Amendment—Village of Genoa City	Amendment to the Regional Water Quality Manage- ment Plan, Village of Genoa City	June 16, 1999
	Amendment—Oconomowoc Area	Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc	June 16, 1999
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Manage- ment Plan, Village of Hartland	June 16, 1999
	Amendment—City of Hartford	Amendment to the Regional Water Quality Manage- ment Plan, City of Hartford and Environs	September 15, 1999
	Amendment—Eagle Lake Sewer Utility District	Amendment to the Regional Water Quality Manage- ment Plan, Eagle Lake Sewer Utility District	September 15, 1999
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	December 1, 1999
	Amendment—Village of Mukwonago	Amendment to the Regional Water Quality Manage- ment Plan, Village of Mukwonago	December 1, 1999
	Amendment—Racine Area	Amendment to the Regional Water Quality Manage- ment Plan, City of Racine and Environs	December 1, 1999
	Amendment—City of Burlington	Amendment to the Regional Water Quality Manage- ment Plan, City of Burlington	March 1, 2000
	Amendment—Village of Paddock Lake	Amendment to the Regional Water Quality Manage- ment Plan, Village of Paddock Lake	June 21, 2000
	Amendment—Waterford-Rochester Area	Amendment to the Regional Water Quality Manage- ment Plan, Western Racine County Sewerage District	June 21, 2000
	Amendment—Village of Darien	Amendment to the Regional Water Quality Manage- ment Plan, Village of Darien	June 21, 2000
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex	December 6, 2000
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha	February 1, 2001
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem	March 7, 2001
	Amendment—Northwestern Waukesha County	Amendment to the Regional Water Quality Manage- ment Plan and Summary Report—Northwestern Waukesha County Sewerage System Plan	March 7, 2001
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/City of Elkhorn	June 20, 2001
	Amendment—Villages of Fontana and Walworth	Amendment to the Regional Water Quality Manage- ment Plan, Villages of Fontana and Walworth	June 20, 2001
	Amendment—Village of Hartland and Town of Delafield	Amendment to the Regional Water Quality Manage- ment Plan, Village of Hartland and Town of Delafield	June 20, 2001

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental	Amendment—Village of Kewaskum	Amendment to the Regional Water Quality Manage-	June 20, 2001
Planning (continued)	Amendment—City of Muskego	ment Plan, Village of Kewaskum Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	June 20, 2001
	Amendment—City of St. Francis	Amendment to the Regional Water Quality Manage- ment Plan, City of St. Francis	August 1, 2001
	Amendment—Village of Belgium	Amendment to the Regional Water Quality Manage- ment Plan, Village of Belgium	September 12, 2001
	Amendment—Village of Jackson	Amendment to the Regional Water Quality Manage- ment Plan, Village of Jackson	September 12, 2001
	Amendment—Village of Saukville	Amendment to the Regional Water Quality Manage- ment Plan, Village of Saukville	September 12, 2001
	Amendment—City of Oconomowoc	Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc	December 5, 2001
	Amendment—Greater Kenosha Area	Amendment to the Regional Water Quality Manage- ment Plan, Greater Kenosha Area	December 5, 2001
	Amendment—Village of Paddock Lake	Amendment to the Regional Water Quality Manage- ment Plan, Village of Paddock Lake	December 5, 2001
	Amendment—Village of Fredonia	Amendment to the Regional Water Quality Manage- ment Plan, Village of Fredonia	March 6, 2002
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Manage- ment Plan, Village of Hartland	March 6, 2002
	Amendment—Village of Saukville	Amendment to the Regional Water Quality Manage- ment Plan, Village of Saukville	March 6, 2002
	Amendment—City of Pewaukee and City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, City of Pewaukee and City of Waukesha	June 19, 2002
	Amendment—Village of Slinger	Amendment to the Regional Water Quality Manage- ment Plan, Village of Slinger	June 19, 2002
	Amendment—City of Burlington	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex	September 11, 2002
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	September 11, 2002
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	September 11, 2002
	Amendment—Village of Mukwonago	Amendment to the Regional Water Quality Manage- ment Plan, Village of Mukwonago	December 4, 2002
	Amendment—City of Racine and Environs	Amendment to the Regional Water Quality Manage- ment Plan, City of Racine and Environs	December 4, 2002
	Amendment—Village of Jackson	Amendment to the Regional Water Quality Manage- ment Plan, Village of Jackson Sewer Service Area	June 18, 2003
	Amendment—City of Racine	Amendment to the Regional Water Quality Manage- ment Plan, City of Racine Sewer Service Area	June 18, 2003
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem Sewer Service Area	September 10, 2003
	Amendment—City of Whitewater	Amendment to the Regional Water Quality Manage- ment Plan, City of Whitewater Sanitary Sewer Service Area	September 10, 2003
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha Sanitary Sewer Service Area	September 10, 2003
	Amendment—Village of Mukwonago	Amendment to the Regional Water Quality Manage- ment Plan, Village of Mukwonago Sanitary Sewer Service Area	September 10, 2003
	Amendment—Pell Lake	Amendment to the Regional Water Quality Manage- ment Plan, Pell Lake Sanitary District No. 1 Sewer Service Area	September 10, 2003
	Amendment—Village of Slinger	Amendment to the Regional Water Quality Manage- ment Plan, Village of Slinger Sewer Service Area	September 10, 2003
	Amendment—Allenton Sanitary District	Amendment to the Regional Water Quality Manage- ment Plan, Allenton Sanitary District	December 3, 2003
	Amendment—Village of Germantown	Amendment to the Regional Water Quality Manage- ment Plan, Village of Germantown Sewer Service Area	December 3, 2003
	Amendment—Waterford and Rochester Area	Ament Plan, Village of Germantown Sewer Service Area Amendment to the Regional Water Quality Manage- ment Plan, Waterford-Rochester Area Sewer Service Area	December 3, 2003
	Amendment—Village of Pewaukee	Amendment to the Regional Water Quality Manage- ment Plan, Village of Pewaukee	March 3, 2004
	Amendment—Elkhorn Area	Ament Plan, Village of Pewaukee Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	March 3, 2004

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental	Amendment—Village of	Amendment to the Regional Water Quality Manage-	June 16, 2004
Planning (continued)	Menomonee Falls Amendment—Jackson Area	ment Plan, Village of Menomonee Falls Amendment to the Regional Water Quality Manage- ment Plan, Village of Jackson	June 16, 2004
	Amendment—Lake Como Area	ment Plan, Village of Jackson Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage	June 16, 2004
	Amendment—Williams Bay Area	District-Lake Como Sanitary Sewer Service Area Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District-Williams Bay-Geneva National-Lake Como	September, 15, 2004
	Amendment—Twin Lakes Area	Sanitary Sewer Service Area Amendment to the Regional Water Quality Manage- ment Plan, Village of Twin Lakes	September 15, 2004
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha	September 15, 2004
	Amendment—Kewaskum Area	Amendment to the Regional Water Quality Manage- ment Plan, Village of Kewaskum	December 1, 2004
	Amendment—Burlington Area	Amendment to the Regional Water Quality Manage- ment Plan, City of Burlington/Bohner Lake Sanitary Sewer Service Areas	December 1, 2004
	Amendment-Lake Geneva Area	Amendment to the Regional Water Quality Manage- ment Plan, City of Lake Geneva	December 1, 2004
	Amendment—Delavan/Delavan Lake Area	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District-Delavan/Delavan Lake Sewer Service Area	December 1, 2004
	Amendment—Village of Dousman	Amendment to the Regional Water Quality Manage- ment Plan, Village of Dousman	March 2, 2005
	Amendment—City of Oconomowoc	Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc	March 2, 2005
	Amendment—Village of Mukwonago	Amendment to the Regional Water Quality Manage- ment Plan, Village of Mukwonago	March 2, 2005
	Amendment—City of Hartford	Amendment to the Regional Water Quality Manage- ment Plan, City of Hartford	June 15, 2005
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Manage- ment Plan, City of New Berlin	June 15, 2005
	Amendment—Waterford-Rochester Area	Amendment to the Regional Water Quality Manage- ment Plan, Waterford-Rochester Area	June 15, 2005
	Amendment—Village of Paddock Lake	Amendment to the Regional Water Quality Manage- ment Plan, Village of Paddock Lake	June 15, 2005
	Amendment—Caddy Vista Sanitary District	Amendment to the Regional Water Quality Manage- ment Plan, Caddy Vista Sanitary District	June 15, 2005
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	June 15, 2005
	Amendment—City of Oconomowoc	Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc	September 14, 2005
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha	September 14, 2005
	Amendment—Town of Bristol Utility District No. 1 Amendment Village of Twin Lakes	Amendment to the Regional Water Quality Manage- ment Plan, Town of Bristol Utility District No. 1 Amendment to the Degismed Water Quality Manage	December 7, 2005
	Amendment—Village of Twin Lakes	Amendment to the Regional Water Quality Manage- ment Plan, Village of Twin Lakes Amendment to the Regional Water Quality Manage-	December 7, 2005
	Amendment—City of Hartford	ment Plan, City of Hartford	December 7, 2005
	Amendment—Village of Dousman Amendment—Village of Union Grove	Amendment to the Regional Water Quality Manage- ment Plan, Village of Dousman Amendment to the Regional Water Quality Manage-	December 7, 2005 December 7, 2005
	Amendment—City of Pewaukee	ment Plan, Village of Union Grove Amendment to the Regional Water Quality Manage-	December 7, 2005
	Amendment—Village of Darien	Amendment to the Regional Water Quality Manage- ment Plan, City of Pewaukee Amendment to the Regional Water Quality Manage-	December 7, 2005
	Amendment—Town of Caledonia	ment Plan, Village of Darien Amendment to the Regional Water Quality Manage-	December 7, 2005
	Amendment—Village of Kewaskum	ment Plan, Town of Caledonia Amendment to the Regional Water Quality Manage-	December 7, 2005
	Amendment—Village of Menomonee	ment Plan, Village of Kewaskum Amendment to the Regional Water Quality Manage-	December 7, 2005
	Falls Amendment—Greater Kenosha	ment Plan, Village of Menomonee Falls Amendment to the Regional Water Quality Manage-	December 7, 2005
	Area/Town of Somers Amendment—Village of Mukwonago	ment Plan, Greater Kenosha Area/Town of Somers Amendment to the Regional Water Quality Manage-	March 1, 2006

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning	Amendment—Village of Sussex	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex	March 1, 2006
(continued)	Amendment—City of Mequon	Amendment to the Regional Water Quality Manage- ment Plan, City of Mequon	March 1, 2006
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem	June 21, 2006
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	June 21, 2006
	Amendment—City of Hartford	Amendment to the Regional Water Quality Manage- ment Plan, City of Hartford	September 13, 2006
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem	September 13, 2006
	Amendment—Town of Bristol/ Utility District No. 1	Amendment to the Regional Water Quality Manage- ment Plan, Town of Bristol/Utility District No. 1	September 13, 2006
	Amendment—Village of Grafton	Amendment to the Regional Water Quality Manage- ment Plan, Village of Grafton	September 13, 2006
	Amendment—City of Waukesha/ Village of Wales	Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha/Village of Wales	September 13, 2006
	Amendment—Village of Caledonia	Amendment to the Regional Water Quality Manage- ment Plan, Village of Caledonia	December 6, 2006
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex	December 6, 2006
	Amendment—Town of Bristol/Utility District No. 1	Amendment to the Regional Water Quality Manage- ment Plan, Town of Bristol/ Utility District No. 1	March 7, 2007
	Amendment—City of Brookfield	Amendment to the Regional Water Quality Manage- ment Plan, City of Brookfield	March 7, 2007
	Amendment—Town of Salem	Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem	March 7, 2007
	Amendment—Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	March 7, 2007
	Amendment—Village of Caledonia/Village of Mount Pleasant	Amendment to the Regional Water Quality Manage- ment Plan, Villages of Caledonia and Mount Pleasant	June 20, 2007
	Amendment—Greater Kenosha Area	Amendment to the Regional Water Quality Manage- ment Plan, Greater Kenosha Area	June 20, 2007
	Amendment—Village of Twin Lakes	Amendment to the Regional Water Quality Manage- ment Plan, Village of Twin Lakes	June 20, 2007
	Amendment—Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	Amendment to the Regional Water Quality Manage- ment Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	June 20, 2007
	Amendment—City of Burlington	Amendment to the Regional Water Quality Manage- ment Plan, City of Burlington	September 12, 2007
	Amendment—City of Oak Creek	Amendment to the Regional Water Quality Manage- ment Plan, City of Oak Creek	September 12, 2007
	Amendment—Village of Sussex and Environs	Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex and Environs	September 12, 2007
	Amendment—City of Muskego	Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego	December 5, 2007
	Amendment—Village of Wales/City of Waukesha	Amendment to the Regional Water Quality Manage- ment Plan, Village of Wales/City of Waukesha	December 5, 2007
	Amendment—Greater Milwaukee Watersheds	Planning Report No. 50 A Regional Water Quality Management Plan for the Greater Milwaukee Watersheds	December 5, 2007
	Amendment—Paddock Lake Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan, Paddock Lake Sanitary Sewer Service Area	March 5, 2008
	Amendment—Mequon Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan, Mequon Sewer Service Area	March 5, 2008
	Amendment—Jackson Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan. Jackson Sewer Service Area	June 18, 2008
	Amendment—Brookfield – Elm Grove Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan, Brookfield – Elm Grove Sanitary Sewer Service Area	June 18, 2008
	Amendment—Burlington Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan, Burlington Sanitary Sewer Service Area	June 18, 2008

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—New Berlin Sanitary Sewer Service Area	Amendment to the Regional Water Quality Management Plan, New Berlin Sanitary Sewer Service Area	December 3, 2008
	Regional Air Quality Plan	Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, A Comprehensive Plan for the Pike River Watershed	June 16, 1983
	Amendment—Town of Mt. Pleasant	Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers	June 15, 1987
	Regional Air Quality Plan	Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000	June 20, 1980
	Amendment—Upper Pike River, Lower Pike River, Pike Creek, Airport Branch, and Tributary to Airport Branch	Amendment to the Pike River Watershed Plan, Kenosha and Racine Counties	March 6, 1996
	Oak Creek Watershed Plan	Planning Report No. 36, A Comprehensive Plan for the Oak Creek Watershed	September 8, 1986
	Des Plaines River Watershed Plan	Planning Report No. 44, A Comprehensive Plan for the Des Plaines River Watershed	June 18, 2003
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volume One, Inventory Findings, Forecasts, and Recommended Plans; Volume Two, Implementation Devices	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances	June 5, 1975

^aThe regional land use plan is a fifth-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans-1990. The secondgeneration regional land use plan was adopted by the Commission on December 19, 1977, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans, and was subsequently amended by the adoption on June 17, 1982, of the Kenosha County and Racine County farmland preservation plans documented, respectively, in SEWRPC Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin, and SEWRPC Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin; the adoption on June 16, 1983, of the Ozaukee County farmland preservation plan documented in SEWRPC Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin; the adoption on December 1, 1983, of a land use plan for the Town of Pewaukee and Village of Pewaukee documented in SEWRPC Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin; the adoption on March 11, 1985, of a land use management plan for the Chiwaukee Prairie-Carol Beach area of the then Town of Pleasant Prairie documented in SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin; and the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties. The third-generation regional land use plan was adopted by the Commission on September 23, 1992, and documented in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin-2010, and was subsequently amended by the adoption on June 21, 1995, of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, and the adoption on December 4, 1996, of a development plan for Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin. The fourth-generation regional land use plan was adopted by the Commission on December 3, 1997, and documented in SEWRPC Planning Report No. 45, A Regional Land Use Plan for Southeastern Wisconsin: 2020, and was subsequently amended by the adoption on June 20, 2001, of a land use plan for Walworth County, documented in SEWRPC Community Assistance Planning Report No. 252, A Land Use Plan for Walworth County, Wisconsin: 2020.

^bThe regional transportation plan is a fifth-generation plan. The initial regional transportation plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990, and was subsequently amended by the adoption on June 4, 1970, of the Milwaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County; the adoption on March 2, 1972, of the Milwaukee area transit plan set forth in the document entitled Milwaukee Area Transit Plan; the adoption on March 4, 1973, of the Walworth County jurisdictional highway system plan documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County; the adoption on March 7, 1974, of the Ozaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County; the adoption on June 5, 1975, of the Waukesha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for County; the adoption on September 11, 1975, of the Kenosha County jurisdictional Highway System Plan for Waukesha County; the adoption on September 11, 1975, of the Kenosha County jurisdictional Highway System Plan for County; the adoption on September 11, 1975, of the Kenosha County jurisdictional Highway System Plan for County; the adoption on September 11, 1975, of the Kenosha County jurisdictional Highway System plan documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan for County; the adoption system plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan documented in SEWRPC Planning Report No. 25, A Region

Table 1 Footnotes (continued)

Area; the adoption on December 2, 1982, of the Amendment to the Regional Transportation Plan-2000, Racine County, and that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on September 8, 1983, of an amendment pertaining to a transportation system plan for the northwest side of Milwaukee County and for Ozaukee County documented in SEWRPC Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area; the adoption on December 1, 1983, of the Amendment to the Regional Transportation Plan-2000, Lake Freeway North/Park Freeway East; the adoption on March 11, 1985, of the Amendment to the Regional Transportation Plan-2000, Stadium Freeway South Corridor; the adoption on June 20, 1988, of that date's Amendment to the Regional Transportation Plan-2000, Waukesha County; the adoption on June 20, 1990, of the Amendment to the Washington County Jurisdictional Highway System; Plan-2000; the adoption on December 5, 1990, of the Amendment to the Racine County Jurisdictional Highway System Plan-2000 and the Amendment to the Regional Transportation Plan-2000, Kenosha County; the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties; the adoption on March 4, 1992, of the Amendment to the Walworth County Jurisdictional Highway System Plan-2010; and the adoption on January 18, 1993, of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010. The third-generation regional transportation system Plan to Souther adoption of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010. The third-generation regional transportation system Plan to Southeastern Wisconsin: 2010, and was subsequently amended by the adoption on June 21, 1995, of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin; the adoption on December 6, 1995, of an updated jurisdictional highway system plan for Waukesha County, set forth in a Commission document entitled Amendment to the Waukesha County Jurisdictional Highway System Plan-2010; and the adoption on December 4, 1996, of a development plan for Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin. The fourth-generation regional transportation system plan was adopted by the Commission on December 3, 1997, and documented in SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020, and was subsequently amended by the adoption on February 1, 2001, of the Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway; the adoption on June 19, 2002, of the Amendment to the Washington County Jurisdictional Highway System Plan: 2020; the adoption on March 20, 2003, of the Affirmation of Year 2020 Regional Transportation System Plan and Extension of Plan Design Year to 2025; and the adoption on May 21, 2003, of the Amendment to the Regional Transportation Plan (Regional Freeway System).

^cThe Racine area transit development plan is a fourth-generation plan. The initial plan was adopted by the Commission on September 12, 1974, and documented in SEWRPC Community Assistance Planning Report No. 3, Racine Area Transit Development Program: 1975-1979. The second-generation plan was documented in SEWRPC Community Assistance Planning Report No. 79, Racine Area Transit System Plan and Program: 1984-1988. The third-generation plan was adopted by the Commission on March 9, 1994, and documented in SEWRPC Community Assistance Planning Report No. 79, Racine Area Transit System Plan and Program: 1984-1988. The third-generation plan was adopted by the Commission on March 9, 1994, and documented in SEWRPC Community Assistance Planning Report No. 204, Racine Transit System Development Plan: 1993-1997, City of Racine, Wisconsin.

^dThe regional airport system plan is an amended and updated second-generation plan. The first-generation plan was adopted by the Commission on March 4, 1976, and documented in SEWRPC Planning Report No. 21, A Regional Airport System Plan for Southeastern Wisconsin. The second-generation plan was initially adopted by the Commission on June 15, 1987, and documented in the first edition of SEWRPC Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010.

^e The Kenosha area transit development plan is a fourth-generation plan. The initial plan was adopted by the Commission on June 3, 1976, and documented in SEWRPC Community Assistance Planning Report No. 7, Kenosha Area Transit Development Plan: 1976-1980. The second-generation plan was adopted by the Commission on March 11, 1985, and documented in SEWRPC Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988, City of Kenosha, Wisconsin. The third-generation plan was adopted by the Commission on June 17, 1992, and documented in SEWRPC Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988, City of Kenosha, Kenosha, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin.

¹The four 1996 amendments and the single 1997 amendment to the 1978 elderly-handicapped transportation plan supersede and supplement a series of earlier amendments to the 1978 plan. These earlier amendments are as follows: 1) an amendment adopted by the Commission on June 20, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County; 2) three amendments adopted by the Commission on September 11, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, respectively, in Volume One, Kenosha Urbanized Area; Volume Three, Racine Urbanized Area; and Volume Four, Milwaukee Urbanized Area/Waukesha County; 3) an amendment adopted by the Commission on June 18, 1981, and documented in the Amendment to the Public Transit Accessibility Plan for the Milwaukee Urbanized Area/Waukesha County, City of Waukesha Transit System; 4) five amendments adopted by the Commission on December 7, 1987, and documented, respectively, in SEWRPC Memorandum Report No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility; SEWRPC Memorandum Report No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 22, A Public Transit Program for Handicapped Persons, Waukesha County Transit System; SEWRPC Memorandum Report No. 23, A Public Transit Program for Handicapped Persons-City of Kenosha Transit System; and SEWRPC Memorandum Report No. 24. A Public Transit Program for Handicapped Persons-City of Racine Transit System; 5) five amendments adopted by the Commission on January 15, 1992, and documented, respectively, in SEWRPC Memorandum Report No. 59, A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 59, A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System; SEWRPC Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; Sewrey (Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit Severe Plan for SEWRPC Memorandum Report No. 61, A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 62, A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System; 6) five amendments adopted by the Commission on January 18, 1993, and documented, respectively, in SEWRPC Memorandum Report No. 73, A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 74, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 75, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 76, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 77, A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System; 7) five amendments adopted by the Commission on January 24, 1994, and documented, respectively, in SEWRPC Memorandum Report No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System, SEWRPC Memorandum Report No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System; 8) five amendments adopted by the Commission on January 25, 1995, and documented, respectively, in SEWRPC Memorandum Report No. 96, A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 97, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 98, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System; SEWRPC Memorandum Report No 99, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 100, A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System: and 9) an amendment adopted by the Commission on January 24, 1996, and documented in SEWRPC Memorandum Report No. 106, A Paratransit Service Plan for Disabled Persons: 1996 Update/Milwaukee County Transit System.

^gThe Ozaukee County Transit Plan is an amended and updated second generation plan. The first generation plan was adopted by the Commission on December 6, 1995, and documented in SEWRPC Community Assistance Planning Report No. 218, A Transit Service Plan for Ozaukee County: 1996-2000.

^hThe regional water quality management plan grew out of a first-generation regional sanitary sewerage plan adopted by the Commission on May 13, 1974, and documented in SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin.

regional bicycle and pedestrian facilities system plan, and detailed transit development plans for the Kenosha, Racine, Waukesha, and West Bend urban areas and for Ozaukee, Washington, and Waukesha Counties.

Eleven of the adopted plan elements fall within the broad functional area of environmental planning. These consist of the regional water quality management plan, the regional wastewater sludge management plan, the regional air quality attainment and maintenance plan, and comprehensive watershed development plans for the Root, Fox, Milwaukee, Menomonee, Kinnickinnic, Des Plaines, and Pike River watersheds, and for the Oak Creek watershed.

The final two plan elements consist of comprehensive community development plans for the Kenosha and Racine urbanized areas.

During 2008, the Commission adopted six amendments to the regional water quality management plan dealing with changes to planned sanitary sewer service areas at various locations throughout the Region.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

The Commission views the planning process as cyclical in nature, alternating between systems, or areawide, planning, and project, or local, planning. Under this concept, for example, with respect to transportation planning, transportation facilities development and management proposals are initially advanced at the areawide systems level of planning and then an attempt is made to implement the proposals through local project planning. If, for whatever reasons, a particular facility construction or management proposal advanced at the areawide systems planning level cannot be implemented at the project level, that determination is taken into account in the next phase of systems planning. A specific example of this is the Milwaukee River Parkway arterial facility included in the initial regional transportation system plan but rejected in the project planning phase of the cycle. Similar examples could be given for land use development, park and open space facilities, library facilities, flood control facilities, water pollution abatement facilities, or any of the other types of facilities or services that are the subject of Commission plan elements.

By the end of 1979, the second cycle of areawide systems planning for land use, transportation, and water quality management programs had been com-

pleted. The resulting plans represent second-generation plans for the Region, incorporating the feedback from the intensive project and facilities planning efforts completed by local agencies after, and in implementation of, the first-generation areawide system plans. In September 1992, the Commission adopted a thirdgeneration regional land use plan as part of the Commission's periodic review and reappraisal of the major elements of the comprehensive regional plan. In December 1994, the Commission adopted a thirdgeneration regional transportation system plan as part of this review and reappraisal process. In December 1997, the Commission adopted fourth generation design year 2020 regional land use and regional transportation system plans. Fifth generation regional land use and regional transportation system plans were adopted in 2006.

The fifth-generation, design year 2035 regional land use plan is based upon the same three basic concepts underlying the prior regional land use plans, namely, the centralization of new urban land development to the greatest degree practicable, the preservation and protection of primary environmental corridor lands, and the preservation and protection of prime agricultural lands. The fifth-generation regional land use plan is thus conceptually identical to the four previous regional land use plans.

The fifth-generation regional transportation system plan, which also has a design year of 2035, is designed to serve and support the adopted regional land use plan. The regional transportation system plan builds upon four earlier plans. The year 2035 plan embodies the basic structure of the year 2020 plan with only modest amendments as necessary to address additional travel needs expected to materialize over the extended planning period and to appropriately incorporate plan modifications advanced by local units of government since completion of the year 2020 plan.

The initial cycle of water quality management planning consisted of the regional sanitary sewerage system plan adopted by the Commission in 1974 and the projectlevel planning carried out by local water quality management agencies since that time. In July 1979, the Commission adopted a regional water quality management plan, taking into account the results of the project- and facility-level planning efforts of the first planning cycle. The regional water quality management plan differed from the regional sanitary sewerage system plan primarily in scope and complexity, the regional water quality management plan dealing with such areas as regional sludge management and the control of water pollution from nonpoint sources as well as with the control of water pollution from point sources, which was the focus of the first systems-level planning effort. A report documenting the status of the regional water quality management plan, collating and summarizing all implementation actions taken and plan amendments adopted since the adoption of the initial plan in 1979, was completed and published by the Commission in March 1995. A major plan amendment for the greater Milwaukee watersheds was adopted December 2007.

PLAN ELEMENTS UNDER PREPARATION

At the end of 2008, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of updated jurisdictional highway system plans for several counties.
- The preparation of new short-range transit system development plans for Milwaukee County and the Cities of Kenosha and Racine.
- The preparation of an updated park and open space plan for Milwaukee County.
- The preparation of a regional water supply system plan.

- The preparation of an update to the regional natural areas and critical species habitat protection and management plan.
- The preparation of an update to the regional housing plan.

FUTURE WORK PROGRAMS

The Commission is committed to carrying out a series of continuing planning efforts designed to ensure-to the extent that available fiscal resources permit-that the already adopted plan elements are both kept current and extended in terms of design year. Thus, the Commission annually carries on a continuing regional land use planning program designed in part to update and extend the regional land use and regional park and open space plans; a continuing regional transportation planning program designed to update and extend the regional highway, transit, and bicycle and pedestrian system plans; and a continuing regional environmental planning program designed to update, amend, and extend the series of watershed plans and the regional water quality management plan.

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus or a study design prior to undertaking any major new planning efforts.

LAND USE PLANNING DIVISION

The Land Use Planning Division conducts studies and prepares plan recommendations concerning the physical aspects of land use development within the Region. The Division is also responsible for developing demographic, economic, and public financial resource data that serve as the basis for the preparation of regional and subregional plans of various types by the Commission. The kinds of basic questions addressed by this Division include the following:

- How many people live and work in the Region? How are the levels of population and employment changing over time?
- Where in the Region do people live and work? How are the population, household, and employment distribution patterns changing over time?
- What are the most probable future levels of population, households, and employment in the Region? Where will people live and work in the future?
- What is the existing pattern of land use development in the Region? How is this pattern changing over time?
- Where are the significant natural resource areas of the Region located, including the wetlands, woodlands, and wildlife habitat areas? What is happening to these resources over time?
- Where are the significant agricultural lands of the Region located? At what rate are these lands being converted to other uses?
- What are the probable future demands within the Region for each of the land use categories, and what appears to be the best way to accommodate these demands?
- How can new urban development and redevelopment in the Region be adjusted to the limitations of the natural resource base?

• What is the demand for outdoor recreation in the Region, and how can this demand best be met through the provision of park and open space sites and facilities?

In an attempt to provide answers to these and similar questions, the Land Use Planning Division, during 2008, conducted a number of activities in three identifiable areas: land use planning, economic and demographic analysis, and park and open space planning.

LAND USE PLANNING

During 2008, Division efforts in land use planning were directed primarily toward implementation of the adopted regional land use plan. Much of this work involved the extension of regional land use plan data for use in subregional and local planning programs being undertaken by the Commission and by county and local units of government within the Region. The Division also continued to monitor subdivision platting activity within the seven-county Region during 2008.

Regional Land use Plan—An Overview

The regional land use plan for the year 2035 was adopted by the Commission in 2006. It is documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035.* The year 2035 regional land use plan is a fifth generation plan. The Commission adopted the first regional land use plan for Southeastern Wisconsin in 1966; that plan had a design year of 1990. In subsequent planning efforts the Commission updated and extended the land use plan to 2000 (adopted in 1977), to 2010 (adopted in 1992), and to 2020 (adopted in 1997).

The regional land use plan provides a long-range guide to land use development and open space preservation in the Region. The plan provides a basis for other elements of the regional plan, including the regional transportation plan, park and open space plan, water quality management plan, and water supply plan. The regional land use plan is also intended to serve as a framework for county and local comprehensive planning within the Region. The year 2035 regional land use plan is presented graphically on Map 2. The key features of the plan are described below.

Urban Land Use

Under the regional plan, urban lands-including land devoted to high, medium, and low density residential uses as well as to commercial, industrial, governmental, institutional, recreational, and transportation, communication, and utility uses-would increase by 93 square miles, or 13 percent, from 732 square miles in 2000 to 825 square miles in 2035. Urban development would occur within urban service areas served by public sanitary sewers and other public utilities and services. New urban land would be provided through the infilling and renewal of existing urban service areas and through the orderly expansion of such areas. Urban residential development and redevelopment would occur in a variety of residential neighborhood types and in mixed uses settings. About 88 percent of all new housing would occur at a medium density-averaging about four dwelling units per acre-or at a higher density. Under the plan, growth in the economic base would be accommodated through the development and redevelopment of major economic activity centers as well as community-level and neighborhood-level centers.

Sub-urban Density Residential Land

The regional plan discourages sub-urban density residential development, defined as a density of 0.2 to 0.6 dwelling unit per acre, with a typical lot size of two to three acres. Such development is neither truly urban nor rural in character. Development at this density generally precludes the provision of centralized sanitary sewer and water supply services. The plan recommends that additional sub-urban density residential development be confined to areas that have already been committed to such use through subdivision plats and certified surveys.

Environmentally Significant Lands

Under the regional plan, the land development needs of the Region would be met while preserving the best remaining elements of the natural resource base—most of which are located within environmental corridors and isolated natural resource areas. The plan recommends the preservation of primary environmental corridors—large, elongated areas in the landscape encompassing many of the best remaining woodlands, wetlands, prairies, wildlife habitat, and surface water and associated shorelands and floodlands, along with many related historic, scenic, and recreational sites. The plan recommends that these corridors be preserved in essentially natural, open use, recognizing, however, that certain limited development may be accommodated in upland corridor areas without jeopardizing their overall integrity; guidelines in this respect are included in the plan. The planned primary environmental corridors encompass 18 percent of the Region.

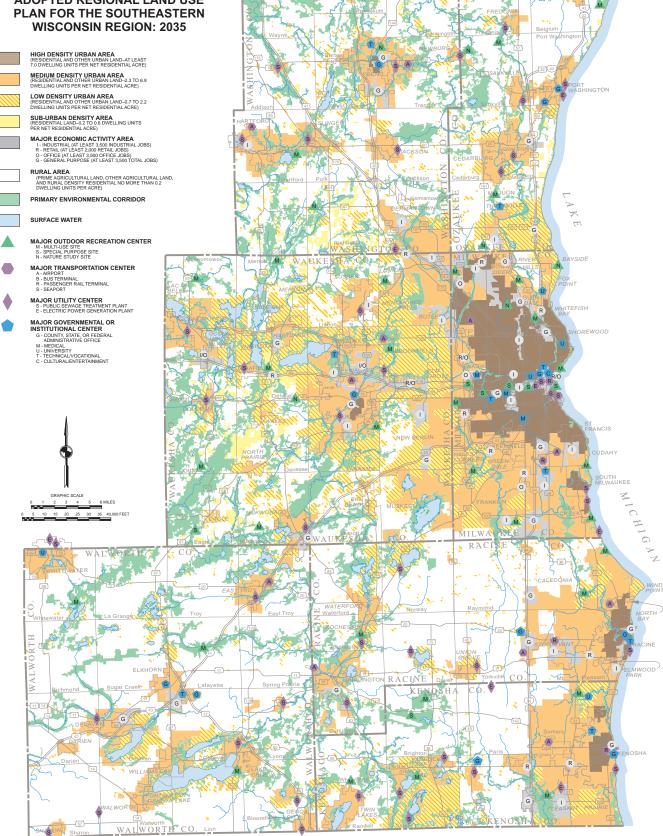
In addition to primary environmental corridors, other smaller concentrations of natural resources—referred to as secondary environmental corridors and isolated natural resource areas—have been identified as warranting strong consideration for preservation. The planned secondary environmental corridors encompass 3 percent of the Region while the planned isolated natural resource areas encompass 2 percent. The regional plan recommends that these areas be retained in natural, open use as determined in county and local plans.

The regional plan also recommends the preservation of all sites identified as natural areas or critical species habitat sites in the regional natural areas and critical species habitat inventory, described later in this section. Most of these sites are located within environmental corridors or isolated natural resource areas.

Prime Agricultural Lands and Other Rural Lands

The area shown in white on the regional land use plan map is recommended to remain in essentially rural use-primarily agriculture and rural density residential use. Prime agricultural land in this area-the land best suited for agriculture—is recommended to be preserved for farming, with residential development generally limited to no more than one dwelling unit per 35 acres. The regional plan recommends that counties in the Region, in cooperation with the concerned local units of government, carry out planning programs to identify prime agricultural land. The regional plan holds out the preservation of the most productive soils—soils in U.S. Natural Resources Conservation Service Agricultural Capability Class I and Class II-as a key consideration in the identification of prime farmland, recognizing that other factors, such as farm size and the overall size of the farming area, may also be considered.

ADOPTED REGIONAL LAND USE WISCONSIN REGION: 2035



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The regional plan also encourages the preservation of nonprime farmland for agricultural use. This could be in the form of traditional agriculture or alternative agricultural uses such as smaller hobby farms or specialty farms including community supported agricultural operations. The regional plan recognizes the potential for limited residential development on nonprime farmland in planned rural areas, recommending that any such development be limited to a density of no more than one dwelling unit per five acres. Where such development is accommodated, the plan encourages the use of conservation subdivision designs.

Residential Subdivision Platting Activity

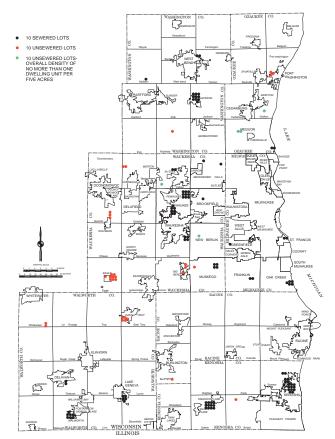
The Commission annually monitors land subdivision activity within the Region. In all, 1,322 residential lots were created within the Region during 2008 by subdivision plat, compared with 3,442 lots so created in 2007, reflecting the current decline in housing construction (see Table 2 and Map 3). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2008 ranged from a low of eight lots in Racine County to a high of 487 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

Of the residential lots created in 2008, 961 lots, or 73 percent, were to be served by public sanitary sewers; the remaining 361 lots, or 27 percent, were to be served by onsite sewage disposal systems. Of the 361 lots to be served by onsite sewage disposal systems, 45 lots, or 12 percent, occurred at a rural density—that is, an overall density of no more than one dwelling unit per five acres. The balance occurred at urban densities of more than one dwelling unit per five acres.

ECONOMIC AND DEMOGRAPHIC ANALYSIS

During 2008, the Division continued to monitor secondary data sources for changes in employment, population, and housing levels, and continued to provide socioeconomic data in support of its work and that of the Transportation, Environmental, Telecommunications, and Community Assistance Planning Divisions.

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2008



Monitoring Employment

Current Employment Levels

The number and type of jobs available are important measures of economic activity within the Region. Since jobs are enumerated at their location, the job data are often referred to in terms of "place-of-work" employment data. It should be noted that the enumeration of jobs does not distinguish between fulland part-time jobs or indicate whether a given job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The information regarding employment levels presented in this report is drawn from secondary data sources. Future editions of the Commission's Annual Report may present slightly revised employment levels for the year 2008 and previous years in order to reflect new releases of secondary source employment data as they become available.

	Sewered Lots		Unsewe	red Lots ^a	Tota	Lots
County	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	300	98.7	4	1.3	304	23.0
Milwaukee	96	100.0	0	0.0	96	7.3
Ozaukee	19	26.8	52	73.2	71	5.4
Racine	0	0.0	8	100.0	8	0.6
Walworth	140	66.4	71	33.6	211	15.9
Washington	124	85.5	21	14.5	145	11.0
Waukesha	282	57.9	205	42.1	487	36.8
Region	961	72.7	361	27.3	1,322	100.0

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2008

^aOf the 361 lots to be served by onsite sewage disposal systems,45 lots, or 12 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 23 such lots in Ozaukee County and 22 in Waukesha County.

Table 3

REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2008

		Number of Jobs			0 Change	2000-2008	Change
Employment Category	1990	2000	2008 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	14,300	17,600	19,200	3,300	23.1	1,600	9.1
Construction	45,100	53,800	53,400	8,700	19.3	-400	-0.7
Manufacturing	223,500	224,400	178,200	900	0.4	-46,200	-20.6
Transportation, Communication, and Utilities	46,300	54,800	51,000	8,500	18.4	-3,800	-6.9
Wholesale Trade	55,300	64,400	63,500	9,100	16.5	-900	-1.4
Retail Trade	185,400	193,700	197,700	8,300	4.5	4,000	2.1
Services ^b	386,500	499,700	555,700	113,200	29.3	56,000	11.2
Government and Government Enterprises ^C	106,200	114,400	116,500	8,200	7.7	2,100	1.8
Total Jobs	1,062,600	1,222,800	1,235,200	160,200	15.1	12,400	1.0

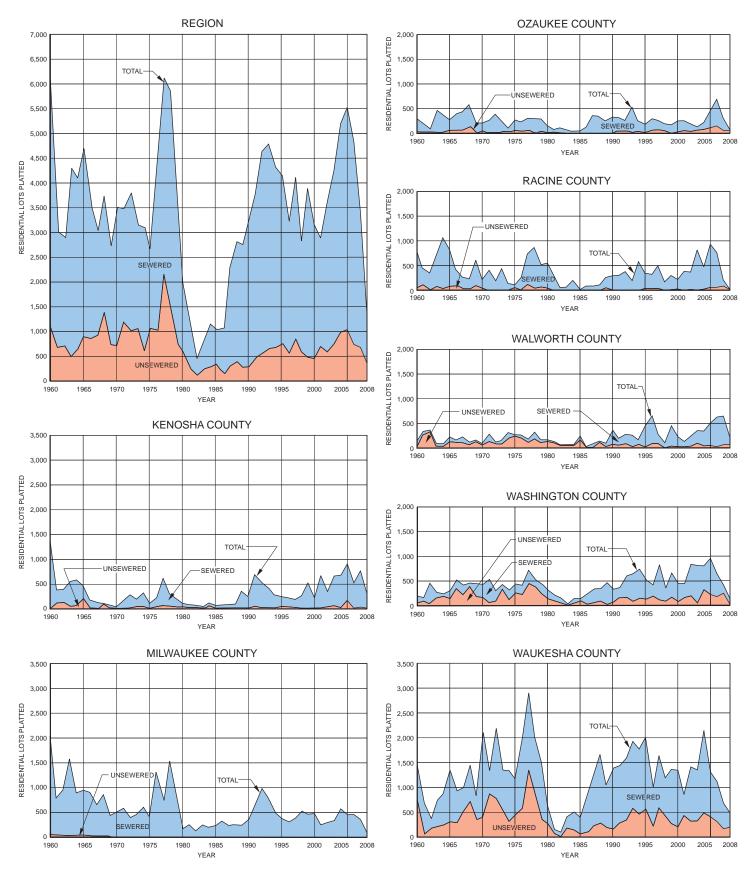
^aIncludes agriculture, agricultural services, forestry, commercial fishing, mining, and unclassified jobs.

^bIncludes services and finance, insurance, and real estate.

^CExcludes armed forces.

The number of jobs in the Region in 2008 was estimated at 1,235,200, a decrease of about 6,500 jobs, or 0.5 percent, from the 2007 level, reflecting the current economic downturn. Nevertheless, the number of jobs in the Region in 2008 remained about 12,400 jobs, or 1 percent, above the 2000 level of 1,222,800 jobs. Year 2008 employment has declined from the 2000 level in half of the employment categories, including manufacturing employment which was an estimated 46,200 jobs less than the 2000 level (see Table 3). Estimated employment levels by county in 2008 are indicated in Table 4. Despite the recent economic downturn, 2008 employment levels in five counties— Kenosha, Ozaukee, Walworth, Washington, and Waukesha—remained above year 2000 levels. Racine County employment in 2008 was estimated to be slightly below the 2000 level, while Milwaukee County employment was estimated to have declined by about 17,800 jobs, or about 3 percent.

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2008



	Number of Jobs			1990-200	00 Change	2000-2008 Change	
County	1990	2000	2008 Estimate	Number	Percent	Number	Percent
Kenosha	52,200	68,700	75,800	16,500	31.6	7,100	10.3
Milwaukee	609,800	624,600	606,800	14,800	2.4	-17,800	-2.8
Ozaukee	35,300	50,800	53,500	15,500	43.9	2,700	5.3
Racine	89,600	94,400	93,500	4,800	5.4	-900	-1.0
Walworth	39,900	51,800	55,200	11,900	29.8	3,400	6.6
Washington	46,100	61,700	67,100	15,600	33.8	5,400	8.8
Waukesha	189,700	270,800	283,300	81,100	42.8	12,500	4.6
Region	1,062,600	1,222,800	1,235,200	160,200	15.1	12,400	1.0

REGIONAL EMPLOYMENT BY COUNTY: 1990, 2000, AND 2008

Comparison of Actual and Projected Employment Levels

In 2004, the Commission prepared a new set of employment level projections for the Region to the year 2035. These projections are documented in SEWRPC Technical Report No. 10 (4th Edition), The Economy of Southeastern Wisconsin, July 2004. Because of the uncertainty surrounding future employment levels, the Commission projected a range of future employment levels-high, intermediate, and low-for the Region. The intermediate projection is considered the most likely to be achieved for the Region overall. The high and low projections are intended to provide an indication of the range of employment levels which could conceivably be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region. The intermediate employment level projected for the Region was used as a basis for the preparation of the year 2035 regional land use plan. In the preparation of the regional land use plan, adjustments were made to the projected county-level employment levels presented in Technical Report No. 10, based upon a consideration of the local land use plans of communities within the Region. The intermediate employment projection used in the regional land use plan, along with the high-growth and low-growth employment projections, are presented on Figure 7.

Employment in the Region in 2008 was anticipated to total 1,241,300 jobs under the high-growth scenario; 1,220,300 jobs under the intermediate-growth scenario; and 1,201,600 jobs under the low-growth

scenario. The estimated 2008 level of 1,235,200 jobs is less than 1 percent below the high projection and exceeds the intermediate and low growth projections by 1 percent and 3 percent, respectively (see Table 5 and Figure 7).

Monitoring Population

Current Population Levels

Each year, the Wisconsin Department of Administration prepares estimates of resident population levels for communities and counties in Wisconsin. These estimates are based upon symptomatic indicators of population change, including automobile registrations, residential electric meters, the number of persons filing income tax returns, and the number of dependents claimed on income tax returns. Department estimates of the resident population for the Region in 2008, along with the estimated change from the year 2000 Census population, are presented in Table 6.

As indicated in Table 6, the 2008 resident population of the Region was estimated by the Department of Administration to be about 1,998,400 persons, an increase of about 67,200 persons, or about 3.5 percent, over 2000. Every county in the Region, except Milwaukee County, was estimated to have experienced population increases between 2000 and 2008, ranging from a low of about 4,700 persons, or about 6 percent, in Ozaukee County, to a high of about 21,900 persons, or about 6 percent, in Waukesha County. Milwaukee County population was estimated to have declined by about 1,700 persons, or less than 1 percent.

		Projected 2008 Jobs					
County	Estimated 2008 Jobs	High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario			
Kenosha Milwaukee Ozaukee	75,800 606,800 53,500	75,000 605,800 54,000	74,300 596,200 53,100	72,600 586,500 52,200			
Racine Walworth Washington	93,500 55,200 67,100	95,700 56,600 67,400	94,500 56,000 66,300	92,700 54,800 65,200			
Waukesha	283,300	286,800	279,900	277,600			
Region	1,235,200	1,241,300	1,220,300	1,201,600			

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2008

Table 6

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2008

	Population			1990-200	0 Change	2000-200	8 Change
County	1990 Census	2000 Census	2008 Estimate	Number	Percent	Number	Percent
Kenosha Milwaukee Ozaukee Racine Walworth Washington Waukesha	128,200 959,300 72,800 175,100 75,000 95,300 304,700	149,600 940,200 82,300 188,800 92,000 117,500 360,800	162,100 938,500 87,000 196,300 101,300 130,500 382,700	21,400 -19,100 9,500 13,700 17,000 22,200 56,100	16.7 -2.0 13.0 7.8 22.7 23.3 18.4	12,500 -1,700 4,700 7,500 9,300 13,000 21,900	8.4 -0.2 5.7 4.0 10.1 11.1 6.1
Region	1,810,400	1,931,200	1,998,400	120,800	6.7	67,200	3.5

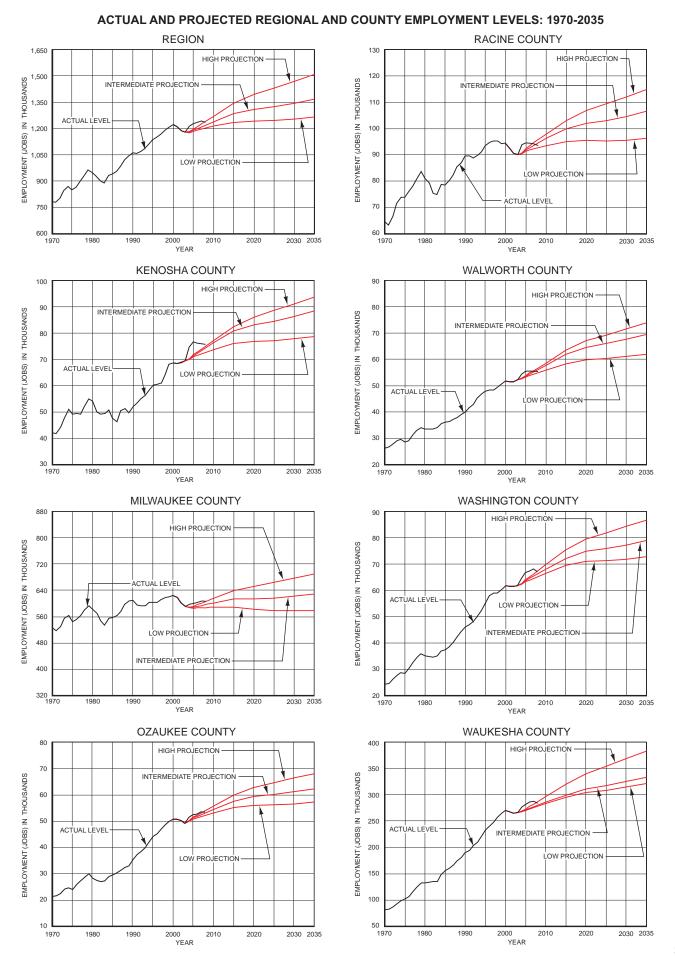
Between the Census date of April 1, 2000, and January 1, 2008, the total population increase of about 67,200 persons is estimated to have resulted from a natural increase of about 84,100 persons and a net out-migration of about 16,900 persons. During this time, Milwaukee County and Racine County experienced net out-migration, while the remaining counties in the Region experienced net in-migration, ranging from about 2,800 persons in Ozaukee County to about 10,600 persons in Waukesha County.

Comparison of Actual and Projected Population Levels

In 2004, the Commission prepared a new set of population projections for the Region to the year 2035. The projections are documented in SEWRPC Technical Report No. 11 (4th Edition), *The Population of Southeastern Wisconsin*, July 2004. As in the preparation of employment projections, the Com-

mission projected a range of future population levels for the Region to the year 2035. The intermediate projection is considered the most likely to be achieved for the Region overall. The high and low projections are intended to provide an indication of the range of population levels which could conceivably be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region. The high, intermediate, and low population projections are consistent with the corresponding employment projections for the year 2035. The intermediate population projection was used as a basis for the preparation of the year 2035 regional land use plan. The intermediate population projection, along with the high-growth and low-growth population projections, are presented for the Region and each county on Figure 8.

Under the high-growth scenario, the population level of the Region was anticipated to reach about 2,076,400



ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2008

		Projected 2008 Population						
County	2008 Population	High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario				
Kenosha	162,100	169.100	162.700	157.900				
Milwaukee	938,500	972,300	950,700	924,800				
Ozaukee	87,000	91,600	87,500	85,300				
Racine	196,300	202,100	193,900	190,400				
Walworth	101,300	105,000	102,500	98,600				
Washington	130,500	134,100	129,100	124,900				
Waukesha	382,700	402,200	385,900	375,800				
Region	1,998,400	2,076,400	2,012,300	1,957,700				

Table 8

	Households			1990-200	0 Change	2000-200	2000-2008 Change	
County	1990 Census	2000 Census	2008 Estimate	Number	Percent	Number	Percent	
Kenosha	47,000	56,100	63,400	9,100	19.4	7,300	13.0	
Milwaukee	373,100	377,700	389,800	4,600	1.2	12,100	3.2	
Ozaukee	25,700	30,900	34,600	5,200	20.2	3,700	12.0	
Racine	63,700	70,800	77,000	7,100	11.1	6,200	8.8	
Walworth	27,600	34,500	40,000	6,900	25.0	5,500	15.9	
Washington	33,000	43,800	51,600	10,800	32.7	7,800	17.8	
Waukesha	106,000	135,200	150,800	29,200	27.5	15,600	11.5	
Region	676,100	749,000	807,200	72,900	10.8	58,200	7.8	

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2008

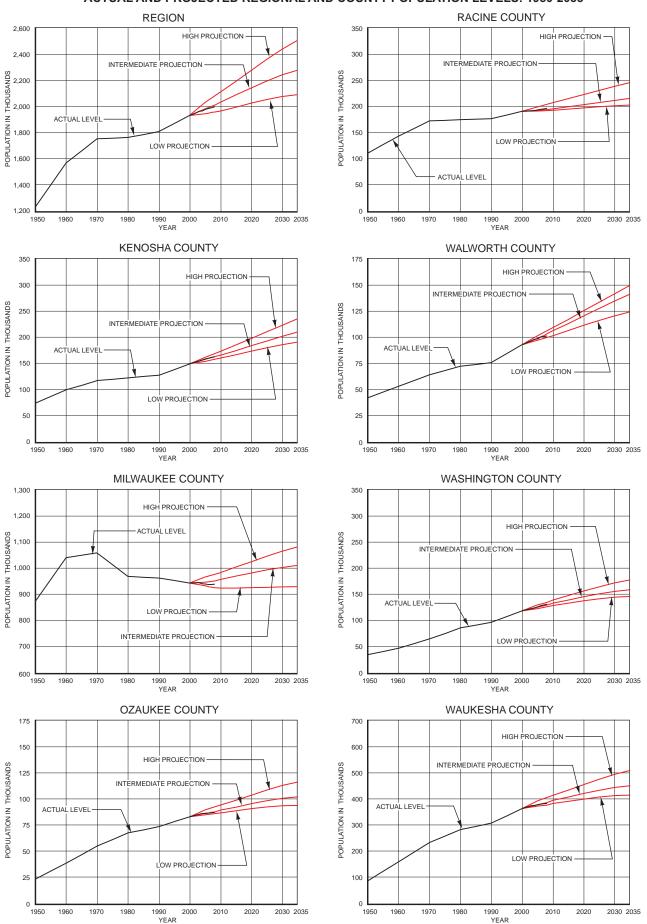
persons in 2008. The actual 2008 regional population level of 1,998,400 persons was about 4 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,957,700 persons in 2008. The actual 2008 population level was about 2 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 2,012,300 persons in 2008. The actual 2008 population level was less than 1 percent below this level (see Table 7 and Figure 8).

Monitoring Household Levels

Current Household Levels

Each year, the Wisconsin Department of Administration prepares estimates of the number of total housing units in Wisconsin counties. Estimates of housing units are based upon housing unit counts from the year 2000 Census, updated by the Department's annual housing survey of all cities, villages, and towns in Wisconsin through which it obtains data on changes in the housing stock. The estimate of occupied housing units—or households for 2008 presented herein is based upon the Department's estimates of housing units for 2008 and year 2000 Census housing vacancy rates.

As indicated in Table 8, the number of households in the Region is estimated to have increased from about 749,000 in 2000 to about 807,200 in 2008, an increase of about 58,200 households, or 7.8 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2008, ranging from about 3,700 households, or 12 percent, in Ozaukee County, to about 15,600 households, or 12 percent, in Waukesha County.





YEAR

		Projected 2008 Households					
County	2008 Households	High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario			
Kenosha	63,400	64,500	62,100	60,200			
Milwaukee	389,800	399,400	390,600	380,000			
Ozaukee	34,600	35,200	33,700	32,800			
Racine	77,000	77,400	74,200	72,800			
Walworth	40,000	40,400	39,400	37,900			
Washington	51,600	51,500	49,500	48,000			
Waukesha	150,800	154,500	148,200	144,300			
Region	807,200	822,900	797,700	776,000			

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2008

Comparison of Actual and Projected Household Levels

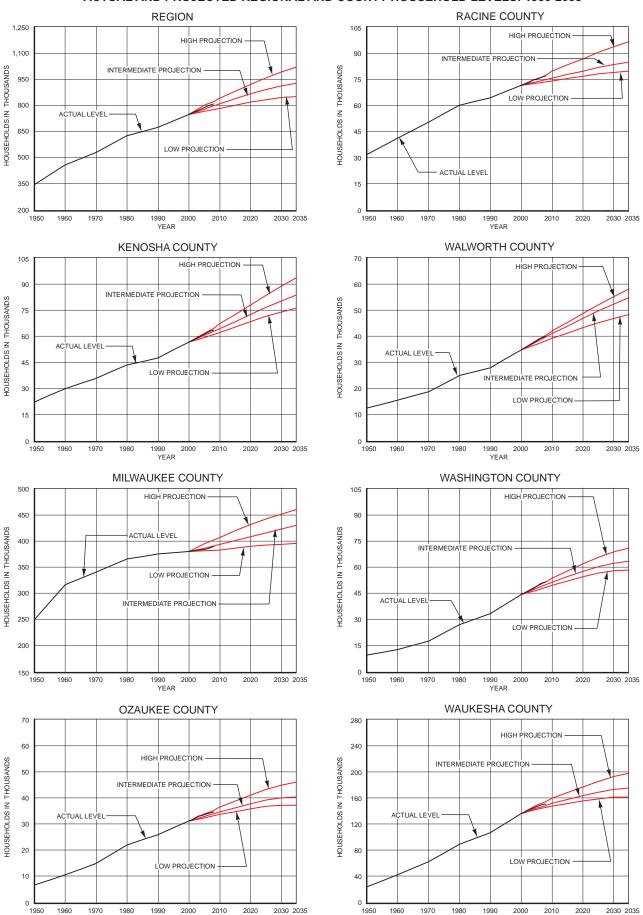
In conjunction with the aforereferenced population projections, the Commission in 2004 prepared a new set of household projections for the Region to the year 2035. These projections are also documented in SEWRPC Technical Report No. 11 (4th Edition), *The Population of Southeastern Wisconsin*, July 2004. The Commission prepared high, intermediate, and low household projections, corresponding to the high, intermediate, and low population projections. The intermediate household projection was used as a basis for the preparation of the year 2035 regional land use plan. The intermediate household projection, along with the high-growth and low-growth household projections, are presented for the Region and each county on Figure 9.

Under the high-growth scenario, it was anticipated that there would be 822,900 households in the Region in 2008. The 2008 regional household level of 807,200 is about 2 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 776,000 households in the Region in 2008. The 2008 regional household level is about 4 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 797,700 households in the Region in 2008. The 2008 regional household level is about 1 percent above this level (see Table 9 and Figure 9).

Census Coordination

During 2008, the Commission continued to participate in the U.S. Census Bureau State Data Center Program, a nationwide program under which the governor of each state designates an agency or group of agencies within the state government to serve as the lead agency within that state-known as the state data center-for the dissemination of the large volume of information collected and reported by the Census Bureau. Within the State of Wisconsin, the provision of the state data center is a joint function of the Wisconsin Department of Administration and the University of Wisconsin-Madison. Under an agreement between the Commission and the Wisconsin state data center, the Commission serves as an affiliate member of the data center and supplies Census data access and technical assistance to Census data users within the seven-county Southeastern Wisconsin Region.

As part of its continuing Census coordinating function within the Region, the Commission also serves as a clearinghouse and central repository for a wide variety of Census data holdings. A computer-readable geographic base file containing Census statistical tabulating and reporting unit boundaries for the Region is maintained by the Commission. Included in the Census material held by the Commission are all published reports, maps, DVDs, and CD-ROMs containing data for the Southeastern Wisconsin Region. Assistance is provided to local units of government, the public, and local businesses in accessing these materials.



YEAR



YEAR

PARK AND OPEN SPACE PLANNING

Regional Park and Open Space Plan

On December 1, 1977, the Commission adopted a regional park and open space plan for Southeastern Wisconsin consisting of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consisted of recommendations for the preservation of primary environmental corridors within the Region. The outdoor recreation element consisted of the following: 1) a resource-oriented outdoor recreation plan providing recommendations for the number and location of large parks, recreation corridors to accommodate trail-oriented activities, and wateraccess facilities to enable the recreational use of rivers. inland lakes, and Lake Michigan; and 2) an urban outdoor recreation plan, providing recommendations for the number and distribution of local parks and outdoor recreational facilities required in urban areas of the Region. The initial regional park and open space plan is documented in SEWRPC Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, November 1977.

The Commission has assisted the counties in the Region in preparing county-level park and open space plans which refine and extend the regional park and open space plan. Upon adoption by the Commission, such plans serve as amendments to the regional park and open space plan.

The major outdoor recreation sites and recreation corridors recommended under the regional park and open space plan, as refined and detailed in county park and open space plans, are shown on Map 4.¹ Shown on this map are large parks—parks of at least 100 acres in area which provide facilities for a variety of resourceoriented outdoor recreational activities; major recreation corridors accommodating trail-oriented activities; and major special purpose outdoor recreation sites, such as Henry W. Maier Festival Park in the City of Milwaukee and Old World Wisconsin in the Town of Eagle.

In 2008, the Commission staff continued work on an update and extension of the park and open space plan for Milwaukee County.

Regional Natural Areas and Critical Species Habitat Protection and Management Plan

A regional natural areas and critical species habitat protection and management plan for Southeastern

Wisconsin was adopted by the Commission as an amendment to the regional park and open space plan in September 1997. The regional natural areas and critical species habitat plan is documented in SEWRPC Planning Report No. 42, A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin, September 1997.

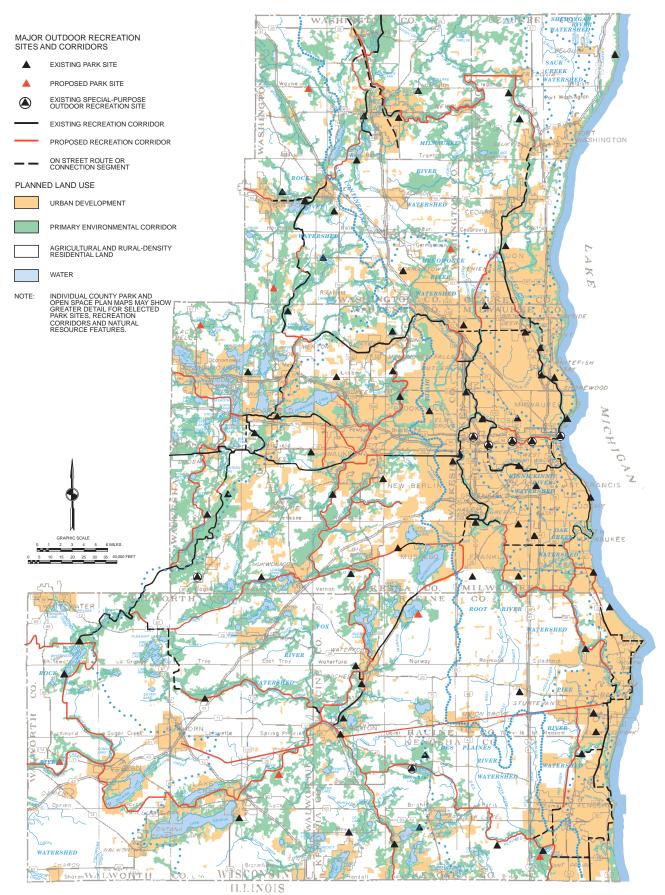
The planning effort was undertaken to identify the most significant remaining natural areas-essentially, remnants of the pre-European-settlement landscapeas well as other areas vital to the maintenance of endangered, threatened, and rare plant and animal species in the Region. The plan represents an important additional element of the evolving comprehensive plan for Southeastern Wisconsin. It also provides an important supplement to the open space preservation recommendations of the regional land use and park and open space plans.

Under the plan, natural areas are defined as tracts of land or water so little modified by human activity, or

¹Map 4 incorporates major outdoor recreation sites and recreation corridors recommended in the following reports: SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987, as amended, for the portion of Kenosha County located west of IH 94, and SEWRPC Community Assistance Planning Report No. 212, A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995, for the portion of Kenosha County located east of IH 94; SEWRPC Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County, November 1991; SEWRPC Community Assistance Planning Report No. 133 (2nd Edition), A Park and Open Space Plan for Ozaukee County, June 2001; SEWRPC Community Assistance Planning Report No. 134 (2nd Edition), A Park and Open Space Plan for Racine County, July 2001; SEWRPC Community Assistance Planning Report No. 135 (2nd Edition), A Park and Open Space Plan for Walworth County, September 2000, as amended; SEWRPC Community Assistance Planning Report No. 136 (3rd Edition), A Park and Open Space Plan for Washington County, March 2005; and SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin, August 1996. Certain plan amendments for Kenosha and Walworth Counties were awaiting Commission adoption at the end of 2008.

Map 4

MAJOR OUTDOOR RECREATION SITES AND CORRIDORS RECOMMENDED UNDER THE REGIONAL PARK AND OPEN SPACE PLAN, AS AMENDED AND AS UNDER PROPOSED AMENDMENTS PENDING AS OF DECEMBER 31, 2008



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which have sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the pre-European-settlement landscape. Critical species habitats are defined as additional tracts of land or water which support endangered, threatened, or rare plant or animal species. The study identified a total of 447 natural areas and 142 critical species habitat sites. The distribution of these sites within the Region is shown on Map 5.

The plan recommends that each of the 589 natural areas and critical species habitat sites be protected and preserved to the maximum extent practicable as urban and rural development in the Region proceeds. The plan, as amended through the end of 2008, recommends that 539 sites, or 92 percent of the total, be placed in public or private protective conservation ownership and that the other 50 sites be protected, insofar as it is possible, through zoning and other regulatory means without protective ownership.

Descriptive information for each natural area and critical species habitat site, along with the recommended means for preservation, is presented in SEWRPC Planning Report No. 42, as amended.

As of the end of 2008, the natural areas and critical species habitat protection and management plan had been adopted by all seven counties in the Region, as well as by four cities, eight villages, and four towns in the Region, and had been endorsed by the Wisconsin Natural Areas Preservation Council. In addition, the Wisconsin Natural Resources Board has created a committee to investigate the implementation of those portions of the natural areas plan which pertain to the Wisconsin Department of Natural Resources. The Commission staff assisted the Department's committee with its investigation, which has now been completed. In addition, during 2008 there were several additions made to natural areas. The Wisconsin Department of Natural Resources acquired 468 acres of the newlyidentified Rainbow Springs Woods, Wetlands and Dry Prairie Natural Area in Waukesha County; 50 acres of the Holy Hill Woods Natural Area in Washington County; and 2 lots totaling 1.04 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County. The Waukesha Land Conservancy acquired 96 acres of the Falk Fen Natural Area. The Nature Conservancy acquired 48 acres of the Malek Wetlands Natural Area in Waukesha County. The Cedar Lake Conservation Foundation acquired 23 acres of the

Slinger Upland Woods Natural Area, which includes part of the Polk Kames Geological Area. The City of Mequon acquired 16 acres of the Solar Heights Natural Area and 22 acres of the Triple Woods Natural Area. Finally, the Milwaukee Metropolitan Sewerage District acquired 45 acres of the USH 41 Natural Area; the Village of Germantown acquired 10 acres of the same site.

In 2008, the Commission staff continued work on an update to the regional natural areas and critical species habitat protection and management plan for Southeastern Wisconsin.

DATA PROVISION AND **TECHNICAL ASSISTANCE**

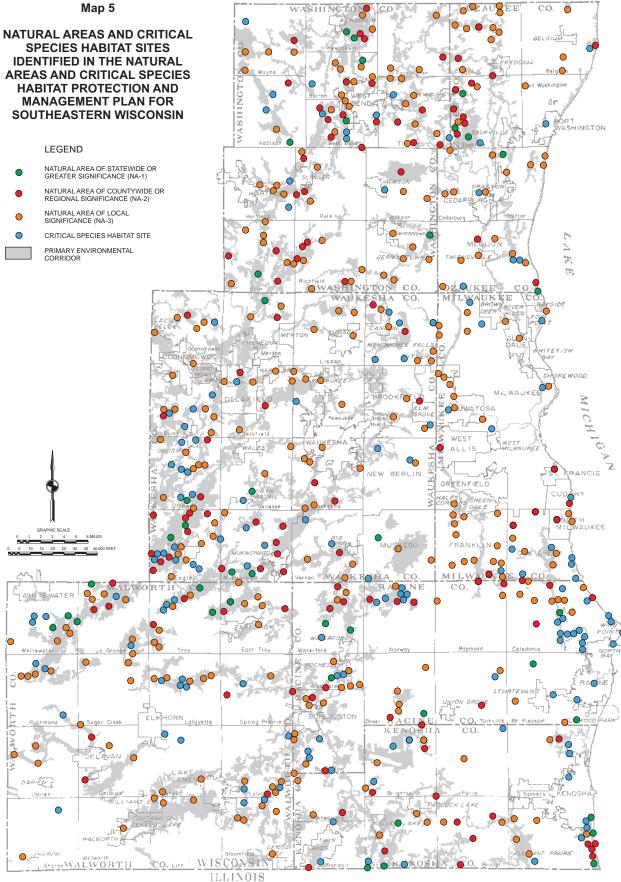
Economic and Demographic Data

The Land Use Planning Division devotes considerable time each year to answering requests for demographic, economic, and related data. This function also includes the provision of technical assistance to local units of government, public agencies, and school districts in the conduct of special data acquisition activities and in the analysis of data.

During 2008, the Division responded to about 55 requests for population, economic, and related information from the Commission data files. These requests came from county and local units of government, Federal and State agencies, private firms, and individual citizens. The following are some examples of Division activity during 2008 in performing the data provision and technical assistance function:

- Provided population and building structure counts within the floodplain in the Village of Caledonia to the Village for use in the National Flood Insurance Program.
- Provided census data on poverty, race, unemployment, and vehicle availability to the City of Elkhorn for use in preparing a grant application to the Department of Natural Resources.
- Provided existing and planned population, households, and jobs within the North Mill Creek watershed area in Kenosha County to Lake County, Illinois for use in preparing a watershed plan.

Map 5



- Provided existing and planned population and housing levels within the Arrowhead School District to the District for facilities planning.
- Provided existing and planned population levels to an engineering firm for use in preparing a wastewater treatment plan for the City of Brookfield.

Land Use, Natural Resource, and Park and Open Space Data

The Commission land use, natural resource, and park and open space data files are used extensively by State, county, and local governmental units and agencies and by private interests. In 2008, the Division responded to 220 requests for land use, natural resource, and park and open space data. Examples of the provision of land use, natural resource, and park and open space data during 2008 include the following:

- Provided recommendations regarding the regulation of riparian areas along the Milwaukee River to the Village of River Hills.
- Provided electronic files of wetland and environmental corridors for the West Bend area to a consultant working on an environmental impact statement for the West Bend Municipal Airport.
- Provided orthophotographs showing environmentally sensitive areas in selected Kenosha and Walworth County townships to a park and open space planning group for use in long-range park and open space planning and implementation.
- Provided information on park standards to Waukesha County Park and Planning for use in ongoing County park planning.

Special Environmental Inventories, Assessments and Evaluations

A continuing demand is placed upon the Commission to help Federal, State, and local units and agencies of government in evaluating and assessing the environmental significance and quality of specific development sites throughout the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. During 2008, the Commission fulfilled a total of 121 requests for such information. Most of this work effort may be divided into the following categories:

- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2008, 24 such requests were fulfilled for sites located throughout the Region (see Map 6). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to properly carry out local planning and land use control responsibilities. Once delineated in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on land subdivision plats, certified survey maps, and plats of survey.
- Requests for field evaluation, identification, and • delineation of wetlands and primary environmental corridors on large sites proposed for residential, commercial, and industrial development to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to any commitment to detailed site planning. During 2008, such requests were fulfilled for a total of 46 sites located throughout the Region (see Map 6). Once delineated in the field by the Commission staff, the precise boundaries of the environmentally significant areas concerned were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on plats of survey.
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with transportation improvement projects. During 2008, 21 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, the Milwaukee County Department of Public Works, the

LOCATIONS OF SPECIAL **ENVIRONMENTAL INVENTORIES,** CO. **ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2008**

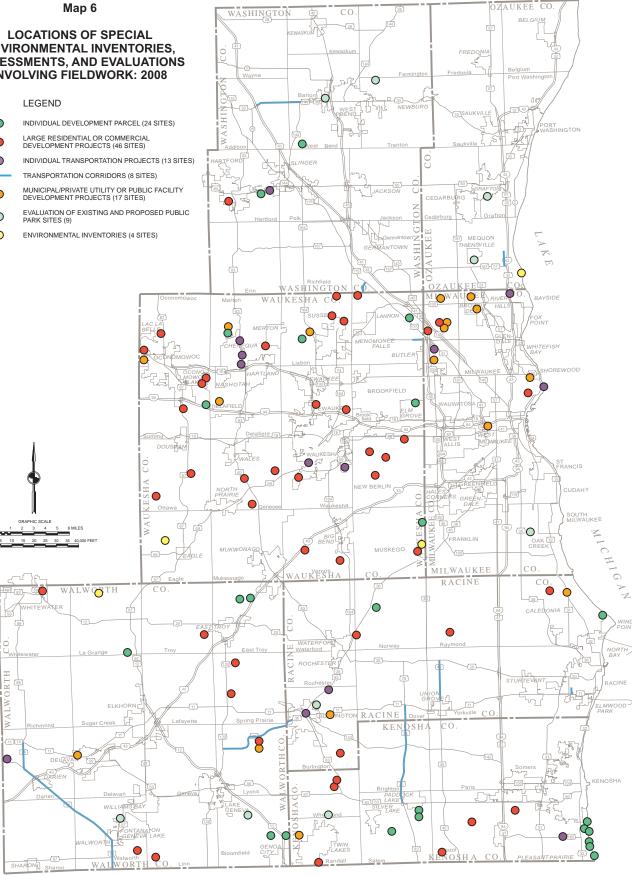
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Ozaukee County Highway Commission, the Washington County Highway Department, the City of Hartford, the City of Racine Public Works, and the City of Waukesha Department of Public Works (see Map 6).

- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with municipal and private utility and community facility development projects. During 2008, 17 such requests were fulfilled in Kenosha, Milwaukee, Racine, Walworth, and Waukesha Counties (see Map 6).
- Requests for the field identification and evaluation of environmentally sensitive areas,

including wetlands, with particular attention to the evaluation of the flora and fauna present on existing and proposed public park sites in order to assist in the development, redevelopment, and, in some cases, disposal of such sites. During 2008, nine such requests were fulfilled in Kenosha, Milwaukee, Ozaukee, Racine, and Washington Counties (see Map 6).

• Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any rare, threatened, or endangered species occur on the subject sites. During 2008, four such requests were fulfilled in Ozaukee, Walworth, and Waukesha Counties (see Map 6).

TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

The Commission is the official metropolitan transportation planning agency for the Southeastern Wisconsin Region. The Commission's Transportation Planning Division conducts studies and makes recommendations concerning various aspects of transportation system development within the Region. The kinds of basic questions addressed by the Division include the following:

- What are the travel habits and patterns in the Region? How are these changing over time?
- What is the existing supply of transportation facilities and services?
- How can existing transportation facilities best be used and transportation demand managed to avoid new capital investment?
- How much future travel will probably be accommodated by the various travel modes, particularly the private automobile and public transit?
- What new transportation facilities are needed to accommodate existing and anticipated future travel demand?
- Who should be responsible for providing needed transportation facilities?
- What are the relationships between land use and travel demand?

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 2008 conducted a number of activities in four major areas: transportation planning support and assistance, which includes data collection and development, model refinement, and technical assistance; transportation systems management and programming; long-range planning; and detailed corridor study projects.

TRANSPORTATION PLANNING SUPPORT AND ASSISTANCE

Data Collection and Development

During 2008, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

Personal-Use Vehicle and Commercial Truck Availability¹

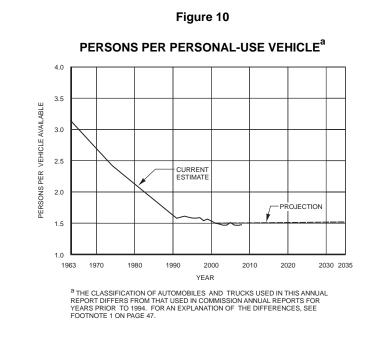
The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 2008 totaled about 1,373,600. This represents an increase of 20,300, or about 1.5 percent, compared to the 2007 level of 1,353,300 (see Table 10). Increases in personal-use vehicle availability in 2008 occurred in all counties in the Region. Over the past 40 years, there has been a generally steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2008 was 2.1 percent.

¹The classifications used to estimate vehicle availability in this Annual Report differ from those used in Commission Annual Reports for years prior to 1994. In this report, motor vehicles are divided into "personaluse vehicles" and "commercial trucks". Personal-use vehicles include not only automobiles, but also vans and light trucks available for personal use. Commercial trucks include municipal trucks and light and heavy trucks available for commercial use. In Annual Reports for years prior to 1994, vans and light trucks available for personal use were classified with light trucks available for commercial use.

County	1963	1972	2007	2008
Kenosha	37,240	51,100	116,260	118,260
Milwaukee	316,350	392,000	545,970	551,170
Ozaukee	16,780	28,030	66,970	68,160
Racine	52,040	73,350	142,510	144,890
Walworth	22,220	33,450	84,030	85,080
Washington	18,340	30,390	99,620	101,970
Waukesha	69,390	114,450	297,940	304,070
Total	532,360	722,770	1,353,300	1,373,600

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

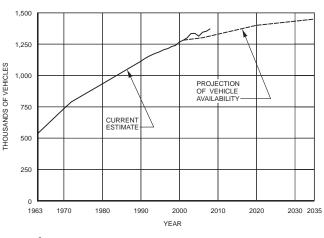
^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 47.



The number of persons per personal-use vehicle within the Region was estimated to be 1.45 in 2008, down slightly from the 1.47 estimated for 2007, as shown in Figure 10. The number of persons per personal-use vehicle has been relatively stable for over a decade, with minor fluctuations up and down annually. The forecast of the number of persons per personal-use vehicle expects long term stability as well. The forecast of total personal-use vehicle availability developed

Figure 11

PERSONAL-USE VEHICLE AVAILABILITY^a



^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 47.

under the long-range regional transportation system plan, is shown in Figure 11, along with historic annual personal-use vehicle availability. The 2008 forecast personal-use vehicle availability level was 1,313,600 under the adopted regional transportation system plan. The estimated 2008 regional personal-use vehicle availability level of 1,373,600 was 60,000 vehicles, or about 4.6 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

County	1963	1972	2007	2008
Kenosha	4,370	4,490	11,300	11,260
Milwaukee	25,910	26,710	48,110	48,270
Ozaukee	2,270	2,550	6,470	6,540
Racine	5,670	6,460	14,950	14,960
Walworth	4,190	4,840	12,430	11,310
Washington	3,210	4,080	9,520	10,800
Waukesha	7,780	10,280	33,330	33,660
Total	53,400	59,410	136,110	136,800

COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 47.

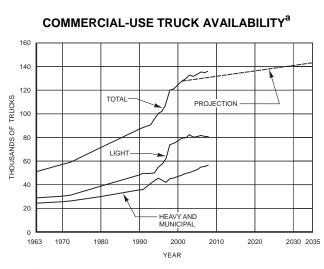


Figure 12

The number of commercial and municipal trucks available in the Region during 2008 totaled about 136,800, an increase of about 690, or about 0.5 percent, above the 2007 level of 136,110 trucks (see Table 11 and Figure 12). In 2008, increases in commercial motortruck availability occurred in all counties except Kenosha County and Walworth County. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 59 percent of all commercial trucks in 2007, and 59 percent of all commercial trucks in 2008. The number of light commercial trucks available in 2008 totaled about 80,740, a decrease of 130, or about 0.2 percent, from the 2007 level of 80,870. The number of heavy trucks and municipal trucks totaled 56,060 in 2008, an increase of about 820 trucks, or about 1.5 percent from the 2007 level of 55,240. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2008 was 2.1 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2008 through 10 intracounty systems and five intercounty systems (see Table 12 and Figures 13 and 14). As shown in Table 12, the total reported ridership on public transit services in the Region increased from 48.2 million revenue passengers in 2007 to 49.2 million revenue passengers in 2008, an increase of about 1.9 percent. This increase is attributable primarily to the high motor vehicle fuel prices that hovered near \$4 per gallon from May to October of 2008.

Intracounty Bus Services

City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 2008 (see Figure 15) to approximately 1,579,300 revenue

^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 47.

REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP

			D	Ba		
			Revenue	Passengers ^a	i	Demonst
Transit Services	1963	1972	1991	2007	2008	Percent Change 2007-2008
Bus Systems						
Intracounty						
City of Kenosha	1,876,000	503,000	1,128,000	1,539,400	1,579,300	2.6
Milwaukee County	88,546,000	52,141,000	53,025,000	43,623,500	44,287,300	1.5
City of Racine	2,907,000	526,000	1,829,000	1,175,900	1,211,100	3.0
City of Waukesha	451,000	227,000	434,000	651,200	680,200	4.5
Subtotal	93,780,000	53,397,000	56,416,000	46,990,000	47,757,900	1.6
Intercounty						
Kenosha-Racine Milwaukee Counties	230,000 ^b	153,000	82,000	83,200	82,100	-1.3
Ozaukee-Milwaukee Counties	127,000	64,000		114,000	126,800	11.2
Washington-Milwaukee Counties				90,600	111,400	23.0
Waukesha-Milwaukee Counties	534,000 ^b	240,000	290,000	612,200	718,100	17.3
Western Kenosha County				700 ^b	6,200	786.0
Subtotal	891,000	457,000	372,000	900,700	1,044,600	16.0
Total Bus Systems	94,671,000	53,854,000	56,788,000	47,890,700	48,802,500	1.9
Shared-Ride Taxi Systems - Intracounty						
City of Hartford			8,000	19,100	20,300	6.3
Ozaukee County				73,000	75,100	2.9
City of Port Washington				19,600	20,200	3.1
Washington County				97,600	98,000	0.4
City of West Bend				119,000	119,400	0.3
City of Whitewater			38,000	26,600	29,000	9.0
Subtotal			46,000	354,900	362,000	2.0
Region Total	94,671,000	53,854,000	56,834,000	48,245,600	49,164,500	1.9

^a The ridership figures shown in this table reflect transit revenue passengers as reported to the Wisconsin Department of Transportation by each transit operator. Since 1978, the annual revenue ridership figures reported to the State by the urban bus systems have included transfer trips made by passengers using a transit pass instead of a transfer slip to transfer between bus routes. The bus ridership figures shown here are somewhat higher than the estimates of linked transit passenger trips shown in Figure 13 and reported in other published Commission documents and reports. Linked passenger trips approximate the number of one-way trips made on the transit system between specific origins and destinations with transit passengers being counted only once for each origin and destination. Transfers between bus routes are not counted as they are a continuation of a single trip. By way of comparison with the transit revenue passengers shown in this table, the Commission estimated the total annual linked transit passenger trips in the Region at about 40,365,000 in 2008, about 39,870,100 in 2007, and about 48,350,000 in 1991.

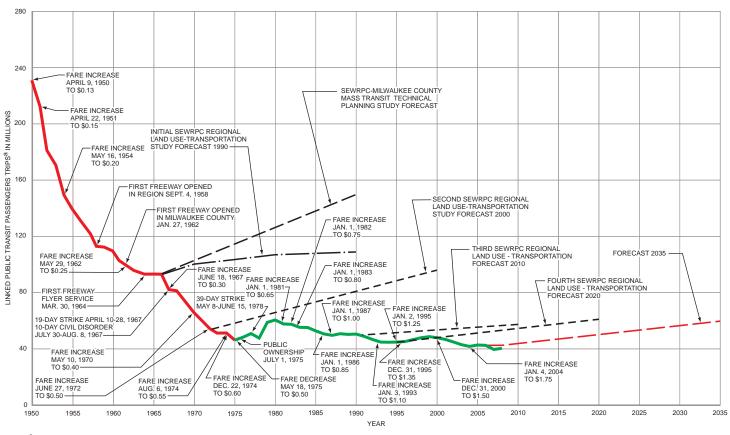
^b Estimated. Western Kenosha County Transit began operation in mid-September, 2007. The table shows the total ridership for the months of October, November, and December, 2007.

passengers, about 3 percent more than the 2007 ridership of about 1,539,400 revenue passengers. The transit system provides fixed-route service within the city and environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service totaled about 1,040,100, representing a drop of about 3 percent from the 1,073,700 vehicle-miles operated during 2007. The

basic cash fare for the Kenosha system remained at \$1.00 per one-way trip for bus service and \$0.25 per one-way trip for street car service in 2008, unchanged from 2007.

To comply with Federal ADA paratransit regulations, the City of Kenosha participates in the Kenosha County Care-A-Van program. This paratransit service provides door-to-door transportation to disabled indi-

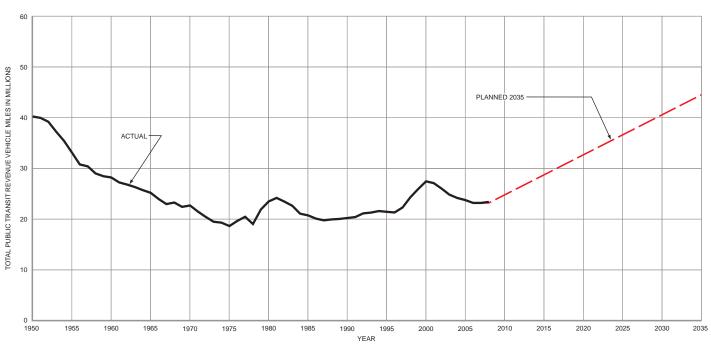




³LINKED TRANSIT PASSENGER TRIPS APPROXIMATE THE NUMBER OF ONE-WAY TRIPS MADE ON THE TRANSIT SYSTEM BETWEEN SPECIFIC ORIGINS AND DESTINATIONS. PASSENGERS ARE COUNTED ONLY ONCE FOR EACH ORIGINAND DESTINATION, AND TRANSFERS BETWEEN ROUTES ARE NOT COUNTED AS THEY ARE A CONTINUATION OF A SINGLE TRIP. THE ANNUAL LINKED TRANSIT PASSENGER FIGURES REPRESENTED IN THIS GRAPH DIFFER SOMEWHAT FROM THE ANNUAL REVENUE RIDERSHIP FIGURES REPORTED TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION BY THE PUBLIC TRANSIT OPSSENGER FIGURES SHORE NEED SHOWN IN TABLE 14. THE RIDERSHIP SHOWN IN TABLE 12 FOR THE URBAN BUS SYSTEMS FOR 1991 AND SUBSEQUENT YEARS INCLUDES A LIMITED NUMBER OF PASSENGERS THAT USED ATRANSIT PASS INSTEAD OF TRANSFER SUPTO TRANSFER BETWEEN BUS ROUTES. CONSEQUENTLY, THE BUS RIDERSHIP FIGURES SHOWN IN TABLE 12 FOR 1991, 2007, AND 2008 ARE SOMEWHAT HIGHER THAN THE ESTIMATES OF LINKED TRANSTER SLIPS SHOWN IN THIS FIGURE.

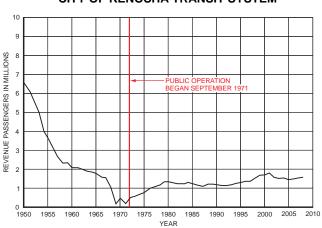
viduals in eastern Kenosha County. The City annually contributes funds to the Care-A-Van program, which is administered by the Kenosha County Department of Human Services, Division of Aging Services, and provided on a contract basis by the Kenosha Achievement Center, Inc. The City funds annually contributed to the program are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City's fixed-route transit system and who use the service to travel within only that portion of Kenosha County east of IH 94 plus an area of commercial development within the County located west of IH 94 at the IH 94-STH 50 interchange. During 2008, about 18,300 one-way trips were made on the paratransit service, an increase of about 8 percent from the 17,000 one-way trips made on the service during 2007.

The Commission, at the request of the City, has routinely prepared short-range transit system development plans setting forth recommendations for service changes and capital improvements. Each such plan has covered a five-year period. The current plan for the Kenosha transit system is documented in SEWRPC Community Assistance Planning Report No. 231, Kenosha Area Transit System Development Plan: 1998-2002, City of Kenosha, Wisconsin, April 1998, and was summarized in the Commission's 1998 Annual Report. The Commission adopted this plan as an updated element of the comprehensive regional plan on March 3, 2000. Most of the recommended changes to the City's local bus routes were implemented in August 1998. The Commission staff also provided assistance in developing the restructuring of the City's west side bus routes implemented in late 2002.



HISTORICAL TREND IN ANNUAL PUBLIC TRANSIT VEHICLE-MILES OF SERVICE IN THE REGION

Figure 15



TRANSIT REVENUE RIDERSHIP CITY OF KENOSHA TRANSIT SYSTEM

Milwaukee County

Ridership on the Milwaukee County Transit System increased during 2008 to about 44.3 million revenue passengers from about 43.6 million revenue passengers in 2007, or by about 2 percent (see Figure 16). This increase occurred despite continued service cuts and an increase in the adult cash fare. The gain may be attributed to high motor vehicle fuel prices that caused many people to switch from driving to transit. The number of bus-miles operated by the Milwaukee County Transit System decreased by 2 percent during 2008, from about 16.4 million bus-miles in 2007 to about 16.1 million bus-miles in 2008. The service reduction in 2008 continued the trend of reductions in service that have occurred annually on the system since 2001. At the start of 2008, the basic cash fare for the Milwaukee County Transit System rose from \$1.75 to \$2.00 per one-way trip. Fares for freeway flyer bus service also rose from \$2.25 to \$2.75 per one-way trip. The price of an adult weekly bus pass remained unchanged at \$16.00 during 2008.

During 2008, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2007, to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 1,014,400 revenue passengers in 2008, up 9 percent over the 929,900 revenue passengers carried in 2007 (see Figure 17). This increase occurred despite a drop in freeway flyer service hours and an increased cash fare, and is likely due to consumers' response to high motor vehicle fuel prices.

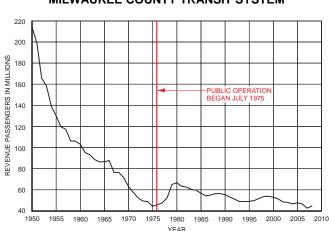
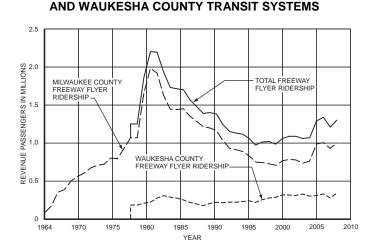


Figure 17 FREEWAY FLYER RIDERSHIP: MILWAUKEE



TRANSIT REVENUE RIDERSHIP MILWAUKEE COUNTY TRANSIT SYSTEM

To comply with Federal regulations implementing the requirements of the American's with Disabilities Act (ADA) of 1990, the Milwaukee County Transit System includes a paratransit service component called Transit Plus. The paratransit service provided through Transit Plus was available to disabled users through private van service providers and taxicab operators. Two private carriers, First Transit and Transit Express, Inc., provided accessible van service to the northern and the southern halves of the County, respectively. American United Taxi Cab Company provided taxicab service under the program throughout the County. Several private, non-profit agencies serving disabled persons also provided service under the program for agency clients. During 2008, about 1,121,800 one-way trips were made on the Transit Plus paratransit service, an increase of about 3 percent from the 1,091,800 one-way trips made on the service during 2007. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2008.

To assist in the public operation of the system, the Commission, at the request of Milwaukee County, is preparing a short-range transit system development plan for the Milwaukee County Transit System. The plan is the first transit system development plan prepared by the Commission for Milwaukee County and will recommend service changes and capital improvements for the transit system covering the period 2010-2014. The current planning effort is described in a later section of this *Annual Report*.

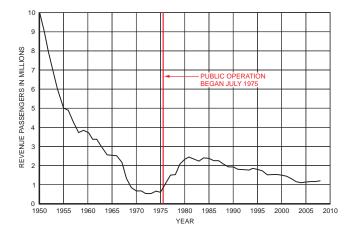
City of Racine

During 2008, ridership on the public transit system serving the City of Racine and environs increased by about 3 percent from approximately 1,175,900 revenue passengers in 2007 to about 1,211,100 revenue passengers in 2008 (see Figure 18). The increase reflects the fourth consecutive year of growth in ridership since 2004, when ridership dropped after the City implemented significant service cuts. The total number of bus-miles operated in revenue service increased by about 7 percent, from about 1,086,900 bus-miles in 2007 to about 1,163,100 bus-miles in 2008. The adult base cash fare stayed the same, at \$1.50 per one-way trip in 2008.

The City of Racine also provides a paratransit service for disabled individuals to comply with Federal ADA regulations. The paratransit service provides door-todoor transportation to disabled individuals who are unable to use the City's fixed-route bus service. The Belle Urban System provides paratransit service for eligible disabled persons–Dial-a-Ride Transportation (DART)–to areas within three-quarters of a mile of a City bus route.

During 2008, about 25,100 one-way trips were made on the paratransit service, an increase of about 52 percent from the 16,500 one-way trips made on the service in 2007.

TRANSIT REVENUE RIDERSHIP CITY OF RACINE TRANSIT SYSTEM



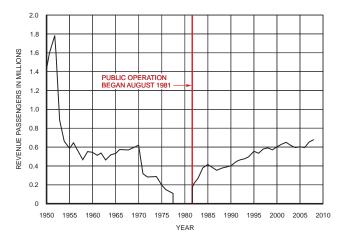
To assist in the public operation of the system, the Commission, at the request of the City of Racine, has routinely prepared short-range transit system development plans setting forth recommendations for service changes and capital improvements. Each such plan has covered a five-year period. The current plan for the Racine transit system is documented in SEWRPC Community Assistance Planning Report No. 233, Racine Area Transit System Development Plan: 1998-2002, City of Racine, Wisconsin, October 1997, and was summarized in the Commission's 1997 Annual Report. The Commission adopted this plan as an updated element of the comprehensive regional plan in September 1998. Most of the service changes recommended under the transit system development plan were implemented in May 1998.

During 2008, the Commission initiated work on a Racine County Transit Plan that will provide recommendations for service changes and capital improvements for the period 2010-2014. That effort is described in a later section of this Annual Report.

City of Waukesha

During 2008, the fixed-route public transit system serving the City of Waukesha carried approximately 680,200 revenue passengers, an increase of about 5 percent from the 651,200 revenue passengers carried on the system during 2007 (see Figure 19). The number of bus-miles operated in revenue service during 2008 totaled about 682,200, a decrease of about 2 percent from the 696,600 bus-miles operated in 2007. The increase in ridership may be partly attributed to increased fuel prices in 2008 which encouraged more

TRANSIT REVENUE RIDERSHIP CITY OF WAUKESHA TRANSIT SYSTEM



people to use public transit. The adult base cash fare remained at \$1.75 per one-way trip in 2008.

Paratransit service was also provided by the City of Waukesha to comply with the Federal ADA paratransit regulations. The City's Metrolift program provides curbto-curb transportation to disabled individuals who are unable to use the City's fixed-route bus service and is operated by the private firm with which the City contracts to manage and operate its fixed-route bus system. During 2008, disabled individuals made about 21,800 one-way trips on the paratransit service, about 8 percent more than in 2007.

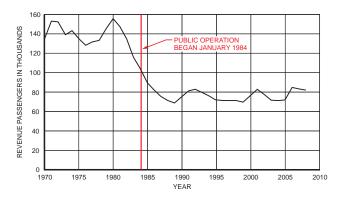
Short-range transit system development plans, which each include recommendations for service changes and capital improvements for a five-year period, have been routinely prepared for the City transit system by the Commission when requested by the City. The current plan for the City transit system is documented in SEWRPC Community Assistance Planning Report No. 246, *Waukesha Area Transit System Development Plan: 2003-2007*, October 2003.

Intercounty Bus Services

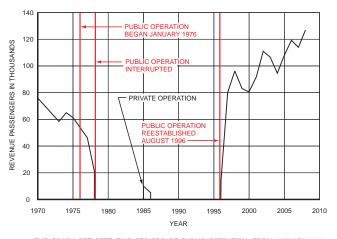
Kenosha-Racine-Milwaukee Service

During 2008, the City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, continued to provide commuter bus service between downtown Milwaukee and the Racine and Kenosha areas. The commuter bus service was provided through a contract with a private transit operator, Wisconsin Coach Lines, Inc./Coach USA.

TRANSIT REVENUE RIDERSHIP: KENOSHA-RACINE-MILWAUKEE AREA TRANSIT SYSTEM



TRANSIT REVENUE RIDERSHIP OZAUKEE COUNTY EXPRESS BUS SYSTEM



NOTE: THE GRAPH REFLECTS TWO PERIODS OF PUBLIC OPERATION: FROM JANUARY 1976 THROUGH JUNE 1978 DURING WHICH OZAUKEE COUNTY PROVIDED STATE AND COUNTY FUNDS TO A PRIVATE TRANSIT OPERATOR, WISCONSIN COACH LINES, INC., FOR AN EXISTING COMMUTER BUS ROUTE BETWEEN OZAUKEE AND MILWAUKEE COUNTIES; AND FROM AUGUST 1996 FORWARD DURING WHICH THE COUNTY HAS PROVIDED FEDERAL, STATE AND COUNTY FUNDS FOR A NEW COMMUTER BUS SERVICE BETWEEN THE TWO COUNTIES. FOR ABOUT NINE MONTH'S IN 1985 AND 1986, A DIFFERENT PRIVATE COMPANY, OZAUKEE METROPOLITAN TRANSIT, PROVIDED COMMUTER BUS SERVICE BETWEEN THE TWO COUNTIES WITHOUT ANY PUBLIC SPONSORSHIP OR FUNDING.

Ridership on the service approximated 82,100 revenue passengers during 2008, a decrease of about 1 percent from the 2007 ridership level of about 83,200 revenue passengers (see Figure 20). The number of bus-miles operated in revenue service increased by 4 percent in 2008 to 264,000 bus-miles, from about 254,400 busmiles in 2007. The decrease in ridership may be attributed to increased fares for the rapid commuter bus service, which ranged from \$1.25 to \$4.25 per one-way trip during 2008, up \$0.25 from the 2007 fares.

Ozaukee County

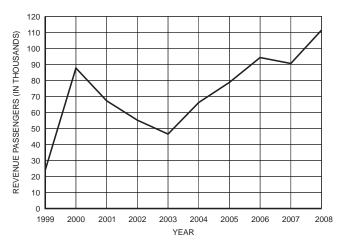
Ridership increased during 2008 on the commuteroriented rapid bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2008, a total of about 126,800 revenue passengers were carried on the Ozaukee County commuter bus service, up 11 percent from the 114,000 revenue passengers carried in 2007 (see Figure 21). Fares for rapid bus service rose from their 2007 level from \$2.25 to \$2.75 per one-way trip. Fares for the connecting shuttle service provided by the County's shared-ride taxi system remained at \$1.00 per trip. The County's commuter bus and shuttle system operated a total of about 211,700 revenue vehicle-miles in 2008, a decrease of about 4 percent from the 219,300 vehiclemiles operated in 2007. The County contracted with the Milwaukee County Transit System to operate the rapid bus service using buses owned by Ozaukee County.

The implementation of the Ozaukee County commuter bus and shuttle service was guided by a transit service plan prepared by the Commission in 1995. Work on a new, updated plan for the County system was completed during 2002 and is documented in SEWRPC Community Assistance Planning Report No. 265, *Ozaukee County Transit System Development Plan: 2002-2006*, October 2002. The plan is described in a section of the Commission's 2002 Annual Report.

Washington County

During 2008, about 111,400 revenue passengers were carried on the Washington County commuter bus service, an increase of about 23 percent from the 90,600 revenue passengers carried on the service during 2007 (see Figure 22). The County's commuter bus system operated a total of about 229,900 revenue vehicle-miles in 2008, up 2 percent from the 226,210 vehicle-miles operated in 2007. The increase in ridership during 2008 may be attributed to high motor fuel prices that caused increased use of the freeway flyer service. The fare on the County express bus route, which was raised to \$3.25 in August 2007, remained at \$3.25 in 2008. The fare on the connecting shuttle service provided by the Washington County Taxi System remained at \$1.00 per one-way trip.

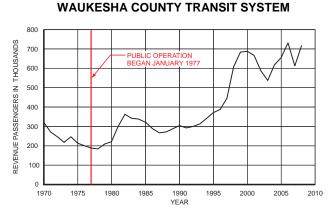
TRANSIT REVENUE RIDERSHIP WASHINGTON COUNTY EXPRESS BUS SYSTEM



The County contracts with Riteway Bus Service, Inc., for the operation of the express bus service. The institution of the services was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance Planning Report No. 223, *A Public Transit Service Plan for Washington County: 1998-2002*, November 1996. This plan was described in the Commission's *1996 Annual Report* and was adopted by the Commission as an element of the comprehensive regional plan in March 1997.

Waukesha County

During 2008, total ridership on the Waukesha County transit system increased by about 17 percent, from about 612,200 revenue passengers in 2007 to about 718,100 revenue passengers in 2008 (see Figure 23). The number of bus-miles operated in revenue service also rose from about 661,100 bus-miles in 2007 to about 766,400 bus-miles in 2008, or by about 17 percent. The increases represent the net effect of service increases on the routes between Waukesha and Milwaukee Counties and the elimination of Route 9 in January 2008. Waukesha County contracts with Wisconsin Coach Lines, Inc.; the Milwaukee County Transit System; and the City of Waukesha Metro Transit System for the operation of the routes comprising the Waukesha County system. The County also contracts for the administration and management of the transit system, using the staff of the City of Waukesha Metro Transit System.

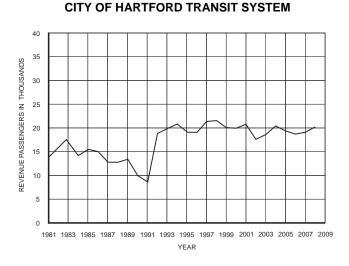


Adult cash fares on the Waukesha County transit system local bus Route 10, operated by the Milwaukee County Transit System, rose in 2008 to \$2.00 per one-way trip, up from \$1.75 per trip in 2007. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee rose from \$2.60 per one-way trip in 2007 to \$3.10 per trip in 2008. The fares charged on the routes operated by Wisconsin Coach Lines, Inc. remained stable during 2008, with adult cash fares ranging from \$2.75 to \$3.25 per one-way trip.

Adult cash fares on the two routes operated by the City of Waukesha Metro Transit System also rose \$0.25 from \$1.75 to \$2.00 in September 2008.

As shown in Figure 17, total ridership on freeway flyer routes operated by Waukesha County in 2008 was about 343,100 revenue passengers, an increase of about 23 percent from the estimated 280,100 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2007. The increase is likely a response to high motor fuel prices. The freeway flyer service in Waukesha County served a total of 12 outlying terminals in 2008.

To comply with the Federal ADA paratransit regulations, Waukesha County also operated the parallel commuter bus program. This program provided paratransit service for disabled persons unable to use the vehicles that provide the County's fixed-route bus service in the corridor between the City of Waukesha and downtown Milwaukee. The program offers door-todoor lift-equipped van service to disabled individuals for trips with origins and destinations within one mile on either side of the noncommuter bus route—Route 901—



that is subsidized by Waukesha County in this major travel corridor. The paratransit service is also administered by the staff of the Waukesha Metro Transit System, and provided through contracts with a private transit operator, Curative Transportation Services, Inc. and the Milwaukee County Transit Plus program. During 2008, about 10,400 one-way trips were made on the County's two paratransit services, a decline of about 15 percent from the 12,200 one-way trips made on the services during 2007.

The Commission, at the request of the County, has routinely prepared short-range transit system development plans for the County transit system, each setting forth recommendations for service changes and capital improvements for a five-year period. A new plan for the Waukesha County transit system was completed by the Commission in 2001 and is documented in SEWRPC Community Assistance Planning Report No. 245, *Waukesha County Transit System Development Plan:* 2002-2006, November 2001. That plan is summarized in the Commission's 2001 Annual Report.

Western Kenosha County

In September 2007, the Kenosha County Human Services Department initiated operation of public transit services for the general public in western Kenosha County. Three bus routes operate each weekday within the Twin Lakes, Silver Lake, and Paddock Lake areas, with extensions to locations on the western edge of the City of Kenosha, to the Metra station in the City of Antioch, Illinois, and to Lake Geneva in Walworth County. In addition to the fixed bus routes, the County provides advance reservation, door-to-door transit service for individuals that cannot use the regular bus routes.

From October to December 2007, the service carried about 700 trips and operated a total of about 35,000 revenue miles. For all of 2008, the service carried about 6,200 trips and operated about 184,300 revenue-miles. During 2007 and 2008, the base adult cash fare was \$2.00 per one-way trip for bus service and \$3.00 per one-way trip for the door-to-door service. The County contracts with the Kenosha Achievement Center, Inc., a non-profit organization, to operate the services.

Intracounty Shared-Ride Taxi Services

City of Hartford

Publicly-operated transit service was also provided during 2008 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. During the year, the Hartford taxicab service carried approximately 20,300 revenue passengers, an increase of about 6 percent from the 19,100 revenue passengers carried in 2007 (see Figure 24). The service operated about 55,400 total vehicle-miles, slightly less than the 55,700 total vehicle-miles operated during 2007. Base adult cash passenger fares were raised from \$2.25 to \$2.50 in January 2008 and to \$2.75 in April 2008 in response to higher fuel costs.

Ozaukee County

During 2008, about 75,000 revenue passengers were carried on the Ozaukee County taxicab system, an increase of about 3 percent from 2007 when 73,000 revenue passengers were carried (see Figure 25). The system operated a total of about 830,000 total vehicle-miles, an 8 percent increase from the 771,500 total vehicle-miles in 2007. Fares for the service in 2008 remained unchanged from 2007, with the base adult cash fare ranging from \$2.75 per trip for travel within one zone, to \$6.50 per trip for cross-county travel encompassing four or more zones. The County contracts with Specialized Transportation Services, Inc., to provide the taxicab service. The Ozaukee County system does not serve trips that can be made on the Port Washington taxi-cab system.

TRANSIT REVENUE RIDERSHIP **OZAUKEE COUNTY TAXI SYSTEM** 80 60

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YEAR

2004

2005

2006

2007

2008

REVENUE PASSENGERS IN THOUSANDS

The institution of the Ozaukee County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1995 at the request of the County and described in the Commission's 1995 Annual Report. Work on a new, updated plan for the County was completed in 2002. The new plan is documented in SEWRPC Community Assistance Planning Report No. 265, Ozaukee County Transit System Development Plan: 2002-2006, October 2002, and is described in the Commission's 2002 Annual *Report.* The new plan was adopted by the Commission as an element of the comprehensive regional plan in June 2003.

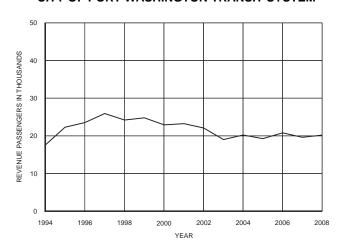
City of Port Washington

During 2008, the City of Port Washington taxicab service carried approximately 20,200 revenue passengers, representing an increase of about 3 percent from the 19,600 revenue passengers carried in 2007 (see Figure 26). In 2008, the taxi service operated about 86,700 total vehicle-miles, up 1 percent from 85,900 vehicle-miles operated during 2007. The base adult cash fare was raised from \$2.75 to \$3.00 per one-way trip in 2008.

The institution of publicly subsidized shared-ride taxicab service in the City of Port Washington was guided by an analysis completed by the Regional Planning Commission in 1993 at the request of the City. The analysis, described in the Commission's 1993 Annual Report, identified the potential ridership,

58

TRANSIT REVENUE RIDERSHIP CITY OF PORT WASHINGTON TRANSIT SYSTEM



fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The City system is operated on a contract basis by Specialized Transport Services, Inc.

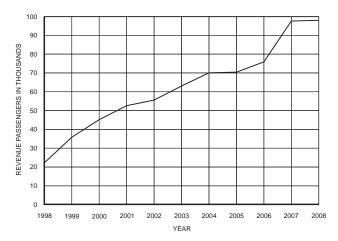
Washington County

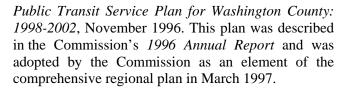
During 2008, about 98,000 revenue passengers were carried on the Washington County taxi system, only slightly higher than the 97,600 revenue passengers carried in 2007 (see Figure 27). The system operated about 1,322,100 total vehicle miles in 2008, up 24 percent from the 1,065,300 miles in 2007. It was the second consecutive year with a large increase in vehicle miles operated. Fares for the service increased from 2007 when the base adult cash fare ranged from \$2.50 per trip, for travel within one zone, to \$7.00 per trip, for cross-county travel encompassing four or more zones. The 2008 fare ranged from \$3.00 to \$7.75, respectively. The County contracts with Specialized Transportation Services, Inc., to provide the taxicab service. The Washington County system does not serve trips that can be made using the Hartford or West Bend taxicab systems.

The institution of the Washington County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance Planning Report No. 223, A

Figure 26

TRANSIT REVENUE RIDERSHIP WASHINGTON COUNTY TAXI SYSTEM





City of West Bend

During 2008, the City of West Bend taxicab service carried approximately 119,400 revenue passengers, slightly more than the 119,000 revenue passengers carried in 2007 (see Figure 28). The total vehicle-miles of service decreased by about 1 percent from the 399,800 operated during 2007, to 396,200 operated in 2008. The City raised the base adult cash fare from \$3.00 to \$3.25 in August 2007, and maintained it at that rate in 2008.

The West Bend taxicab system was initiated based on the recommendations of a transit system development plan prepared by the Regional Planning Commission in 1991 at the request of the City. This plan is documented in SEWRPC Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996, February 1991, and was described in the Commission's 1991 Annual Report. The plan was adopted by the Commission as an element of the comprehensive regional plan in March 1992. The taxicab service is operated on a contract basis by Specialized Transport Services, Inc.

City of Whitewater

The shared-ride public taxicab system serving the City of Whitewater is operated on a contract basis by Brown

TRANSIT REVENUE RIDERSHIP CITY OF WEST BEND TRANSIT SYSTEM

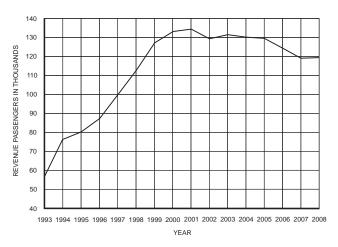
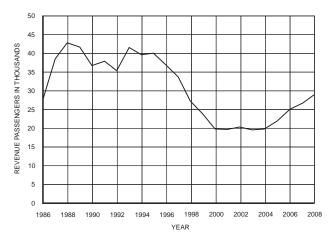


Figure 29

TRANSIT REVENUE RIDERSHIP CITY OF WHITEWATER TRANSIT SYSTEM



Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 29,000 revenue passengers in 2008, an increase of about 9 percent from the 26,600 revenue passengers carried in 2007 (see Figure 29). It operated about 67,700 total vehicle-miles during 2008, about 7 percent less than the 72,400 total vehicle-miles operated in 2007. During 2008, adult fares for the service remained unchanged at \$3.00 per one-way trip.

Park-Ride Facilities and Transit Stations

Progress in providing the park-ride lots and transit stations recommended in the adopted year 2035 transportation plan is summarized on Map 7. The map shows two additional park-ride lots from those shown in the 2007 Annual Report. One publicly-constructed park-

ride lot was built in 2007 adjacent to the Racine Metro Transit Center in the City of Racine; and Commission staff added the parking lot by the Milwaukee downtown Amtrak Station to the list of transit stations in the region.

Of the 53 existing park-ride lots and transit stations, 38 were served by rapid transit service and 15 were not served by transit and were used exclusively by carpoolers. Eight of the 53 park-ride lots and transit stations were shared-use facilities that were not specifically constructed to serve as a park-ride lot, such as a parking lot at a private retail business or a municipal parking lot or garage.

Table 13 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2008 at all park-ride lots and transit stations by patrons of freeway flyer bus service and carpoolers. The total number of spaces available at park-ride lots in the Region was 7,140 in 2008, including 6,280 at park-ride lots served by transit, and 860 at the lots not served by transit.

Of the 6,280 spaces available at the 38 park-ride lots served by transit, 2,754 spaces were used on an average weekday during 2008, a utilization rate of about 44 percent. Of the 860 spaces available at the lots not served by transit, 503 spaces were utilized during 2008, a utilization rate of about 59 percent. Five lots had utilization rates of 100 percent or higher indicating they were at or over their design capacity.

Public Transit Operating Subsidies

Information on transit operating subsidies in the Region is shown in Table 14. Because 2008 year-end financial data for most transit systems were not available at the time data were compiled for this *2008 Annual Report*, such information is reported for calendar years 2006 and 2007. Transit operating subsidies approximated \$127.7 million during 2007 in the Region, compared with about \$121.0 million in 2006.

Traffic Count Data

During the year, the Commission conducted traffic counts for use in the analysis and planning activities conducted as part of the community assistance and traffic engineering services provided to municipalities within the Region. At selected sites, data were collected on vehicle classification, turning movements, peak-hour factors, and other traffic engineering considerations.

Data Provision and Technical Assistance

The Commission spends a considerable amount of time and effort each year in responding to requests for transportation data and technical assistance. Many transportation data requests involve obtaining existing or forecast traffic volumes on selected arterial facilities. Other requests are usually for data necessary for the support of special studies. These special requests are typically made by local units of government, the Wisconsin Department of Transportation, and private businesses and developers.

The following is a sample listing of the assistance provided by the Division in 2008:

- At the request of the City of Elkhorn, Commission staff continued providing assistance to City staff in reviewing and identifying the potential impacts related to the proposed East Elkhorn development on the existing and planned arterial street and highway system within and near the City of Elkhorn
- At the request of local municipalities, Commission staff provided year 2035 forecasts in support of engineering studies throughout the region.
- The Commission staff, at the request of the Wisconsin Department of Transportation, provided additional forecast data at selected locations in support of the Department's ongoing IH 94 North-South corridor preliminary engineering study.
- The Commission staff, at the request of the Wisconsin Department of Transportation, prepared year 2035 forecasts and attendant origin/destination trip tables for various build scenarios in support of the Department's microsimulation modeling of the Zoo Interchange alternatives being considered during the preliminary engineering study of the interchange.

- Commission staff prepared for, organized, and hosted a total of eight planning meetings to develop public transit-human services transportation coordination plans for all seven counties in the region. Staff then worked on developing coordination plans for each county that incorporate the unmet needs and strategies for human services transportation and public transit, as identified by the participants in the planning meetings. Projects funded under the Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC), Elderly and Disabled Transportation Assistance (Section 5310) and New Freedom programs must be derived from a locally-developed coordination plan for public transit and human services transportation in order to be eligible for funding.
- Commission staff assisted local agencies in the development of their 2009 applications for Federal and State transit assistance funds available through the Wisconsin Employment Transportation Assistance Program (WETAP) for the four-county Milwaukee area. The work entailed several meetings with a special workgroup convened by Commission staff that included representatives from the existing transit operators in the Milwaukee area as well as the various agencies and organizations in the area that had an interest in assisting low-income, unemployed, and at-risk individuals with obtaining or getting access to jobs, retaining jobs, or advancing to better-paying jobs.
- The Commission staff, at the request of the Wisconsin Department of Transportation, assisted with the review and scoring of applications for transit assistance under the WETAP and the Federal Section 5317 New Freedom program that were submitted during 2008 by agencies and organizations within the Milwaukee urbanized area.

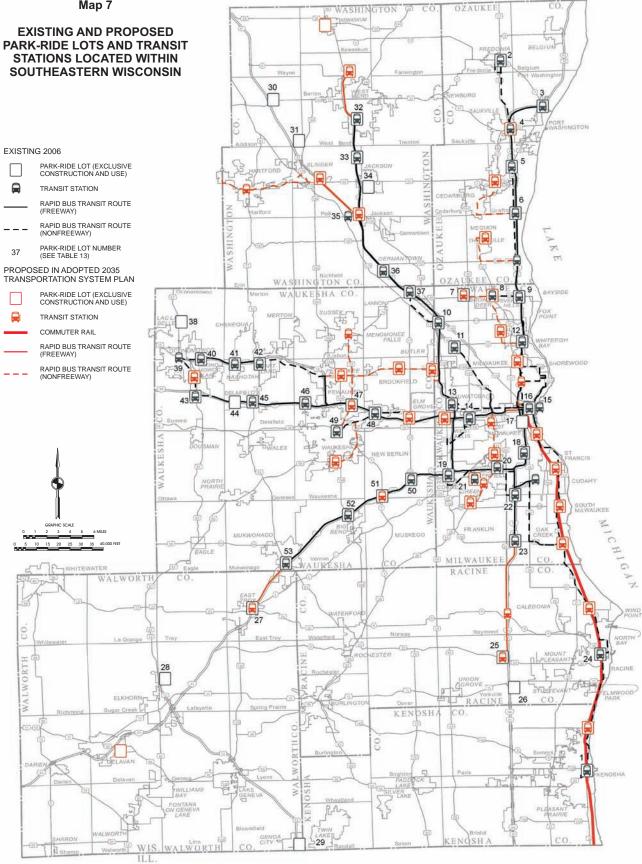
Staffing of the Southeastern Wisconsin Regional Transit Authority

A major effort of the Commission staff in 2008 was to continue to serve as the staff to the Southeastern Wisconsin Regional Transit Authority (RTA) created by the Wisconsin State Legislature and Governor. The RTA is charged with making recommendations to the Legislature and the Governor by November 2008 addressing public transit and commuter rail transit in

Kenosha, Racine, and Milwaukee Counties including: on the establishment of a permanent regional funding source to provide local funds for the operating and capital costs of both commuter rail and public transit: on whether the responsibilities of the RTA should be limited to transit funding or should also include transit operations; on how any regional funding should be distributed among the transit operators in the three RTA Counties; on how coordination of public transit, commuter rail, and passenger rail services in the region could be improved; on the use of bonding for commuter rail and public transit in the region and the role of the RTA in such bonding; and on whether the authority should continue in existence after September 30, 2009. The Commission staff has served as staff to the RTA and has performed the following activities since the RTA began meeting in February 2006:

- Assisted with organizational activities at the initiation of RTA operations. These activities included drafting a set of by-laws; proposing a meeting schedule for completing the required work of the RTA; briefing the Board on requirements governing the scheduling and conduct of public meetings as specified under State regulations and in the RTA enabling legislation; and assisting with initiating the collection of the \$2.00 rental car fee by the Wisconsin Department of Revenue and the establishment of appropriate fiscal management procedures addressing the collection, record keeping, and expending of these funds. Commission staff assumed responsibility for publishing the minutes of Board meetings and also maintains a website (www.sewisrta.org) on behalf of the RTA to provide comprehensive information regarding the RTA and its meetings and also to provide the opportunity for interested persons and groups to comment on the RTA's work.
- Prepared materials for RTA review describing the existing public transit systems, including their organizational structure and the services provided, and the current approach to funding public transit services in the three RTA counties, in particular, the heavy dependence of State and Federal funding, and the financial crisis facing the region's transit systems, and particularly the Milwaukee County Transit System. Staff also briefed the Board on the public transit services recommended in Kenosha, Racine, and Milwaukee Counties under the Commission's adopted regional transportation system plan for the year 2035.

Map 7



AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2008

			I	I		1	
						Autos Parked	
					Available	on an	Percent of
		Served by	Not served		Available Parking	Average Weekday:	Spaces
Number ^a	Location	Transit	by Transit	Shared Use	Spaces	2008	Used
Hambol		TIATISIL	by mansit	Shareu Use	Spaces	2008	Useu
	Kenosha County	N/		X	4.45	b	b
1	Metra Station (Kenosha)	Х		Х	145	*	*
_	Ozaukee County						
2	STH 57 and CTH H (Fredonia)	X			60	16	27
3	IH 43 and STH 32-CTH H (Port Washington)	Х			50	30	60
4	Wal-Mart (Saukville)	Х		Х	50	^b	^b
5	IH 43 and CTH V (Grafton)	Х			85	48	56
6	IH 43 and CTH C (Grafton)	Х			65	91	140
	Milwaukee County						
7	STH 100 and N. 85th Street (Milwaukee)		Х		100	^b	^b
8	Kohl's (Brown Deer)	Х			130	68	52
9	Brown Deer (River Hills)	Х		Х	360	100	28
10	W. Good Hope Road (Milwaukee)	Х			135	41	30
11	Timmerman Field (Milwaukee)	Х			140	59	42
12	North Shore (Glendale)	х			195	92	47
13	W. Watertown Plank Road (Wauwatosa)	x			240	91	38
14	State Fair Park (Milwaukee)	x			285	147	52
14	Milwaukee County Transit System				200		02
10	Downtown Transit Center (Milwaukee)	х		х	c	b	^b
16	Milwaukee Amtrak Station	x			240	b	b
17	National Avenue and IH 43/94(Milwaukee)	^	х		160	142	89
17	, , ,	х	^		235	142	89 43
	W. Holt Avenue (Milwaukee)						
19	Whitnall (Hales Corners)	X			360	213	59
20	W. Loomis Road (Greenfield)	Х			410	101	25
21	Southridge (Greendale)	Х		Х	170	81	48
22	W. College Avenue (Milwaukee)	Х			650	314	48
23	W. Ryan Road (Oak Creek)	Х			305	176	58
	Racine County						
24	Racine Metro Transit Center (Racine)	Х			120	^b	^b
25	IH 94 and STH 20 (Ives Grove)		Х		75	69	92
26	IH 94 and STH 11 (Mount Pleasant)		Х		60	37	62
	Walworth County						
27	East Troy Municipal Airport (East Troy)		х		40	8	20
28	USH 12 and STH 67 (Elkhorn)		х		40	18	45
29	USH 12 and CTH P (Genoa City)		x		40	10	25
20			~		10		20
	Washington County						
30	USH 41 and STH 33 (Allenton)		х		35	56	160
31	USH 41 and CTH K (Addison)		x		50	19	38
32	USH 45 and Paradise Drive (West Bend) ^d	х			100	82	82
32	Washington County Fair Park (Polk)	x		х	100	23	23
33	STH 60 and CTH P (Jackson)	^	х	^	30	41	137
34 35	Pioneer Road and Mayfield Road (Richfield)	х	^		30	41	137
35 36	USH 41 and Lannon Road (Germantown)	x			30 100	48 105	105
30		^			100	105	105
	Waukesha County						
27	Waukesha County	v			70	50	80
37	Pilgrim Road (Menomonee Falls)	х	v.		70	56	80
38	STH 67 and Lang Road (Oconomowoc)		х		35	5	14- ^b
39	Collins Street Parking Lot (Oconomowoc)	Х		Х	^c	^b	^b
40	STH 16 and CTH P (Oconomowoc)	Х			45	18	40
41	STH 16 and CTH C (Nashotah)	Х			60	11	18
42	STH 16 and STH 83 (Chenequa)		х		35	9	26
43	STH 67 and CTH DR (Summit)	Х			100	37	37
44	IH 94 and CTH C (Delafield)		х		30	25	83
45	IH 94 and STH 83 (Delafield)	х			200	91	46
46	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	66	27
47	IH 94 and CTH F (Pewaukee)		х		85	3941	46
48	Goerke's Corners (Brookfield)	х			315	262	83
40	Waukesha Metro Transit System	~			515	202	55
73	Downtown Transit Center (Waukesha)	х		х	c	b	^b
50	· · · · · · · · · · · · · · · · · · ·	x		^	175	30	17
50 51	IH 43 and Moorland Road (New Berlin)	~	v				
51	IH 43 and CTH Y (New Berlin)		х		45	25	56
52	IH 43 and STH 164 (Big Bend)	X			145	64	44
53	IH 43 and STH 83 (Mukwonago)	Х			165	93	56
	Total				7,140	3,257	46

^aSee Map 7.

^bData not available.

^cParking available within larger public lot or structure.

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2006-2	007
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	Public Transit Operating Assistance (dollars)							
	2006 Estimated/Actual				2007 Estimated			
Transit Services	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	20,590,200	59,798,800	17,907,400	98,296,400	20,368,800	62,106,800	20,564,500	103,040,100
City of Racine	2,183,500	1,802,400	1,479,600	5,465,500	2,259,300	1,753,200	1,574,000	5,586,500
City of Kenosha	1,996,296	1,661,998	1,331,006	4,989,300	1,747,400	1,665,100	1,708,900	5,121,400
City of Waukesha	1,072,400	1,605,900	1,031,500	3,709,800	1,020,100	1,414,400	1,029,000	3,463,500
City of Whitewater.	53,400	51,100	2,300	106,800	53,800	47,300	20,800	121,900
City of Hartford	54,500	52,200	1,900	108,600	66,200	58,200	14,000	138,400
City of West Bend		313,000	63,400	703,200	342,700	312,400	29,400	684,500
City of Port Washington	70,900	68,000	19,000	157,900	90,500	79,500	40,500	210,500
Ozaukee County.	45,900	623,400	269,200	938,500	256,000	693,900	235,000	1,184,900
Washington County	195,600	861,700	193,400	1,250,700		750,600	679,500	1,430,100
Western Kenosha County Transit					N/A	N/A	N/A	N/A
Subtotal	26,589,496	66,838,498	22,298,706	115,726,700	26,303,600	69,480,100	26,289,600	122,073,300
Intercounty Systems								
Waukesha-Milwaukee Counties	839,600	1,613,200	625,400	3,078,200	622,400	1,854,100	694,500	3,171,000
Kenosha-Racine-Milwaukee Counties		618,100	159,200	777,300		619,400	203,800	823,200
Ozaukee-Milwaukee Counties	190,800	462,300	96,800	749,900	144,600	503,000	219,000	866,600
Washington-Milwaukee Counties	131,200	451,800	123,600	706,600	374,300	364,300		738,600
Subtotal	1,161,600	3,145,400	1,005,000	5,312,000	1,141,300	3,340,800	1,117,300	5,599,400
Region Total	27,751,096	69,983,898	23,303,706	121,038,700	27,444,900	72,820,900	27,406,900	127,672,700

	Operating Subsidy per Ride (dollars)							
	2006 Estimated/ Actual				2007 Estimated			
Transit Services	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	0.41	1.22	0.42	2.05	0.47	1.42	0.47	2.36
City of Racine	1.57	1.66	1.54	4.77	1.92	1.49	1.34	4.75
City of Kenosha	1.17	1.12	1.15	3.44	1.38	1.10	1.32	3.80
City of Waukesha	1.05	3.22	1.06	5.33	1.14	3.05	1.70	5.89
City of Whitewater	2.83	1.77	0.81	5.41	1.98	1.74	0.86	4.58
City of Hartford	3.38	2.11	0.30	5.79	3.47	3.05	0.73	7.25
City of West Bend	3.12	1.95	0.69	5.76	2.88	2.63	0.24	5.75
City of Port Washington	3.93	2.46	1.58	7.97	4.62	4.06	2.06	10.74
Ozaukee County	1.95	8.52	2.53	13.00	3.51	9.51	3.21	16.23
Washington County		10.22	5.58	15.80	0.00	7.69	6.96	14.65
Western Kenosha County Transit					N/A	N/A	N/A	N/A
Average	0.48	1.27	0.51	2.26	0.56	1.47	0.55	2.58
Intercounty Systems								
Waukesha-Milwaukee Counties	1.13	2.13	1.36	4.61	1.02	3.03	1.13	5.18
Kenosha-Racine-Milwaukee Counties		6.81	1.89	8.70		7.44	2.45	9.89
Ozaukee-Milwaukee Counties	0.98	3.70	1.36	6.04	1.27	4.41	1.92	7.60
Washington-Milwaukee Counties	3.49	3.41	0.38	7.28	4.13	4.02	0.00	8.15
Average	1.23	2.82	1.31	5.36	1.11	3.71	1.40	6.22
Region Average	0.50	1.30	0.52	2.32	0.57	1.51	0.57	2.65

Presentations were arranged from Milwaukee County and the City of Milwaukee staffs on separate proposals advanced by each entity to provide major express bus and bus rapid transit service and a downtown Milwaukee streetcar circulator in Milwaukee County.

• Provided briefings on the benefits of public transit and commuter rail for the RTA counties and southeastern Wisconsin. Staff also arranged for briefings on the benefits of public transit from each of the public transit operators in the

RTA counties and from other important agencies and organizations identified by the Board including: the Southeastern Wisconsin Coalition for Transit Now; S. C. Johnson & Son, Inc.; the Milwaukee Public Schools (MPS); Mr. Darryl Johnson from the Riverworks Development Corporation; the Milwaukee branch of the NAACP; the Cultural Alliance of Greater Milwaukee; the Regional Transportation Committee of the Greater Milwaukee Committee; and the Milwaukee County Wisconsin Works W2 agencies.

- Considered the findings of reports prepared by other organizations that addressed the funding crisis faced by public transit in southeastern Wisconsin including a report prepared by the Public Policy Forum in Milwaukee County that discussed transit funding issues for the Milwaukee County Transit System, and a report summarizing a Milwaukee transit funding and governance study conducted by the Wisconsin Policy Research Institute and sponsored by the Metropolitan Milwaukee Association of Commerce. The studies verified the severe funding problems facing public transit which the RTA had previously identified.
- Conducted comparative reviews of the three public transit systems in the RTA counties with systems in other major metropolitan areas in the United States (see Table 15) and of the Kenosha-Racine-Milwaukee (KRM) commuter rail project with existing and proposed commuter rail services in similar sized areas (see Table 16). The transit system comparison concluded that the existing public transit systems in the RTA counties compared well to other systems in terms of the efficiency and effectiveness of the service; that almost all the comparable systems are governed by an RTA serving multiple jurisdictions; and that most of the RTAs in comparable areas had dedicated local funding, typically a sales tax. The comparative review of commuter rail services concluded that the proposed KRM service compares well to recent and proposed new commuter rail lines in terms of area, size, length, station spacing, service schedule, and ridership: that almost all commuter rail lines are operated by an RTA, with a few operated by a State; and that almost all commuter rail lines have dedicated local funding, usually a sales tax.
- Conducted a comparative review of regional transit authorities and public transit systems in other parts of the nation regarding governance, functions, and funding (see Table 17). The review found that most of the RTAs were governed by an appointed board of about 10 members, with the appointing authority being shared among multiple public entities; that it was most common for the regional transit authority to serve on both a transit funding and operating agency; that a sales tax was the most

commonly used dedicated funding source; and that some authorities included only portions of counties.

- Assisted with the solicitation of proposals for consultant services to develop and implement a strategy to communicate and promote the recommendations of the RTA to local and State officials, business leaders, and the general public; and to research and evaluate alternative funding mechanisms for both commuter rail and public transit in the RTA counties. Commission staff worked with the team of consultants ultimately selected-Transit Advocacy and Communications Team (TACT)-to develop estimates of the funds that could be generated through potential alternative local revenue sources. Using this analysis of revenue sources, the Board made a preliminary local funding recommendation that endorsed levving a regional sales tax over all three RTA counties in an amount up to 0.05 percent to support commuter rail operations and up to 0.45 percent to support local public transit systems. After consulting with their appointing entities and elected officials, the Board modified its preliminary recommendation to instead, provide local funding for the KRM project by increasing the rental car fee from the current \$2 to \$15, and to continue to study and discuss potential local revenue sources to provide local funding for public transit.
- Assisted the consultant team and the RTA in preparing the request to Governor Doyle for legislation to be included in the 2007-2009 State Budget Act. The proposed legislation would provide the RTA with the authority in several areas needed for it to complete its work on the KRM project and for public transit and included a proposed increase in the rental car fee collected for the RTA from the current \$2 to \$15 per transaction. The proposed RTA legislation was not included in the 2007-2009 State budget bill.
- Provided regular briefings to the Board on the progress and findings of the work being performed for the KRM project including the review and refinement of capital and operating costs. Staff assisted with the preparation of the Request to Initiate Preliminary Engineering

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Table 15

				Year 20	2004 Transit Service	vice		Financia	al Information fu	or All Services	Financial Information for All Services Provided by Transit System a	ansit System ^a	
Metropolitan Area	Transit Operator	Service Area	Year 2000 Population (millions)	Types of Transit Service	Annual Revenue Vehicle Miles of Service (millions)	Annual Ridership ^b (millions)	Total Operating Cost (millions)	Farebox Revenue (millions)	Net Operating Cost (millions)	Federal Share (millions)	State Share (millions)	Local Share (millions)	Source of Dedicated Local Funding
St. Louis, MO	Bi-State Development Agency (Metro)	1 county plus portions of 2 other counties in 2 states	2.08	Bus and Light Rail	21.7	44.8	\$168.4	\$36.5	\$131.9	\$15.2	\$1.5	\$115.2	0.25% Sales tax
Denver, CO	Regional Transportation District	4 counties plus portions of 3 other counties	1.98	Bus and Light Rail	42.9	81.3	\$288.0	\$74.1	\$213.9	\$39.4	\$0.2	\$174.3	0.6% Sales tax
Cleveland, OH	Greater Cleveland Regional Transit Authority	1 county plus portions of 4 other counties	1.79	Bus, Heavy Rail, and Light Rail	23.9	57.5	\$214.3	\$39.1	\$175.2	\$16.5	\$4.2	\$154.5	1.0% Sales tax
Pittsburgh, PA	Port Authority of Allegheny County	1 county plus portions of 4 other counties	1.75	Bus, Light Rail, and Inclined Plane	29.5	66.1	\$289.0	\$71.8	\$217.2	\$38.3	\$151.5	\$27.4	Sales tax°
Portland, OR	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Portions of 3 counties	1.58	Bus and Light Rail	30.0	97.4	\$282.7	\$72.1	\$210.6	\$46.8	\$2.5	\$161.3	.6618% payroll tax (1/01/08)
Cincinnati, OH	Southwest Ohio Regional Transit Authority	1 county plus portions of 3 other counties	1.50	Bus	11.3	23.1	\$71.9	\$21.4	\$50.4	\$12.6	\$1.3	\$36.5	0.3% payroll tax
Norfolk, VA	Hampton Roads Transit	7 cities in one county	1.39	Bus and Ferryboat	10.6	19.6	\$50.2	\$15.5	\$34.7	\$15.0	\$10.1	\$9.6	:
Sacramento, CA	Sacramento Regional Transit District	4 cities in one county	1.39	Bus and Light Rail	10.5	30.5	\$119.9	\$25.5	\$94.4	\$15.1	\$2.5	\$76.8	0.5% Sales tax
Kansas City, MO	Kansas City Area Transportation Authority	7 counties in 2 states	1.36	Bus	7.9	12.9	\$51.1	7.0	\$44.1	\$9.9	;	\$34.2	0.375% Sales tax
San Antonio, TX	VIA Metropolitan Transit	1 county	1.33	Bus	17.8	42.2	\$103.2	\$18.3	\$84.9	10.2		74.7	0.5% Sales tax
Las Vegas, NV	Regional Transportation Commission of Southern Nevada	Portions of 1 county	1.31	Bus	14.8	50.6	\$99.5	\$42.4	\$57.1	\$2.2		\$54.9	0.25% Sales tax
Milwaukee, WI	Milwaukee County Transit System	1 county	1.31	Bus	17.5	53.7	\$141.3	\$45.8	\$95.5	\$16.9	\$57.9	\$20.7	:

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					Annual Revenue								
Metropolitan Area Trar	Transit Onerator	Service Area	Year 2000 Population	Types of Transit	Vehicle Miles of Service	Annual Ridership ^b (millione)	Total Operating Cost	Farebox Revenue	Net Operating Cost	Federal Share	State Share (millions)	Local Share (millions)	Source of Dedicated Local Funding
olis,	Indianapolis Public Transportation Corporation	1 county	1.22	Bus	6.2	0.6	\$39.9	\$9.6	\$30.3	\$10.2	\$8.6	\$11.5	D 1
Providence, Rh RI	Rhode Island Public Transit Authority	Statewide	1.18	Bus	7.5	16.4	\$74.5	15.3	\$59.2	\$13.3	\$37.4	\$8.5	6.25 cents per gallon gas tax
Columbus, Co OH Trar	Central Ohio Transit Authority	1 county plus portions of 3 other counties	1.13	Bus	8.3	14.5	\$71.5	12.9	\$58.4	\$10.7	6.0\$	\$46.8	0.25% Sales tax
New Orleans, Ne LA Reg	New Orleans Regional Transit Authority	Portions of 1 parish	1.01	Bus and Light Rail	10.7	47.1	\$108.4	\$36.2	\$72.2	\$14.9	\$2.3	\$55.0	1.0% Sales tax ^d
Buffalo, NY Niaç Tra	Niagara Frontier Transportation Authority	1 county	0.98	Bus and Light Rail	9.2	23.1	\$89.5	\$23.0	\$66.5	\$8.3	\$25.8	\$32.4	0.125% Sales tax
Memphis, TN Me	Memphis Area Transit Authority	Portions of 3 counties in 2 states	0.97	Bus and Light Rail	9.2	11.7	\$46.6	\$10.7	\$35.9	\$8.1	\$8.8	\$19.0	1
Austin, TX M	Capital Metropolitan Transportation Authority	Portions of 3 counties	0:00	Bus	13.8	35.1	\$139.5	\$15.8	\$123.7	\$12.3	:	\$111.4	1.0% Sales tax
Salt Lake Ui City, UT	Utah Transit Authority	Portions of 6 counties	0.89	Bus and Light Rail	19.7	26.6	\$141.5	\$23.6	\$117.9	\$30.5		\$87.4	Sales tax ^e
Jacksonville, Ja FL Tra	Jacksonville Transportation Authority	1 county	0.88	Bus and Automated Guideway	10.2	9.6	\$66.3	\$20.4	\$45.9	\$1.8	\$4.3	\$39.8	1.0% Sales tax
Louisville, KY Trar of	Transit Authority of River City	1 county plus portions of 4 other counties in 2 states	0.86	Bus	7.5	15.2	\$52.1	\$6.8	\$45.3	\$11.2	\$1.2	\$32.9	0.2% payroll tax
Charlotte, NC Ch	Charlotte Area Transit System	1 county plus portions of 4 other counties in two states	0.76	Bus	10.1	18.4	\$68.9	\$10.2	\$58.7	:	\$12.5	\$46.2	0.5% Sales tax

^a Financial data include figures for transit services not listed including paratransit services for the disabled and vanpool programs. These services make up a small part of total service and ridership for the transit system. $^{\mathrm{b}}$ Total boarding passengers including those transferring between routes.

 $^\circ$ Portion of State 1.22% Sales tax, and \$1 per tire, \$2 per vehicle rental, and 3% of vehicle lease.

^dAlso 0.6% hotel room tax.

°0.4375% in Salt Lake County, 0.5% in 2 counties, and 0.25% in 3 Counties.

Source: Milwaukee County Transit System, 2004 National Transit Database, and SEWRPC.

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SELECTED OPERATING CHARACTERISTICS OF RECENT AND NEW-START COMMUTER RAIL SYSTEMS IN THE UNITED STATES

		Local Funding Source	Dedicated sales taxes from 3 counties; varies from 1/4 to 1/2- cent.	Dedicated sales taxes from north half of San Diego County.	Dedicated sales taxes from 5 counties; varies from 1/4 to 1/2 cent.	Dedicated sales tax of 0.4% from 5 0.4% from 5 0.4% from 5 0.9% from 5 0.0% fr	None.	Dedicated sales taxes of 1% through DART and 0.5% through FWTA.	Each of 3 counties contributes equal armount of local share from general funds. No dedicated local funding.	Each juristiction contributes a share from general funds based on a population formula. No dedicated local funding.
	ubsidy	Local Share (millions)	\$ 7.6	7.7	55.9	13.6	:	20.7	5.3	6.4
er Rail Mode	Share of Operating Subsidy	State Share (millions)	۔ ج	:	;	:	6.0	:	6.4	7.5
es for Commut	Share o	Federal Share (millions)	\$ 0.7	1.0		:	:		7.1	6.2
s and Revenue		Net Operating Expenses (millions)	\$ 8.3	8.7	55.9	13.6	6.0	20.7	18.8	20.3
Total Expenses and Revenues for Commuter Rail Mode		Farebox and Other Revenues (millions)	\$ 2.9	5.2	74.8	2.4	1.2	4.3	6.4	17.1
		Operating Expenses (millions)	\$ 11.3	14.0	130.8	16.0	7.2	25.0	25.2	37.4
	ship	Annual Passenger- Miles (millions)	29.5	40.4	364.5	24.0	8.1	28.3	84.8	103.7
	Ridership	Weekday Trips	3,600	5,400	41,300	4,200	1,800	7,600	10,100	14,600
		Other Service	Weekdays only	Additional Fri evening RT; 4 RT on Sat	Sat - 12 RT on 2 lines Sun/Hol - 4 RT on 1 line	Weekdays only	Weekdays only	11 RT on Sat	8 RT on Sat 7 RT on Sun/Hol	Weekdays only
eristics	Service	Amount of Weekday Service	3 RT PP PD only	12 RT	71 RT	4 RT PP PD on Tacoma line 2 RT PP PD on Everett line	10 RT PP	24 RT	20 RT	6 RT PP PD on Fredericksburg 8 RT PP mostly PD on Manassas line
Services and Characteristics		Routes - Length (miles) - Stations	1 - 86 - 10	1 - 42 - 8	7 - 512 - 54	2 - 73 - 9	1 - 51 - 8	1 - 34 - 9	1 - 71 - 18	2 - 89 - 18
Serv		Year Open	1998	1995	1992	2000	1990	1996	1989	1992
	System	Operator	ACE Joint Powers Authority	North County Transit District	Southern California Regional Rail Authority	Central Puget Sound Regional Transit Authority	Connecticut DOT	Fort Worth Transportation Authority (FWTA) and Dallas Area Rapid Transit (DART)	South Florida Regional Transportation Authority	Northern Virginia Transportation Commission and Potomac and Rappahamock Transportation Commission
	Sy	Population (millions)	2.0	3.4	10.5	2.7	1.5	4.1	4.9	2.4
		Primary Urbanized Area	San Jose	San Diego	Los Angeles	Seattle	New Haven	Dallas - Ft. Worth	Miami	Washington
		Name of Service	Altamont Commuter Express (ACE)	Coaster	Metrolink	Sounder	Shore Line East	Trinity River Express	Tri-Rail	Virginia Railway Express

Table 16 (continued)

		Local Funding Source		Dedicated sales taxes from 5 counties; varies from 0.25% to 0.5%.	ć	RTA fees from member counties.	Regional property taxes from 7 counties.	Freight railroad usage fees.	Dedicated sales taxes from north half of San Diego County.	Dedicated payroll tax from district within 3 counties. Also cigarette tax.
	ubsidy	Local Share (millions)		14.4	2.0	0.7	2.0	1.8	N/A	N/A
er Rail Mode	Share of Operating Subsidy	State Share (millions)		1	8.4	0.5	2.0	6.3	N/A	N/A
is for Commut	Share c	Federal Share (millions)		1	5.0	0.7	4.0	:	N/A	A/N
and Revenue		Net Operating Expenses (millions)		14.4	15.4 ^a	1.9	8.0	8.1 ^b	N/A	N/A
Total Expenses and Revenues for Commuter Rail Mode		Farebox and Other Revenues (millions)		3.6	3.2	1.1	4.0	0.9	N/A	N/A
		Operating Expenses (millions)		18.0	18.6	3.0	12.0	0.6	N/A	8.8
	ship	Annual Passenger- Miles (millions)	EVELOPMENT	1	30.8			:		:
	Ridership	Weekday Trips	NS UNDER DI	5,800 in 2008 11,800 in 2025	4,100 in 2020	1,500 in 2008 1,900 in 2012	4,000 in 2009 5,600 in 2025	q :	10,300 in 2008 19,000 in 2020	1,600 in 2008 3,000 in 2020
		Other Service	NEW COMMUTER RAIL SYSTEMS UNDER DEVELOPMENT	28 RT on Sat	3 RT on weekends	Weekdays only	3 RT on weekends	Weekdays only	Also weekends	N/A
eristics	Service	Amount of Weekday Service	NEW COMML	31 RT	7 RT	3 RT PP PD 2 RT PP RD	5 RT PP PD 1 RT PP RD	7 RT	32 RT	21 RT
Services and Characteristics		Routes - Length (miles) - Stations		1 - 44 - 8	1- 33 - 9	1 - 32 - 6	1 - 40 - 6	1 - 51 - 9	1 - 22 - 15	1 - 15 - 5
Service		Year Open		2008 estimated	ć	2006 estimated	2011 estimated	2006 estimated	2007 estimated	2008 estimated
	System	Operator		Utah Transit Authority	Southeastern Wisconsin Regional Transit Authority	Regional Transportation Authority	Northstar Corridor Development Authority	New Mexico DOT	North County Transit District	Tri-County Metropolitan Transportation District of Oregon
	Sys	Population (millions)		6.0	t.	0.7	2.5	9.0	3.4	1.3
		Primary Urbanized Area		Salt Lake City	Milwaukee	Nashville	Minneapolis	Albuquerque	Oceanside	Portland
		Name of Service		FrontRunner	KRM Commuter Link	Music City Star	Northstar	Rail Runner ^b	Sprinter	Washington County

Note - N/A indicates data not available, RT indicates Round Trip, PP indicates Peak Period, PD indicates Peak Direction, and RD indicates Reverse Direction.

^a The total operating costs shown include the costs of all new commuter rail service provided under the project. This includes service within southeastern Wisconsin, and as well, some new service within northeastern llinois. Much of this new service within northeastern within northeastern llinois. Much of this new service within northeastern within northeastern llinois is reverse-commuter service, including service in the morning outbound from the Chrago Loop and, in the afternoon, inbound to the Chrago Loop. Approximately \$4.5 million of the \$18.6 million annual total operating cost shown are due to this service entirely within northeastern Wisconsin. The farebox revenue attributable to trips made entirely within northeastern llinois. It is reasonable to expect that negotiations would occur to no lacet the costs of this new service between northeastern Wisconsin. The farebox revenue attributable to trips made entirely within northeastern llinois and southeestern Wisconsin. The farebox revenue attributable to trips made entirely within northeastern llinois may be expected to reduce the new commuter rail service in northeastern llinois may be expected to reduce the new commuter state and a lalceation of the costs of the new commuter rail service in northeastern llinois may be expected to reduce the net annual operating expense by 10 to 20 percent and may be expected to reduce the orter formed within the total operating expense by 10 to 20 percent and may be expected to increase the corresponding farebox recovery ratio from between 15 and 20 percent and taz 26 percent.

^b The New Mexico Rail Runner Express will operate with no fares upon start-up, and then with reduced fares. Following an initial three-year period, a permanent fare and funding structure that includes a dedicated local funding source will be put in place.

Table 17

COMPARISON OF REGIONAL TRANSIT AUTHORITIES AND PUBLIC TRANSIT SYSTEMS IN METROPOLITAN AREAS SIMILAR IN POPULATION TO THE MILWAUKEE AREA REGARDING GOVERNANCE, FUNCTIONS, AND FUNDING

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Chicago, IL	Regional Transit Authority of Northern Illinois (RTA)	6 counties	8.3	Bus, Heavy Rail, and Commuter Rail	Governed by a 16-member board of directors appointed from within the six-county region as follows: five directors by the Mayor of the City of Chicago; four directors by the suburban members of the Cook County Board; one director from Suburban Cook County appointed by the President of the Cook County Board; and one director each from DuPage, Kane, Lake, McHenry and Will counties appointed by the Chairman of their respective county board. The Chairman of the RTA Board—the 16th member—is elected by at least 12 of the appointed members. The board membership is not population proportional.	The RTA is a funding and oversight entity for public transit services in northern Illinois including the Chicago metropolitan area. It provides funding to and financial oversight for, the three public transit operators serving the Chicago metro area: the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus. The local funds distributed by the RTA are generated by a 1.0 to 1.25 percent sales tax ^a collected in Cook County, and a 0.75 percent sales tax collected in the five suburban counties.
St. Louis, MO	Bi-State Development Agency (Metro)	1 county plus portions of 2 other counties in 2 states	2.08	Bus and Light Rail	Governed by a 10-member board of Commissioners. Five members are appointed by the Governor of Missouri, with three of the five nominated jointly by the City and County of St. Louis County; two members are appointed by the Governor of Illinois, two members are appointed by the Madison County (Illinois) Executive, and one member is appointed by the St. Clair County (Illinois) Executive. The board membership is not population proportional.	Metro directly operates all public transit services in the St. Louis metropolitan area except in the City of St. Charles, MO. (St. Charles Area Transit) and in Madison County, IL. (Madison County Transit) which operates transit services entirely separate from Metro. Metro transit services in St. Clair County, IL are provided under a service contract with St. Clair County. Metro uses revenues generated by a 0.25 percent sales tax collected by the cities, counties, and transit districts in the Metro service area to fund transit operations.
Denver, CO	Regional Transportation District (RTD)	4 counties plus portions of 3 other counties	1.98	Bus and Light Rail	Governed by a 10-member board of directors elected from districts to four-year, staggered terms. The board membership is population proportional with approximately 165,000 voters per district director.	The RTD directly operates all public transit services in the Denver metropolitan area. The RTD uses revenues generated by a 1.0 percent sales tax collected by the District in the Denver metropolitan area to fund transit operations.
Cleveland, OH	Greater Cleveland Regional Transit Authority (RTA)	1 county plus portions of 4 other counties	1.79	Bus, Heavy Rail, and Light Rail	Governed by a 10-member board of trustees. Four members appointed by the Mayor of Cleveland and confirmed by the City Council; three members appointed by the Cuyahoga County Commissioners, with at least one residing in the City of Cleveland; and three members elected by the mayors, city managers, and township trustees of the suburban municipalities in the RTA district. The board membership is not population proportional.	The RTA directly operates all public transit services in Cuyahoga County and some service extends into adjacent counties. Other public transit systems are operated in the adjacent counties in the metro area. Most of the RTA's local revenue comes from a 1.0 percent Cuyahoga County sales tax; the surrounding counties do not contribute.

Table 17 (continued)

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Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Pittsburgh, PA	Port Authority of Allegheny County	1 county plus portions of 4 other counties	1.75	Bus, Light Rail, and Inclined Plane	Governed by a 9-member board of directors appointed by the chief executive of Allegheny County and confirmed by the Allegheny County Council. One member must be a County Council representative. The board membership is not population proportional.	The Port Authority's transit system covers Allegheny County, with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Pittsburgh. The Port Authority also owns and operates several transit and highway bridges and tunnels, and three limited access expressways. Its revenues are generated by five separate sales and use taxes ^b levied by Allegheny County and the State of Pennsylvania.
Portland, OR	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Portions of 3 counties	1.58	Bus and Light Rail	Governed by a 7-member board of directors appointed by the Governor. Each board member represents, and must reside in, a specific geographic area in the Tri-Met service area. The board membership is population proportional.	Tri-Met directly operates public transit services in parts of Multnomah, Washington, and Clackamas Counties with one route extending into Vancouver, WA. (Several other public transit systems are operated in these three counties and in adjacent counties within communities that have withdrawn from Tri-Met.) Tri- Met uses revenues generated by a 0.6618 percent payroll tax collected by the district to fund transit operations.
Cincinnati, OH	Southwest Ohio Regional Transit Authority (SORTA)	1 county plus portions of 3 other counties	1.50	Bus	Governed by a 9-member board appointed by the Hamilton County Board of Commis- sioners. The Cincinnati City Council nominates 4 of the 9 members but the County Board is not obligated to confirm them. There currently is no representation for the areas outside Hamilton County.	SORTA directly operates all public transit services in Hamilton County with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Cincinnati. Local funding comes from revenues generated by a 0.3 percent payroll tax collected in the City of Cincinnati plus funds provided by the suburban governmental units receiving transit services. Separate local funding agreements are required for SORTA transit routes serving areas outside Hamilton County
Norfolk, VA	Hampton Roads Transit	7 cities in one county	1.39	Bus and Ferryboat	Governed by a 9-member board of Commissioners appointed as follows: one from each of the seven cities served by the transit system, a representative from the Virginia State Legislature, and the Chairman of the Virginia Department of Rail and Public Transportation. The board membership is not population proportional.	Hampton Roads Transit directly operates all public transit services in the Norfolk metropolitan area. The seven communities in the district provide funds for the transit system through their local budget processes.
Kansas City, MO	Kansas City Area Transportation Authority	7 counties in 2 states	1.36	Bus	Governed by a 10-member board of directors appointed by the Mayor of Kansas City and the Counties in the district in Kansas and Missouri. The Board includes five members from each state. At least three board members are from the City of Kansas City. The board membership is not population proportional.	The Transit Authority directly operates all public transit services in Jackson and Clay Counties, Missouri and one route in Platte County, Kansas. Local funding is provided through Kansas City, Mo. from a 0.5 percent sales tax initiated in the early 1970s and a 0.375 percent sales tax implemented in 2004. Two other public transit systems—Johnson County Transit and Unified Government Transit—serve the Kansas portion of the district.

Table 17 (continued)

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Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Columbus, OH	Central Ohio Transit Authority (COTA)	1 county plus portions of 3 other counties	1.13	Bus	Governed by a 13-member board of trustees with seven appointed by the Mayor of the City of Columbus. Two members are appointed by the Franklin County Commissioners. The remaining four members are appointed by the 10 other member communities on an alternating basis. The board membership is not population proportional.	COTA directly operates all public transit services in Franklin County and provides very limited service in the surrounding counties. COTA is funded by a permanent 0.25 percent sales tax as well as another 10-year, 0.25 percent sales tax that went into effect January 1, 2008.
Austin, TX	Capital Metropolitan Transportation Authority (CMTA)	Portions of 3 counties	0.90	Bus	Governed by a 7-member board of directors including: two council members appointed by the Austin City Council; one commissioner appointed by the Travis County Commissioners' Court; one representative appointed by the mayors of the suburban cities of Travis County; one representative appointed by a panel made up of the mayors of the suburban cities of Williamson County, the County Judge, and the presiding officer of each municipal utility district outside Travis County in the CMTA service area; and two members-at-large appointed by the Capital Area Metropolitan Planning Organization. The board membership is not population proportional.	CMTA directly operates all public transit services in the greater Austin area. In its rural areas, CMTA utilizes rural public transit services provided in the surrounding counties which are coordinated with CMTA service. CMTA is funded by a 0.25 percent sales tax collected in all member communities.
Salt Lake City, UT	Utah Transit Authority (UTA)	Portions of 6 counties	0.89	Bus and Light Rail	Governed by a 16-member board of trustees appointed by the city and county governments that fund the UTA including: seven from the municipalities within Salt Lake County and the municipalities of Grantsville and Tooele; one from unincorporated Salt Lake County, one from Salt Lake City; two from the municipalities in Utah County; two from the municipalities in Davis County; two from the municipalities in Weber County and the municipalities of Brigham City, Willard, and Perry; and one from the Utah Transportation Commission (ex- officio). The board membership is not population proportional.	UTA directly operates all public transit services in the greater Salt Lake City area, providing service in Salt Lake County and the five adjacent counties. UTA is funded by sales taxes ⁶ collected in the member communities.
Louisville, KY	Transit Authority of River City (TARC)	1 county plus portions of 4 others in 2 states	0.86	Bus	Governed by an 8-member board of directors appointed by the Mayor of the Louisville Metro (City/County) government. The board membership is not population proportional.	TARC directly operates all public transit services in the Louisville Metro area (Jefferson County, KY). TARC also serves limited areas in five adjacent counties, four in Kentucky and one in Indiana. TARC is funded by a 0.2 percent payroll tax collected in Jefferson County. Separate local funding agreements are required for TARC transit routes serving areas outside Jefferson County.

Table 17 (continued)

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Charlotte, NC	Charlotte Area Transportation System (CATS)	1county plus portions of 4 others in 2 states	0.76	Bus and Light Rail	Governed by the 26-member Metropolitan Transit Commission (MTC). The Commission has 16 voting members including the mayor and manager of the City of Charlotte; the chairman of the Board of Commissioners and manager of Mecklenburg County; and the mayors and managers of the three towns in Mecklenburg County. The MTC also has 10 non-voting members including eight representing the local governments outside Mecklenburg County and two representing the North Carolina and South Carolina Departments of Transportation. The board membership is not population proportional.	CATS directly operates all public transit services in Mecklenburg County, NC. including the City of Charlotte. CATS also provides express bus and limited local bus services between Charlotte and Mecklenburg County and the surrounding counties including York County, SC. CATS is funded by a 0.5 percent sales tax collected in Mecklenburg County. Separate local funding agreements are required for CATS transit routes serving areas outside Mecklenburg County.

^aIn Cook County, the RTA collects a 1.0 percent sales tax on general merchandise and a 1.25 percent sales tax on selected food, drugs and medical appliances.

^bPortions of State taxes of 1.22 percent on sales, \$1.00 per tire, \$2.00 per vehicle rental, and, 3 percent of vehicle leases; and Allegheny County taxes of 10 percent on alcoholic drinks and \$2.00 per vehicle rental.

^c UTA sales tax rates vary in the district as follows: 0.68375 percent levied county-wide by Salt Lake County; 0.55 percent and 0.526 percent levied by participating cities in Box Elder and Utah Counties, respectively; 0.5 percent levied county-wide by Davis and Weber Counties; 0.3 percent levied by participating cities in Tooele County; and 0.276 percent levied by non-participating cities and areas in Utah County.

(RIPE) for the KRM project that was submitted to the Federal Transit Administration (FTA) by the RTA in September 2007. The RTA subsequently asked the FTA to put the RIPE on hold after needed legislation was not included in the 2007-2009 State Budget Act. After discussing the RIPE with FTA staff, the Commission staff worked with the consultant for the KRM project—Earth Tech, Inc.—to identify the work needed to refine the RIPE to improve its rating by the FTA when it is resubmitted in mid 2009.

• Prepared and submitted, on behalf of the RTA, appropriations requests to the offices of Representative Gwen Moore and Senator Herb Kohl for consideration of future Federal funding for the Muskego Yard Freight Rail Bypass project located in the City and County of Milwaukee; and an application for Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to cover a portion of the construction costs of the KRM project in the future. The CMAQ grant approved in 2008 will provide approximately \$6.0 million for the total costs of the KRM project.

- Worked with the consultant team to prepare and publish the final report of the RTA to the Governor and State Legislature as required by the State Statute that created the RTA. The report presented the legislation change for the RTA, the composition of the Board, the information that had been considered by the Board in preparing the report, and the recommendations of the RTA for the preservation, improvement, expansion, and enhanced coordination of transit service within and between Kenosha, Racine, and Milwaukee counties that were approved by the RTA on November 10, 2008. Specifically, the RTA recommended:
 - That it continue as the permanent RTA for southeastern Wisconsin. The permanent RTA will initially include the counties of Kenosha, Milwaukee, and the urbanized area of Racine, which is currently defined as

the area east of IH 94 in Racine County, with the enabling legislation to provide a mechanism whereby other urbanized areas and/or counties may be added at some future date.

- 2. That it be enabled to levy up to a 0.5percent sales tax as a dedicated source of funding to support transit, commuter rail and other transit projects in the region, and that transit be removed from the property tax, resulting in a mandatory reduction in those taxes. The RTA recommended that all revenue generated from a sales tax raised in each county stay within each county and be used to pay for each county's recommended transit service plan. In addition, the RTA supported that local municipalities be granted authority to enact up to an additional 0.15 percent sales tax for public safety purposes at the request of each individual municipality and taxable only within that municipality.
- 3. A majority of the RTA board members recommended that the RTA be empowered by the state to maintain oversight of transit service and operations in the RTA region and become the sole designated recipient in the region to receive Federal transit aids from the U.S. Department of Transportation, Federal Transit Administration, state transit funding and the dedicated local funding source for transit raised in each municipality.
- That the RTA subcontract with the current 4. operators for local bus transit service, or assume operations as deemed appropriate. The RTA also supported establishment of a local transit planning group in each county consisting of members appointed by local elected officials. These groups would develop a transit service plan and budget to be submitted to the RTA. The RTA would then use the transit revenue to fund the recommended transit plans, including existing transit needs within and between the counties, as well as new elements recommended by the local transit groups. The local transit groups and systems would be expected to participate in annual audits with the RTA.

5. Lastly, that the RTA be granted bonding authority by the Governor and Legislature to cover capital improvements.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

During 2008, the Commission continued a work effort to carry out transportation systems management or traffic engineering studies for communities in Southeastern Wisconsin. The Commission worked on three transit system development planning efforts in 2008:

- Commission staff continued the preparation of a new transit system development plan for the Milwaukee County Transit System. The new plan is intended to provide direction in the operation and development of the County transit system through the year 2014 in much the same way that the previous plan prepared by the transit system provided direction during the mid 1990s. The new plan will be the first transit system development plan prepared by the Commission for Milwaukee County. At year's end, the performance evaluation of the transit system had been completed and was scheduled to be reviewed by the study Advisory Committee. The evaluation identified areas of excellent performance for the transit system, as well as areas of travel needs not being met by existing transit services provided both within and to areas outside the County. The work also examined the financial condition of the transit system, and identified the serious fiscal problems which the transit system may be expected to face by the year 2010. Work on the Milwaukee County Transit System development plan including consideration of transit system improvement alternatives and necessary attendant funding is expected to be completed during 2009.
- Commission staff initiated work on the Racine County Transit Plan: 2010-2014. The plan will include an update of the transit system development plan for the City of Racine's Belle Urban System (the last such plan was for the period 1998-2002). The study will also investigate the potential need for public transportation

service within the portion of Racine County west of IH 94; for service connecting Racine County to Milwaukee, Kenosha, and Walworth Counties, and for service connecting western and eastern Racine County.

• The Commission also initiated work on the Kenosha County Transit Development Plan: 2010-2014. The plan will include a full review of the Kenosha Area Transit system operated by the City of Kenosha, which was last evaluated in the short-range transit plan the Commission prepared for the years 1998-2002. In addition, the plan will examine for the first time the operations of the County-run western Kenosha County transit system, a rural fixed-route service that began in 2007.

Transportation Improvement Programming

In December 2006, the Commission and the appropriate Commission Advisory Committees adopted an updated four-year transportation improvement program (TIP) for Southeastern Wisconsin, as required by the U.S. Department of Transportation. The program was set forth in a Commission document titled *A Transportation Improvement Program for Southeastern Wisconsin: 2007-2010*. The new program was developed with the assistance of the Wisconsin Department of Transportation staff and through the cooperation of various local units and agencies of government in the Region, including the Cities of Kenosha, Milwaukee, and Racine and the Counties of Milwaukee and Waukesha as the operators of special mass transportation systems in their respective areas.

The 2007-2010 TIP identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The 2007-2010 TIP was amended three times during 2008, adding or revising a total of 68 projects. The total potential investment in transportation improvements and services over the programming period is about \$2.69 billion. Of this total, \$1.46 billion, or

about 54 percent, is proposed to be provided in Federal funds; \$819 million, or about 31 percent, in State funds; and \$409 million, or about 15 percent, in local funds. Proposed expenditures for 2009 total about \$558 million. A cost summary for these projects is shown in Table 18.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 30 reflects graphically the proposed expenditures in 2009 for these nine project categories for each of the two transportation management areas. At least three of the expenditure patterns apparent from this figure deserve comment:

- A significant proportion of financial resources is to be devoted to the preservation of the existing transportation facilities and services in the Region, about 72 percent. This allocation of resources is especially notable considering that virtually none of the funding for routine highway maintenance activities: snow plowing, ice control, grass cutting, power for street lighting, and litter pick-up is included in the TIP.
- The expenditure of funds for highway expansion totals about \$22.5 million, or about 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement to increase present highway capacities total approximately \$90.6 million, or 16 percent of total expenditures. This compares to the \$240.9 million programmed for expenditures on highway preservation, or about 43 percent of total expenditures.
- A significant proportion of total financial resources is devoted to public transit projects, which account for about 31 percent of programmed resources for 2009. Of the total programmed resources for public transit, 90 per-

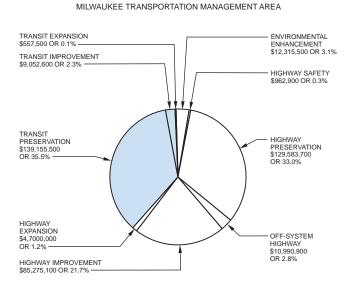
Table 18

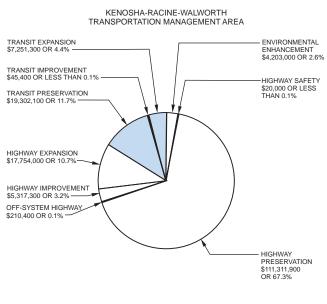
COST SUMMARY OF PROJECTS WITHIN 2009 OF THE 2007 THROUGH 2010 TRANSPORTATION IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE

Transportation Management Area	Proposed 2007 Expenditures
Milwaukee Area	
Milwaukee County Federal State	\$175,199,700 86,702,500
Local Total	53,054,900 314,957,100
Ozaukee County Federal State	11,930,500 2,950,800
Local Total	2,424,700 17,306,000
Washington County Federal State Local Total	12,468,000 2,284,100 2,574,200 17,326,300
Waukesha County Federal State Local Total	23,276,800 8,087,600 11,639,900 43,004,300
Milwaukee Area Subtotal Federal State Local Total	222,875,000 100,025,000 69,693,700 \$312,598,700
	\$312,390,700
Kenosha-Racine-Walworth Area Kenosha County Federal State Local Total	\$40,267,300 11,288,900 10,721,400 62,277,600
Racine County Federal State Local Total	26,235,600 29,032,350 4,323,850 59,591,700
Walworth County Federal State Local	34,390,800 8,587,000 568,300
Total	43,546,100
Kenosha-Racine-Walworth Area Subtotal Federal State Local Total	100,893,700 48,908,200 15,613,500 \$165,415,400
	φ100, +10, +00
Region Total Federal State Local	\$323,768,700 148,933,200 85,307,200
Total	\$558,009,100

Figure 30

DISTRIBUTION OF EXPENDITURES IN 2007 OF THE 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY





TOTAL: \$ 165,415,400

TOTAL: \$392,593,700

cent is for preservation, 5 percent is for service improvement, and 5 percent is for service expansion.

During 2008, Commission staff initiated the development of a new updated four-year transportation improvement program for the years 2009 through 2012. This work is expected to be completed in the first quarter of 2009.

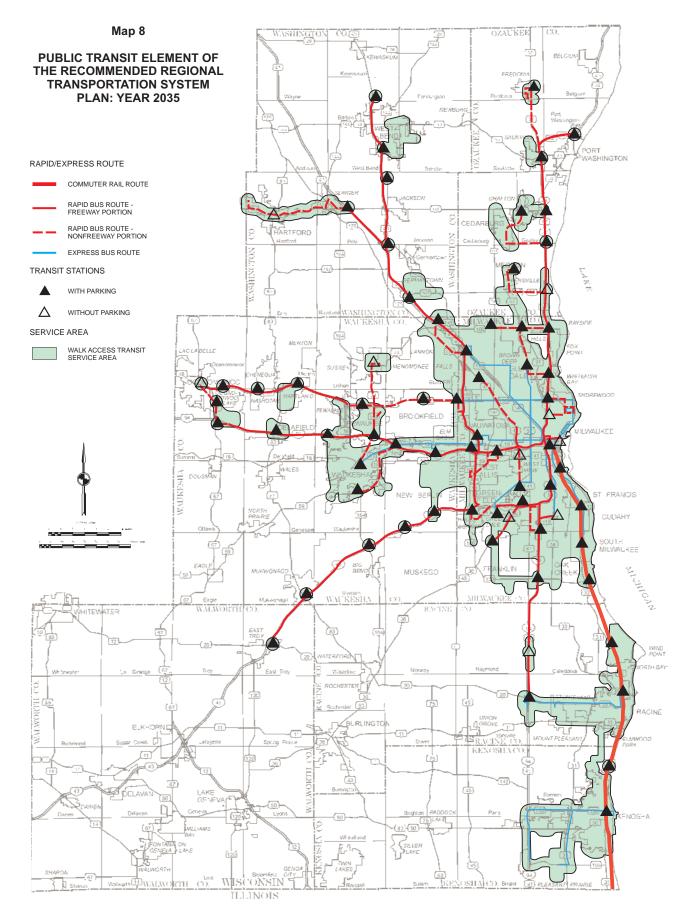
LONG-RANGE PLANNING

Regional Transportation System Plan

In June 2006 the Commission published and formally adopted the year 2035 regional transportation system plan, the fifth generation of such plans in the Region. The adopted regional transportation plan is documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035.* At the request of the Southeastern Wisconsin Regional Transit Authority following the completion of a corridor study, the plan was amended in June 2007 to incorporate the recommendations of the Kenosha-Racine-Milwaukee commuter rail study, as shown on Map 8. The development of the plan was guided by the following vision for the transportation system of southeastern Wisconsin:

A multimodal transportation system with high-quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan, while minimizing the capital and annual operating costs of the transportation system.

The adopted year 2035 regional transportation system plan is designed to serve, and to be consistent with, the year 2035 regional land use plan. Projections of future growth in population, households, and employment from the 2035 regional land use plan were used to develop forecast travel on the planned year 2035 regional transportation system plan. Consistency between the regional transportation plan and the regional land use plan was evaluated by comparing the



accessibility and location of improvements proposed under the transportation plan to the location of development and redevelopment proposed under the land use plan.

The development of each element of the 2035 regional transportation system plan—public transit, bicycle and pedestrian, travel demand management, transportation system management, and arterial streets and high-ways—builds upon the former year 2020 regional transportation plan, recognizing the successful implementation of approximately 15 to 20 percent of each element of the year 2020 plan since 1997.

The transportation system planning process began by consideration and development of the public transit, bicycle and pedestrian facilities, transportation systems management, and travel demand management elements of the plan. Arterial street and highway improvement and expansion were only then considered to address any residual congestion-highway traffic volumes and congestion which would not be expected to be alleviated by the recommended public transit, bicycle and pedestrian, transportation systems management, and travel demand management improvements. The five elements of the year 2035 regional transportation plan—public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways-are summarized below.

Public Transit Element

The public transit element of the year 2035 transportation plan recommends a doubling of transit service from 69,000 vehicle-miles of service on an average weekday in 2005, to 138,000 in the year 2035. The plan also recommends development of true rapid and express transit systems, and expansion of transit service to serve the entire metropolitan region, to serve travel on weekdays and weekends, to provide service in both traditional and reverse commute directions, and to provide service throughout the day and evening at convenient service frequencies. Map 8 displays the proposed transit system coverage for each of the three transit system components described below:

• Rapid transit (shown in red on the map) operates over freeways between urban centers and outlying areas with stops every three to five

miles. The plan proposes increasing weekday vehicle-miles of rapid transit service by over 200 percent and operating throughout the day and evening in both directions, at convenient frequencies, to facilitate both the traditional and reverse direction commute to work travel.

- Express transit (shown in blue on the map) would operate as higher-speed limited-stop bus routes with frequent service and stops every one-quarter to one-half mile. The plan envisions express transit as being initially provided with buses operating over arterial streets in mixed traffic, and would over time be upgraded to buses on reserved street lanes with priority treatment at traffic signals.
- Local transit (shown as the green service area on the map) operates with frequent stops over arterial and collector streets in the Kenosha, Milwaukee, and Racine urbanized areas. The plan proposes an approximate 59 percent increase in weekday vehicle-miles of service. The expanded service area and service hours would require an increase in paratransit service, which would be provided consistent with the Federal Americans with Disabilities Act (ADA) of 1990.

In addition to the rapid, express, and local transit service recommendations, the plan recommends conducting corridor studies to consider upgrading bus rapid transit service to commuter rail service, and express bus service to bus guideway or light rail service. Map 9 displays three potential future commuter rail lines and six potential future light rail/bus guideway lines within southeastern Wisconsin. At the request of the responsible transit operator or government entity, the Commission would amend the regional plan to include the study recommendations. In 2007, there was one effort underway in southeastern Wisconsin considering an upgrade to fixed guideways: the Milwaukee downtown connector study.

Implementation of the proposed expansion of public transit service in southeastern Wisconsin will require funding at sufficient levels to allow the transit system to expand, which will be dependent on both the continued commitment of the State to fund public transit, and on obtaining dedicated local funding for transit.

Bicycle and Pedestrian Facilities Element

The bicycle and pedestrian facility element of the recommended plan is intended to promote safe accommodation of bicycle and pedestrian travel and encourage it as an alternative to personal vehicle travel. The plan recommends that bicycle accommodation-paved and widened shoulders, widened outside travel lanes, bicycle lanes, or separate bicycle paths-should be considered as each segment of the 3,300-mile surface arterial street system is resurfaced, reconstructed, or constructed. The plan also recommends expanding the existing 203 miles of off-street bicycle paths to a planned 575-mile system of offstreet bicycle paths that would connect the cities and villages within the Region having populations over 5,000. The proposed system of on- and off-street bicycle ways is shown on Map 10.

The pedestrian facilities portion of the bicycle and pedestrian facilities element is a policy, rather than a system, plan. It recommends that southeastern Wisconsin units of government adopt and follow a set of recommended standards and guidelines with regard to the development of those facilities. The recommended guidelines and standards are designed to facilitate safe and efficient pedestrian travel.

Transportation Systems Management Element

The transportation systems management element recommends a number of measures to operate and manage the existing street and highway facilities to their maximum capacity and efficiency. The proposed measures are described below:

Freeway traffic management: There are three classes of recommended measures to improve the operation and management of the regional freeway system: operational control, advisory information, and incident management. The proposed operational control measures include maintaining existing freeway system traffic detectors and installing additional detectors on most segments of the regional freeway system at one-half-mile intervals; installing ramp meters on all freeway on-ramps within the Region with some exceptions; and expanding the ramp meter control strategy of varying vehicle release rates based on adjacent freeway traffic volume and congestion. The proposed advisory information measures include maintaining the existing variable message signs and providing additional variable message signs on the entire freeway system and on surface arterials leading to the most heavily-used freeway on-ramps; and consideration of a regional traveler information system which would allow the public to dial "511" and receive automated messages about current travel conditions. The proposed incident management measures include maintaining and expanding the network of closed circuit television cameras which allow for the rapid detection of, and appropriate response to, an incident; expanding the provision of enhanced reference markers to be placed at one-tenth mile intervals along the entire regional freeway system; and expanding freeway service patrols to aid in the rapid removal of disabled vehicles and assist in incident clearance.

- Surface arterial street and highway management: Proposed measures to improve the operation of the regional surface arterial street and highway system include improving and expanding coordinated traffic signal systems; implementing intersection improvements, such as adding right- and/or left-turn lanes, or upgrading the type of traffic control at the intersection; implementing curb-lane parking restrictions during peak traffic periods as needed; applying access management standards for the location, spacing, and operation of driveways, median openings, and street connections; and expanding the advisory information network to include surface arterial street and highway travel.
- Major activity center parking management and guidance: This recommended transportation system management measure would attempt to improve traffic operation conditions by reducing the traffic circulation of motorists seeking parking in major activity centers through the use of static and dynamic signing that would indicate the location of parking structures and the availability of parking in those structures.
- Regional Transportation Operations Program (RTOP): The Wisconsin Department of Transportation (WisDOT) in cooperation with SEWRPC and all transportation system operators in the Region would work to prepare a program of high priority short-range operational improvement projects for implementation, in part, based upon the transportation systems management recommendations in the regional transportation system plan.

Map 9

POTENTIAL RAPID TRANSIT **COMMUTER RAIL AND EXPRESS TRANSIT BUS GUIDEWAY/LIGHT** RAIL LINES UNDER THE **RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN**



- POTENTIAL BUS GUIDEWAY/LIGHT RAIL FACILITY—TO BE CONSIDERED IN CORRIDOR STUDIES
- POTENTIAL COMMUTER RAIL—TO BE CONSIDERED IN CORRIDOR STUDIES _ _ _ _

FREEWAY

NOTE: BUS GUIDEWAY/LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WOULD BE CONDUCTED TO DETERMINU WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGN-MENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE TRANSIT OPERATOR CONCERNED—LOCAL GOVERNMENT OR REGIONAL TRANSIT AUTHORITY WOULD DETERMINE GOVERNMENT OR REGIONAL TRANSIT AUTHORITY—WOULD DETERMINE WHETHER TO IMPLEMENT EXCLUSIVE FIXED GUIDEWAY TRANSIT—COMMUTER RAIL OR LIGHT RAILBUS GUIDEWAY— AND TO PROCEED TO PRELIMINARY ENGINEERING, AT THE REQUEST OF THE TRANSIT SPONSOR AND OPERATOR, THE COMMISSION WOULD THEN FORMALLY AMEND THE REGIONAL PLAN TO INCLUDE THE FIXED GUIDEWAY.

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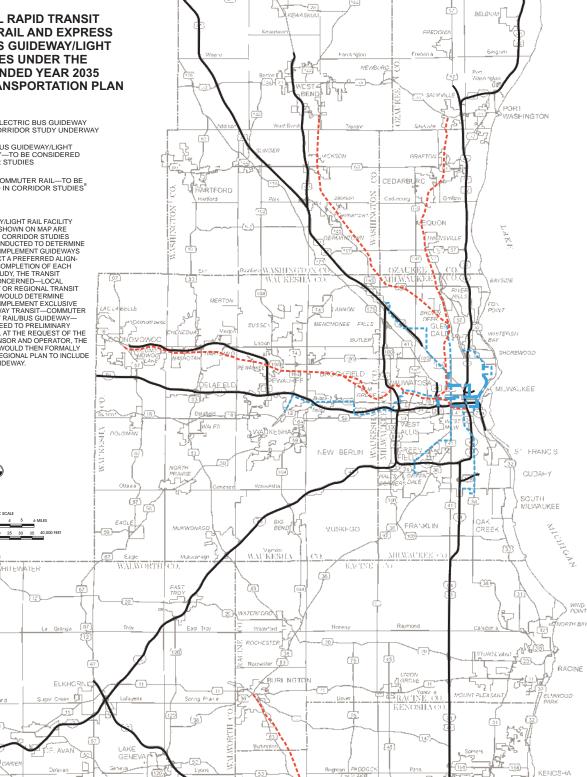
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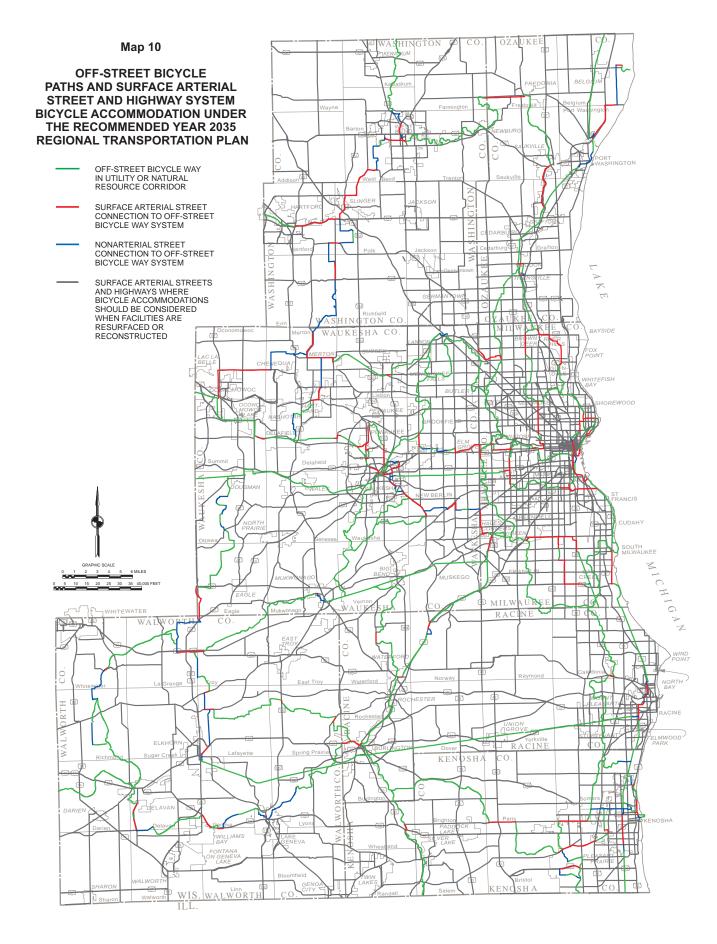
OZAUKEE

^aCorridor feasibility studies have been completed for the Chicago-based commuter rail extensions to the Village of Walworth in Walworth County and the City of Burlington in Racine County. The conclusion of the Walworth extension study was that it was potentially feasible and cost-effective, but should be deferred and considered again when a Metra extension from its current terminus in Fox Lake, Illinois is considered to Richmond, Illinois near the Wisconsin-Illinois Stateline. The conclusion of the Burlington extension study was that it was not feasible or cost-effective at that time, but could be considered again in the future.

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Travel Demand Management Element

The travel demand management element includes measures intended to reduce personal and vehicular travel, or to shift travel to alternative times and modes. Seven categories of travel demand management measures are proposed in the plan:

- Preferential treatment for high-occupancy vehicles is recommended through the provision of high-occupancy vehicle queue by-pass lanes at metered freeway on-ramps in the Region; expansion of the use of reserved bus lanes along congested surface arterial streets and highways; inclusion of transit priority signal systems along all express and major local transit routes; and voluntary employer-provided preferential parking for employees who carpool or vanpool.
- Park-ride lots are recommended along all major routes at their major intersections and interchanges where sufficient demand may be expected to warrant provision of an off-street parking facility. Map 7 on page 62 shows the proposed system of 77 park-ride lots including the existing 53 park-ride lots.
- Transit pricing programs are recommended to encourage greater use of transit and vanpool programs. The plan recommends that the annual transit pass program negotiated between the Milwaukee County Transit System and four colleges and universities be expanded to include the other local public transit operators in the Region and additional colleges and universities within the Region. The plan also recommends the annual pass program be expanded to employers, who could negotiate the cost of providing each employee an annual transit pass, or discounted monthly and weekly passes. The plan also proposes expansion of the existing vanpool program currently operated by the Milwaukee County Transit System, in which a group of employees who live in the same general area split the operation, maintenance, and a portion of the capital costs of a van.
- Personal vehicle pricing which would allocate more of the full construction and maintenance costs of parking, street and highway facilities to personal vehicle users is recommended. Proposed vehicle pricing measures include

cash-out of employer paid parking, in which employers currently providing free/subsidized parking to employees would voluntarily begin charging their employees the market value of parking (and offset this charge through an increase in salary); and continued and expanded use of user fees which currently primarily include motor fuel tax and vehicle registration fees.

- Aggressive promotion of transit use, bicycle use, ridesharing, pedestrian travel, telecommuting, and work-time rescheduling.
- Transit information and marketing is proposed, including the continuation and expansion of the joint marketing efforts of the transit operators within southeastern Wisconsin, and the development of a single website where potential transit users could enter information such as the starting and ending points of a desired trip within the Region, and obtain the most feasible transit routing of the desired trip including all fares, transfers, and schedules. The plan also proposes that transit operators utilize global positioning system (GPS) data to provide realtime transit information to transit riders at transit centers and transit stops.
- Detailed site-specific neighborhood and major activity center land use plans are recommended to be prepared and implemented by local governmental units as recommended in the regional land use plan, in order to facilitate travel by transit, bicycle, and pedestrian movement, and reduce dependence on automobile travel.

Arterial Street and Highway Element

The arterial street and highway element of the year 2035 transportation plan totals 3,637 route miles. Highway improvements were recommended to address the residual congestion which may not be expected to be alleviated by recommended land use, public transit, bicycle and pedestrian facilities, systems management, and travel demand management measures in the recommended plan.

Approximately 3,191 miles, or 88 percent of these route miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 358 route miles, or less than 10 percent, of the total recommended year 2035 arterial street and highway system are recommended for widening to provide additional through-traffic lanes, including 127 miles of freeways. The remaining 88 route miles, or 2 percent, are proposed new arterial facilities. Thus, the plan includes recommendations for a capacity expansion of 12 percent of the total arterial system over the next 30 years, and when viewed in terms of lane miles, the plan includes less than a 10 percent expansion of lanemiles over the next 30 years.

Map 11 displays, by County, the arterial street and highway system preservation, improvement, and expansion measures recommended under the plan. Each proposed arterial street and highway improvement, and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and the responsible government entity will make the final decision on whether and how a planned project will proceed to implementation.

Evaluation of the Recommended Transportation Plan

The adopted year 2035 regional transportation plan contains an evaluation of the recommended plan, including its estimated capital and operating costs, effect on the convenience and efficiency of travel, impact on the environment, and safety. Three alternative transportation system plans were evaluated and compared as part of the evaluation process: a No-build plan alternative, which would maintain the existing transportation system as it existed in the year 2005 with the resurfacing and reconstruction without additional lanes of the existing arterial street and highway system; a Transportation System Management (TSM) plan alternative, which would include all proposed improvements to the transportation system with the exception of the arterial street and highway capacity expansion; and a Transportation Systems Management plus arterial street and highway capacity expansion (TSM Plus Highway) plan, which has been adopted as the recommended year 2035 regional transportation plan. Some of the key benefits and costs of the recommended plan are listed below.

• Map 12 compares existing traffic congestion with forecast future traffic congestion under

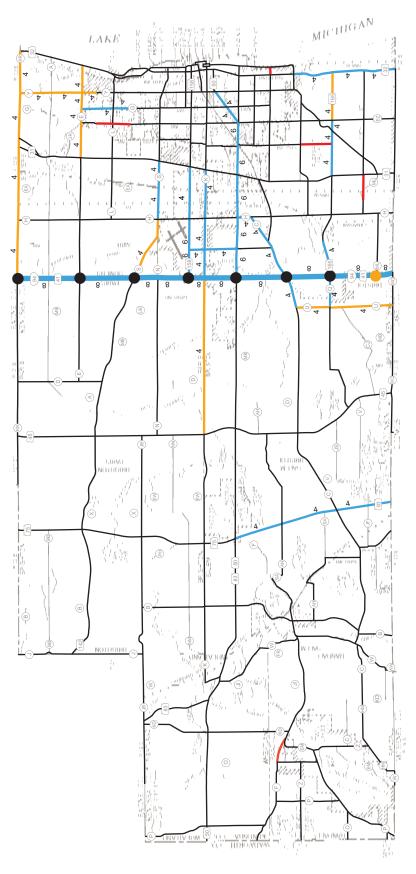
the No Build and recommended plans. If improvements were limited to the measures under the TSM plan, traffic congestion on an average weekday would be expected to double over the next 30 years–only slightly less than under a No-Build plan. The arterial street and highway system improvements proposed in the recommended plan may be expected to result in a significant reduction in traffic congestion when compared to the TSM plan, resulting in levels of congestion similar to, and somewhat less than, existing conditions.

- The annual cost of the recommended plan is about 30 percent greater than the cost of simply maintaining existing facilities and services, and about 10 percent greater than current expenditures.
- The plan's impact on air pollutant emissions is relatively modest. Air pollutant emissions from the transportation system have been significantly declining even with increasing traffic due to the normal replacement of aging vehicles with new vehicles using existing emission control technology. Furthermore, these emissions are projected to continue to substantially decline even with increasing traffic. Measures intended to encourage alternatives to personal and vehicular travel and increase public transit service are expected, in comparison, to have a small impact on projected air pollutant emissions from the transportation system.

Preparation of New County Jurisdictional Highway System Plans Initiated

This work effort continued following the preparation of the new year 2035 regional transportation system plan. The new jurisdictional highway system plans will respond to planned changes in land use within each county to the year 2035 along with the traffic patterns attendant to the new 2035 regional land use plan. In July 2008, the Washington County Jurisdictional Highway Planning Advisory Committee adopted an update of the Washington County jurisdictional highway system plan to the design year 2035, and in December 2008, the plan was adopted by the Washington County Board of Supervisors. At year's end, the plan was awaiting consideration and adoption by the Commission itself.

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN KENOSHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY



- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACLITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE



RESERVE RIGHT-DF-WAY TO ACCOMMODATE FUTURE MPROVEMENT (POTENTIAL NEW INTERCHANGE) Source: SEWRPC.

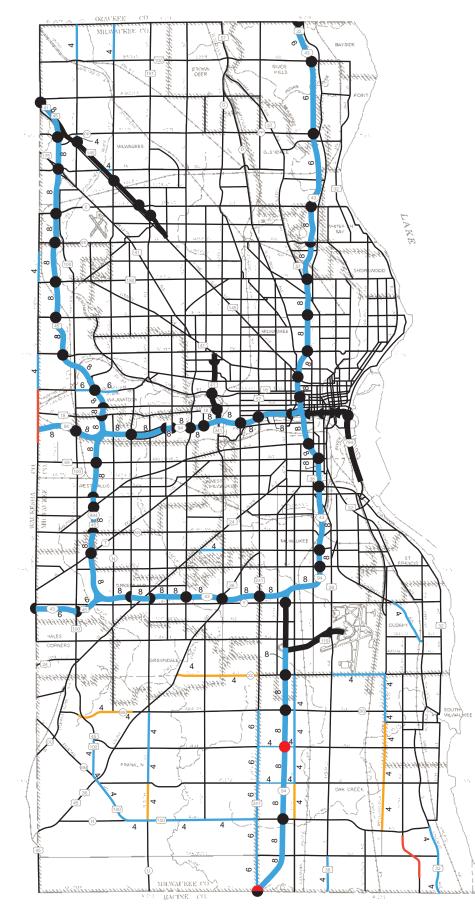
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undrago preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will no consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, in municipal government. (State for state highways, County for county primary engineering. 2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Miwaukee (IH 94 between the 200 and Marquete interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-sets, various options of rebuild to modern design standards, compromises to rebuilding the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

3. The plan recommends that the Wisconsin Department of Transportation during its preliminary engineering for H 94 consider the provision of an interchange with CTH Kin Kenosha County including through the provision of collector-distributor roadways connecting CTHK. STH 50, and STH 158, and an additional potential new future freeway interchange at CTH ML with H 94. Should the preliminary engineering study conclude with a recommendation to construct one or both of the interchanges, the Regional Planning Commission, upon request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange.

 Sufficient right-ofway should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travellanes. S. Sufficient right-of-way should be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate Improvement to six travel lanes.





Map 11 (continued)

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN MILWAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

ARTERIAL STREET OR HIGHWAY



NEW HALF NEW

EXISTING

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THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-asi's, various options of rebuild to modern design standards, compromises to rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

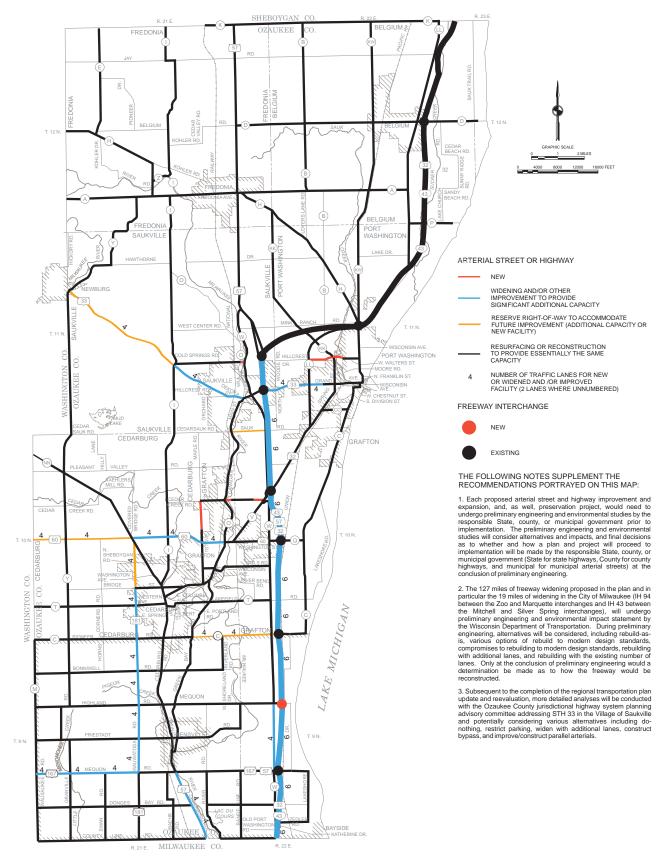
3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:

- Convert the S. 27th Street with IH 94 interchange to a full interchange;
- Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43; and
- Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.

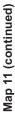
4. The plan also recommends that during preliminary engineering for the reconstruction of STH 100 from W. Forest Home Avenue to IH 43, consideration be given to alternatives without additional traffic lanes, alternatives with additional traffic anes or auxiliary lanes, and alternatives with frontage roads.

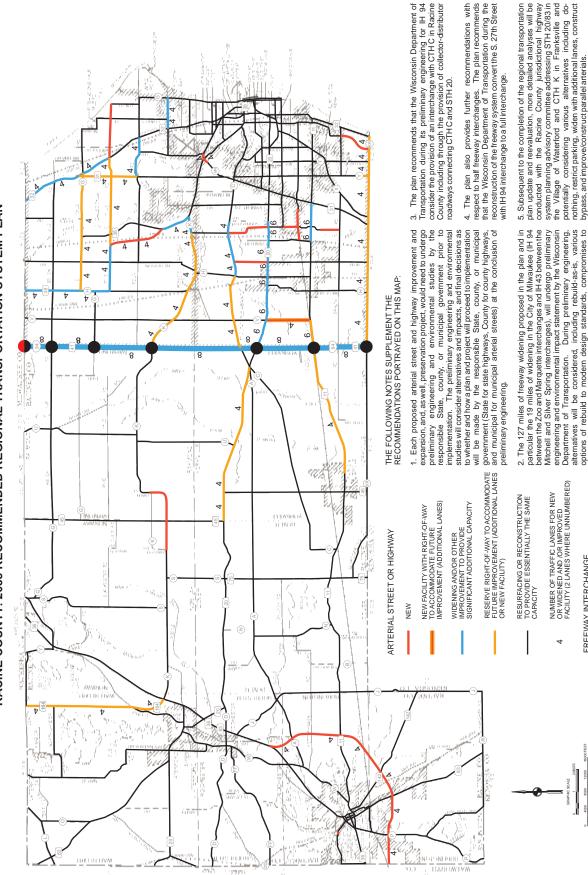


Map 11 (continued)



FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN





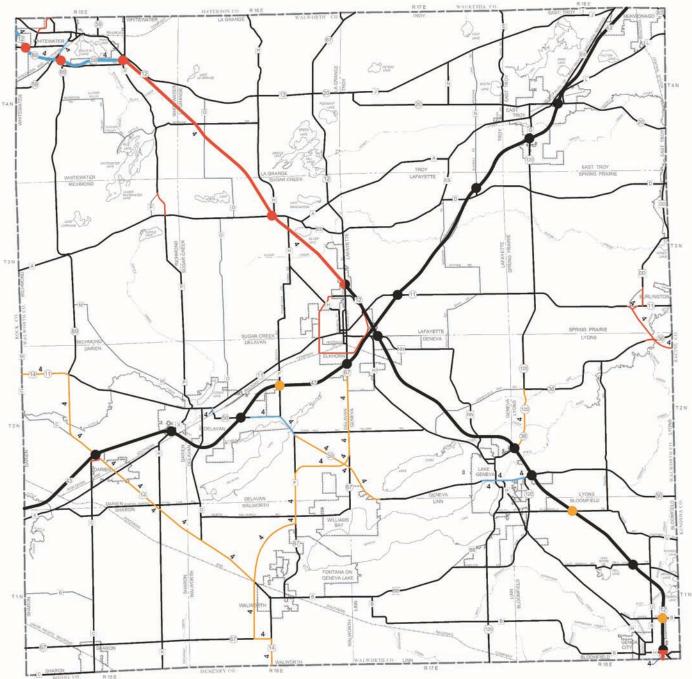
rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be

FREEWAY INTERCHANGE HALF NEW EXISTING

made as to how the freeway would be reconstructed.



FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WALWORTH COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

NEW

- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OFWAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND /OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE



RESERVE RIGHT-OFWAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation. Wile made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

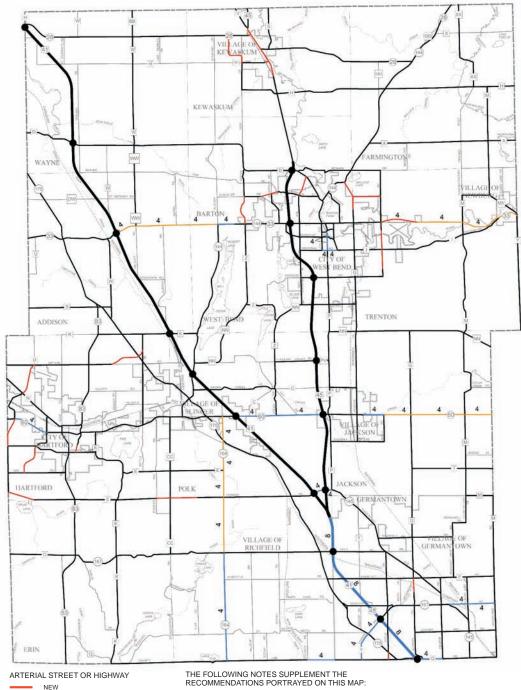
2. The plan identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges is not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering study of the interchange, the Regional Planning Commission, upon the request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange. These potential future new interchanges are CTH B and Bloomfield Road with USH 12 and CTH F with IH 43.

3. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Walworth County jurisdictional highway system planning advisory committee addressing STH 50 in the City of Lake Geneva and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.



Map 11 (continued)

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY

- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND /OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

EXISTING

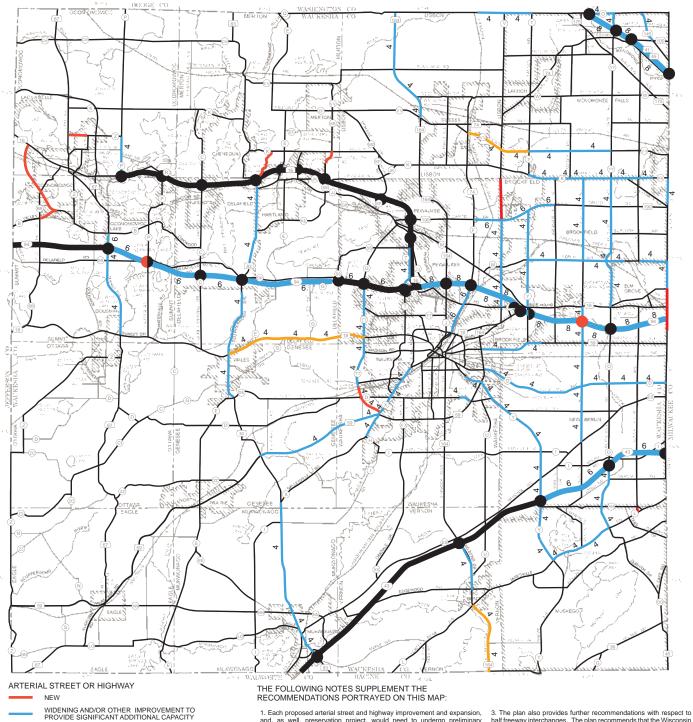
1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal arterial streets) at the conclusion of preliminary engineering.

2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-asis, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering as to how the freeway would be reconstructed.

3. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Washington County jurisdictional highway system planning advisory committee addressing STH 60 in the Village of Jackson and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.



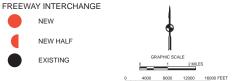
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)

RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND /OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)



1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-asis, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and preliminary engineering would a determination be made as to how the freeway would be reconstructed.

 The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:

- Convert the CTH P with IH 94 interchange to a full interchange.
- Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange for example, STH 100 and S. 124th Street with IH 43; and
- Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.

4. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Map 12

COMPARISON OF EXISTING YEAR 2001 AND FORECAST FUTURE YEAR 2035 AVERAGE WEEKDAY TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION UNDER THE TSM AND TSM PLUS HIGHWAY ALTERNATIVE PLANS



TSM PLUS HIGHWAY PLAN





FACILITY CONGESTION STATUS

- AT OR UNDER DESIGN CAPACITY
- ----- MODERATELY CONGESTED
- ----- SEVERELY CONGESTED
- EXTREMELY CONGESTED



Air Transportation Planning

The Commission monitors aviation activities within and surrounding the Region and provides technical assistance for airport master planning activities that implement the regional airport system plan. The adopted regional airport system plan is described in SEWRPC Planning Report No. 38 (2nd Edition), *A Regional Airport System Plan for Southeastern Wisconsin: 2010*, November 1996. Forecast trends in airport activity within southeastern Wisconsin were updated to the year 2030 and are documented in SEWRPC Memorandum Report 133, *Review and Update of Regional Airport System Plan Forecasts*, August 2004.

General trends in the level of aviation activity within Southeastern Wisconsin are indicated by the numbers of aircraft operations at, and of passengers using, Milwaukee County's General Mitchell International Airport, as well as by the number of aircraft based within the Region. In 2008, total aircraft operations at Mitchell International totaled about 183,300, representing about an 8 percent decrease from 2007. The 2008 total is about 26 percent below the 248,700 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2007 to 2008, the number of air carrier enplaning and deplaning passengers at Mitchell International increased by about 244,500, to about 7,957,000 passengers, or about 3 percent above the 2007 level of about 7,712,500 passengers. The 2008 level compared well with the 7,972,000 passengers forecast for that year under the adopted regional airport system plan.

General aviation activity can be measured in terms of the total number of general aviation aircraft operations —that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports. At all of the public airports other than General Mitchell International Airport, general aviation accounts for almost all activity. At Waukesha County-Crites Field, there were about 62,400 total operations during 2008, representing about a 6 percent increase from the 58,700 total operations in 2007. At Kenosha Regional Airport, there were about 55,500 total operations during 2008, representing about a 9 percent decline from the 61,000 total operations in 2007. At Lawrence J. Timmerman Airport, there were about 44,900 total operations during 2008, representing about a 1 percent increase from the 44,600 total operations in 2007. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 16,400 general aviation operations reported for 2008, representing about a 20 percent decrease from the 20,400 general aviation operations reported for 2007.

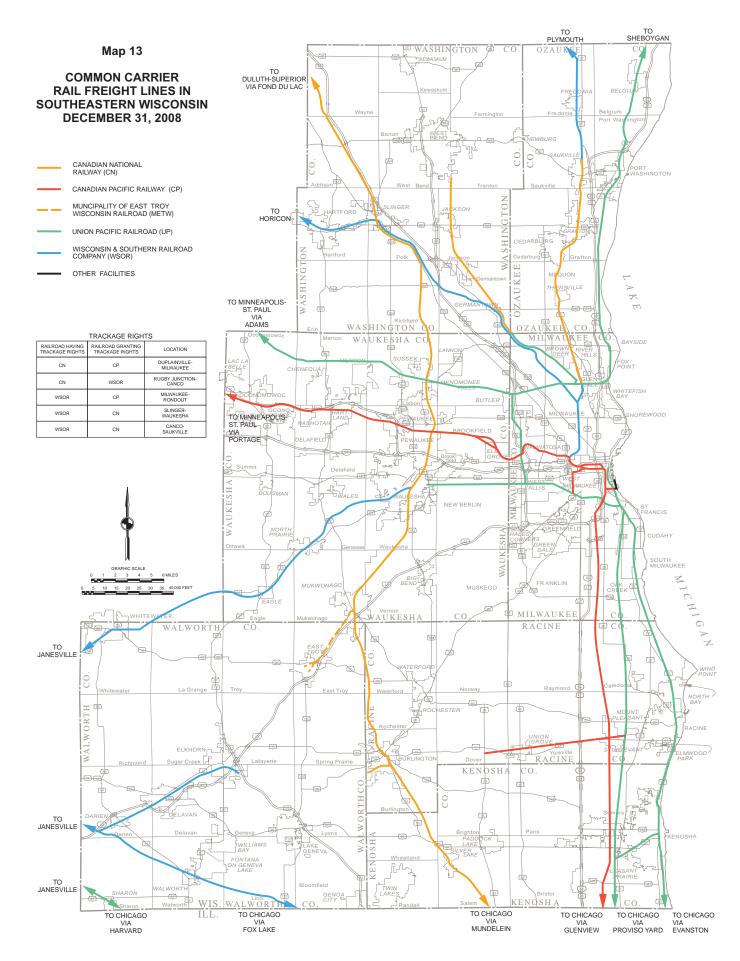
Rail Transportation Planning

The Regional Planning Commission monitors the status of rail service within the Southeastern Wisconsin Region, proposals for service changes, and related issues, and provides technical assistance to local communities as requested. As of December 31, 2008, rail freight service was being provided within Southeastern Wisconsin over a total of about 492 miles of active main line as shown on Map 13.

Intercity passenger train service in the Region is provided by Amtrak between Chicago and Minneapolis-St. Paul over Canadian Pacific Railway trackage, with stops in Southeastern Wisconsin at Milwaukee, General Mitchell International Airport, and Sturtevant. Commuter rail service is provided between Kenosha and Chicago, with intermediate stops throughout the north shore suburbs of northeastern Illinois, by the Union Pacific Railroad under an agreement with Metra, the commuter rail division of the Regional Transportation Authority (RTA) in northeastern Illinois.

Kenosha-Racine-Milwaukee (KRM) Commuter Link Project

During 2008, significant progress was made to complete the Alternatives Analysis/Draft Environmental Impact Statement for the Kenosha-Racine-Milwaukee Commuter Link project. This work continued with the conclusion that a commuter rail line should be implemented between Milwaukee and Kenosha, connecting to Metra Kenosha to Chicago commuter rail. The recommendation to pursue commuter rail, based upon an evaluation of commuter rail and bus alternatives, was determined by the Southeastern Wisconsin Regional Transit Authority (RTA) and the Steering Committee of the Intergovernmental Partnership of the Cities and Counties of Kenosha, Milwaukee and Racine, and the Wisconsin Department of Transportation. The Commission staff acted as project manager and staff in the conduct of this phase of the project.



The conclusions of the evaluation and comparison of the costs and benefits of the commuter rail and bus alternatives were as follows, based on updated information developed for the Draft Environmental Impact Statement:

Travel Time and Speed – Commuter rail will be much faster than bus in connecting the Kenosha, Milwaukee, and Racine areas to each other and with northeastern Illinois. An example of the average speed and travel time is shown below:

- Commuter Rail: 38 mph average speed; 53 minutes average travel time
- Bus: 20 to 29 mph average speed; 83 to 108 minutes average travel time

In comparison, an automobile may be expected to make the same trip during peak traffic hours in about 54 minutes.

Travel Reliability – Commuter rail would provide the highest level of reliability:

- Operating over a separate non-highway right-ofway, it would not be affected by the unpredictable nature of rush-hour automobile and truck traffic
- It would have priority over street and highway traffic at crossings and over freight traffic on railroads
- Inclement weather would have little impact, this being especially important during the winter season

Comfort and Convenience – Commuter rail would provide the highest level of comfort, convenience, and overall attractiveness:

- It can provide a smoother and more consistent ride due to the vehicles operating on a dedicated route alignment that doesn't have interference from other traffic
- Its route simplicity, dedicated route, and larger stations and equipment make it more visible and therefore easier to use

Ridership – Commuter rail may be expected to attract more than twice the ridership of bus:

- On an average weekday, commuter rail will attract 7,400 trips vs. 2,600 for bus
- Annually, commuter rail will attract 1.88 million trips vs. 0.66 million for bus

Passenger-Miles – Passenger-miles from commuter rail ridership represent four times the passenger-miles from bus (as a result of attracting longer trips):

- On an average weekday, commuter rail will attract 90,500 passenger-miles vs. 17,900 for bus
- Annually, commuter rail will generate 23.1 million passenger-miles vs. 4.6 million for bus

Impact on Highway System – Commuter rail will have a substantially greater impact on highway system traffic and traffic congestion:

• Commuter rail ridership will be 2.8 times that of bus, and passenger-miles will be 5.0 times that of bus

Alternative During IH 94 Reconstruction – Commuter rail will provide a far superior alternative mode of travel during IH 94 reconstruction over the next 20 years compared to a bus alternative:

- Commuter rail will be able to attract significantly more traffic from IH 94 which will be limited in capacity during reconstruction.
- Commuter rail will offer an alternative which will be competitive with automobile travel time and will be unaffected by increased IH 94 freeway and corridor traffic congestion.

Air Pollutant Emissions and Energy Consumption – Commuter rail would contribute to a greater reduction in vehicle generated air pollutant emissions and vehicle energy consumption in proportion to its potential to attract greater transit ridership, longer trips by transit, and new transit trips:

• Additional reductions in air pollutant emissions and energy consumption may be expected due to

commuter rail's potential to encourage more efficient higher density infill development and redevelopment

More Efficient Development and Redevelopment – Commuter rail will have the potential to result in more efficient higher density land development and redevelopment around its stations in the corridor and reduce urban sprawl:

- Encourage desirable needed and planned development in central cities of Milwaukee, Racine, and Kenosha and inner, older suburbs of Cudahy, St. Francis, and South Milwaukee
- Encourage higher density, more efficient development in the developing communities of Oak Creek, Caledonia, and Somers

Accessibility to Jobs – Due to its higher average speeds and resulting lower travel times, commuter rail will provide greater accessibility to the significant number of jobs in the KRM/northeastern Illinois corridor:

- Corridor jobs within a one mile station radius in the year 2000:
 - Downtown Milwaukee 110,300
 - Milwaukee County 21,600
 - Kenosha and Racine Counties 28,200
 - Chicago North Shore Suburbs 95,100
 - Chicago North Side 58,500
 - Downtown Chicago 599,400

This corridor provides access to far more jobs than any other potential southeastern Wisconsin transit corridor, for example, compared to a Milwaukee – Oconomowoc commuter rail or Milwaukee – Waukesha express bus corridor:

- More than 4 times more jobs
- More than 50 percent more jobs (if Downtown Chicago jobs not included)

The KRM commuter rail provides this job access to central city residents, and in particular minority

populations, low income populations, and those without an automobile and dependent upon public transit:

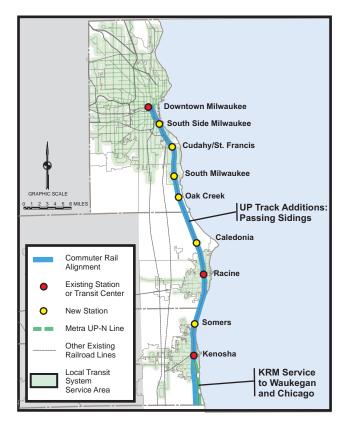
- For example, an estimated 245,900 or 41 percent of City of Milwaukee residents reside within three miles of the two proposed KRM train stations in the City of Milwaukee, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop off by automobile. Of these city residents, about 30 percent, or 71,500 do not own an automobile; and 58 percent or 143,000 are minorities (slightly higher than the city as a whole) including 72,000 African Americans and 57,900 Hispanics.
- The number of jobs accessible to these City of Milwaukee residents (not including downtown Milwaukee) by the KRM commuter rail totals over 800,000 jobs in total, 200,000 jobs not including downtown Chicago and 140,000 jobs not including the Downtown and North Side of Chicago. This can be compared to Milwaukee – Oconomowoc commuter rail and Milwaukee – Waukesha express bus at 80,000 and 100,000 jobs, respectively (also not including downtown Milwaukee)

Encouraging Corridor Economic Development and Growth in the Corridor – Due to its much higher average speeds and shorter travel times, commuter rail will do a significantly better job of more closely connecting Kenosha, Racine, and Milwaukee to each other and to northeastern Illinois and Chicago:

- This improved linkage between southeastern Wisconsin and the mega-metropolitan area of northeastern Illinois may be expected to result in more economic and population growth in the KRM corridor and in southeastern Wisconsin.
- The potential for future economic growth of southeastern Wisconsin through more closely linking to northeastern Illinois is one of a few major economic development themes being advanced for southeastern Wisconsin by the Milwaukee 7.
- Companies such as S.C. Johnson, one of the largest employers in southeastern Wisconsin and in the State of Wisconsin, have cited the importance of this link to northeastern Illinois to

Map 14

PROPOSED KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL



retaining and attracting qualified employees, and maintaining and expanding their presence in southeastern Wisconsin.

Capital and Operating Costs – Commuter rail would have higher capital costs and annual operating and maintenance (O&M) costs (in 2007 dollars) than bus:

- Capital cost—\$206 million for commuter rail compared to \$28 million for bus
- Annual O&M cost—\$11.8 million (including shuttles) for commuter rail compared to \$3.2 million for bus

The Southeastern Wisconsin RTA, after carefully considering the costs and benefits of the commuter rail and bus alternatives, concluded that the benefits of commuter rail outweighed its operating costs. On November 15, 2008, the RTA submitted recommendations to the Governor and State Legislature, per *Wisconsin State Statute* 59.58(6), including the RTA's

primary function of recommending a permanent, dedicated funding source for the local share of capital and operating costs of public transit, including commuter rail. The RTA also recommended that the Southeastern Wisconsin RTA become the permanent RTA in southeastern Wisconsin and have the authority to sponsor, implement, and provide the local funding for the KRM commuter rail. The Southeastern Wisconsin RTA and Intergovernmental Partnership determined to continue to pursue implementation of the KRM commuter rail by working towards completion of the Draft Environmental Impact Statement for the project, preparing the necessary application to the U.S. Department of Transportation, Federal Transit Administration for a Federal discretionary capital grant to be submitted in the fall of 2009. The Commission staff continued to assist the RTA and Intergovernmental Partnership in these efforts in 2008.

The following provides a description of the proposed KRM commuter rail:

- Would use commuter rail service to connect Milwaukee and Racine to the existing Chicago-Kenosha commuter rail service
 - 33-mile route using existing Union Pacific Railroad (UP) and Canadian Pacific Railway (CP) freight lines (See Map 14)
- Nine stations
 - Existing stations at Kenosha and Milwaukee and new transit center at Racine
 - New stations at Somers, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, and Milwaukee South Side
- Level of service
 - Service provided in both directions during all time periods
 - 14 weekday trains in each direction
 - Operating speed up to 59 mph
 - Average speed 38 mph
- Shuttle bus service

- Dedicated service between Amtrak station and Milwaukee central business district
- Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station
- Train operation
 - Service provided by meeting existing Metra trains at either Kenosha or Waukegan

- One new train between Milwaukee and Chicago (to Milwaukee in A.M. and Chicago in P.M.)
- Contract with UP Railroad and provide time-transfer (6 minutes) at Kenosha and Waukegan to Metra
- Diesel-Multiple-unit cars ("DMUs" or selfpropelled coaches)

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

The Commission's Environmental Planning Division conducts studies related to, and provides recommendations for, the protection and enhancement of the Region's environment. The kinds of basic questions addressed by this Division include the following:

- What is the existing quality of the lakes, streams, and groundwaters of the Region? Is its water quality getting better or worse over time?
- What are the sources of water pollution? How can these sources best be controlled to abate water pollution and meet water quality objectives?
- What areas of the Region should be provided with sanitary sewer service, and what are the most cost-effective ways of providing such service?
- What are the location and extent of the natural floodlands along the lakes and streams of the Region?
- What are the best ways to resolve existing flooding problems and to ensure that new flooding problems are not created?
- What are the best ways to resolve existing stormwater management, as opposed to flooding, problems and to provide adequate facilities for existing and probable future rural and urban development? How can improved stormwater management systems best integrate stormwater drainage and nonpoint source water pollution abatement measures?
- What needs to be done to ensure a continued, ample supply of safe drinking water?
- How can solid wastes best be managed for recycling and disposal in an environmentally safe and energy-efficient manner?
- How can the Lake Michigan shoreline best be protected and used?

In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 2008 in four program areas: water quality management planning; water supply planning; watershed, floodland, and stormwater management planning; and coastal management planning.

WATER QUALITY MANAGEMENT PLANNING

During 2008, Commission water quality management planning efforts continued to be focused primarily on activities relating to implementation and updating of the adopted regional water quality management plan. Such activities included providing assistance in the preparation of inland lake management plans; preparing local sanitary sewer service area plans; and assisting counties and other local units of government in the Region in activities related to the abatement of nonpoint source pollution and in completing sewerage facilities plans in preparation for the construction of point source pollution abatement facilities. The Commission also continued to assist the Wisconsin Departments of Natural Resources and of Commerce in the review of proposed public sanitary sewer extensions, proposed private main sewers and building sewers, and proposed large onsite sewage disposal systems and holding tanks.

The Regional Water Quality Management Plan

In 1979, the Commission completed and adopted a regional water quality management plan. The plan, designed in part to meet the Congressional mandate that the waters of the United States be made to the extent practicable "fishable and swimmable," is set forth in SEWRPC Planning Report No. 30, *A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000*, Volume One, *Inventory Findings*, September 1978; Volume Two, *Alternative Plans*, February 1979; and Volume Three, *Recommended Plan*, June 1979. The plan provides recommendations for the control of water pollution from such point sources as wastewater treatment plants, points of separate and combined

sewer overflow, and industrial waste outfalls and from such nonpoint sources as urban and rural stormwater runoff. The regional water quality management plan is one of the more important plan elements adopted by the Commission, since, in addition to providing clear and concise recommendations for the control of water pollution, it provides the basis for the continued eligibility of local units of government for Federal and State loans in partial support of sewerage system development and redevelopment, for the review and approval of public sanitary sewer extensions by that Department, and for the review and approval of private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks by the Wisconsin Department of Commerce.

The adopted regional water quality management plan for Southeastern Wisconsin consists of five major elements: a land use element, a point source pollution abatement element, a nonpoint source pollution abatement element, a sludge management element, and a water quality monitoring element. A descriptive summary of the initial regional water quality management plan was provided in the Commission's 1979 Annual Report. Subsequently, the Commission completed a report documenting the updated content and implementation status of the regional water quality management plan as amended over approximately the first 15 years since the initial adoption of the plan. This report, SEWRPC Memorandum Report No. 93, A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995, provides a comprehensive restatement of the regional water quality management plan as thus amended. The plan status report reflects implementation actions taken and plan amendments adopted since the initial plan was completed. The status report also documents, as available data permit, the extent of progress which had been made toward meeting the water use objectives and supporting water quality standards set forth in the regional water quality management plan.

During 2007, the Commission completed work on an update of the regional water quality management plan for the Greater Milwaukee Watersheds (Kinnickinnic River, Menomonee River, Milwaukee River, Root River, and Oak Creek watersheds, the Milwaukee Harbor estuary, and the adjacent nearshore Lake Michigan area). As set forth on Map 15, the study area encompasses 1,127 square miles, and it contains all or part of 88 local municipalities and nine counties, including Dodge, Fond du Lac, and Sheboygan Counties which are outside the Southeastern Wisconsin Region. This effort was coordinated with a parallel sewerage facilities planning program carried out by the Milwaukee Metropolitan Sewerage District (MMSD) which was designed to utilize the watershed approach consistent with evolving U.S. Environmental Protection Agency (USEPA) policies. The approach of developing the regional water quality management plan in coordination with the MMSD facilities plan represents good public planning and administration, and is consistent with the requirements of Section 208 of the Federal Clean Water Act.

The coordinated approach to carrying out the regional water quality management plan update and the MMSD facilities planning program was developed cooperatively by the WDNR, the MMSD, and SEWRPC. The regional water quality management plan update resulted in the reevaluation and, as necessary, revision of the three major elements comprising the original plan—the land use element, the point source pollution abatement element, and the nonpoint source pollution abatement element. In addition, a groundwater element was added based largely upon companion work programs.

The regional water quality management plan update was documented in two reports;

- SEWRPC Planning Report No. 50 (PR No. 50), *A* Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds, December 2007, and
- SEWRPC Technical Report No. 39 (TR No. 39), Water Quality Conditions and Sources of Pollution in the Greater Milwaukee Watersheds, November 2007.

Planning Report No. 50 documents the development of the regional water quality management plan update including inventories, analyses of alternative plans and the recommended plan, and a plan implementation strategy. Detailed systems-level costs are set forth for the alternative plans and the recommended plan. The plan is developed for year 2020 land use and population conditions.

REGIONAL WATER QUALITY MANAGEMENT PLAN UPDATE/MMSD 2020 FACILITIES PLAN STUDY AREA

5 WATER AGEMENT	Port date:
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	Enn WASHINGTON CO.
29	WAUKESHA CO.
416	ALL
	DELAFIELD
	PEWAUKEE ROOTERS
	Boonteins HATERSHEED
	Sama WAUKESHA
	ALANZEKINVIC STANCIS
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	Diave Charles Walkesha
	CALL SOUTH MILVAUKEE
	MUSKEGO FRANKLIN CARE DIRECT DRAINAGE CREEK RATERSHED DIRECT DRAINAGE
	Engle Multionage WAUKESHA CO. RACINE CO.
	ROOT
	the jetter is the second secon
	Troy East Troy Walendord Norway Raymoor RASTERSHED
	LEKHORN THE STATE
	Undersyste
E 5 6 MILES	
30 35 40,000 FEET	KENOSHA
	101

MILWAUKEE RIVER	700.0
OAK CREEK	28.2
ROOT RIVER	197.6
LAKE MICHIGAN DIRECT DRAINAGE AREA	40.7
TOTAL	1,127.0
NUMBER OF COUNTIES	9
NUMBER OF LOCAL MUNICIPALITIES	88
MMSD PLANNING AREA	
NUMBER OF COUNTIES	5
NUMBER OF LOCAL MUNICIPALITIES	29
TOTAL AREA (SQUARE MILES)	416

WATERSHED KINNICKINNIC RIVER

MENOMONEE RIVER



Technical Report No. 39 presents detailed information on water and sediment quality conditions; includes detailed analyses of measured water quality data, including toxicity conditions in water, sediment, and the tissue of aquatic organisms; presents water quality modeling data regarding pollutant loads from point and nonpoint sources; describes stream channel and habitat and riparian corridor conditions; presents inventories and evaluations of fishery and macroinvertebrate conditions; evaluates water quality trends over the past 30 years; and assesses levels of compliance with regulatory water use objectives and associated water quality standards and criteria.

Report chapters can be accessed at www.sewrpc.org.

The recommended regional water quality management plan update for the greater Milwaukee watersheds:

- Incorporates almost all of the MMSD 2020 facilities plan recommendations;
- Includes recommendations regarding construction of trunk sewers and future facilities planning for public sewerage systems outside the MMSD planning area;
- Calls for the preservation of environmentally significant lands;
- Includes specific recommendations to establish or expand riparian buffers along streams adjacent to agricultural lands and to convert some marginally productive farmland to wetland and prairie conditions;
- Calls for voluntary county programs to oversee older private onsite wastewater treatment systems;
- Recommends enhanced programs to detect and eliminate illicit discharges to storm sewer systems and to control urban-sourced pathogens;
- Promotes programs to reduce both the use of fertilizers containing phosphorus and the discharge of chlorides to waterways from water softeners and through runoff from roads, highways, and parking lots;

Recommends instream and inland lake measures to improve water quality; and

• Includes recommendations related to groundwater recharge and sustainability, expanded mapping of groundwater contamination areas, stormwater management measures affecting water quality, and water conservation.

The plan also includes detailed assessments of the degree to which the water quality standards and criteria that support the designated uses of the streams in the study area would be expected to be met under recommended plan conditions.

In 2008, the Commission staff promoted implementation of the water quality plan update through its continuing water quality planning program and through active participation in the Southeastern Wisconsin Watersheds Trust (SWWT). The Trust is a collaborative effort to achieve healthy water resources throughout the greater Milwaukee watersheds through implementing the regional water quality management plan update for the greater Milwaukee watersheds. The Commission staff served on both the SWWT Executive Steering Council and the Science Committee. In addition, in 2008 the Commission staff worked with MMSD and its technical consultant team in initiating development of watershed restoration plans for the Kinnickinnic and Menomonee River watersheds. Those plans are second-level plans being prepared by MMSD to provide targeted recommendations that will serve to implement the regional water quality plan update.

Nonpoint Source Pollution Abatement Planning

The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans and programs. Such plans and programs are to identify and implement the nonpoint source pollution control practices that should be applied to specific lands. This more refined and detailed level of planning was recommended because the design of nonpoint source pollution abatement practices should be a localized, highly detailed, and individualized effort, an effort that is based on site-specific knowledge of the physical, managerial, social, and fiscal considerations that affect the landowners concerned.

The Commission provides assistance in planning and project review activities for a number of programs which are considered to be steps toward implementation of the nonpoint pollution abatement recommendations set forth in the regional water quality management plan. These programs include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection, which provide costsharing funds for individual projects or land management practices to local governments and private landowners; the stormwater discharge permit system administered by the WDNR; and local-level stormwater management and land and water resource management planning programs. During 2008, the Commission provided assistance to the State agencies involved and the counties and other local units of government concerned in carrying out these programs. Examples of this work include the following:

- At the request of the Eagle Spring Lake Management District, the Commission staff reviewed and commented on stormwater management options for a proposed boat launch.
- The Commission staff continued to serve on the Root-Pike Watershed Initiative Network Agricultural and Urban Pollution Prevention Task Group, which reviews applications for grants to implement specific water quality-based projects, and on the Resource Group which approves funding of projects.

Lake Management Planning

The adopted regional water quality management plan recommends that detailed, comprehensive lake management plans be prepared for the areas directly tributary to each of the 101 major lakes lying within Southeastern Wisconsin and for selected smaller lakes in the Region.

The Commission and the WDNR work with local lake community organizations, including lake management associations and public inland lake protection and rehabilitation districts, to complete the preparation of such lake management plans. These lake management plans are documented in Commission community assistance planning reports. These reports describe the existing chemical, biological, and physical water quality conditions in each lake in question; existing and proposed uses of the lake and attendant water quality objectives and standards; recommended pollution abatement measures required in each lake watershed to protect and enhance lake water quality; and recommended aquatic plant management and other appropriate in-lake measures needed to provide for a range of suitable recreational uses of the lake.

Prior to 2008, comprehensive lake management plans were completed for the following lakes within the Region: Powers in Kenosha and Walworth Counties; George in Kenosha County; the Waterford Impoundment and Wind in Racine County; Geneva, and Whitewater and Rice, in Walworth County; Friess and Pike in Washington County; and Ashippun, Eagle Spring, Fowler, Keesus, Lac La Belle, Little Muskego, Nagawicka, North, Oconomowoc, Okauchee, Pewaukee, and Upper and Lower Phantom, all in Waukesha County. Of these, the comprehensive lake management plans for Geneva Lake in Walworth County; Friess Lake in Washington County; and, for Lac La Belle, Okauchee and Pewaukee Lakes in Waukesha County were updated and refined, and published as second editions of these comprehensive plans, prior to 2008.

In addition, prior to 2008, a number of other, more narrowly focused plans and related reports were prepared. These plans and reports are published as Commission memorandum reports. These plans and reports include a lake use management plan for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant and recreational use management plan for Booth and Pell Lakes in Walworth County; aquatic plant management plans for Crooked Lake, Fowler Lake, Nagawicka Lake, Pretty Lake, and the Phantom Lakes in Waukesha County; an aquatic plant inventory for Pine Lake in Waukesha County; lake protection plans for Benedict and Tombeau Lakes in Walworth and Kenosha Counties and for Middle Genesee Lake, Silver Lake, Pretty Lake, and the Kelly Lakes in Waukesha County; a public boating access and waterway protection plan for Big Muskego Lake in Waukesha County; watershed inventory reports for Nagawicka and Upper Nemahbin Lakes in Waukesha County; lake protection and recreational use plans for Silver Lake in Washington County and Hunters Lake in Waukesha County; a lake protection and stormwater management plan for Big Cedar Lake in Washington County; a lakefront recreational use and waterway protection plan for that portion of the shoreline of Pewaukee Lake located within the Village of Pewaukee in Waukesha County; and an environmental analysis of lands at the headwaters of Gilbert Lake and Big Cedar Lake in Washington County. Of these, the lake protection plans for Silver Lake in Washington County, and for Kelly and Pretty Lakes in Waukesha County were updated and refined, and published as second editions of these plans, prior to 2008. While such plans or reports form elements of comprehensive lake water quality management plans,

they do not, in and of themselves, constitute comprehensive lake management plans. The Commission staff also assisted a number of communities in the conduct of questionnaire-based lake-use surveys, including the communities on, and adjacent to, the Phantom Lakes and Eagle Spring Lake in Waukesha County, and Powers Lake in Kenosha and Walworth Counties. The results of these surveys were reported to the communities in the form of Commission letter reports.

During 2008, the Commission participated in lakemanagement-related meetings convened by the University of Wisconsin-Extension, the WDNR, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. The Commission assisted in the development and conduct of the 2008 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership; and, the 2008 Southern Wisconsin Lakes Workshop, focusing on the specific risks related to the introduction and management of nonnative aquatic species.

Also during 2008, the Commission continued to provide technical assistance to certain municipalities, lake management associations, lake protection and rehabilitation districts, and town sanitary districts. Technical assistance relating to specific lake management needs was provided to municipalities, lake associations and districts, and sanitary districts for Shangrila and Voltz Lakes in Kenosha County; the Waterford Impoundment, Wind Lake, and Wildlife Acres Pond in Racine County; Beulah, Delavan, and Wandawega Lake in Walworth County; Pike and Silver Lakes in Washington County; and Beaver, Fowler, Lower and Upper Nemahbin, Middle and Lower Genesee, Nagawicka, Pewaukee, Pine, and Silver Lakes, and Lac La Belle, all in Waukesha County. The Commission staff continued to serve on the Southeastern Wisconsin Fox River Commission as a nonvoting member pursuant to the provisions of Subchapter VI of Chapter 33 of the Wisconsin Statutes.

Assistance in preparing applications for State grants in partial support of lake protection and management planning was also provided during 2008 for several lakes. Over the years 1992 through 2008, the Commission staff assisted communities in preparing grant applications to support more than 75 lakemanagement-related projects on nearly 60 of the Region's lakes.

Comprehensive Lake Management Plans

Comprehensive lake management plans were completed during 2008 for Geneva Lake in Walworth County and Wind Lake in Racine County. These plans are intended to serve as guides to the making of decisions concerning the use and management of the Lakes, and recommend actions for the protection and rehabilitation of lake water quality through a combination of measures. Both lake-based and tributary area-based actions are reviewed, evaluated, and considered for inclusion in the plans, which address:

- Protection of the natural resource base,
- Protection and maintenance of water quality and aesthetic conditions,
- Protection and enhancement of fish and aquatic life,
- Enhancement of recreational opportunities, and
- Public information and education.

Specific measures recommended for consideration, set forth in these plans, are summarized below.

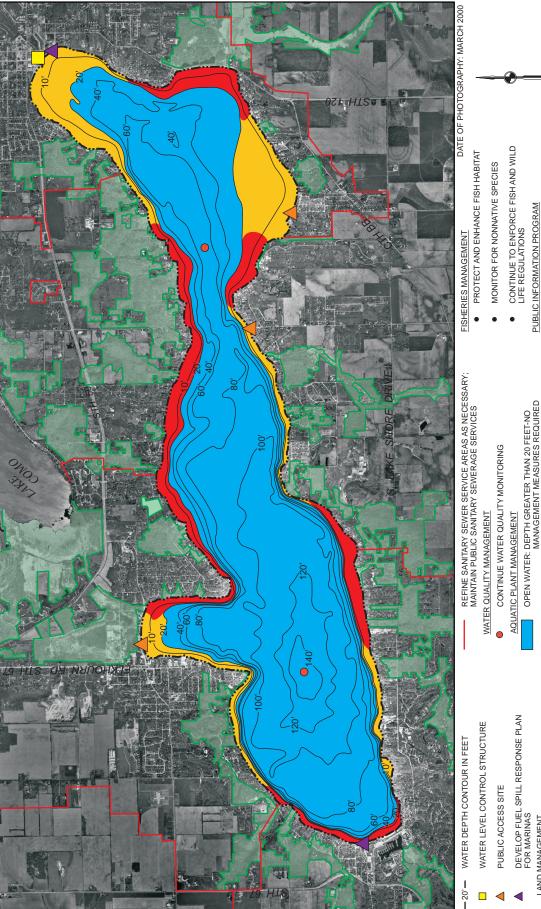
A Lake Management Plan for Geneva Lake

During 2008, the Commission staff completed a comprehensive lake management plan for Geneva Lake. This plan, published as SEWRPC Community Assistance Planning Report No. 60, 2nd Edition, A Lake Management Plan for Geneva Lake Walworth County. Wisconsin, May 2008, was prepared by the Commission at the request of the Geneva Lake Environmental Agency (GLEA). The plan extends and refines the lake management measures initially set forth in SEWRPC Community Assistance Planning Report No. 60, A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin, published in October 1985. Analyses of water quality and biological conditions conducted by the GLEA, WDNR, U.S. Geological Survey (USGS), and SEWRPC as part of the current planning program indicate that the general condition of Geneva Lake remains very good. The recommended management measures for Geneva Lake are graphically summarized on Map 16.

A Lake Management Plan for Wind Lake

This plan, published as SEWRPC Community Assistance Planning Report No. 198, 2nd Edition, *A Lake Management Plan for Wind Lake, Racine County,*





- LAND MANAGEMENT
- OBSERVE GUIDELINES SET FORTH IN REGIONAL, COUNTY, AND LOCAL LAND USE PLANS PROTECT ENVIRONMENTAL CORRIDOR LANDS
- PROMOTE GOOD HOUSEKEEPING PRACTICES IN URBAN AREAS
- OPEN WATER: DEPTH GREATER THAN 20 FEET-NO MANAGEMENT MEASURES REQUIRED
- EURASIAN WATER MILFOIL: WATCH AND CONTROL AREA
 - CONTINUE TO MONITOR AQUATIC PLANTS

4500 FEET

GRAPHIC SCALE 2250

CONTINUE PUBLIC AWARENESS AND EDUCATIONAL PROGRAMS

•

- RECREATIONAL USE MANAGEMENT
- CONTINUE TO ENFORCE BOATING REGULATIONS •
 - MAINTAIN PUBLIC ACCESS SITES

Wisconsin, June 2008, was prepared by the Commission at the request of the Wind Lake Management District (WLMD). This plan extends and refines the lake management recommendations set forth in SEWRPC Community Assistance Planning Report No. 198, *A Management Plan for Wind Lake, Racine County, Wisconsin*, published in December 1991. Analyses of water quality and biological conditions conducted by the WLMD and SEWRPC indicate that the general condition of Wind Lake is very good. The recommended management measures for Wind Lake are graphically summarized on Maps 17 and 18.

Aquatic Plant Management and Lake Protection Plans

In addition to the preparation of comprehensive lake management plans, the Commission staff periodically prepares more specific plans that address issues of concern facing waterbodies within the Region. These plans include aquatic plant management plans and recreational boating access management plans that address single purpose planning needs, and lake protection plans that address a range of concerns facing the Region's lake communities. During 2008, aquatic plant management plans were completed for Friess Lake in Washington County and for Pine and Beaver Lakes in Waukesha County. These plans are briefly summarized below.

An Aquatic Plant Management Plan for Friess Lake

During 2008, the Commission staff completed an aquatic plant management plan for Friess Lake. This plan, documented in SEWRPC Memorandum Report No. 169, *An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, June 2008, was prepared by the Commission for the Friess Lake Advancement Association, Inc. (FLAA), at the request of the Village of Richfield. The plan examines existing and anticipated subwatershed conditions, potential aquatic plant management problems, and recreational use concerns on Friess Lake, and sets forth recommended actions to resolve those concerns.*

Key recommendations set forth in the plan support land management practices designed to reduce nonpoint source pollutant discharges in stormwater runoff into the Lake. Appropriate shoreline management practices, including the use of riprap and vegetative buffer strips, where applicable, reduce human impacts on ecologically valuable areas in and adjacent to the Lake, and help to limit the spread of nonnative invasive plant species. The need to balance human access and use with the environmental benefits suggests that a 75-foot wide riparian buffer provides a minimum width necessary to contribute to good water quality and a healthy aquatic ecosystem, although, from an ecological point of view, buffers beyond a 75-foot width provide greater benefits. These findings form the basis for the Washington County shoreland protection program, for example, and are consistent with the required shoreland setbacks set forth in Chapter NR 115 of the *Wisconsin Administrative Code*. Further, the quality and continuity of these corridors play important roles in their effectiveness, with greater levels of fragmentation by roadways and other structures limiting the effectiveness of those buffers that are put into place.

In addition, the plan recommends periodic in-lake aquatic plant surveys, limited use of chemical herbicides mainly in areas where nuisance levels of nonnative invasive species are present, manual harvesting of aquatic plants around piers and docks with subsequent removal of cut material from the Lakes, and monitoring of invasive aquatic species populations.

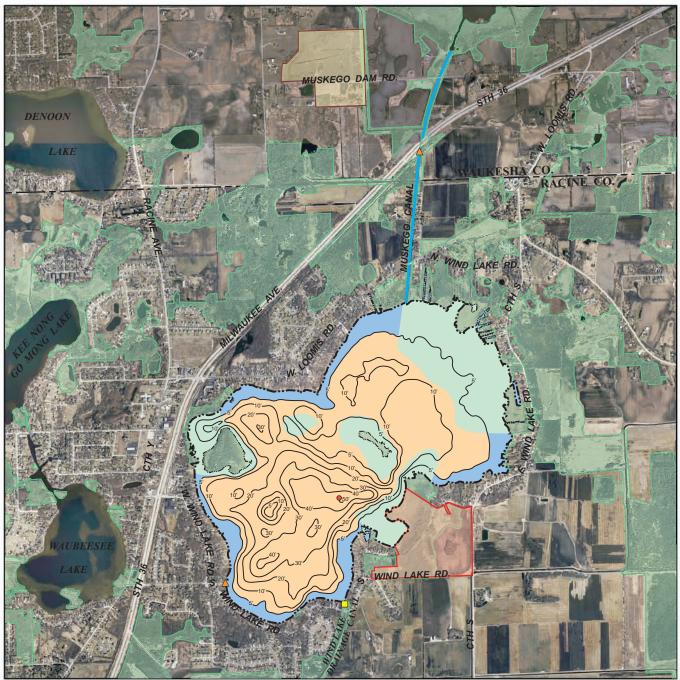
Finally, the plan also recommends continued participation in the Citizen Lake Monitoring Network volunteer water quality monitoring program, periodic WDNR-conducted fish surveys to determine management and stocking needs, and use of natural vegetation in shoreland areas to aid in habitat protection.

An Aquatic Plant Management Plan for Pine and Beaver Lakes

During 2008, the Commission staff completed an aquatic plant management plan for Pine Lake and Beaver Lake. This plan, documented in SEWRPC Memorandum Report No. 173, *An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin,* October 2008, was prepared by the Commission at the request of the Village of Chenequa. This plan, which documents the findings and recommendations of a study requested by the Village of Chenequa, examines existing and anticipated conditions, potential aquatic plant management problems, and recreational use problems on Pine and Beaver Lakes, and sets forth recommended management measures to address those problems.

Key recommendations set forth in the plan address groundwater inflows to the Lakes as important factors in maintaining high-quality lake water. Preservation of environmental corridor lands and shorelands situated immediately adjacent to the Lake, is recommended. To

RECOMMENDED MANAGEMENT PLAN FOR WIND LAKE: 2008



OBSERVE WDNR SENSITIVE AREA GUIDELINES
PUBLIC ACQUISITION OF WELCH PROPERTY FOR
NATURE PRESERVE/CONSERVATION LAND

WLMD PROPERTY TO SERVE AS POTENTIAL SETTLING BASIN

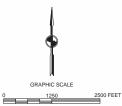
- WATER QUALITY MANAGEMENT CONTINUE WATER QUALITY MONITORING
- MAINTAIN WATER LEVEL CONTROL STRUCTURE, CONTINUE LAKE LEVEL MONITORING
- A MAINTAIN ADEQUATE PUBLIC RECREATIONAL BOATING ACCESS

- CONTINUE PERIODIC NUTRIENT INACTIVATION BASED UPON MONITORING DATA
 - MANAGEMENT OF AQUATIC BIOTA CONTINUE MANAGEMENT OF NONMIGRATORY CANADIAN GEESE
 - PROTECT/RESTORE FISH/SHORELINE HABITAT

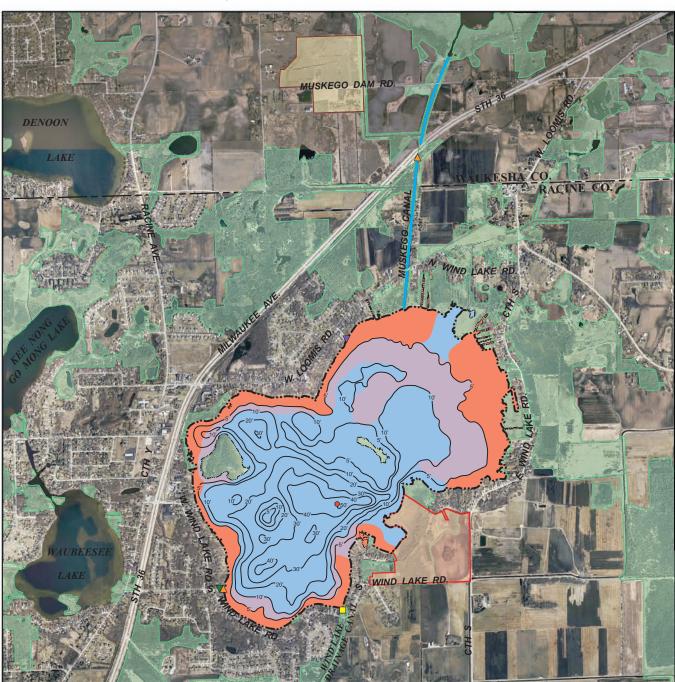
MAINTAIN ADEQUATE DEPTH FOR ACCESS

- CONTROL NONNATIVE SPECIES: EURASIAN WATER MILFOIL, CURLY-LEAF PONDWEED, AND PURPLE LOOSESTRIFE; MAINTAIN NAVIGABILITY
- WATER USE MANAGEMENT
 - MAINTAIN ADEQUATE PUBLIC RECREATIONAL BOATING ACCESS
 - CONTINUE TO ENFORCE BOATING REGULATIONS
 - CONTINUE PUBLIC INFORMATIONAL PROGRAMMING

DATE OF PHOTOGRAPHY: APRIL 2005



Source: Wind Lake Management District and SEWRPC.



RECOMMENDED AQUATIC PLANT MANAGEMENT PLAN FOR WIND LAKE: 2008



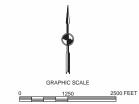
AQUATIC PLANT MANAGEMENT

PROTECT SHORELINE HABITAT

- OBSERVE WDNR SENSITVE AREA GUIDELINES
- CONTROL NONNATIVE SPECIES: EURASIAN WATER MILFOIL, CURLY-LEAF PONDWEED, AND PURPLE LOOSESTRIFE
- HARVESTING: HIGH PRIORITY
- OFF LOADING SITE
- OFF LOADING SITE ALTERNATE/LIMITED
- HERBICIDES: HIGH PRIORITY

 ∇

OPEN WATER: NO TREATMENT



DATE OF PHOTOGRAPHY: APRIL 2005

Source: Wind Lake Management District and SEWRPC.

this end, application of good urban housekeeping practices and maintenance of vegetated shoreline buffer strips form essential complements to the protection and preservation of the environmental corridor lands. The plan recommends that Waukesha County, the Town of Merton, and the Village of Chenequa support appropriate land management practices designed to reduce nonpoint source pollutant discharges in stormwater runoff and maintain the current inflow of high-quality groundwater to the Lakes.

Stream Management Planning

The Commission works with local units of government and the Wisconsin Department of Natural Resources (WDNR) and Department of Transportation (WisDOT) to develop localized stream system management guidance and assistance. This work is often documented in reports which describe the existing chemical, biological, and physical water quality conditions of each stream reach in question; existing and proposed uses of the stream and attendant water quality objectives and standards; recommended pollution abatement measures required in each watershed to protect and enhance stream water quality and biological integrity and function; recommended fisheries management; and other appropriate measures needed to provide for a range of suitable uses of the stream.

Prior to 2008, the Commission provided technical assistance related to stream system management to WDNR and WisDOT, and certain municipalities and other organizations. Past stream restoration assessment and design recommendations for WisDOT roadway improvement projects involving stream relocation include the following: USH 45, Tributary to the Milwaukee River, Washington County; 144th and Brown Deer Road, Dretzka Park Tributary, Waukesha County; 35th Street and Rawson Avenue, East Branch of the Root River, Milwaukee County; STH 120 Lake Geneva Bypass, West Branch Nippersink Creek, Walworth County; STH 83 Bypass, Karcher Creek, Kenosha County; USH 12/STH 67 Bypass, Tributary to Sugar Creek, Walworth County; Tri-County Road, Tributary to Galloway Creek, Walworth, Kenosha, and Jefferson Counties; and STH 16/67 Oconomowoc Bypass, Rosenow Creek, Waukesha County. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports. Also, prior to 2008, the Commission provided technical assistance to the City of New Berlin, Village of Hales Corners, and the Kelly Lakes Association, Inc., during the implementation of recommended lake protection measures set forth in SEWRPC Memorandum Report No. 135, A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin, published during October 2000. The assistance provided related to the recreation of stream and floodplain ecosystems tributary to Upper Kelly Lake, and is documented in a 2nd Edition of SEWRPC Memorandum Report No. 135. In addition, Commission staff provided technical assistance to Washington County for the development of the Quaas Creek watershed Protection Plan completed in 2004. The assistance provided an assessment of channel stability and biological assessment of Quaas Creek and were summarized in SEWRPC Memorandum Report No. 151.

In 2008, the Commission provided technical assistance to the Wisconsin Department of Natural Resources in the development of phosphorus standards for lake and stream systems in the State of Wisconsin. It is proposed that these standards be incorporated into Chapter NR 102 of the *Wisconsin Administrative Code*.

Development of a Riparian Buffer Planning Guide Brochure was initiated in 2008. This guide is intended to assist communities in developing and implementing appropriately-sized buffers to meet a range of water quality, wildlife habitat, and human use objectives in the region.

Also during 2008, the Commission continued to provide technical assistance relating to stream system management to WDNR, WisDOT, and certain municipalities and other organizations. The Commission staff conducted the physical, chemical, and biological assessment and preliminary stream design for two WisDOT roadway improvement projects associated with the Southeast Corridor Interchange. One project involves relocation of a Tributary to the Kilbourn Road Ditch in Kenosha County at CTH KR and the second project involves relocation of a Tributary to the Root River in Racine County at CTH G.

In 2008, the Commission continued to provide technical support to the Southeastern Wisconsin Fox River Commission, as set forth under Subchapter VI of Chapter 33 of the *Wisconsin Statutes*.

The Commission continued to provide technical assistance to the U.S. Army Corps of Engineers with respect to the Upper Des Plaines River Phase II

Feasibility Study. This collaborative planning effort with the U.S. Army Corps of Engineers and the Illinois Department of Natural Resources led to an innovative assessment and understanding of land use, fisheries community quality, and effects of low head dams that was summarized and accepted for publication by the *North American Journal of Fisheries Management* entitled "Effects of Tributary Spatial Position, Urbanization, and Multiple Low-head Dams on Warmwater Fish Community Structure in a Midwestern Stream, " Volume 28, pages 1020-1035, which was published in 2008.

In 2008, SEWRPC Community Assistance Planning Report No. 284, Pebble Creek Watershed Protection Plan, Part One, was published. Pebble Creek, Brandy Brook, their tributaries, and associated wetlands constitute a unique cold and warmwater resource within a biologically diverse 18-square-mile watershed located in central Waukesha County, within the Cities of Pewaukee and Waukesha; the Village of Wales; and the Towns of Delafield, Genesee, and Waukesha. From the early 1900s to the 1980s, the most significant factors impacting the Pebble Creek system were nutrient loading and sedimentation from cropland and barnyard runoff, stream channelization, and the draining of wetlands for agricultural uses. In recent years, construction site erosion and stormwater discharges from urban development have also become significant pollution concerns. As a result, the stream system is showing signs of distress and degradation. The purpose of the plan is to provide a framework for communities in the area, and Waukesha County, to work together-to protect and improve the water resources of Pebble Creek through the use and management of the watershed. The plan recommendations are directed toward: improving water quality; reducing fragmentation and loss of natural areas; preserving and enhancing wildlife habitat and species diversity: reducing existing flood damage and avoiding increases in future damage; preserving the aesthetic value of the landscape; and maintaining property values and quality of life.

During 2008, technical assistance relating to specific stream management needs with respect to planning for, and the potential consequences of, the removal of existing impoundments on major streams also was provided to municipalities and lake districts, notably for the Roller Mill Dam on the Bark River system in Waukesha County. Specifically, field inventories were conducted for the Upper Nemahbin Lake Management District to assess the physical and biological aspects of this impoundment in order to develop stream design alternatives, if the dam were to be removed. These data and recommendations will be summarized in a SEWRPC memorandum report that is expected to be completed in 2009.

During 2008, the Commission participated in the development of a planning program for the Mukwonago River Basin, responding to requests from The Nature Conservancy, Eagle Spring Lake Management District, Phantom Lakes Management District, and Wisconsin Department of Natural Resources. Data acquisition and field inventory were conducted as part of the Upper and Lower Mukwonago River Watershed Protection Planning programs. The inventory, analysis, and recommendations to protect this watershed will be summarized in a SEWRPC community assistance planning report that is expected to be published in 2009.

Also in 2008, the Commission staff 1) performed hydrologic and hydraulic analyses for a proposed stream naturalization and streambank stabilization project along Beaver Creek in the Village of Brown Deer, 2) performed a hydraulic analysis of a proposed fishway at the Mequon-Thiensville dam, and 3) provided Waukesha County with information relative to the possible establishment of additional U.S. Geological survey streamflow gages in the County.

Sewerage Facilities Planning

During 2008, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Clean Water Act, the requirements of the Wisconsin Clean Water Fund administered by the WDNR, and good engineering practice. Work activities during 2008 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 2008:

- Continued assistance to local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. During 2008, local sewerage facilities plan amendments were reviewed for the Village of Paddock Lake, the Village of Fontana-on-Geneva Lake and the Town of Walworth, and the Caledonia West Utility District. In addition, an initial facilities plan for the Village of Big Bend was reviewed.
- Provided the Village of Richfield with comments on wastewater treatment alternatives for a proposed retail and commercial development and commented on a preliminary design for a large private onsite wastewater treatment system for a proposed commercial development.
- Commented on a proposal by the Linn Sanitary District for future sanitary sewer service.
- Evaluated a wastewater treatment system to serve a proposed hotel and spa in the Town of Walworth for conformance with the regional water quality management plan.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

The adoption by the Commission during 1979 of a regional water quality management plan for Southeastern Wisconsin set into motion a process whereby, under rules promulgated by the WDNR, the Commission must review and comment on all proposed public sanitary sewer extensions. Such review and comment must relate a proposed public sewer extension to the sanitary sewer service areas identified in the adopted regional water quality management plan; and, under Section NR 110.08(4) of the Wisconsin Administrative Code, the WDNR may not approve any proposed public sanitary sewer extension unless such extension is found to be in conformance with the adopted areawide water quality management plan. In addition, rule changes promulgated by the then Wisconsin Department of Industry, Labor and Human Relations during 1985 require the Commission to comment on certain proposed private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks relative to the adopted areawide water quality management plan. Under Section COMM 82.20(4) of the Wisconsin Administrative Code, the Wisconsin Department of Commerce may not approve any proposed private main sewer or building sewer extension unless such extension is found to be in conformance with an adopted areawide water quality management plan. A similar finding must be made for large-scale onsite sewage treatment and disposal systems and holding tanks under a cooperation agreement between the Wisconsin Departments of Commerce and Natural Resources.

When the regional water quality management plan was adopted in 1979, that plan included preliminary recommended sanitary sewer service areas tributary to each recommended public sewage treatment plant within the Region. A total of 85 such sanitary sewer service areas were delineated in the adopted plan. These initially recommended sanitary sewer service areas were based upon the second-generation regional land use plan for the plan design year 2000. As such, the preliminary delineations were general in nature and did not reflect detailed local planning considerations.

Accordingly, the Commission recommended that upon adoption of the regional water quality management plan, work be undertaken to refine and detail each of the sewer service areas in cooperation with the local units of government concerned. A process for refining and detailing the areas was set forth in the adopted regional plan, involving intergovernmental meetings with the affected units of government for each area and culminating in the holding of a public hearing on the refined and detailed sewer service area map. Such a map was to identify not only the planned perimeter of the sewer service area, but also the location and extent of the primary environmental corridors within that service area. Those corridors contain the best and most important elements of the natural resource base. Preserving the environmental corridor lands in essentially natural, open uses was considered essential to the maintenance of the overall quality of the environment and to avoidance of the creation of serious and costly developmental problems. Urban development was to be excluded from the corridors identified in the sewer service area plans, an important factor to be considered in the extension of sanitary sewer service.

The Commission also determined that each refined and detailed sanitary sewer service area plan, including detailed delineations of the primary environmental corridors within the service area involved, would be documented in a Commission community assistance planning report. That report would be formally adopted by the appropriate local sewerage agency and by the Commission and forwarded to the WDNR and the U.S. Environmental Protection Agency for approval as an amendment to the adopted regional water quality management plan.

As noted above, the regional water quality management plan as originally adopted in 1979 identified 85 sanitary sewer service areas. Subsequent to adoption of the original plan, the Commission, in cooperation with the local units of government concerned, has carried out a continuing work effort to refine and detail the planned sewer service areas within the Region and thereby amend the adopted regional water quality management plan. During 2008, this work effort included the following:

• Adoption by the Commission of amendments to the sanitary sewer service areas for the Village of Paddock Lake in Kenosha County, the City of Mequon in Ozaukee County, the City of Burlington in Racine County, the Village of Jackson and environs in Washington County, and the City of New Berlin and the Town of Brookfield Sanitary District No. 4 in Waukesha County.

By the end of 2008, as a result of the refinement and detailing process, a total of 73 of the 85 initially identified sanitary sewer service areas had been refined and detailed. Because the refinement and detailing process sometimes involves the redefinition and combination of previously defined areas, these 73 originally defined areas are represented by a total of 57 redefined areas.

In addition, the refinement and detailing process sometimes has resulted in the recognition of new sanitary sewer service areas that were either not envisioned in the original 1979 regional water quality management plan or were part of envisioned larger sewer service areas. As of the end of 2008, 12 such areas had been delineated by amendments to the regional water quality management plan. These 12 new areas include the following: the Powers-Benedict-Tombeau Lakes area, located in Kenosha and Walworth Counties; the City of Franklin and the City of Oak Creek portions of the Milwaukee Metropolitan Sewerage District (MMSD), located in Milwaukee County; the Bohner Lake area, located in Racine County; Alpine Valley, the Country Estates Sanitary District, the Pell Lake, and the Mallard Ridge Landfill areas, all located in Walworth County; the Eagle Spring Lake Sanitary District, the Village of Lannon portion of the Lannon-Menomonee Falls area, and the Mukwonago County Park area, all located in Waukesha County; and the Rainbow Springs area, located in both Waukesha and Walworth Counties.

The planning status of the recommended sanitary sewer service areas within the Region is summarized in Table 19 and on Map 19. The table identifies the 85 initially identified sewer service areas; the 73 initially identified sewer service areas for which the recommended plan refinement process was completed at the end of 2008; and the 57 redefined areas and the 12 new areas resulting from the plan refinement process. The table also identifies the documents setting forth each refined and detailed sanitary sewer service area plan and the respective dates on which the Commission adopted those documents as amendments to the regional water quality management plan.

Pending the completion of such plan refinement studies in cooperation with the local units of government concerned, the Commission must use the more general sewer service area recommendations set forth in the adopted regional water quality management plan as basis for reviewing and commenting on individual proposed sanitary sewer extensions.

During 2008, review comments were provided on 106 proposed public sanitary sewer extensions and 89 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 20.

WATER SUPPLY PLANNING

During 2008, Commission water supply planning was focused primarily on the preparation of a regional water supply plan for the seven-county Southeastern Wisconsin Region. The plan will identify the best means of providing a sustainable water supply for the Region.

The planning effort is being overseen by the SEWRPC Regional Water Supply Planning Advisory Committee. Membership on this Committee includes knowledgeable and concerned representatives of the constituent counties and municipalities; of concerned State and Federal agencies; of the academic community; and of businesses and industries. The water supply plan was initiated in 2005 and is scheduled to be completed in 2009.

Table 19

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2008

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Kenosha	Bristol IH 94 Kenosha Pleasant Park Pleasant Prairie North Pleasant Prairie South Somers	Greater Kenosha	December 5, 2001	Amendment to the Regional Water Quality Management Plan, Greater Kenosha Area, December 2001
	Bristol-George Lake	Bristol	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
	Camp-Center Lakes Cross Lake Rock Lake Wilmot Hooker-Montgomery Lakes	Salem	March 7, 2001	Amendment to the Regional Water Quality Management Plan, Town of Salem, March 2001
	Paddock Lake	Paddock Lake	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 198
		Powers-Benedict- Tombeau Lakes	December 7, 1994	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties, December 1994
	Silver Lake	Silver Lake	December 2, 1998	SEWRPC Community Assistance Planning Report No. 119, 2nd Edition, Sanitary Sewer Service Area for the Village of Silve Lake and Environs, Kenosha County, Wisconsin, December 1998
	Twin Lakes	Twin Lakes	June 15, 1987	SEWRPC Community Assistance Planning Report No. 149, Sanitary Sewer Service Area for the Village of Twin Lakes, Kenosha County, Wisconsin, May 1987
	Paddock Lake	Paddock Lake	March 5, 2008	Amendment to the Regional Water Quality Management Plan Village of Paddock Lake, March 2008
Milwaukee	Milwaukee Metropolitan Sewerage District (portion)	Franklin	December 5, 1990	SEWRPC Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
	Milwaukee Metropolitan Sewerage District (portion)	Oak Creek	September 7, 1994	SEWRPC Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994
	Milwaukee Metropolitan Sewerage District (portion)			
	South Milwaukee			
Ozaukee	Belgium	Belgium	September 15, 1993	SEWRPC Community Assistance Planning Report No. 97, 3rd Edition, Sanitary Sewe Service Area for the Village of Belgium, Ozaukee County, Wisconsin, August 1993
	Cedarburg Grafton	Cedarburg Grafton	June 19, 1996	SEWRPC Community Assistance Planning Report No. 91, 2nd Edition, Sanitary Sewe Service Areas for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, June 1996
	Fredonia Waubeka	Fredonia Waubeka	March 3, 2004	SEWRPC Community Assistance Planning Report No. 96, 2 nd Edition, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, March 2004
	Lake Church			

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document	
Ozaukee (continued)	Mequon Thiensville	Mequon Thiensville	January 15, 1992	SEWRPC Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin, January 1992	
	Port Washington	Port Washington	December 6, 2000	SEWRPC Community Assistance Planning Report No. 95, 2nd Edition, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, December 2000	
	Saukville	Saukville	December 1, 1983	SEWRPC Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983	
	Mequon	Mequon	March 5, 2008	Amendment to the Regional Water Quality Management Plan, City of Mequon, March 2008	
Racine	Burlington Bohner Lake	Burlington	December 5, 2001	SEWRPC Community Assistance Planning Report No. 78, 2nd Edition, Sanitary Sewer Service Area for the City of Burlington and Environs, Racine County, Wisconsin, December 2001	
	Eagle Lake	Eagle Lake	January 18, 1993	SEWRPC Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin, December 1992	
	Racine Caddy Vista	Racine Caddy Vista	June 18, 2003	SEWRPC Community Assistance Planning Report No. 147, 2nd Edition, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin, June 2003	
	Southern Wisconsin Center	Southern Wisconsin Center	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990	
	Union Grove	Union Grove	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990	
	Waterford/Rochester Tichigan Lake	Waterford/Rochester	April 24, 1996	SEWRPC Community Assistance Planning Report No. 141, 2nd Edition, Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin, April 1996	
	Wind Lake	Norway	June 16, 1999	SEWRPC Community Assistance Planning Report No. 247, Sanitary Sewer Service Area for the Town of Norway Sanitary District No. 1 and Environs, Racine and Waukesha Counties, Wisconsin, June 1999	
	Yorkville				
	Burlington	Burlington	June 18, 2008	Amendment to the Regional Water Quality Management Plan, City of Burlington, June 2008	
Walworth	Darien	Darien	September 23, 1992	SEWRPC Community Assistance Planning Report No. 123, 2nd Edition, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, July 1992	
	Delavan Delavan Lake Elkhorn Walworth County Institutions Williams Bay Lake Como	Delavan-Delavan Lake Elkhorn Williams Bay-Geneva National- Lake Como Mallard Ridge Landfill	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, November 1991	

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	East Troy Potter Lake Alpine Valley	East Troy	December, 2000	SEWRPC Community Assistance Planning Report No. 112, 3rd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, December 2000
	Fontana Walworth	Fontana-Walworth	June 21, 1995	SEWRPC Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin, June 1995
	Genoa City	Genoa City	June 19, 1996	SEWRPC Community Assistance Planning Report No. 175, 2nd Edition, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, May 1996
	Lake Geneva	Lake Geneva	January 18, 1993	SEWRPC Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
	Lyons	Lyons Country Estates Sanitary District	September 15, 1993	SEWRPC Community Assistance Planning Report No. 158, 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
		Pell Lake	June 19, 1996	SEWRPC Community Assistance Planning Report No. 225, Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin, June 1996
	Sharon			
	Whitewater	Whitewater	March 1, 1995	SEWRPC Community Assistance Planning Report No. 94, 2nd Edition, Sanitary Sewe Service Area for the City of Whitewater, Walworth County, Wisconsin, March 1995
Washington	Allenton	Allenton	March 3, 2004	SEWRPC Community Assistance Planning Report No. 103, 2 nd Edition, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, March 2004
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
	Hartford	Hartford	September 12, 2001	SEWRPC Community Assistance Planning Report No. 92, 3rd Edition, Sanitary Sewe Service Area for the City of Hartford and Environs, Washington County, Wisconsin, September 2001
	Jackson	Jackson	September 10, 1997	SEWRPC Community Assistance Planning Report No. 124, 2nd Edition, Sanitary Sewer Service Area for the Village of Jackson and Environs, Washington County, Wisconsin, September 1997
	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, Decembe 1988
	Newburg	Newburg	March 3, 1993	SEWRPC Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
	Slinger	Slinger	December 2, 1998	SEWRPC Community Assistance Planning Report No. 128, 3rd Edition, Sanitary Sewer Service Area for the Village of Slinger and Environs, Washington County, Wisconsin, December 1998

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	West Bend	West Bend	June 17, 1998	SEWRPC Community Assistance Planning Report No. 35, 2nd Edition, Sanitary Sewe Service Area for the City of West Bend and Environs, Washington County, Wisconsin, June 1998
	Jackson	Jackson	June 18, 2008	Amendment to the Regional Water Quality Management Plan Village of Jackson And Environs, June 2008
Waukesha	Beaver Lake			
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
	Delafield-Nashotah Nashotah-Nemahbin Lakes	Delafield-Nashotah	January 18, 1993	SEWRPC Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992
	Dousman	Dousman	March 7, 2007	SEWRPC Community Assistance Planning Report No. 192, 3rd Edition, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, March 2007
		Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District, December 1985
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
	Menomonee Falls 	Menomonee Falls Lannon	June 16, 1993	SEWRPC Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
		Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Muskego	Muskego	December 3, 1997	SEWRPC Community Assistance Planning Report No. 64, 3rd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, December 1997
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin, November 1987
	North Lake			
	North Prairie			
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	September 15, 1999	SEWRPC Community Assistance Planning Report No. 172, 2nd Edition, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, September 1999
	Oconomowoc Lake			
	Okauchee Lake			

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985
	Pine Lake			
		Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Sussex-Lannon	Sussex	September 7, 1994	SEWRPC Community Assistance Planning Report No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994
	Wales			
	Waukesha	Waukesha	March 3, 1999	SEWRPC Community Assistance Planning Report No. 100, 2nd Edition, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, March 1999
	Brookfield	Brookfield	June 18, 2008	Amendment to the Regional Water Quality Management Plan Brookfield-Elm Grove Sanitary Sewer Service Area, June 2008
	New Berlin	New Berlin	December 3, 2008	Amendment to the Regional Water Quality Management Plan City of New Berlin, December 2008

^aThis category also includes unrefined sanitary sewer service areas that either were not envisioned in the original 1979 regional water quality management plan or were part of larger sanitary sewer service areas, but have since been delineated by amendments to the regional water quality management plan.

The preparation of the regional water supply plan represents the third, and final, element of the Commission's water supply planning program. The first element-completed in 2002-consisted of basic groundwater resource inventories. The second element-completed in 2004-consisted of the development of a groundwater simulation model for the Region. The completion of these elements involved interagency partnership programs with the U.S. Geological Survey (USGS), the Wisconsin Geological and Natural History Survey (WGNHS), the University of Wisconsin-Milwaukee (UWM), the WDNR, and a number of the public water supply utilities serving the Region.

The regional water supply planning program includes the following major components:

• A comprehensive inventory and analysis of the location, condition, and service areas of the existing public and private water supply facilities within the Region, and of the capacity of those facilities to treat and deliver water supply;

- An inventory and analysis of existing water use within the Region, with particular attention to the geographic distribution of the water uses;
- Determination of urban water supply service areas and of existing and forecast demand water use by these urban service areas; by exurban residential, commercial, and industrial uses; and by rural agricultural and recreational uses;
- Identification of existing and potential water supply problems as revealed by inventories, analyses, and forecasts;
- Development of recommendations for water conservation efforts to reduce water demand;
- Development of water supply planning objectives and supporting standards;
- Development and evaluation—including environmental assessment—of alternative means of addressing the identified water supply problems,

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2008

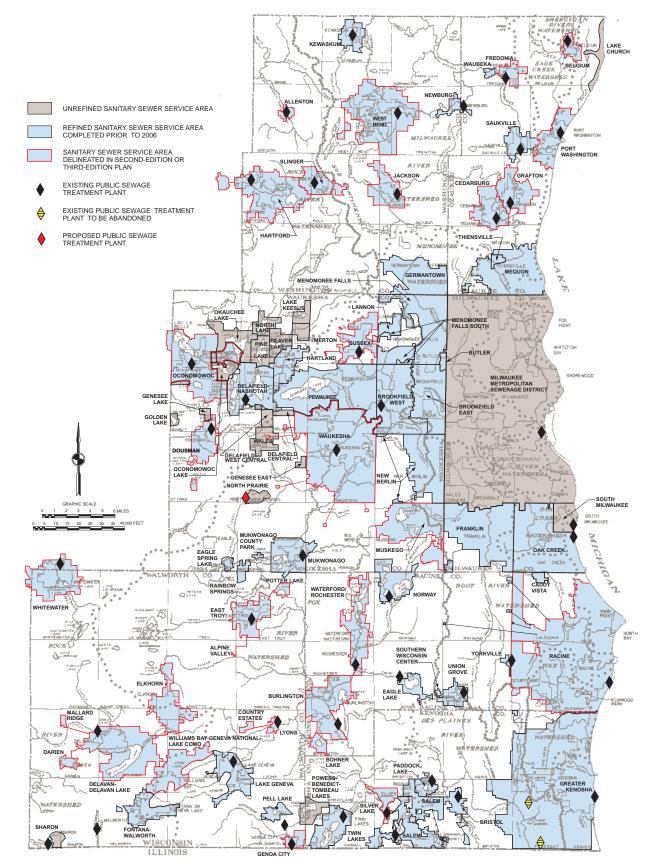


Table 20

SANITARY SEWER EXTENSION REVIEWS: 2008

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Dodge ^a	2		2
Jefferson ^b		1	1
Kenosha	13	11	24
Milwaukee	14	25	39
Ozaukee	9	7	16
Racine	10	9	19
Walworth	7	8	15
Washington	6	13	19
Waukesha	28	32	60
Total	89	106	195

^a Hartford sewer service area.

^b Village of Lac La Belle.

^cThe Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2008, 241 reviews of building sewer extensions were conducted by the City.

culminating in the identification of an initially recommended plan for the sources of supply and for development of the basic infrastructure required to deliver that supply;

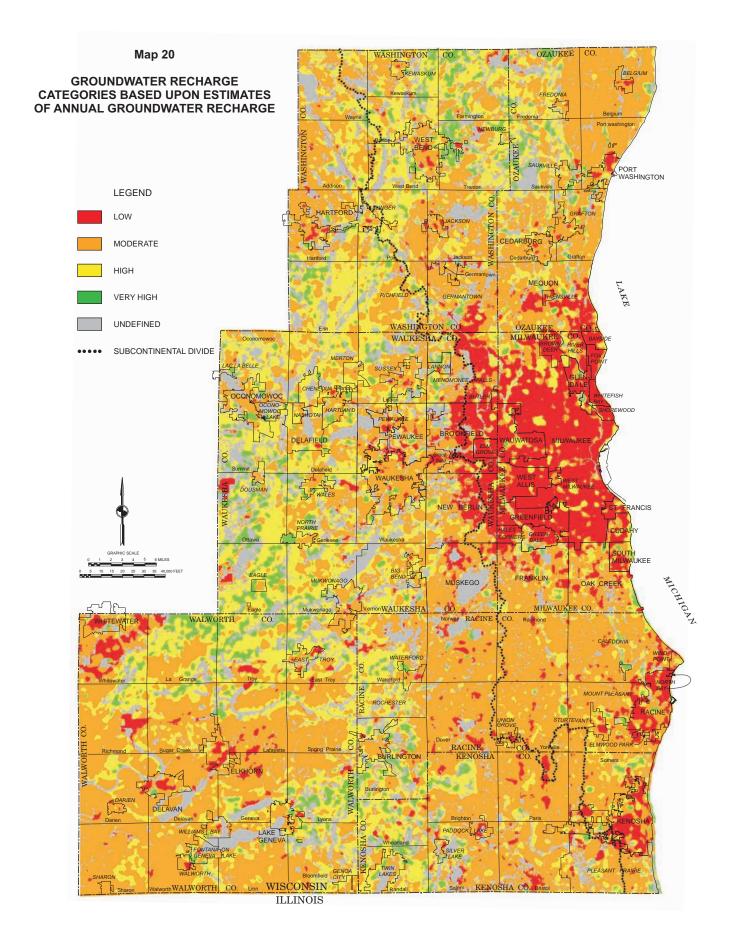
- Identification of groundwater recharge areas to be considered for protection from incompatible development;
- Identification of any constraints to development levels in subareas of the Region that may emanate from water supply sustainability concerns; and
- Identification of any new institutional structures found necessary to carry out the plan recommendations.

Two very important components—the evaluation of water supply sources and the specification of water conservation measures—were carried out considering a full range of viable options. The planning is intended to be coordinated with, and consistent with, the Great Lakes-St. Lawrence River Basin Resources Compact and with the State of Wisconsin groundwater legislation and the related activities of the Groundwater Advisory Committee.

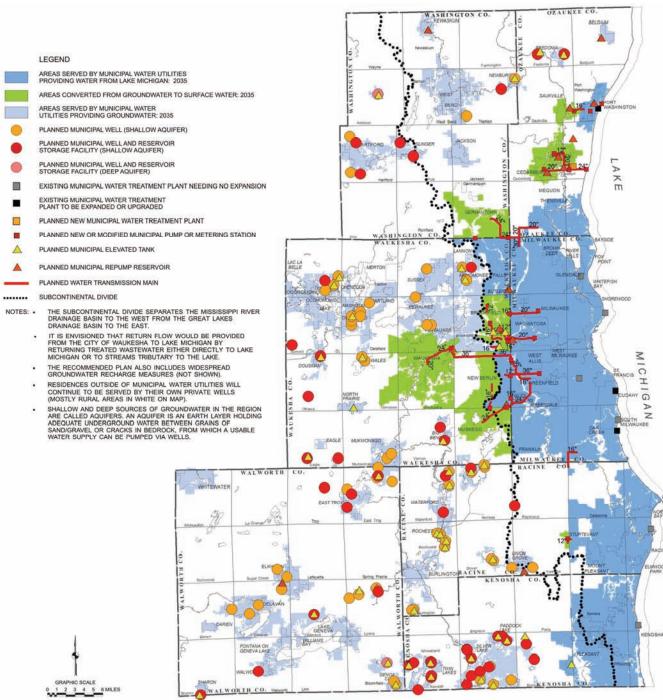
During 2008, work was completed on the identification of the important groundwater recharge areas (see Map 20) and the development and evaluation of alternative water supply plans. A preliminary regional water supply plan was selected based upon a composite of the best features of the alternative plans. Public outreach activities on the preliminary recommended plan were initiated.

The preliminary recommended plan as shown on Map 21 is a composite plan combining the best elements of the alternatives that were considered. Some of the key elements are:

- Comprehensive water conservation programs, including both supply side efficiency measures and demand side water conservation measures, would be implemented on a utility-specific basis. Expected reductions in demand vary from 4 to 10 percent on an average daily basis and from 6 to 18 percent on a maximum daily basis.
- A groundwater recharge area protection component would preserve areas classified as having a high or very high recharge potential largely through implementation of the adopted year 2035 regional land use plan. That plan recommends preservation of the environmental corridors, isolated natural areas, prime and other agricultural areas that benefit groundwater recharge by allowing precipitation to infiltrate or soak into the ground. About 74 percent of the highly rated and very highly rated recharge areas are thus expected to be preserved. Careful design of new development and stormwater management practices should increase this amount.
- Mostly continued use of existing water supply sources—with supply facility expansion—would prevail for the vast majority of water utilities. Certain areas of existing urban development currently served by private, onsite wells would be provided with municipal water supply when need is demonstrated and at the option of the affected areas. Absent a demonstrated need, residents and businesses of these areas would remain on individual wells.
- Strategic conversion to Lake Michigan as a source of water supply (green areas on Map 21) is recommended for nine communities which currently have return flow to Lake Michigan in place. Seven of these—the eastern portion of the City of Brookfield, the City of Cedarburg, the Village of Elm Grove, the Village of Germantown, the Village of Grafton, the Village of Saukville, and the Town of Yorkville—are located east of the subcontinental divide. Two—



PRELIMINARY RECOMMENDED WATER SUPPLY PLAN FOR SOUTHEASTERN WISCONSIN



the central portion of the City of New Berlin and the City of Muskego—straddle the divide and have existing return flow via the Milwaukee Metropolitan Sewerage District. In addition, Lake Michigan water is recommended for the City of Waukesha—located in a county straddling the divide—which would require establishment of return flow. Also, in 2008 a study describing groundwater recharge in southeastern Wisconsin was completed and documented in SEWRPC Technical Report No. 47, *Groundwater Recharge in Southeastern Wisconsin Estimated By a GIS-Based Water-Balance Model*. This report describes the inputs, operation, and application of a mathematical model developed under the Commission planning effort for use in estimating groundwater recharge in southeastern Wisconsin. The amount of groundwater recharge varies across the seven-county Region. This variation is due, among other factors, to spatial differences in land-use, soils, and topography. The recharge model was used to develop maps illustrating the groundwater recharge potential of various areas of the Region. The groundwater recharge the associated mapping modeling and were accomplished by the Wisconsin Geological and Natural History Survey, working in cooperation with the Commission staff. The groundwater recharge report and the resulting mapping comprise an important part of the technical foundation for the assessment of aquifer performance under alternative and recommended water supply plans for the Region.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2008, Commission efforts in watershed, floodland, and stormwater management planning consisted of continuing work on programs to update floodland maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties adjacent to Milwaukee County; coordinating with the U.S. Army Corps of Engineers to ensure that the results of the Des Plaines River watershed study are incorporated into that agency's Upper Des Plaines River Illinois/Wisconsin Phase 2 Feasibility Study; coordinating with FEMA, WDNR, and the FEMA study contractor for the floodplain Map Modernization program in Kenosha, Milwaukee, Racine, and Washington Counties; providing technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; providing hydrologic and hydraulic data, including flood flow and flood stage data, to consulting engineers and governmental agencies; and conducting a cooperative stream-gaging program.

Watershed Planning

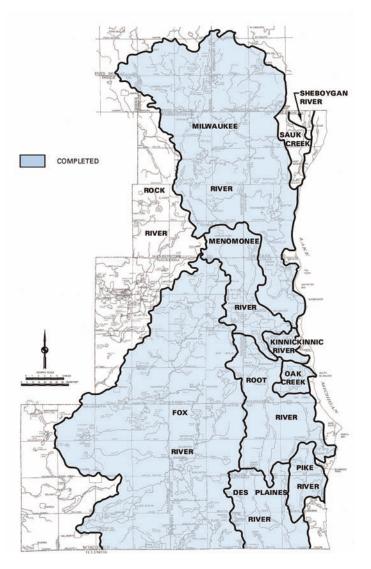
The Commission staff continued work on a project to prepare updated, digital floodplain and floodway maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties that are adjacent to Milwaukee County. The project is being performed for the Milwaukee County Automated Land Information System Steering Committee (MCAMLIS) and the Milwaukee Metropolitan Sewerage District (MMSD). Under the first phase of the project, updated floodland

maps are being prepared for streams in the Kinnickinnic, Menomonee, and Milwaukee River watersheds; the Oak Creek watershed; and the Legend Creek subwatershed. In 2007, hydrologic modeling was performed for the Menomonee and Root River watersheds and the Fish Creek subwatershed. Hydraulic modeling conducted for Beaver Creek, Brown Deer Park Creek, Fish Creek and Woods Creek. In 2008, hydrologic modeling was performed for the Kinnickinnic and Menomonee River watersheds and hydraulic modeling and/or floodplain delineations were conducted for the Kinnickinnic River, Wilson Park Creek/Edgerton Channel, Lyons Park Creek, Villa Mann Creek, Villa Mann Creek Tributary, and Fish Creek. The MCAMLIS Steering Committee was provided with electronic floodplain and floodway delineations for all mapped streams in the County in a single file developed in geodatabase format.

The Des Plaines River watershed study was published in June 2003 as SEWRPC Planning Report No. 44, A Comprehensive Plan for the Des Plaines River Watershed. The plan, which was formally adopted not only by the Commission, but also by Kenosha and Racine Counties, can be accessed on the Commission website. A summary of the plan is included in SEWRPC Newsletter, Vol. 41, No. 1, 2003. The implementation phase of the Des Plaines River watershed study began in 2004, and in 2008 the Commission staff continued to coordinate with the U.S. Army Corps of Engineers and local sponsors in Illinois 1) in developing the "Upper Des Plaines River and Tributaries Phase II, Illinois and Wisconsin Multi-Purpose Feasibility Study" and 2) conducting a pilot project to implement watershed study recommendations related to the Kilbourn Road Ditch subwatershed. The Commission staff also served on the Plan Formulation and Project Delivery Teams that are involved in development and oversight of that feasibility study. The feasibility study will utilize the products of the SEWRPC Des Plaines River watershed study. Kenosha County will receive about \$500,000 in credits toward its portion of the Phase II project cost based on work performed under the watershed study.

In 2008, the Commission staff used the hydrologic model developed under the Des Plaines River watershed study to assist the WisDOT, Kenosha County, and the Village of Pleasant Prairie in evaluating the potential impacts on the Des Plaines River floodplain of the proposed reconstruction of the IH 94/CTH C interchange.

SEWRPC WATERSHED STUDIES COMPLETED: 2008



Prior to 2008, the Commission staff provided hydrologic and hydraulic information and digital floodplain maps developed under various Commission studies for use in preparation of County-wide FEMA Digital Flood Insurance Rate Maps (DFIRMs) for Kenosha, Milwaukee, Racine, and Washington Counties. In 2008, the Commission staff continued coordination with the County departments, WDNR, FEMA, and FEMA's consultants regarding the ongoing work on the DFIRMs for Kenosha, Milwaukee, Racine, and Washington Counties. Map 22 indicates the coverage of the watershed studies conducted by the Commission through 2008.

Stormwater and Floodland Management Planning

During 2008, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

In 2008, the Commission undertook a number of stormwater and floodland management planning activities at the request of local units of government and State of Wisconsin agencies. The following are examples of such work:

- At the request of Kenosha County, the Commission staff reviewed floodplain analyses for 1) a proposed floodplain boundary adjustment along Unnamed Tributary No. 1 to Center Creek in the Town of Bristol, 2) a reach of an unnamed tributary to the Fox River in the Town of Wheatland, and 3) a reach of an unnamed tributary to Powers Lake, also in the Town of Wheatland.
- At the request of the Village of Pleasant Prairie, the Commission staff reviewed two floodplain boundary adjustment proposals along Jerome Creek and one along Unnamed Tributary No. 2 to the Des Plaines River.
- At the request of the Port of Milwaukee, the Commission staff performed hydraulic analyses related to proposed channel dredging and dock wall placement activities to be implemented between S. Kinnickinnic Avenue and W. Becher Street under the WDNR/U.S. Environmental Protection Agency Kinnickinnic River Environmental Restoration project.
- At the request of the City of Franklin, the Commission staff analyzed the impact of a proposed W. Oakwood Road resurfacing project on the one-percent-annual-probability flood stage elevation of the Root River.

- At the request of the City of Milwaukee, the Commission staff performed hydraulic analyses for a proposed replacement of the N. Humboldt Avenue bridge over the Milwaukee River and for a proposed addition to the Milwaukee Riverwalk System.
- At the request of the City of Milwaukee, the Commission staff reviewed the City Zoning Code and made recommendations for updating the City's zoning regulations and maps to reflect changes in State and Federal floodplain regulations and the 2008 FEMA digital flood insurance rate maps.
- At the request of the Village of Hales Corners, the Commission staff analyzed the potential floodplain impacts of construction of a proposed private bridge over the Northwest Branch of Whitnall Park Creek and replacement of two private bridges over Whitnall Park Creek.
- The Commission staff prepared a flood hazard evaluation of the North Branch of Whitnall Park Creek to assist the Village of Hales Corners in obtaining WDNR and FEMA approval of revised floodplain boundaries, reflecting the MMSD flood control project constructed along the stream.
- At the request of Racine County, the Commission staff reviewed the floodplain aspects related to construction of a house and associated filling in the one-percent-annual-probability floodplain of the Muskego Canal. Staff also reviewed a request for a limited floodplain boundary adjustment for a property located on Tichigan Lake along the Fox River in the Town of Waterford and as-built information related to the provision of compensatory floodwater storage associated with a limited floodplain boundary adjustment also along the Fox River in the Town of Waterford.
- At the request of the Village of Waterford, the Towns of Norway and Waterford, and the Racine County Drainage Board, the Commission staff prepared a staff memorandum evaluating drainage issues in the Waterford/Norway area. This memorandum compared the recommendations set forth in the 1993 SEWRPC Memorandum Report No. 79 (MR No. 79), *An Agricultural Drainage*

and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1, September 1993 with a 2004 Village of Waterford report prepared to refine the portions of MR No. 79 that are directly related to the Village.

- At the request of the Town of Burlington, the Commission staff prepared a staff memorandum evaluating a pond water level problem at a property along Spring Valley Road.
- At the request of Waukesha County, the Commission staff convened a meeting involving the County, the Upper Nemhabin Lake Management District, the affected communities, and the WDNR to discuss flooding and floodplain issues along the Bark River between Nagawicka Lake and Upper Nemahbin Lake and along Upper and Lower Nemahbin Lakes.
- At the request of Waukesha County, the Commission staff reviewed floodplain analyses for a proposed subdivision along the Fox River in the City of Waukesha and for a reach of an unnamed tributary to the Bark River in the Town of Lisbon. The Commission staff also reviewed a compensatory floodwater storage analysis for proposed development on North Lake in the Town of Merton.
- The Commission staff continued preparation of a watershed protection plan for the Pebble Creek watershed in Waukesha County. The Pebble Creek watershed protection plan is a collaborative effort with the Land Resources Division of the Waukesha County Department of Parks and Land Use. The plan addresses management of the surface water resources of the watershed which includes Pebble Creek and Brandy Brook. Under this project, the one-percent-annual-probability floodplain boundaries will be delineated along Pebble Creek and Brandy Brook.
- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the design of bridges and culverts and other facilities and improvements along streams in the Region, in the facilities design phases of projects recommended

under Commission plans, and in other water resource and environmental projects. During 2008, data were provided for the following: 1) Unnamed Tributary No. 1C to Center Creek in the City of Kenosha and the Town of Bristol; 2) the Pike Creek tributary to the Pike River in the the City of Kenosha;3) Kilbourn Road Ditch in the City of Kenosha; 4) the Des Plaines River and Unnamed Tributaries No. 1, 1E, and 7 to the Des Plaines River in the Village of Pleasant Prairie; 5) the Fox River and an unnamed tributary to the Fox River Chain of Lakes in the Town of Salem: 6) Kilbourn Road Ditch and the Pike River in the Town of Somers; 7) the Kinnickinnic River, Wilson Park Creek, Villa Mann Creek, a tributary to Villa Mann Creek, Oak Creek, Southland Creek, a tributary to Southland Creek, the Mitchell Field Drainage Ditch, and the North Branch of Oak Creek in the Cities of Greenfield. Milwaukee, and/or Oak Creek; 8) the Menomonee River in the Cities of Milwaukee and Wauwatosa; 9) Honey Creek and Underwood Creek in the City of Wauwatosa; 10) Southbranch Creek in the Village of Brown Deer; 11) an unnamed tributary to the Milwaukee River in the City of Mequon; 12) Bartlett Branch in the Village of Mt. Pleasant; 13) the Wind Lake Drainage Canal, Eagle Creek, and Hoosier Creek subwatersheds in the Towns of Dover, Norway Raymond, Rochester, and Waterford; 14) floodplain boundaries along streams in the Village and Town of Jackson; 15) Underwood Creek and the South Branch of Underwood Creek in the City of Brookfield; 16) the Bark River in the Village of Dousman; 17) Underwood Creek in the Village of Elm Grove; 18) Butler Ditch in the Village of Menomonee Falls; 19) the Pewaukee River in the Village of Pewaukee; and 20) Willow Springs Creek in the Town of Lisbon.

Floodplain Data Availability

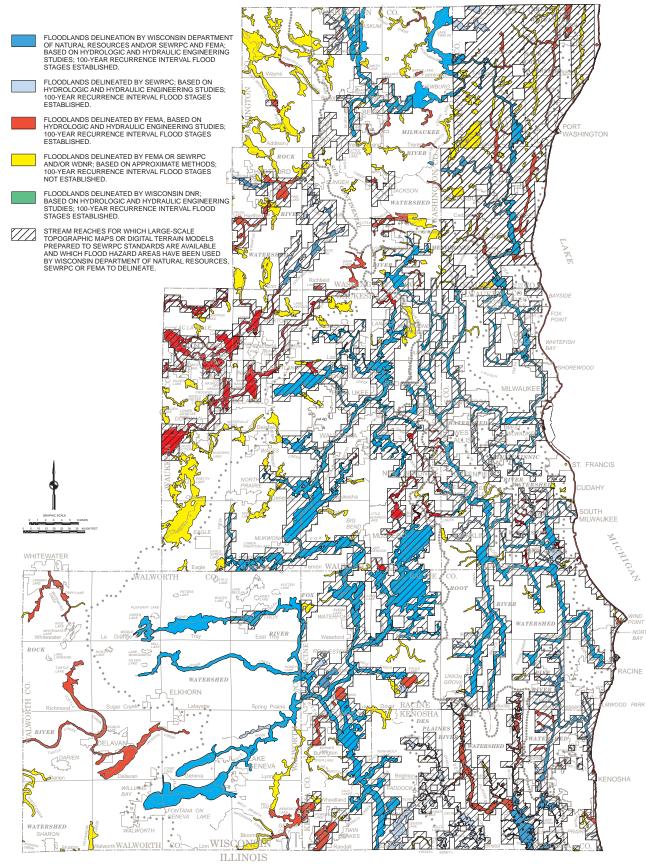
The availability of flood hazard data within the Region is shown on Map 23. The Commission has completed comprehensive watershed plans for the Des Plaines, Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in definitive flood hazard data—in the form of peak flood flows and stages associated with the 100-year recurrence interval floods—for about 744 miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of definitive flood hazard data for a total of about 116 additional miles of stream channel. Large-scale topographic maps displaying the location and extent of the 100-year recurrence interval flood hazard areas and prepared to Commission specifications are available for the riverine areas along about 704 miles of stream.

Flood Insurance Rate Studies

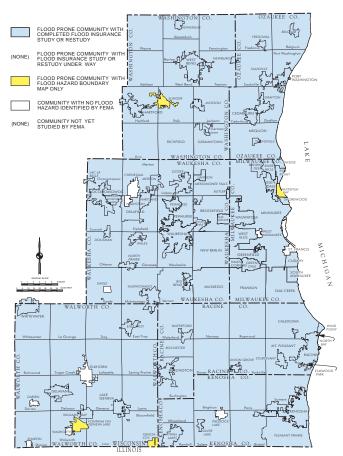
Under the National Flood Insurance Act of 1968, the Federal Emergency Management Agency was given authority to conduct studies to determine the location and extent of floodlands and the monetary damage risks related to the insurance of urban development in floodland areas. FEMA is proceeding with the conduct and periodic updating of such studies throughout the United States. While the Commission has not directly contracted with FEMA for the conduct of such studies, the Commission does assist communities and counties in obtaining updated FEMA Digital Flood Insurance Rate Maps that incorporate Commission floodplain studies conducted for those communities. The Commission also cooperates with engineering firms involved in the conduct of such studies under contract to the Federal government, particularly in the provision of basic flood hazard data already developed by the Commission in a more comprehensive and cost-effective manner through its series of watershed planning programs and stormwater management planning studies. The Commission provides to the contractors all of the detailed hydrologic and hydraulic data developed under the Commission watershed studies for the various streams in the Region and shares with the contractors the results of the analytical phases of such studies. Development by the Commission of such data makes it possible for FEMA to carry out the flood insurance rate studies more efficiently and at considerably less cost than if such data had to be developed on a communityby-community basis. Commission participation in and review of the study findings, moreover, assures consistency between studies for communities located along a given river or stream.

In the past, Federal flood insurance studies were generally carried out individually for incorporated cities

DELINEATION OF FLOODLANDS: 2008







and villages and for the unincorporated areas of counties; however, recent FEMA policies call for development of such studies on a countywide basis. The status of flood insurance rate studies in the Region at the end of 2008 is shown on Map 24.

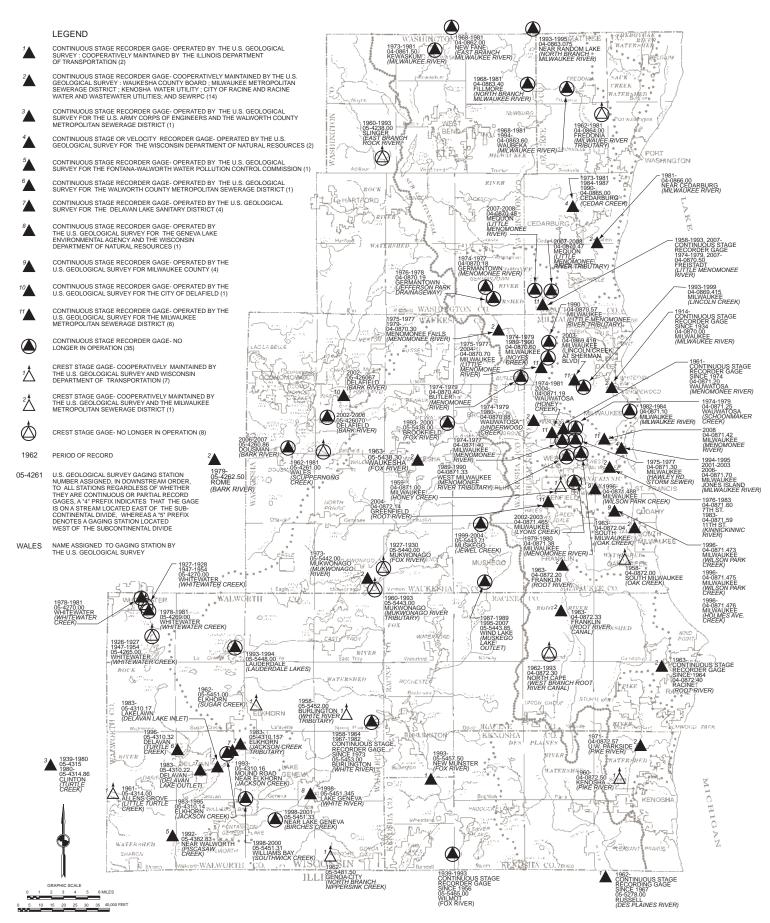
As shown on Map 24, as of 2008, there were 15 cities or villages in the Region for which FEMA had not conducted a flood insurance rate study. In four cases, FEMA has, instead, published a "flood hazard boundary map," which shows the approximate location of floodlands without the support of detailed engineering studies. As of 2008, no final determination regarding the extent of the flood hazard had been made for the remaining 11 cities or villages in the Region. In 2008, FEMA extended digital flood insurance rate map coverage to the City of Cudahy and the Village of Shorewood in Milwaukee County and the Villages of Merton and Wales in Waukesha County.

Besides providing available data from the Commission files to the contractors conducting such studies for FEMA, the Commission staff helps to delineate floodplains and attends meetings with local officials and other citizens to discuss the results of flood insurance studies. Under its community assistance program. the Commission also assists local communities in enacting sound floodland regulations as required for participation in the National Flood Insurance Program. In 2008, the Commission staff assisted the WDNR, FEMA, communities, and/or counties in coordinating the FEMA Map Modernization Program in Kenosha, Racine, and Washington Counties.

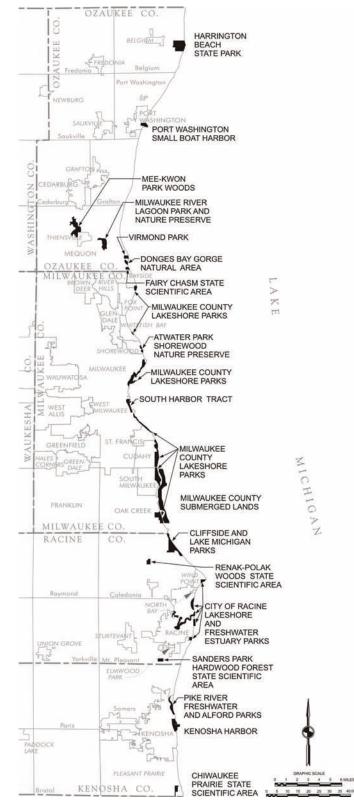
Stream-Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous-recording streamflow gages were in operation within the Region. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more adequate streamflow-gaging program (see Map 25). The USGS assists in the funding of the stream gages, operates the gages, and annually publishes the data collected under the streamflowmonitoring program. In 2008, there were 37 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. That represents a decrease of one gage relative to 2007. Of the 37 gages, 14 were financially supported by the Waukesha County Board of Supervisors, the MMSD, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission's cooperative program. In addition, six gages were supported by the MMSD outside the Commission's cooperative program, four gages were supported by Milwaukee County, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, two gages were supported by the WDNR, one gage was supported by the U.S. Army Corps of Engineers and the Walworth County Metropolitan Sewerage District, one gage was supported by the Walworth County Metropolitan Sewerage District,

LOCATION OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2008



DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 2008



four gages were supported by the Delavan Lake Sanitary District, one gage was supported by the Geneva Lake Environmental Agency and the WDNR, one gage was supported by the City of Delafield, and two gages were supported by the Illinois Department of Transportation.

In addition, in 2008 there were three gages at which water levels, but not streamflow, were continuously recorded. These included, one at Delavan Lake near the City of Delavan, one at Geneva Lake in the City of Lake Geneva; and one at Wind Lake in the Town of Norway.

COASTAL MANAGEMENT PLANNING

During 2008, the Regional Planning Commission continued to provide assistance to the Wisconsin Department of Administration in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities in the management of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State pursuant to the Federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

Under an agreement with the Wisconsin Department of Administration, the Commission has formed a Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin. This Committee represents a variety of interests, including local elected and appointed officials, the university community, and recreational, navigational, and environmental interest groups. The primary function of this Committee is the review of State coastal studies and reports as they are proposed and produced.

One of the continuing functions of the Commission under the coastal management program is to assist the Wisconsin Coastal Management Program in the designation of special coastal areas. In 2008, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 26. These special areas have natural, scientific, economic, cultural, or historical importance. Designation by the Wisconsin Coastal Management Council as a special coastal area ensures eligibility for financial or technical assistance for special coastal area management activities through the Wisconsin Coastal Management Program and focuses attention on a valuable coastal resource.

TELECOMMUNICATIONS PLANNING DIVISION

DIVISION FUNCTIONS

The Telecommunications Planning Division makes studies and recommendations relating to the development of telecommunications infrastructure and services within the Region. Its role differs somewhat depending on whether the telecommunications system involved is primarily within the public or private sector. For public sector applications and networks, the Division functions consist of direct support to constituent county and local units of government in formulating advisory plans and providing information services. For private sector applications, the Division functions consist of determining the status of current telecommunication networks within the Region through infrastructure inventories and network performance monitoring systems, and developing advisory plans for advanced wireless and wireline networks that can serve as guidelines for private service providers. In either case, the goal is the same: to provide regional leadership in developing the most advanced telecommunications systems in Southeastern Wisconsin and thereby promote the socioeconomic development of, and enhance the quality of life within, the Region.

Beyond traditional telecommunications planning functions, the Division has also developed capabilities in the areas of wireless network monitoring systems and experimental field testing of proposed wireless network configurations. Both of these capabilities are very important in the plan implementation phase of the telecommunications planning process and allow for Commission support on the final design and deployment of actual wireless networks.

BACKGROUND

In Fall 2004, the Commission initiated the conduct of a regional telecommunications planning program. The program is following a work scope identified in a Commission Prospectus published in December 2003. The planning program is being guided by a Regional Telecommunications Planning Advisory Committee comprised of representatives from local and state governments, wireline and wireless service providers, and other interested parties. The Committee membership is listed in Appendix B. The Commission recognized that following the breakup of the Bell System and the American Telephone and Telegraph Company, and with the subsequent rapid advances in communications technology, telecommunications, while becoming increasingly important in the local, national, and global economies, also was becoming increasingly difficult to understand by those outside the telecommunications industry. The Federal Telecommunications Act of 1996, intended to further encourage local competition, has led to the development of a "network of networks" largely beyond the regulatory purview of any level of government.

These networks also have become national in scope, organized and operated by corporations outside of Wisconsin, with priorities not necessarily coincident with the social and economic development aspirations of the Region. The nonregional character of these networks is reflected in the traffic patterns that primarily are routed outside Wisconsin even for local calls within the Region. This network structure, developed for the new packet-switched networks, is in sharp contrast to the older circuit-switched voice and data telephone networks that were highly integrated through switching centers located within the Region. In part, the regional telecommunications planning program was established to explore the potential development of integrated telecommunication networks within the Region. Such networks can have a significant impact on both the economic development and the security of the Region.

A major objective of the program relates to the provision of high speed, broadband telecommunication services throughout the Region. Currently, the first generation of broadband services in the form of telephone company DSL (digital subscriber line) and cable company hybrid fiber-coaxial cable (cable modem) are available in most urban and suburban areas of the Region. These services typically have capabilities to rapidly download web pages and other large files, particularly those with high video content for residential users and to expedite large data file transfers of all kinds for businesses and other enterprise organizations. Neither of these asymmetrical technologies has strong upload capabilities for applications such as video conferencing. Fixed wireless broadband is also available in some areas of the Region. The goal of the regional telecommunications planning program, however, is to range out beyond the current networks to help plan for the next generation of broadband service capabilities (10 to 100 megabits per second for homes, and one to 10 gigabits per second for businesses and industries) that will be required to compete in the global economy. Such planning must also identify the broadband infrastructure required for public needs in such areas as healthcare, education, public safety, and the environment.

REGIONAL PLAN FRAMEWORK

Over the period 2005-2007, a regional telecommunications plan framework was put in place by the Commission. This framework consisted of the following three elements:

- A regional wireless communications plan documented in SEWRPC Planning Report No. 51, A Wireless Antenna Siting and Related Plan for Infrastructure Southeastern Wisconsin, September 2006. This plan recommends a set of community-based wireless networks integrated into a regional wireless backhaul network. These recommendations look ahead to the advent of fourth generation wireless network deployments and are based upon objectives, principles, and standards set forth in the above referenced report. This plan was formally adopted by the Commission on September 13, 2006.
- A regional broadband telecommunications access plan that recommends a set of technologies and a network structure that was found to best serve the Region by the design year 2015. This plan recognizes that while fiber-to-the-node wireline technologies are likely to dominate the provision of broadband services in most urban communities, the Region would be well-served by a wireless telecommunications network built on a combined public safety wireless network in the 4.9 GHz frequency band and a commercial wireless network in the 5.8 GHz band that would share the same antenna towers and fiber optic backhaul network. This plan is set

forth in SEWRPC Planning Report No. 53, *A Regional Broadband Telecommunications Plan for Southeastern Wisconsin*, October 2007. The plan was adopted by the Commission on December 5, 2007.

• A set of proposals that identifies potential public enterprise telecommunications networks. Such networks would help carry out such public functions as public safety, public health, environmental monitoring, and transportation system control. These potential uses of advanced telecommunications networks are discussed in SEWRPC Memorandum Report No. 164, *Potential Public Enterprise Telecommunications Net-works for Southeastern Wisconsin*, September 2005.

These three elements of the regional telecommunications plan were briefly summarized in the Commission's 2007 Annual Report.

PLAN IMPLEMENTATION ACTIVITIES

During 2008, Division work efforts were focused primarily on undertaking two projects that grew out of the regional plan recommendations and that were intended to demonstrate the implementability of those recommendations. These two projects are as follows:

At the request of the highly rural Town of Wayne in Washington County, the Commission undertook a project to implement a community-based wireless telecommunications plan focused on meeting private sector needs. At the time the request was received, the Town of Wayne, like many rural areas in southeastern Wisconsin, lacked high-level, reliable broadband service. Under this work effort, the Division staff prepared a detailed wireless network plan for the entire Town in the 5.8 GHz band, having a wireless gateway connection to an Internet-linked fiber network at an access point in the Town of West Bend. That network design is set forth in SEWRPC Memorandum Report No. 185, Community-Based Wireless Plan Implementation: Town of Wavne, scheduled for publication early in 2009. As documented in this report, by the end of 2008 the proposed broadband wireless network in the Town had been developed

through a private sector provider employing the wireless technologies recommended in the regional wireless plan and developed through a Small Business Innovation Research and Development grant from the U.S. Department of Agriculture. At year's end the network was up and running and was taking on subscribers for broadband Internet service. This project, then, demonstrated the feasibility of the wireless telecommunications technologies recommended in the regional plan.

At the request of Kenosha County, a project was undertaken to demonstrate a wireless broadband public safety telecommunications network to serve initially the Kenosha County Sheriff's Department and ultimately other law enforcement and public safety agencies deployed throughout the County. The results of this project are documented in SEWRPC Memorandum Report No. 187, Regional Wireless Plan Implementation: Broadband Public Safety Communications Demonstration Project, Kenosha County Wisconsin, scheduled for publication early in 2009. Like the Town of Wayne project discussed above, the Kenosha County project relied upon the wireless broadband technologies recommended in the regional telecommunications plan, this time based upon the development of a network in the 4.9 GHz band reserved for public use. The design of the project would enable not only high speed data communications between the Kenosha County Sheriff's command center and vehicles in the field, but allow the transmission of streaming video between the command center and moving vehicles in the field. A feature relating to posting of messages to public safety vehicles in the field based on their geographic locations was also incorporated. This project concluded early in 2009 with a successful demonstration of these mobile wireless network capabilities. That demonstration, in turn, served as a basis for an application by Kenosha County for Federal stimulus funds in support of the full-scale deployment of this advanced public safety wireless telecommunications network.

Upon completion of these two projects which served to demonstrate the efficacy of the regional telecommunications plan recommendations, and in light of significant funding constraints for regional planning, the Commission determined to formally terminate its telecommunications planning program at the end of 2008.

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION

DIVISION FUNCTIONS

The Economic Development Assistance Division assists local units of government in the Region in pursuing economic development activities and promotes the coordination of local economic development plans and programs. The Division provides five basic types of services: local economic development program planning; economic development data and information provision; economic development project planning services; Federal and State grant-in-aid procurement and administration; and revolving loan fund administration.

LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING

The Commission provides economic development program planning services that assist communities with a range of local economic development measures. These include identifying the types of economic development compatible with overall community development goals and objectives and promoting economic development activities that have such compatibility. This function is intended to address a variety of local and regional economic development problems, including the following: 1) structural changes in the economy, as evidenced by a declining proportion of manufacturing employment and an increasing proportion of retail trade and service employment; 2) the lack of adequate community facilities and services to support local economic development; 3) the need to provide workers for the full range of employment opportunities; 4) the decisions by local businesses and industries to relocate to, or expand in, areas outside the Region; and 5) the need to assist local entrepreneurs with the start-up of new business enterprises.

During 2008, Commission local economic development program planning efforts were focused on the activities of the Regional Economic Partnership, an economic development initiative of the seven counties in the Southeastern Wisconsin Region, the City of Milwaukee, We Energies, the Metropolitan Milwaukee Association

of Commerce, and the Commission. Activities undertaken by the Partnership in 2008 included the following: 1) maintaining a link on www.choose milwaukee.com website that provides information on applying for tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone; 2) providing technical assistance to companies interested in obtaining tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone that are administered by the Partnership; 3) obtaining approval for six technology zone applications totaling \$1,118,000 that were prepared with the assistance of Commission staff; 4) supporting periodic educational forums that provided economic development professionals, local officials, and businesses in the Region with information on important economic development issues; 5) providing financial support for the creation of BizStarts Milwaukee, Inc.; and 6) providing staff assistance to the Milwaukee 7 in the implementation of its regional economic development initiative. A Commission staff member chairs the Partnership effort.

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic developmentrelated data and information. This function also includes the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 2008, the Division prepared written responses from the Commission files to requests for economic development-related data and information. In addition, the Division responded to requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, Federal and State agencies, local development organizations, businesses, and individual citizens. The following are examples of Division activity in performing this function during 2008:

- Provision of Wisconsin Department of Workforce Development data identifying the number of industries and employees by industry type within communities in Southeastern Wisconsin. In addition, Wisconsin Department of Administration, U.S. Bureau of the Census, U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics, and Southeastern Wisconsin Regional Planning Commission demographic and socioeconomic data were provided upon request. These types of data were provided to various units and agencies of government, nonprofit organizations, and businesses in Southeastern Wisconsin.
- Provision of assistance to local community staff and representatives of businesses interested in locating or expanding in communities in Southeastern Wisconsin, utilizing information on State and Federal business loan and infrastructure development programs.

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

Economic development project planning involves conducting detailed economic development planning studies for local units of government, not-for-profit development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 2008, the following representative project planning services were provided:

- Economic profiles were maintained for 64 cities, villages, and towns within the Region, along with profiles for Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. These profiles are part of a series of economic profiles originally prepared in 1984 and updated periodically with the assistance of the Regional Economic Partnership. The profiles are available on the Commission website (www.sewrpc.org) and can be printed by individual users. The communities for which profiles were maintained in 2008 are shown on Map 27.
- Provision of assistance to the Burlington Area Chamber of Commerce in the data analysis for a wage survey of local businesses.

• Provision of assistance to Kenosha County in researching funding opportunities for a county-wide wireless public safety network.

FEDERAL AND STATE GRANT-IN-AID PROCUREMENT AND ADMINISTRATION OF GRANT-IN-AID AWARDS

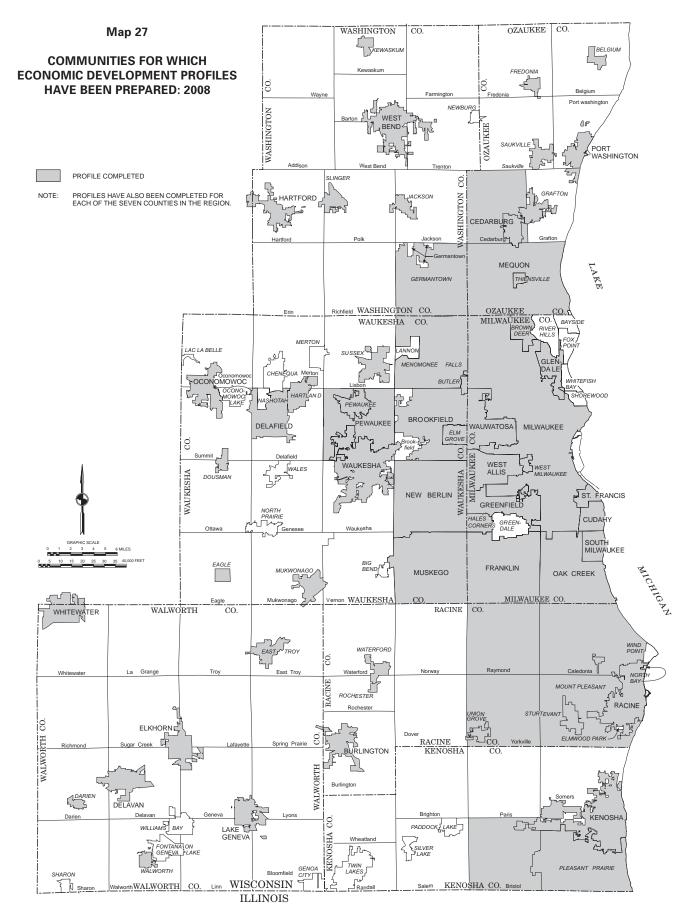
The Commission staff provides assistance to local units of government in the preparation of Federal and State grant-in-aid applications and, after issuance of a grant award, in the administration of the related programs.

The grant applications seek State or Federal funding to provide below-market-interest-rate loans to businesses or grants to local units of government in an effort to expand employment opportunities and to increase the community tax base, to provide for the rehabilitation of existing housing for low- and moderate-income persons, to improve deficient public facilities serving low- and moderate-income persons, and to assist communities in recovering from natural disasters.

Grant-in-Aid Procurement

In 2008, the Commission assisted local units of government in obtaining the following grant-in-aid awards:

- The Town of Wheatland received approval for a \$200,000 Wisconsin Department of Natural Resources (DNR) Municipal Flood Control Grant Program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- Kenosha County received approval for a \$1,243,287 Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.



Administration of Grant-in-Aid Awards

In addition to helping local communities apply for available Federal and State funds, the Commission will, upon request, contract with successful applicants for the administration of the grant awards. A number of activities are involved in managing these grant awards, including ensuring that the terms of each grant award or funding program are met. During 2008, the Commission provided contract services to administer the following grant awards:

- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County with the assistance of Commission staff. This grant award was used to assist Cedarburg Pharmaceuticals, LLC, with the purchase of new machinery and equipment for the firm's manufacturing facility in the Village of Grafton.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County with the assistance of Commission staff. This grant award was used to finance the purchase of dairy cows for Trinity Holsteins, LLC.
- A Wisconsin Department of Transportation (WisDOT) Transportation Economic Assistance (TEA) grant award totaling \$325,500 obtained by the Village of Mt. Pleasant with the assistance of Commission staff. This grant award is being used to construct a rail spur for the expansion of Big Buck Building Centers, Inc., in the Village.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award and supplement totaling \$677,337 obtained by Kenosha County in 2005 with the assistance of Commission staff, along with a \$52,967 supplement obtained in 2008. This grant award and supplement are being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.

- A Wisconsin Community Development Block Grant (CDBG) Emergency Assistance program grant award totaling \$300,000 obtained by Kenosha County in 2007 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Federal Emergency Management Agency-Flood Mitigation Assistance (FMA) grant award totaling \$135,330 obtained by Kenosha County in 2007 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of a residential structure that is located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Wisconsin Department of Natural Resources-Municipal Flood Control Grant Program award totaling \$200,000 obtained by the Town of Wheatland in 2008 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$1,243,287 obtained by Kenosha County in 2008 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.

REVOLVING LOAN FUND ADMINISTRATION

The Commission, upon request, also assists in the administration of local revolving loan fund programs. These loan programs are established through repayments on Wisconsin Community Development Block Grant (CDBG) awards and through the appropriation of local funds. A number of activities are

involved in the management of these programs, including ensuring that the terms of each grant award or funding program are met. The Commission provided technical assistance in the utilization and administration of revolving loan fund programs during 2008 as follows:

- Provision of assistance to the Village of East Troy in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of one loan totaling \$61,000 that was provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semiannual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to the Village of Menomonee Falls in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and the Village's economic development master fund program, and in completing the following activities: 1) provision of assistance in the servicing of 18 loans totaling \$2.34 million that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of four new loans totaling \$171,125; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Muskego in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of two loans totaling \$200,000 that were provided with the assistance of the Commission and 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$200,000.
- Provision of assistance to the City of Cedarburg in providing information to businesses interested in obtaining financing from the City's

Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of three loans totaling \$254,000 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.

- Provision of assistance to the City of Port Washington in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$548,400 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$40,000; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to Ozaukee County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$740,400 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$56,000; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to Washington County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of six loans totaling \$529,700 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.

• Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the County's Community Development Block Grant (CDBG) revolving loan fund program for housing rehabilitation, and providing information to local residents on available public housing programs. A Commission staff member serves as Executive Director of the Housing Authority and staffs the Housing Authority office in western Kenosha County. CDBG administration included the following activities: 1) provision of information to local residents seeking available housing assistance; 2) provision of assistance in the packaging and closing of seven new loans totaling \$61,925; and 3) the servicing of 163 loans totaling \$1.32 million.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in the conduct of local planning efforts, and assisting County and local governments in the preparation of multi-jurisdictional comprehensive plans. Such assistance promotes coordination between local and regional plans and plan implementation actions, resulting in good public administration as well as sound physical development within the Region. The Division also initiated work on a Regional Housing Plan in 2008. The Division continued to provide four basic types of services: educational, advisory, review, and project planning.

EDUCATIONAL SERVICES

Educational services are provided by Commission staff to County and local units of government, citizen groups, and local colleges and universities on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. Examples of educational efforts carried out in 2008 include the following:

- The following presentations were made regarding regional planning efforts:
 - Commission staff again worked with Repairers of the Breach homeless center staff and clients in the City of Milwaukee to conduct a Saturday morning "living room" session which allowed some 60 attendees to be updated, ask individual questions, and make comments regarding the Regional Water Supply Study, Milwaukee County Transit Development Plan, and the Kenosha-Racine-Milwaukee (KRM) Commuter Link project. In particular, attendees expressed interest and discussed dedicated funding for transit to help enable establishment of KRM commuter rail service following environmental impact review.

- A presentation on Commission planning activities was given to the Executive Management Team of the Kenosha County Job Center and Workforce Development Board. Notably, the Regional Water Supply Study was discussed, and an update was given on the anticipated Kenosha County Transit Development Plan.
- A presentation on the background of Regional Planning Commission activities was given to program managers serving the Racine County Workforce Development Center. Notably, the Regional Water Supply Study was discussed, as was the KRM Commuter Link project, and the expansion of a transit development plan for the City of Racine's Belle Urban System into a Racine County Public Transit Plan.
- A presentation was given to Hispanic Roundtable representatives in the City of Racine to provide an update and opportunity for questions and comments on several Commission planning activities. Topics included background on the Commission, the Regional Water Supply Study, the KRM Commuter Link project and need for dedicated funding, and the recently initiated Racine County Public Transit Plan.
- Background information on the Regional Water Supply Study was presented to staff coordinators for the 9 to 5 National Association of Working Women, Milwaukee Chapter. Assistance was requested and provided on water use trends in the Region, the range of impacts and potential effects that water conservation may have on consumption, and the conceptual water supply alternatives being investigated at the time.
- Presentation of background information and an early opportunity to comment were provided in separate meetings of the Milwaukee Housing Coalition and the

Waukesha Housing Coalition, held prior to the development of the Scope of Work which would guide preparation of the Regional Housing Plan. Interest group representatives were thereby able to learn of background considerations, ask questions, and contribute suggestions for items and issues felt important at the outset of this major new planning effort.

- Coordination continued with the CNI/Fondy North Business Association, for which an update related to water supply planning was given and representation in that organization's "No Child Left Behind" efforts was provided relative to the Association's efforts with Milwaukee Public Schools.
- Commission staff worked with the Chicago Metropolitan Agency for Planning as part of the Lake Michigan Watershed Academy to help plan and participate in an interstate conference for regional planning commissions and associated partners. Held in Hammond, Indiana, the conference theme was Regional Policy and Implementation to Address Lake Michigan Water Quality. Among presentations by Commission staff was Land Use, Surface and Groundwater Resources, Environmental Protection, and Sustainable Growth: Fitting Pieces Together.
- Commission co-sponsorship again occurred with the Milwaukee Metropolitan Sewerage District to help plan and conduct Clean Rivers, Clean Lakes V, the 5th annual such watershed planning conference held in Milwaukee. Commission presentations and session moderation contributed to this event drawing nearly 300 local officials, water resource group representatives, and interested citizens.
- An exhibit on Commission transportation planning recommendations and the KRM Commuter Link project was staffed at the Racine Partners Resource Fair, a half-day event conducted under leadership of the Wisconsin Department of Transportation. The Fair helped identify future job and contract opportunities, as well as the eco-

nomic development and urban revitalization potential, of transportation projects.

- A presentation on the KRM Commuter Link Project was made as part of a session on Upper Midwest Transportation at the 2008 Upper Midwest Planning Conference in Madison, sponsored by the Wisconsin Chapter of the American Planning Association.
- An exhibit on Commission land use and transportation system planning, including the KRM Commuter Link project, was staffed at the Racine County Fair in conjunction with an exhibit regarding the County's comprehensive plan, for which the Commission serves as the lead entity for plan preparation. The Fair provided a public out-reach opportunity to explain planning processes and answer questions for interested citizens.
- An exhibit on Commission planning activeties, including background and recommendations for land use, transportation, water quality, and water supply planning was placed and staffed at the Milwaukee County Fair, an event held in conjunction with the Milwaukee Fall Harvest Festival. The Fair provided a public outreach opportunity to explain planning processes, distribute materials, and answer questions for interested citizens.
- Presentations describing the purpose and findings to date of the regional water supply plan were made to a number of agencies, organizations, and conferences, including the Wisconsin Towns' Association Waukesha County Unit; the Waukesha Countv Cooperation Council: the Milwaukee Audubon Society 28th Annual Natural Landscapes Conference; the American Water Resources Association Wisconsin Section Meeting; the Wisconsin Groundwater Association; the Water-Wise in Waukesha County 2008; the SEWRPC Environmental Justice Task Force; the Kenosha County Job Center and Workforce Development Board Committee; the 9 to 5 Association of Working Women; the Racine

Workforce Development Center; the Riveredge Speaks Out Speaker Series; the Lake Michigan Watershed Academy Conference: the Southeast Area Land and Water Conservation Association: the Waukesha County Water Utilities and Community Planners; the USGS Quad State Regional Planning Directors Meeting; the Testing the Waters Teacher Enrichment Workshop; a Carroll University Environmental Sciences class; Milwaukee County Intergovernmental Coordinating Committee Meeting; Root-Pike Watershed Incentive Network Board Meeting: the Waukesha County Cooperation Council; a Wisconsin Department of Natural Resources (DNR) staff meeting; the Racine Comprehensive Plan County Multi-Jurisdictional Advisory Committee; the Walworth County Intergovernmental Cooperation Council; and the Kenosha County Multi-Jurisdictional Comprehensive Plan Advisory Committee.

- A number of presentations regarding the regional water quality management plan were given, focusing on plan recommendations and future actions needed to implement the plan. Presentations were made at a workshop sponsored by the Southeastern Wisconsin Watersheds Trust; a program sponsored by The Friends of Milwaukee's Rivers; the Clean Waters/Clean Lakes Watershed Planning Conference; the Lake Michigan Watershed Academy Conference; and at a workshop sponsored by the Milwaukee Metropolitan Sewerage District, DNR, and U.S. Environmental Protection Agency.
- Presentations about recent and on-going regional water quality and water supply planning initiatives in Southeastern Wisconsin were made at a Marquette University Department of Civil and Environmental Engineering seminar.
- Presentations on watershed-based planning programs in the Region were given at the Clean Waters/Clean Lakes Watershed Planning Conference and at the China-U.S. Water Symposium organized by Marquette University.

- Presentations on rainfall studies, as they relate to floodplain and stormwater management in the Region, were made to the Metropolitan Milwaukee Association of Public Works Directors and at a seminar for local officials sponsored by a local engineering firm. An update on the status of floodplain mapping in Milwaukee County was given at a workshop hosted by DNR for communities in the County.
- A plan commission training session was conducted for local governments throughout the Region in cooperation with the UW-Extension Center for Land Use Education and the Metropolitan Builders Association, among other entities. Held in Racine County, the training drew some 90 participants. Commission staff coordinated and moderated the event, as well as presenting on the status of comprehensive planning in the Region.
- A presentation was made at the Wisconsin Counties Association annual conference on "Creative Ways of Using Your Regional Planning Commission: Innovative Problem Solving."
- SEWRPC staff continued to provide support to lake-oriented communities in the implementation of lake and stream management plans prepared by the Regional Planning Commission prior to 2008. Assistance was provided to the Delavan Lake Sanitary District, City of Oconomowoc and Fowler Lake Management District, Lac La Belle Management District, Middle Genesee Lake Management District, Silver Lake (Waukesha County) Management District, and the Waterford Waterway Management District.
- SEWRPC staff provided informational and technical assistance programs to lakeoriented communities, including information on forming public inland lake protection and rehabilitation districts to groups at Lake Como and Lower Nemahbin Lake, assistance with grant-writing to the Lake Beulah Management District, and advising the Silver Lake (Waukesha County) Management District, and the

Towns of Salem, Sugar Creek, and Summit on lake and lake district governance issues, the latter in response to high water conditions related to the exceptionally high snowfall and rainfall events experienced during late winter and early summer of 2008. SEWRPC staff provided information and recommendations on riparian development concerns in the Village of North Prairie and Town of Eagle.

- SEWRPC staff continued to serve on the Southeastern Wisconsin Fox River Commission. Commission staff also supported the informational and educational efforts of the Fox River Partnership, Pewaukee River Partnership, Mukwonago River Partnership, and Friends of the Mukwonago River within the Region. SEWRPC staff continue to support the activities of The Nature Conservancy's Mukwonago Fisheries Committee.
- SEWRPC staff supported the conduct of the Wisconsin Lakes Convention, co-presenting a workshop on public inland lake protection and rehabilitation district governance and operations at the 2008 Convention held in Green Bay and assisting the local organizing committee with the formulation of the Convention program. In a similar vein, SEWRPC staff supported the conduct of the 2008 Southern Wisconsin Lakes Workshop held in Milwaukee.
- SEWRPC staff made a number of public presentations on lake and stream management and planning issues, including a presentation introducing the Commission's stream planning programs at the 2008 Clean Waters/CleanLakes conference; an overview of stream restoration projects in Southeast Wisconsin at the China-U.S. Water Symposium, organized by Marquette University; a presentation on the "Assessment, Design, and Post Construction Fisheries Monitoring for Karcher Creek, WisDOT STH 83 Roadway Improvement Project, Kenosha County, WI" to the River and Streams Committee of the North Central Division of the American Fisheries Society; and a presentation on water-related issues to the Waukesha Sunrise Rotary Club.

- A number of guest lectures on the Commission' stream and watershed planning programs to classes at Carroll University, the University of Wisconsin-Milwaukee, Marquette University, and the Wisconsin Lutheran College were made by SEWRPC staff.
- Made a presentation on the Commission's watershed-based planning programs to the "Linking Watersheds" conference, presented by the Chicago Metropolitan Area Planning Authority (CMAP).
- SEWRPC staff served as an external reviewer for the U.S. Environmental Protection Agency (USEPA) panel on global change, and assisted in presenting a USEPA short course on watershed management for local government staff in Texas.
- Continued Commission participation occurred in the interagency consortium known as "Testing the Waters," which has trained scores of teachers and thousands of high school students over the years, most from within the watersheds tributary to the Milwaukee Harbor Estuary. In 2008, staff again worked with the Washington County Land Conservation Department to plan and conduct two watershed bus tours for students and their teachers to view land use changes, water quality problems, and solutions, particularly in the rural landscape. In addition, a presentation on the Regional Water Supply Plan and relationships to the Great Lakes Compact was provided in a related teacher training session.
- Educational sessions were conducted for four groups of Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organisms and instruct about the impact of land use and roadways on the aquatic environment. This annual event has taught over 2,000 youth and their leaders over the years.
- Made a presentation on wetland changes in Southeastern Wisconsin at the Wisconsin Wetland Association's annual conference, held in Oconomowoc.

- Made a presentation on the new Wisconsin Wetland Inventory maps for Southeastern Wisconsin at a workshop sponsored by the Wisconsin Chapter of the American Planning Association.
- Made a presentation on environmental corridors for an engineering class at Marquette University.
- Led a field trip to view winter wetlands in the Scuppernong River Habitat Area for the Wisconsin Wetlands Association.
- Led a field trip to the Vernon Marsh for a Carroll University Environmental Chemistry class.
- Made two presentations to a real estate records class at Waukesha County Technical College; the first on the regional plans prepared by the Commission and the second on automated land information systems.
- A presentation on land use development regulations was given at a workshop hosted by the Metropolitan Builders Association.
- SEWRPC staff participated in, and provided assistance to, the following professional organizations:
 - Dr. Thomas M. Slawski of the Commission staff served as Past President of the Wisconsin Chapter of the American Fisheries Society and Newsletter Editor for the North Central Division of the American Fisheries Society in 2008.
 - Commission staff continued to serve as Coordinator for the Southeast Area Land and Water Conservation Association, comprised of county land conservation committee and department staff representatives. In that capacity, relevant Commission activities were updated and discussed as appropriate, notably on the Regional Water Supply Plan. In addition, a Southeast Area conservation poster contest was administered on behalf of four of the Association's counties – Ozaukee, Racine,

Walworth, and Washington – en route to winner competition at the State and National levels.

- Moderating assistance and introductory remarks were provided during a session of the Wisconsin Land and Water Conservation Association's Annual Conference, regarding municipal actions toward improved water quality. Coordination also occurred on Southeast Area review of proposed State resolutions. Attendees were principally county land conservation committee members and corresponding land conservation department staff.
- An award presentation was made at the Annual Conference of the Wisconsin Association of Floodplain, Stormwater, and Coastal Management, following Commission staff participation on the Association Board as Awards Committee Chair.
- Program area leadership via service in a Liaison position was provided to UW-Extension community resource development educators working in the Quad Counties of southeastern Wisconsin and a portion of UW-Extension's Eastern District. Future needs related to plan commission training were emphasized, and updates were provided on Commission planning programs.
- In cooperation with the Waukesha County University of Wisconsin-Extension, background was provided to the City of Waukesha Downtown Business Improvement District relative to strategic planning. The participating local elected officials and business leaders were then assisted through several stages of the strategic planning process preparatory to their completing an action plan for the District.
- SEWRPC staff served as judges of the 2008 First Lego® League regional and state competitions, which had the theme of response to climate. The competition involved middle school youth from throughout Wisconsin.

ADVISORY SERVICES

Advisory services consist of providing basic planning and engineering data available in the Commission's files to local units of government and private interests, and the provision of technical planning and engineering assistance to communities and government agencies on request. Representative advisory services performed during 2008 included the following:

- Prepared and provided revised maps and data to the Village of Hartland to help establish a Tax Incremental Finance District for the Village Center area.
- Provided information regarding statutory provisions and recent court decisions on extraterritorial plat review to the Town of Polk.
- Provided sample zoning regulations for wood burning energy systems, bed and breakfast establishments, and motels, and information regarding sign regulations and regulation of nonconforming uses to the Town of Polk.
- Provided information regarding the regulation of modular homes to the Village of Kewaskum.
- Provided recommendations regarding the regulation of riparian areas along the Milwaukee River to the Village of River Hills.
- Provided sample floodplain, shoreland, and shoreland-wetland related regulations from the Village of Kewaskum Zoning Ordinance to the Wisconsin Department of Natural Resources.
- Provided information on bluff and ravine setback requirements and sample regulations to limit vegetation clearing on bluffs and ravines to a citizen committee formed by the Whitefish Bay Village Board.
- Provided digital text, tables, maps, and figures of the 2020 master plan documents for the Villages of Hartland and Wales to the consultants that will be preparing 2035 comprehensive plans for the communities.
- Provided a set of orthophotographs showing environmental corridors and isolated natural resources for the survey townships of Bloomfield, Linn, and Randall to a park and open space planning group for use in long-range park and open space planning and implementation.

- Provided tabular data to the Village of Waterford related to the size of civil divisions in Racine County for the Village's use in ongoing planning efforts.
- Provided information on park standards to Waukesha County Park and Planning for use in ongoing County park planning.
- Provided information and review comments relating to specific uses that are consistent with primary environmental corridors to the City of Hartford for the City's use in detailed site reviews.
- Provided comments to the Town of Hartford regarding recommended review standards for a proposed land division that was partially located within a primary environmental corridor.
- Reviewed floodplain zoning regulations in the City of Milwaukee and City of Franklin zoning ordinances and provided comments and recommended changes needed to comply with the Department of Natural Resource's model floodplain ordinance.
- Provided tabular data to the Town of Bristol relating to existing and planned land uses for use in the Town's incorporation petition to the Wisconsin Department of Administration.
- Provided sample text and maps pertaining to water trails to the Milwaukee Riverkeeper.
- Provided GIS files for wetlands and environmental corridors for the West Bend area to a consultant working on an environmental impact statement for West Bend Municipal Airport.

REVIEW SERVICES

Review services are intended to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation.

At the request of local units of government, the Commission reviews and comments on locally prepared community comprehensive and neighborhood unit development plans and cooperative and boundary agreements for conformity with the regional plan. During 2008, the Commission staff reviewed and provided comments on drafts of eight chapters of the Town of Salem Coordinated Land Use Plan: 2035; draft comprehensive plans for the Town of Mukwonago and City of Greenfield; and park and open space plans for the Town of Grafton and the Village of Caledonia.

The Commission staff routinely reviews proposed subdivision plats and certified survey maps (CSM's) for Kenosha, Racine, and Walworth Counties, as well as a number of cities and villages in the Region. In 2008, 25 preliminary subdivision plats and seven CSM's were reviewed and comments were provided to the County or local government concerned. Plats submitted to the Commission are reviewed against all regional plan elements.

PROJECT PLANNING SERVICES

Project planning services generally involve the conduct for member units of government of detailed planning studies resulting in the preparation of Regional, County, and local plans or plan implementation ordinances. During 2008, the Commission's project planning efforts included the following:

Regional Housing Plan

The Commission staff initiated work on a regional housing plan in 2008. The planning effort is expected to be completed in 2011. Work during 2008 focused on preparing a preliminary scope of work for review by the Regional Planning Commission and the Environmental Justice Task Force. The preliminary scope of work will be reviewed at a number of public meetings to be held in 2009. The Commission established a Regional Housing Plan Advisory Committee to oversee preparation of the plan in October 2008. Committee members were appointed from a group of nominees identified through various avenues, including nominations from the Environmental Justice Task Force. The Advisory Committee will begin meeting in 2009.

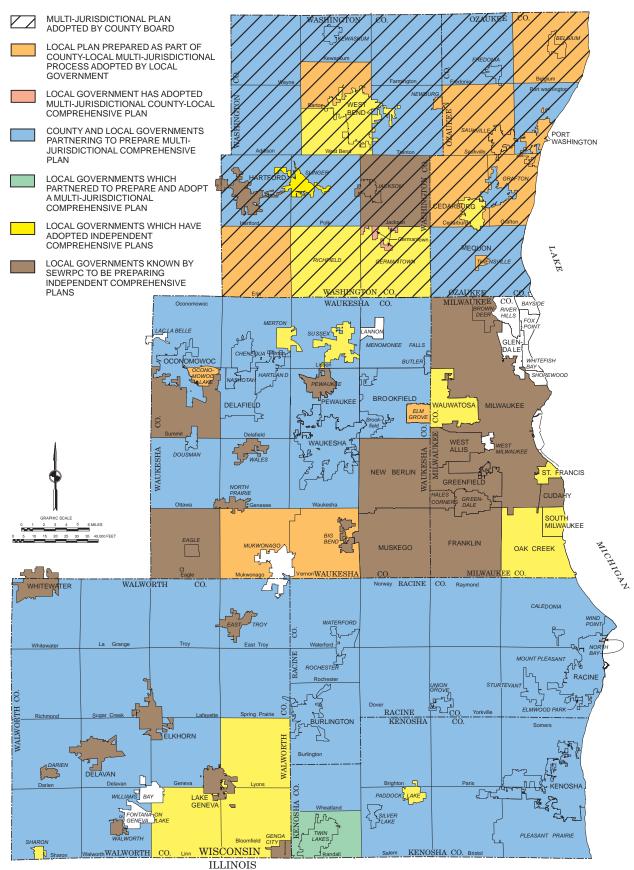
Comprehensive and Master Plans

Commission staff work on comprehensive and master plans is focused on assisting six counties and 88 partnering cities, towns, and villages to prepare multijurisdictional county-local comprehensive plans to meet the requirements of the Wisconsin comprehensive planning law. Map 28 shows the status of comprehensive planning in the Region at the end of 2008. Comprehensive planning activity in 2008 included the following:

- Commission staff continued work on a Kenosha County multi-jurisdictional comprehensive plan. The participating local governments are the City of Kenosha, the Villages of Pleasant Prairie and Silver Lake, and the Towns of Brighton, Bristol, Paris, Salem, Somers, and Wheatland. The Multi-Jurisdictional Advisory Committee (MJAC), consisting of representatives from the County and participating local governments and stakeholder group representatives, was established to oversee the planning process. Work on the plan during 2008 included:
 - Commission staff completed drafts of the following chapters for review by the MJAC and participating units of government: Chapter VIII, "Agricultural, Natural, and Cultural Resources Element," Chapter X, "Housing Element," Chapter XI, "Transportation Element," and Chapter XII, Utilities and Community Facilities Element." All of the element chapters have been approved by the MJAC.
 - SEWRPC staff met with the four participating local governments that have not adopted land use plan maps to develop such plans for inclusion in the multi-jurisdictional plan. SEWRPC also continued to work with local governments to review alternative population and employment projections and choose population and employment projections for 2035. SEWRPC staff also worked with local communities to update the Commission's year 2000 land use inventory to 2007.
 - Chapter XIII, the "Economic Development Element," was updated.
 - Work was initiated on Chapter IX, "Land Use Element," and Chapter XIV, Intergovernmental Cooperation Element." These two elements, and the two remaining elements of the plan, Chapter VII, the "Issues and Opportunities Element," and Chapter XV, the "Implementation Element," are expected to be completed in 2009.
 - In preparation for the land use and implementation elements, staff prepared a "white paper" on the relationship between zoning and the comprehensive plan for

Map 28

COMPREHENSIVE PLAN STATUS IN SOUTHEASTERN WISCONSIN: DECEMBER 2008



NOTE: THIS MAP REFLECTS COMMUNITIES THAT HAVE ADOPTED OR ARE PREPARING COMPREHENSIVE PLANS UNDER SECTION 66.1001 OF THE WISCONSIN STATUTES.

MJAC review. The paper was revised to incorporate MJAC comments, and will be included in the Implementation Element. The paper is available on the SEWRPC website.

 Commission staff continued to work with Ozaukee County staff to prepare an Ozaukee County multi-jurisdictional comprehensive plan and comprehensive plans for the 14 cities, villages, and towns partnering with the County. The partnering local governments are the Cities of Mequon and Port Washington; Villages of Belgium, Fredonia, Grafton, Newburg, Saukville, and Thiensville; and Towns of Belgium, Fredonia, Cedarburg, Grafton, Port Washington, and Saukville.

SEWRPC, in cooperation with County staff, completed a final draft multi-jurisdictional plan in early 2008. All chapters of the Multi-Jurisdictional Comprehensive Plan for Ozaukee County were approved by the Citizen Advisory Committee and the Comprehensive Planning Board in early 2008. The Ozaukee County Board of Supervisors adopted the plan by ordinance on April 2, 2008.

During the remainder of 2008, SEWRPC continued to work with County staff and local governments to finalize a number of local comprehensive plans under the multijurisdictional effort. In addition to attending local plan commission meetings and public hearings with County staff, SEWRPC efforts included working with local governments to prepare and refine land use plan maps for inclusion in local plans. SEWRPC staff also provided mapping and other data for the local plans to County staff, which had the lead in preparing local plans for the participating local governments.

• The Multi-Jurisdictional Comprehensive Plan for Washington County was completed in early 2008 and was adopted by the Washington County Board of Supervisors by ordinance on April 15, 2008. SEWRPC staff began work on incorporating changes made during the review and approval process to produce a final plan report. There are 11 local governments participating in the multi-jurisdictional planning process. The participating local governments are the Towns of Addison, Barton, Erin, Farmington, Germantown, Hartford, Kewaskum, Polk, Trenton, and Wayne, and the Village of Kewaskum.

The multi-jurisdictional plan was adopted by the Germantown Town Board as the Town comprehensive plan on May 14, 2008. The Town of Barton adopted a comprehensive plan prepared by SEWRPC as part of the multi-jurisdictional planning process on April 15, 2008. The report documenting the Town of Barton plan was published and distributed during 2008. The Town of Erin adopted a comprehensive plan prepared by SEWRPC as part of the multi-jurisdictional planning process on June 16, 2008. SEWRPC is working with the Town to complete maps needed for the final report.

Complete drafts of comprehensive plans were completed and were provided to the Towns of Addison, Farmington, Hartford, Polk, Trenton, and Wayne. The Towns of Hartford and Wayne completed review of their draft plans and held public open houses in December 2008. The Towns of Addison, Farmington, and Trenton also completed review of their draft plans and have scheduled public open houses in early 2009. It is anticipated that the Town of Polk will complete review of its plan and schedule an open house in 2009. Draft plans for the two remaining communities, the Town of Kewaskum and the Village of Kewaskum, will be completed and provided to each community for review in early 2009.

Commission staff continued work on the preparation of a multi-jurisdictional comprehensive plan for Walworth County. The participating local units of government are the Towns of Darien, Delavan, East Troy, Geneva, LaFayette, LaGrange, Richmond, Sharon, Spring Prairie, Sugar Creek, Troy, Walworth, and Whitewater. The work is being carried out under the guidance of the Walworth County Smart Growth Technical Advisory Committee, consisting of representatives of each participating town and representatives of the County Zoning Committee and County Land Conservation Committee. Progress on the comprehensive planning program during 2008 included the following:

- SEWRPC staff prepared drafts of Chapter XI, "Housing Element," Chapter XII, "Transportation Element," and Chapter XIII, "Utilities and Community Facilities Element." Chapters XI and XII were approved by the Advisory Committee in 2008. Chapter XIII will be reviewed in early 2009.
- Staff met with participating local governments and completed preliminary land use plan maps for 11 of the 13 participating towns, and also held meetings with town plan commissions and town boards to review the preliminary plan maps.
- The staff continued to work with the Advisory Committee on the agricultural land preservation policies of the comprehensive plan.
- The staff worked with the Committee in developing policies regarding potential future revisions of the comprehensive plan.
- Commission staff continued work on the preparation of a multi-jurisdictional comprehensive plan for Racine County. All local units of government in Racine County are participating in the planning process. The work is being carried out under the guidance of the Racine County Multi-Jurisdictional Advisory Committee (MJAC), consisting of one representative of each participating local government and a representative of the Racine County Board Land Use and Economic Development Committee. Progress on the comprehensive planning program during 2008 included the following:
 - The Commission staff prepared preliminary drafts of Chapter VIII, "Issues and Opportunities Element," Chapter X, "Agricultural, Natural, and Cultural Resources Element," Chapter XI, "Housing Element," Chapter XII, "Transportation Element," and Chapter XIV, "Economic Development Element." The chapters were reviewed and approved by the MJAC. Work was initiated on Chapter IX, "Land Use Element," and Chapter XIII, "Utilities and Community Facilities Element."

- SEWRPC staff conducted meetings with each participating community to review and update local land use plan maps, identify local planning goals and objectives, and identify community-level projections of population, households, and employment for the year 2035.
- The Commission staff initiated work with the City of Racine to prepare a comprehensive plan for the City as part of the multi-jurisdictional effort. Commission staff met with the City staff and Plan Commission to review the process and plan content.
- The Commission staff continued to serve on the Waukesha County Comprehensive Development Plan Advisory Committee. Commission staff also serves on the Agricultural, Natural, and Cultural Resources and the Land Use and Transportation subcommittees and serves as staff for all subcommittees. Twenty-four of the 37 cities, towns, and villages in the County are participating in a multi-jurisdictional planning process; and four additional communities served on the plan advisory committee. The process is being led by County staff. The role of the Commission is to provide data from the Commission's data base as needed, to review draft plan materials, and to provide other assistance as needed. During 2008, Commission staff reviewed and continued to provide extensive comments on drafts and revised drafts of Chapter 5, "Housing Element," Chapter 7, "Land Use Element," and Chapter 9, "Implementation and Intergovernmental Cooperation Element;" and also provided housing and land use data from Commission files to assist County staff in preparing the housing and land use elements. Commission staff also provided drafts of Chapter XIII, "Intergovernmental Element." Cooperation Chapter XIV. "Implementation Element," Chapter XV, "Summary," and attendant appendices from the Ozaukee County comprehensive plan report to assist Waukesha County staff in drafting similar plan element chapters for the Waukesha County comprehensive plan.

City, Town, and Village Park and Open Space Plans

• SEWRPC staff completed a draft park and open space plan for the City of West Bend in 2005. SEWRPC staff worked with City staff during 2007 to incorporate City comments into the plan and to prepare the plan for committee and public review. The updated plan was approved by the City of West Bend Recreation and Park Commission, Plan Commission, and Common Council in early 2008. The final report and a summary of the plan were published and distributed in the summer of 2008.

Zoning and Land Division Ordinances and Maps

• Prepared updated zoning maps for the Town of Barton, Town of Kewaskum, Town of Trenton, and Town of Wayne. Work continued on updating zoning maps for the Town of Erin and Town of Hartford.

- Continued to assist the Village of Hartland in a comprehensive update to the Village zoning ordinance and zoning map.
- Completed work on a draft Village of Wales zoning code. A public hearing and possible adoption of the code were scheduled for early 2009.

Other Project Planning Efforts

• The City of Waukesha created an Ad Hoc Housing Mix Committee in 2008 to analyze the City's current mix of single-family, two-family, and multi-family housing units and to develop housing mix recommendation to guide future residential development. SEWRPC staff served on the Committee. The SEWRPC staff representative preformed extensive data collection and analysis for the Committee. A formal housing mix recommendation from the Committee to the City of Waukesha Plan Commission and Common Council is expected in early 2009.

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

The Commission's Cartographic and Graphic Arts Division provides basic services to other Commission divisions in a number of functional areas. The Division is responsible for creating and maintaining current a series of regional planning base maps that are used not only by the Commission, but are extensively used also by other units of government and by private interests. In addition, the Division is responsible for securing aerial photography of the Region at five-year intervals selected to coincide with U.S. Bureau of the Census decennial census years and related intercensal periods. The Division also provides in-house document reproduction services, as well as those reproduction services needed to provide copies of aerial photos, soil maps, and base maps for use by other units of government and by private interests.

The Division also serves as a regional coordinating center for the conduct of large-scale topographic mapping efforts and the collation of horizontal and vertical survey control data. This function includes the preparation, upon request, of contracts and specifications for large-scale mapping and control survey efforts by county and local units of government. Another Division function, begun in 1984 and attendant to the Commission Executive Director's service as the Milwaukee County Surveyor, is the indexing and filing of records of all land surveys completed in Milwaukee County.

Finally, a major Division function involves final report production, including editing, type composition, proofreading, illustration preparation, offset printing, and binding.

BASE MAPPING

During 2008, work continued on the updating of the Commission's one-inch-equals-2,000-feet-scale county planning base maps, using Commission orthophotography and Wisconsin Department of Transportation state aid mileage summary maps. In 2008, this effort included updating of planimetric features and changing civil division corporate limit lines to reflect recent annexations and incorporations.

SURVEY CONTROL AND TOPOGRAPHIC AND CADASTRAL MAPPING

The Commission encourages county and local units of government in the Region to prepare one-inch-equals-100-feet-scale and one-inch-equals-200-feet-scale, two-foot-contour-interval topographic maps based on a Commission-recommended monumented control survey network, relating the U.S. Public Land Survey System to the State Plane Coordinate System. The Division assists counties and local communities in the preparation of contracts and specifications for these programs. All the horizontal and vertical control survey data obtained as part of these mapping efforts are compiled by the Division. The Commission thus serves as a center for the collection, collation, and coordination of control survey data throughout the Region.

As shown on Map 29 and in Table 21, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2008 had been relocated, monumented, and coordinated, representing 100 percent of all such corners in the Region. Map 30 shows those areas of the Region for which, as of the end of 2008, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 21, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region. Map 31 identifies those portions of the Region where digital terrain models are available. Such models are capable of supporting the creation of two foot interval contour lines and such engineering applications as development of stream channel cross sections for use in floodplain delineation.

Samples of products obtained under the monumentation, control survey, and large-scale topographic mapping programs are shown in Figures 31 and 32 and on Map 33. Map 32 shows those areas of the Region for which, as of the end of 2008, large-scale cadastral (parcel) maps had been prepared to Commission-recommended

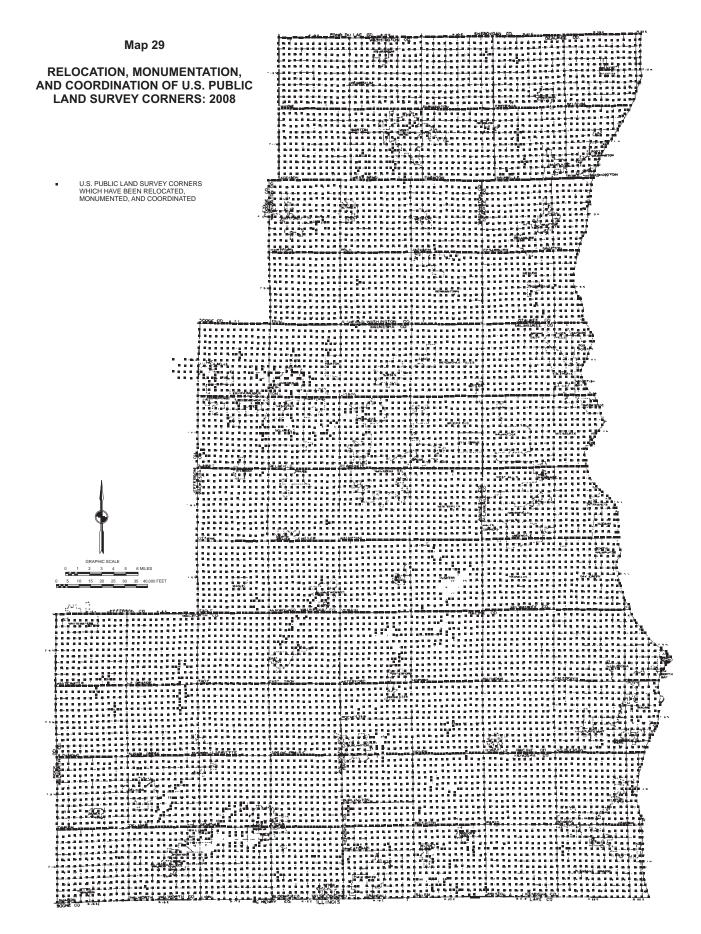


Table 21

RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2008

County		Number of U.S. Public Land Survey Corners Which Have Been Relocated, Monumented, and Coordinated									
	Estimated Total Corners ^a	Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local ^b	Multi- Agency	Total	Percent		
Kenosha	1,203	58	168	914		63		1,203	100.00		
Milwaukee	1,065	72	184	132	159	492	26	1,065	100.00		
Ozaukee	1,064	143	179	629	3	110		1,064	100.00		
Racine	1,478		172	1,306				1,478	100.00		
Walworth	2,503	315		2,056		121	11	2,503	100.00		
Washington	1,905	150	164	1,112		428	51	1,905	100.00		
Waukesha	2,535	78	463	1,398		596		2,535	100.00		
Region	11,753	816	1,330	7,547	162	1,810	88	11,753 ^C	100.00		

^aThe estimated number of corners for each county was determined by assigning standard and closing corners to the respective county concerned and by alternately assigning common corners to the two or more counties concerned.

^bIncludes 22 cities, 21 villages, and four towns.

^CBecause of the need to set witness corners, these 11,753 U.S. Public Land Survey corners, including the centers of the sections, are marked by 11,985 monuments.

		Area (square miles) of Large-Scale Topographic Mapping Completed								
County	Total Area (square miles)	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local ^a	Multi- Agency	Total	Percent		
Kenosha	278	27.75	236.25		14.00		278.00	100.00		
Milwaukee	242	11.00	102.00	49.50	77.00	2.50	242.00	100.00		
Ozaukee	234	24.25	192.25		17.50		234.00	100.00		
Racine	340	25.50	314.50				340.00	100.00		
Walworth	578		550.50		27.50		578.00	100.00		
Washington	436	22.75	60.75		89.75	9.00	182.25	41.80		
Waukesha	581	78.75	307.00		145.25		531.00	91.39		
Region	2,689	190.00	1,763.25	49.50	371.00	11.50	2,385.25	88.70		

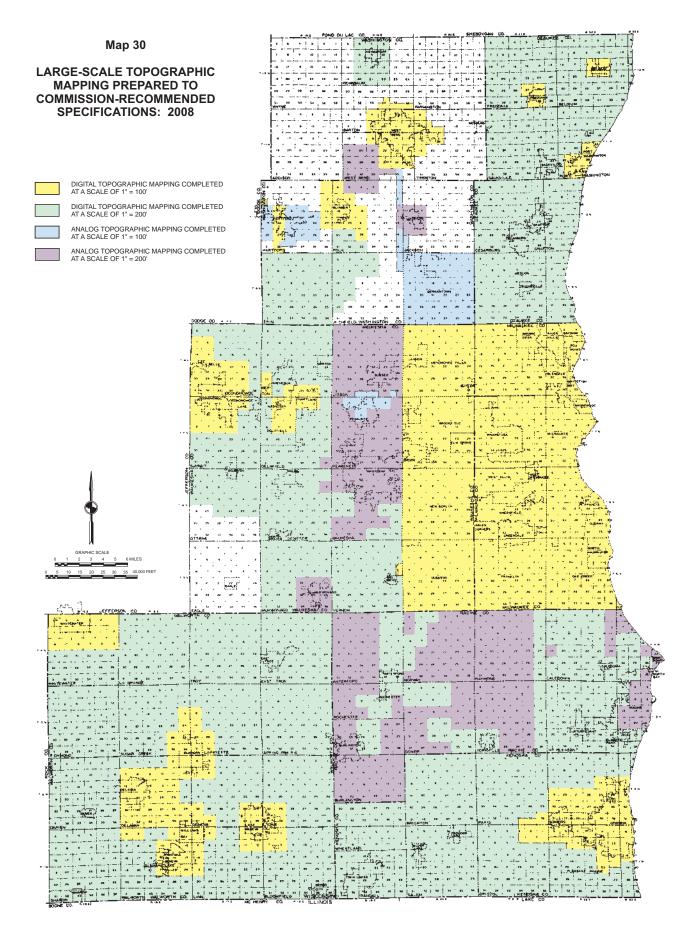
NOTE: Includes only those areas of the Region for which large-scale topographic maps have been prepared and throughout which U.S. Public Land Survey corners have been relocated, monumented, and coordinated utilizing SEWRPC-recommended procedures. Area shown indicates original large-scale topographic mapping programs. Of the 190.00 square miles originally mapped under SEWRPC programs, 141.50 square miles have been updated by other agencies. Of the 1,491.75 square miles originally mapped under county programs, 47.00 square miles have been updated by other agencies. Of the 370.50 square miles originally mapped under local programs, 251.50 square miles have been updated by other agencies.

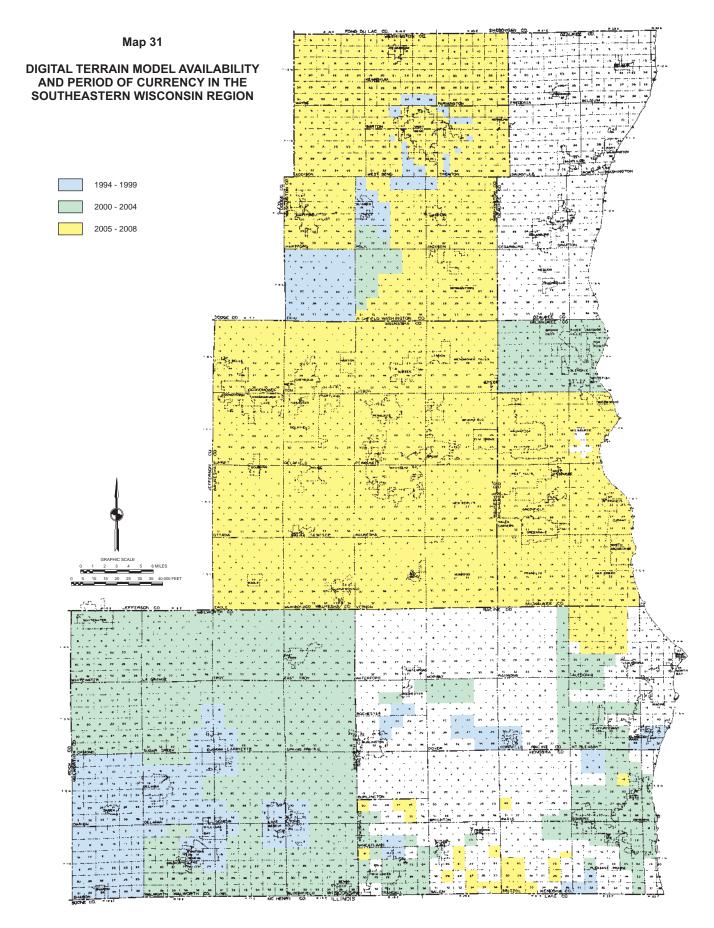
^aIncludes 22 cities, 21 villages, and four towns.

standards, either by Commission staff or by private contractors working under programs administered by the Commission. These areas total approximately 2,041 square miles, or about 76 percent of the total area of the Region. A sample of a portion of a completed cadastral map is shown on Map 34.

DATUM TRANSFORMATION

The Commission-recommended horizontal control survey network within the Region is referenced to the North American Datum of 1927 (NAD 27), a datum based upon the Clarke Spheroid of 1866, a spheroid which fits the North American Continent and the Southeastern Wisconsin Region well. The Commission-recommended vertical control survey network within the Region is referenced to the National Geodetic Vertical Datum of 1929 (NGVD 29), a datum formerly known as the Sea Level Datum of 1929. In 1973 the Federal Government undertook a readjustment of the national horizontal control survey network, and adopted a new horizontal datum known as the North American Datum of 1983 (NAD 83), utilizing a new reference spheroid known as the Geographic Reference System of 1980. In 1977, the Federal government undertook a readjustment of the





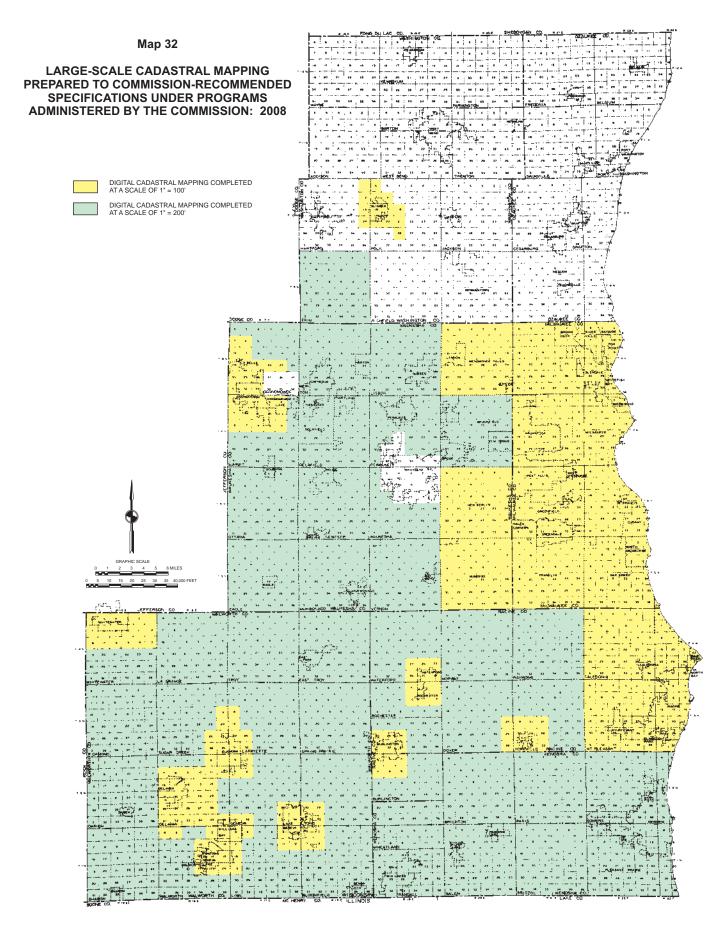


Figure 31

RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

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national vertical control survey network and adopted a new vertical datum, known as the North American Vertical Datum of 1988 (NAVD 88). The use of these new datums within the Region does not provide any significant advantages over the continued use of the Commission-recommended datums. Since no benefits can be shown to occur from the use of the new datums and since a change in datums would incur very high costs, the Commission has determined to continue to recommend utilization of the older datums as a basis for surveying and mapping operations within the Region.

In order to facilitate the use of the new datums within the Region by such agencies as may determine to do so, the Commission, in July 1993 and October 1994, entered into agreements with Mr. Earl F. Burkholder,

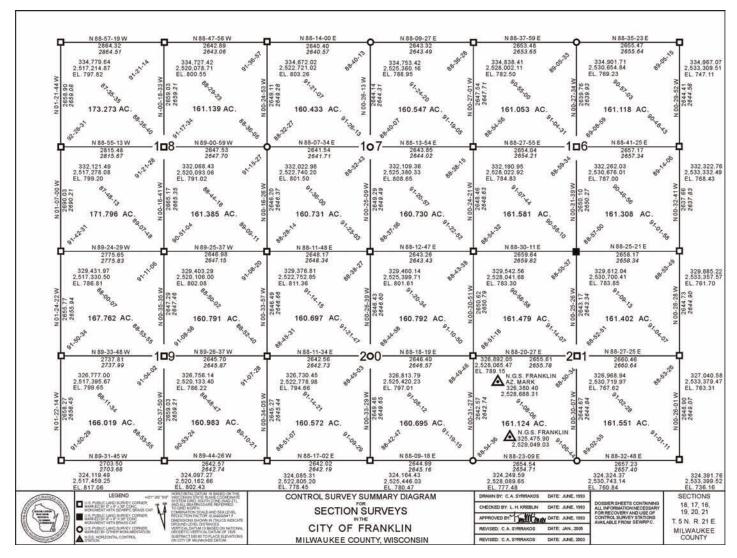
PS, PE, a consulting geodetic engineer for development of operational computation systems that would permit the ready and reliable bidirectional transformation of coordinates between the two horizontal and two vertical datums concerned. The computational systems were documented in SEWRPC Technical Report No. 34, A Mathematical *Relationship* between NAD27 and NAD83(91) State Plane Coordinates in Southeastern Wisconsin. December 1994; and SEWRPC Technical Report No. 35, Vertical Datum Differences in Southeastern Wisconsin, December 1995. Time has proven the computational systems documented in these reports to be sound and useful for their intended purposes.

Further changes in surveying technology since 1993 caused the Commission in 2008 to undertake a further review and evaluation of the Commissionrecommended control survey program and the Commission role in that program. These changes have included, among others, the adjustment of the once "new" Federal datums to create NAD 83 (2007) and NGVD 88 (2007); the use of global positioning system (GPS) technology for both horizontal and vertical positioning; and the provision of a continuously operating reference station (CORS) network within the Region by the Wisconsin Department of Transportation to facilitate the use of GPS

technology. These changes, and particularly the ability of GPS technology to accurately locate coordinate positions, led the Commission to create a Technical Advisory Committee of knowledgeable users of the recommended regional control survey system and asked that the Committee: 1) critically review and evaluate the continued utility of the Commission-recommended control survey system network; 2) recommend any needed changes in the network and the means for its perpetuation and use; and 3) recommend the Commission role, if any, in such perpetuation. Membership of that Committee is set forth in Appendix B of this report.

The findings and recommendations of the Technical Advisory Committee are set forth in SEWRPC

Figure 32



TYPICAL CONTROL SURVEY SUMMARY DIAGRAM

Technical Report No. 45, *Technical Review and Reevaluation of the Regional Control Survey Program in Southeastern Wisconsin*, March 2008. These findings and recommendations are as follows:

- 1. The Commission, its constituent counties and municipalities, and such special purpose governmental agencies as the Milwaukee Metropolitan Sewerage District should continue to utilize NAD 27 and NGVD 29 as a basis for horizontal and vertical survey operations within the Region, including land and public works related survey operations.
- 2. The Commission, in cooperation with its constituents counties, should continue to maintain the network of monuments that perpetuate the U.S. Public Land Survey System and the attendant horizontal and vertical control survey networks within the Region; and
- 3. The Commission should undertake the development of new equations for the bidirectional transformation of State Plane Coordinates between NAD 27 and NAD 83 (2007), and orthometric elevations between NGVD 29 and NAVD 88 (2007).

In accordance with these recommendations, the Commission in May 2008 entered into a contract with the consulting geodetic engineer for developing the desired new bidirectional transformation equations. The development of the equations was to be conducted in two phases as recommended in the SEWRPC Technical Report No. 45. Phase I was to consist of the development, test, and validation of a conceptual approach to the work, and was to include an application of the conceptual approach to a small sub-area of the Region. The Phase I work was also to identify any additional geodetic survey measurements that might be required in support of the development work. Phase I was completed in 2008. In addition to describing a proposed conceptual approach to the development of the desired bidirectional transformation equations, Phase I recommended the conduct of certain additional geodetic field surveys within the Region to accurately correlate the old and new datums; to provide validation of the accuracy of the transformed values; and to demonstrate the practicality of the use of GPS technology with both the old and new datums and the CORS network established within the Region by the Wisconsin Department of Transportation (WisDOT).

Phase II of the work is to consist of the actual development of the desired bidirectional transformation equations; the conduct of the recommended additional geodetic survey work within the Region; and the demonstration of the practicality of utilizing GPS technology with the CORS network newly established within the Region by WisDOT. Phase II of the work is to be completed in calendar year 2009, and the findings and recommendations reported in a Commission technical report.

COUNTY SURVEYING ACTIVITIES

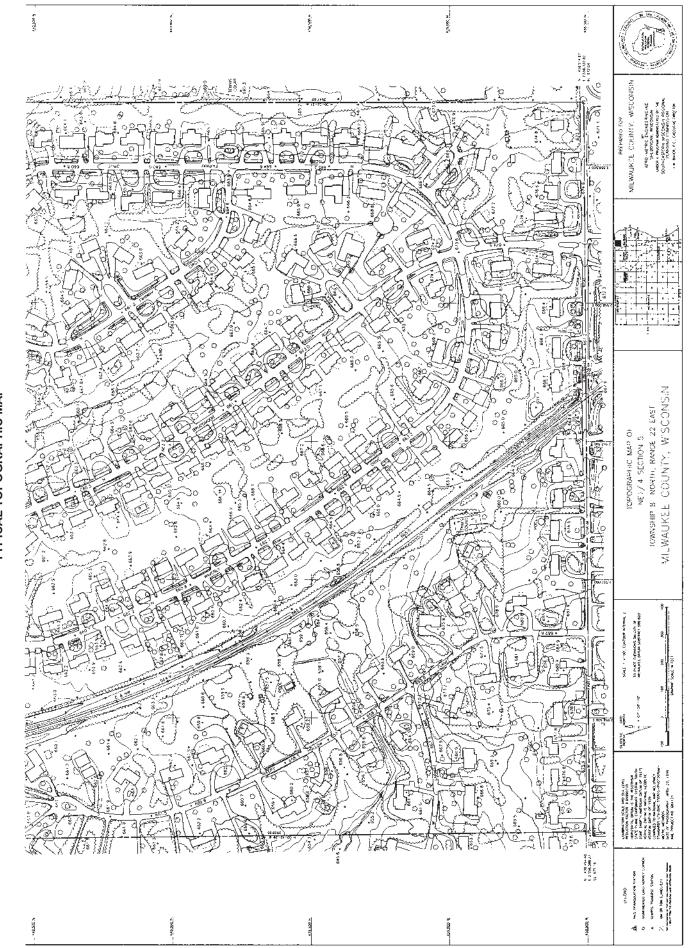
In 1984, State legislation was enacted which in part requires that in a county having a population of 500,000 or more (Milwaukee County), where there is no county surveyor, a copy of each land survey plat prepared by a land surveyor be filed in the office of the regional planning commission, the executive director of which is to act in the capacity of county surveyor for the county. Under this act, the Commission is also made responsible for perpetuating corners of the U.S. Public Land Survey which maybe subject to destruction, removal, or burial through construction or other activities and for maintaining a record of the surveys required for such perpetuation. This act became effective on May 28, 1984. In 2008, under the requirements of this legislation, the Division received, indexed, and filed 1,476 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria concerned. In addition, the Commission began a project in 2006 to incorporate historic records of land surveys acquired from a now defunct land surveying firm. During 2008 a significant portion of these records were indexed and filed, bringing the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 71,570.

Since 1961, the Commission has maintained records on U.S. Public Land Survey corners within the entire Region. Since 1984, the Commission, as noted above, has been responsible for the perpetuation of the U.S. Public Land Survey System in Milwaukee County. Since 1999, the Commission has been responsible for the remonumentation and perpetuation of the U.S. Public Land Survey System in Walworth County. Since 2000, the Commission has been responsible for the perpetuation of the U.S. Public Land Survey System in Waukesha County. Since 2006, the Commission has been responsible for the perpetuation of the U.S. Public Land Survey System in Kenosha County. In Kenosha, Walworth, and Waukesha Counties, the Commission performs the duties of County Surveyor under agreements with those Counties.

WALWORTH COUNTY COURT HOUSE SQUARE SURVEY

Under a contract between Walworth County and the Commission, the Commission provides County Surveyor services to the County and its constituent municipalities. The contract calls for the annual appointment by the County Board of a County Surveyor, that office presently being filled by Kurt W. Bauer, PE, RLS. Pursuant to its responsibilities under the subject contract, the Commission in 2008, received a request from Walworth County and the City of Elkhorn for assistance in identifying, and perhaps changing, the location, configuration and legal description of the boundaries of the Walworth County Court House Square in Elkhorn.

Research conducted by the Commission staff in response to this request found that ownership of the public central square concerned was ambiguous. The research indicated that in 1839 the County commissioned Mr. Edward Norris, then County



TYPICAL TOPOGRAPHIC MAP

Map 33





Surveyor, to prepare a plat of a land subdivision creating what eventually became the central area of the City of Elkhorn. The plat enclosed a public square, but did not distinguish between-that is, did not draw boundaries between-the areas intended to be used as public streets and the rest of the public square. Under conventional land subdivision practice, the public square shown on the plat became the property of the local unit of government concerned-in this case, the then Town of Elkhorn. The Town subsequently became the Village of Elkhorn, and the Village later became the present City of Elkhorn. The research could find no written evidence that Walworth County intended the public square shown on the plat to be retained by the County, with only the framing public street rights-of-way being conveyed to the Town of Elkhorn. Construction of a succession of county buildings, including the present County Government Center-former Court House-on the site, indicated that the intent of the County was to retain ownership of the square. This ambiguity of ownership created problems for the City and the County concerning the responsibilities for the construction and maintenance of street and utility improvements on and adjacent to the public square.

At an interagency staff meeting called by the Commission, it was agreed that a need existed to precisely and legally define the areal extent of a County Court House Square, distinguishing that Square from the adjacent framing public street rights-of-way used for both vehicular and pedestrian movement and utility location and maintenance. Accordingly, the County Surveyor was asked to locate and monument agreed upon boundaries of a Court House Square so that the City and County could have a quit-claim deed prepared that would have the effect of quieting the land title ownership claims associated with the failure of the original plat to identify the boundaries of a "Court House Square" as opposed to a "Public Square," and to delineate the framing public street rights-of-way.

The County Surveyor completed the necessary survey monumenting the agreed upon boundaries of the Court House Square and the right-of-way lines of the framing public streets. The results of the survey were documented in a letter report dated November 11, 2008, addressed to Mr. David A. Bretl, Walworth County Administrator and Mr. Samuel E. Tapson, City Administrator with an attendant certified survey map. A copy of the plat of survey forming the basis for the preparation of the required certified survey map is shown in Figure 33. The certified survey map was approved by the City as required under its land subdivision control ordinance, and the map recorded with the Register of Deeds on December 16, 2008. Under State law such a map provides the legal basis for the subdivision of land and for the description and conveyance of title in land. The City and County subsequently used the certified survey map to prepare a quit-claim deed under which the City conveyed to the County any ownership it had in the now delineated Court House Square, retaining the framing public street rights-of-way in City ownership. The quit-claim deed was executed and recorded. The survey creating and monumenting the desired boundaries of the County Court House Square, and creating and monumenting the rights-of-way of the framing public streets, provides a sound and effective basis for the construction, maintenance, and operation of public works facilities in the area by both the City and the County, ending 170 vears of ambiguity in public ownership and responsibilities attendant to the public square of the City of Elkhorn as originally platted.

REGIONAL LAND INFORMATION INTERNET SITE

In 2003, the Commission completed the development of an internet site which provides access to land survey and control survey documents, aerial orthophotography, and planning related mapping for the Southeastern Wisconsin Region. The land survey and control survey documents—see samples shown in Figures 31 and 32 are updated on the internet site as new or revised data becomes available. In 2008, the Commission completed work on updating the website to include access to the record of land surveys index data base. At present, the user is able to locate a particular record, or plat of survey, which has been filed in the Commission offices. The internet site can be accessed at <u>www.sewrpc.org/</u> <u>regionallandinfo/.</u>

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. During 2008, a total of 639 prints of aerial photographs and 18 large-scale topographic maps of portions of the Region were reproduced, along with one soil map print. Figure 33

PLAT OF SURVEY OF PUBLIC SQUARE **ELKHORN, WISCONSIN** STREET STREET STREET **BLK 15** BI K 18 BI K 17 BIK 16 Set 1.5" Diam Brass Rod Concrete monument S 88° 16' 17" W with SEWRPC brass cap in Concrete Apron. 766.52 Meas. SPC N 248,917.85 E 2,391,743.07 SPC N 248,894.73 E 2,390,976.92 66.00 99.00 66.00 74.00 74.00 66.00 66.00 STREET COURT PROPOSED PUBLIC STREET RIGHT-OF-WAY S 88° 16' 17" W Hydrant 603.45' 90.00 Set 1.5" Diam Brass Rod 73.00 Set Concrete monument with SEWRPC brass cap. in Concrete Service Walk SPC N 248,822.97 E 2,391,052.13 SPC N 248,841.17 E 2,391,655.28 PROPOSED PUBLIC STREET RIGHT-OF-WAY STREET RIGHT-OF-WAY 492.45' 433.53' . S 1° 44' 13" E -. 665.32 Meas. N 1° 40' 46" W 669.69 Meas. BTK 50 PROPOSED PUBLIC ł Set Concrete monument with SEWRPC brass cap. 40' 46" W ш SPC N 248,407.85 1° 44' 13" E 2,391,667.99 ÷ ò 7 Set Concrete monument with SEWRPC brass cap. Set Concrete monument with SEWRPC brass cap. N 248,330.76 E 2,391,067.06 SPC Ν SPC N 248.346.17 90.00 73.00 E 2,391,609.77 N 43° 20' 49" E 542.95' N 88° 22' 24" E 84.81' 99.00 99.00 8 STREET 8 WALWORTH PROPOSED PUBLIC STREET RIGHT-OF-WAY ŝ 66 + 66.00 66.00 99.00 Set 2" Diam Iron Pipe. Set 1.5" Diam Brass Rod in Concrete Walk SPC N 248,229.73 E 2,390,997.09 N 88°22' 24" F SPC N 248,251.49 E 2,391,762.61 WISCONSIN CHURCH 765.85 Meas. **BLK 27** BROAD BLK 25 **BLK 28 BLK 26** SHOWING FRAMING PUBLIC STREET IMPROVEMENTS, COURTHOUSE, AND RELATED SERVICE WALKS AND PARKING AREAS SE 1/4 SECTION 36, TOWNSHIP 3 NORTH, RANGE 16 EAST SCONS K. W. BAUER, COUNTY SURVEYOR, S-157 NOVEMBER 2008 D. P. SIMON, DEPUTY COUNTY SURVEYOR KW BAUER MILWAUKEE. WIS. SUR

Coordinates are on the Wisconsin State Plane Coordinate System, South Zone, North American Datum of 1927; all bearings are referred to Grid North of that System; all distances are ground level distances.

SCALE IN FEET 50

100

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2008, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

PLANNING REPORTS

• No. 23, 2nd Edition, *A Jurisdictional Highway System Plan for Washington County*, July 2008, 87 pages

TECHNICAL REPORTS

- No. 45, Technical Review and Reevaluation of the Regional Control Survey Program in Southeastern Wisconsin, March 2008, 133 pages
- No. 47, Groundwater Recharge in Southeastern Wisconsin Estimated by a GIS-Based Water-Balance Model, July 2008, 23 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 60, 2nd Edition, A Lake Management Plan for Geneva Lake, Walworth County, Wisconsin, May 2008, 194 pages
- No. 198, 2nd Edition, A Lake Management Plan for Wind Lake, Racine County, Wisconsin, June 2008, 216 pages
- No. 250, 2nd Edition, A Park and Open Space Plan for the City of West Bend: 2020, Washington County, Wisconsin, March 2008, 121 pages
- No. 284, Pebble Creek Watershed Protection Plan, Waukesha County, Wisconsin, June 2008, Part One, 246 pages
- No. 290, A Comprehensive Plan for the Town of Barton: 2035, Washington County, Wisconsin, April 2008, 281 pages
- No. 304, Action Plan for the Revitalization of the 30th Street Industrial Corridor, City of Milwaukee, Milwaukee County, Wisconsin, November 2008, 66 pages

ANNUAL REPORTS

• 2007 Annual Report, September 2008, 218 pages

MEMORANDUM REPORT

- No. 169, An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, June 2008, 102 pages
- No. 170, Land Evaluation and Site Assessment (LESA) Analysis of Farmlands in Ozaukee County: 2007, January 2008, 43 pages
- No. 171, Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County, January 2008, 34 pages
- No. 173, An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin, October 2008, 122 pages
- No. 178, Public Transit-Human Services Transportation Coordination Plan for Kenosha County: 2008, December 2008, 25 pages
- No. 179, Public Transit-Human Services Transportation Coordination Plan for Milwaukee County: 2008, December 2008, 36 pages
- No. 180, Public Transit-Human Services Transportation Coordination Plan for Ozaukee County: 2008, December 2008, 34 pages
- No. 181, Public Transit-Human Services Transportation Coordination Plan for Racine County: 2008, December 2008, 38 pages
- No. 182, Public Transit-Human Services Transportation Coordination Plan for Walworth County: 2008, December 2008, 36 pages
- No. 183, Public Transit-Human Services Transportation Coordination Plan for Washington County: 2008, December 2008, 36 pages
- No. 184, Public Transit-Human Services Transportation Coordination Plan for Waukesha County: 2008, December 2008, 36 pages

NEWSLETTERS

- Summary of A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds, March 2008, 24 pages
- *Regional Water Supply Plan for Southeastern Wisconsin,* December 2008, 20 pages
- Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County, 2008, 4 pages

OTHER

• Amendment to the Regional Water Quality Management Plan, City of Mequon, March 2008, 4 pages

- Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake, March 2008, 4 pages
- Amendment to the Regional Water Quality Management Plan, Brookfield-Elm Grove Sanitary Sewer Service Area, June 2008, 4 pages
- Amendment to the Regional Water Quality Management Plan, City of Burlington, June 2008, 2 pages
- Amendment to the Regional Water Quality Management Plan, Village of Jackson and Environs, June 2008, 4 pages
- Amendment to the Regional Water Quality Management Plan, City of New Berlin, December 2008, 4 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support and mapping services to the Commission's planning divisions, provides assistance to county and local governments in the development of automated land information systems, and distributes digital and hardcopy map products to requesting clients. In the mid-1970s, the Commission began collecting map information in digital format and has developed a computer mapping capability that incorporates large-scale base maps, planning data, and resource inventories into a regional geographic information system (GIS). A GIS is an assemblage of computer hardware, software, and geographic data for capturing, storing, updating, analyzing, and displaying geographically-referenced information, such as topographic mapping, land use, soils, floodplain boundaries, and associated attribute data. A geographic information system links information to location. In the Commission's GIS, the various planning and resource data sets are geographically-referenced to a framework provided by the U.S. Public Land Survey System (USPLSS) tied to the State Plane Coordinate System by accurate horizontal control surveys. This framework of survey control allows the wide variety of base maps and planning data sets in the Commission's geographic information system to be integrated together for regional planning activities.

A land information system (LIS) is similar to a GIS, but this information system has the added component of real-property boundary maps with ownership and parcel data. The maps and data sets in an LIS are therefore directly related, and geographically-referenced, to parcels and property information. With the inclusion of parcel information, land information systems have become an important administrative and decision-making tool for municipalities. At the local level, every county and many city, village, and town governments in the Southeastern Wisconsin Region have developed land information system capabilities as part of their planning activities. Many municipalities have expanded their LIS functionality to provide essential services, such as assistance with zoning decisions, public works inventories and maintenance, and access to public records. Since nearly all local land information systems use the common framework of survey control advocated by the Commission, regional planning data from the Commission's GIS have been distributed and integrated into a number of municipal land information systems. Similarly, the Commission has been able to acquire and incorporate large-scale parcel and topographic data sets from county and other land information systems to augment its GIS. Sharing data between GIS and LIS systems provides users with a wide range of planning-related information about the physical, cultural, and ownership characteristics of land—all important factors in the planning process.

COMPUTER MAPPING CAPABILITIES

The Commission has maintained a computer-assisted mapping capability since 1976. At that time, the Commission utilized computer-assisted drafting (CAD) software to create, maintain, and replicate maps for planning purposes. CAD-type software performs well in situations where these basic mapping functions are required, but does not provide the ability to analyze map data or to integrate information from diverse spatial data sets. GIS software is a more appropriate tool to incorporate maps with related attribute data, and to extract and generate new information from the analysis of multiple layers of geographically-referenced data. The ability to perform these types of operations is especially valuable to the Commission in areawide planning efforts. Therefore, in 1987, the Commission acquired GIS software to support map digitization, map production, and maprelated analytical functions.

The Commission's geographic information system currently includes ArcInfo and ArcView GIS software and MicroStation CAD software. The ArcInfo and ArcView software supports a wide variety of data collection, map analysis, and map production tasks. To supplement this GIS functionality, the MicroStation software is used in a variety of map review and map preparation operations, and facilitates the translation and comparison of digital map files between differing file formats.

GIS MAPPING SERVICES

The GIS Division facilitates the Commission's planning activities with map preparation and other mapping services. The Division prepares customized maps in both digital and hardcopy form to support project requirements of the planning staff. Additional mapping services include collection of digital map inventories and conducting spatial data analysis to assist completion of planning projects.

In 2008, the GIS Division assisted with the following:

- Completed digital data collection for the 2005 Regional Wetland Inventory
- Digitized the 2005 Environmental Corridor Inventory
- Continued updates to the digital base map of the Region
- Prepared thematic and reference maps for comprehensive plans covering several counties and local municipalities
- Completed thematic maps for a number of lake management plans
- Continued data collection and map revisions for floodplain mapping in Milwaukee and Waukesha Counties

DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM

Since 1976, the Commission has developed a regional geographic information system with an emphasis on acquiring and utilizing data for regional planning purposes. The initial development of the system began with the conversion to digital format of land use and related inventories that previously were quantified, manipulated, and stored in hardcopy form. Over the vears, the Commission has continued these map conversion efforts to build a large inventory of planning data sets covering the Southeastern Wisconsin Region. Currently, the regional GIS consists largely of resource inventories such as land use, soils, environmental corridors, vegetation, wildlife habitat, and related inventories. In addition to these data sets, the GIS also includes digital aerial orthophotography and digital base mapping for each county within the Region. A partial list of the planning inventories and other data sets contained in the Commission's regional geographic information system and, where applicable, the year of currency of each data set, includes the following:

- Aerial Orthophotography: 1995, 2000, 2005, 2007
- Land Use: 1963, 1970, 1980, 1985, 1990, 1995, 2000
- Soil Mapping Units
- Historical Urban Growth: 1995, 2000
- Vegetation: 1985
- Wildlife Habitat: 1985
- Inventory Environmental Corridors: 1990, 1995, 2000, 2005
- Planned Environmental Corridors
- Wetland Inventory: 2005
- Floodplain Boundaries
- Pre-Settlement Vegetation: 1836
- County Base Maps: 1985, 1990, 1995, 2000, 2005
- Natural Areas and Critical Species Habitats
- Civil Division Boundaries: 1985, 1990, 1995, 2000
- Regional Land Use Plans: 2010, 2020, 2035
- Watershed, Subwatershed, and Subbasin Boundaries
- Park and Open Space Sites
- Sewer Service Areas
- Depth to Bedrock
- Depth to Water Table
- Water Table Elevation
- Contaminant Attenuation Potential of Soils
- Groundwater Contamination Potential

REGIONAL ORTHOPHOTOGRAPHY PROGRAM

The Commission has a long-standing program of obtaining aerial photography of the Southeastern Wisconsin Region at regular intervals. Conventional aerial photography was first acquired in 1963 and thereafter collected in 1967, 1970, and at five-year intervals since. The early aerial photography was prepared as a black-and-white hardcopy product.

Beginning in 1995, the Commission upgraded the aerial photography to collect black-and-white orthophotography in both hardcopy and digital form. Orthophotography is aerial photography that is enhanced by the removal of horizontal displacement caused by ground relief, thereby creating image products that can be used as true maps. In 2005, the regional product was further enhanced with the collection of 12-inch pixel resolution color orthophotography in digital format only. Milwaukee and Waukesha Counties conducted separate projects that acquired more detailed 6-inch pixel resolution orthophotography to contribute to the regional product. Hardcopy orthophoto products were not included in the 2005 orthophotography project, but can be prepared on demand from the digital orthophoto files.

In 2007, the Commission conducted an orthophotography project that acquired color 12-inch pixel resolution imagery for Milwaukee, Ozaukee, and Waukesha Counties and a portion of Washington County. The project was partially funded by a grant award from the U.S. Geological Survey as part of the Federal Homeland Security Program. The 2007 orthophotography project obtained color digital orthophoto files in both GeoTIFF format and MrSID compressed file format. In addition, the digital terrain model files used to prepare previous orthophotography were updated where necessary. The digital files were reviewed by Commission staff and were delivered to the counties in early 2008.

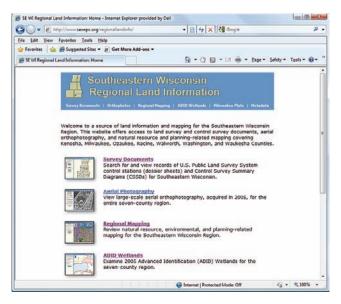
Planning is underway for the next regional orthophotography project to be conducted in 2010. The Commission staff is preparing specifications and discussing budget and funding options with project participants.

REGIONAL LAND INFORMATION WEBSITE

In 2003, the Commission continued the development of a regional geographic information system with the creation of a land information website (see Figure 34). The Southeastern Wisconsin Regional Land Information website (<u>http://www.sewrpc.org/regional</u> <u>landinfo</u>) is a cooperative effort between the

Figure 34

REGIONAL LAND INFORMATION WEBSITE



Commission and the Land Information Officers and staffs of the seven counties. Partially funded by grants from the Wisconsin Land Information Program, the website provides access to land and control survey documents, aerial orthophotography, and regional planning maps. The website also offers access to parcel maps maintained and contributed by participating counties.

One important function of the website is online access to current land and control survey documents. Users can search for two types of survey documents: control station (dossier) sheets and Control Survey Summary Diagrams (CSSDs). A dossier sheet is a record of a USPLSS control station, generally a section corner, quarter-section corner, center of section, or witness corner. Each sheet contains an identification of the corner, a sketch of the location, witness monuments and ties, monument coordinates and elevations, and other surveyor's information. CSSDs summarize horizontal and vertical control survey information obtained from the high-order control surveys carried out within the Southeastern Wisconsin Region. Each Control Survey Summary Diagram covers six USPLSS sections and shows the location and type of corner monuments; coordinates and elevations of the located corners; and grid distances, bearings, and interior angles of all USPLSS section and quartersection lines.

The dossiers and CSSDs are maintained in digital format (Internet standard PDF format) on the regional land information website. To access the documents, users can search by location on an index map, or can enter the township, range, section, and corner information on a web page form. Either search method will present a list of one or more documents which can then be viewed and printed. As survey documents are updated, the revised dossiers and CSSDs are placed on the website to insure that the regional land information site is the best source for current survey documentation of the Southeastern Wisconsin Region.

The aerial photography portion of the website allows users to view recent aerial photo images of the sevencounty Region. The site displays year 2000 orthophotography and 2005 orthophotography. On the regional land information website, users can examine images of the Region and find out how the orthophotography is organized into digital files for distribution. An order form on the website can be used to request digital orthophoto files from the Commission for a nominal fee.

Another portion of the website, the Regional Map Server, is a mapping application providing access to planning and natural resource maps of the Region. This application allows users to select and view different types of planning data sets, including detailed and generalized land use maps, environmental corridor maps, soils maps obtained from the Natural Resources Conservation Service, and parcel mapping contributed by participating counties. Municipal boundaries and orthophotography are also accessible on the mapping application. Metadata, providing detailed information about the origin, lineage, and content of the data sets, is available for the map layers displayed on the Regional Map Server.

The Southeastern Wisconsin Regional Land Information website has been developed to provide basic planning information to interested users. For surveyors, the site serves as the most current source of control survey documents in the Region. For land owners and developers, the website can answer property-related questions about surrounding land uses, proximity to environmental corridors, and soil types. The Commission, with the assistance of the counties, intends to continually enhance the regional land information website with the addition of new orthophotography, updated resource inventories, and additional planning-related mapping.

DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

Since its inception, the Commission has recommended that county and local units of government in the Region adopt a model for development of land information systems that includes preparation of base mapping and overlay mapping. This model consists of the following components:

- 1. The completion of the location and remonumentation of all U.S. Public Land Survey corners and quarter-section corners, including the centers of the sections and meander corners, to Commission standards.
- 2. The completion of high-order horizontal and vertical control surveys to establish the State Plane Coordinates and elevations of the U.S. Public Land Survey corners to Commission standards.
- 3. The completion of topographic base maps in digital and hardcopy form at one-inch-equals-100-feet or one-inch-equals-200-feet scales, with two-foot contour intervals. Recently, the acquisition of digital terrain model files (DTMs) has been included in this component.
- 4. The completion of cadastral overlay maps in digital and hardcopy form at similar one-inch-equals-100-feet or one-inch-equals-200-feet scales. These maps provide detailed information on the location and configuration of all real-property boundaries, including the boundaries of all streets and public ways and other public landholdings. These maps also assign a parcel identification number (tax key number) to each ownership parcel to enable the linking of geographic with nongeographic data files.
- 5. The creation of an initial series of planningoriented overlay maps in digital form, including parcel ownership, assessed valuation, soils, land use, wetland, floodplain, shoreland, and zoning data.

The first four components of this model establish the creation of large-scale topographic base maps and cadastral overlay maps founded upon a Commission-recommended monumented control survey network that accurately relates the U.S. Public Land Survey System to the State Plane Coordinate System. With

this foundation in place, the final component of planning-oriented mapping can be added to create a modern system of land information access and management. Land information systems developed in this manner can be further enhanced with the addition of a wide variety of maps and related data files, providing information on demographic and administrative areas, public works, transportation, emergency services, public safety, land conservation, and numerous other applications. All counties and many local units of government in the Region are actively developing and enhancing land information systems according to this model of implementation.

Efforts to develop county-based land information systems were significantly enhanced in 1990 by the initiation of the Wisconsin Land Information Program. This program provides a focal point for land records modernization issues and efforts within Wisconsin. Under the program, counties throughout the State prepared and implemented plans to modernize land records systems. The program includes a funding mechanism, based upon supplemental Register of Deeds filing and recording fees, that facilitates the implementation of county land information system plans.

By the end of 1992, the Commission had assisted all seven counties in the Region in preparing initial county land information system plans. Subsequently, all counties in the Region have revised their initial plans on approximately five-year intervals. Each revised plan updates and extends the recommendations set forth in its corresponding initial county-level plan.

The Commission has continued to assist the seven counties in the implementation of their initial and updated land information plans. In 2008, the Commission carried out the following major activities in support of development of the county-based land information systems:

• The Commission continued work on a floodland mapping project in Milwaukee County. Land information system planning in this county is facilitated by a public-private partnership known as the Milwaukee County Automated Mapping and Land Information System (MCAMLIS), which jointly manages the base mapping. This latest MCAMLIS project will prepare a detailed floodplain and floodway boundary data set that can be used for local floodplain zoning and in updating Federal Emergency Management Agency flood insurance rate maps. Upon completion of this project, floodplain boundaries will be accurately delineated and added to the land information data sets—including county-wide digital cadastral and topographic mapping—which have been prepared under the MCAMLIS program.

- The Commission, on behalf of the MCAMLIS Steering Committee, continued a project that will acquire color orthophotography, new digital terrain model files, and new and updated digital topographic mapping for all of Milwaukee County. The orthophotography files and the majority of the digital terrain model files and digital topographic map files were delivered to the County by early 2007. The exception is the area covered by the Marquette Interchange Reconstruction Project, where final digital terrain model files and topographic map files will be completed for an approximately threesquare-mile area in 2009.
- In Ozaukee County, the Commission continued to work with County staff on a shoreland and floodplain zoning mapping project. This project involves the preparation of digital and hardcopy shoreland zoning maps covering all Towns in the County. The mapping will contain floodplain and floodway boundaries, navigable water features, shoreland boundaries, wetlands, and related features.
- In Racine County, the Commission completed a large-scale topographic mapping project covering an approximately 12-square-mile area. The project resulted in the preparation of new digital and hardcopy topographic mapping and digital terrain model files for the project area.
- The Commission assisted Walworth County with map maintenance services in 2008. Under an agreement with the County, the Commission staff performed regular updates to the County's digital zoning map.
- The Commission continued to provide technical assistance to Waukesha County by attending meetings of the County Land Information Technical Working Group.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

The Commission's Administrative Services Division performs a number of functions supportive of the work of all of the other Commission divisions. These functions include financial management, consisting of accounting, bookkeeping, and budget control; personnel management and the implementation of affirmative action and equal opportunity programs; grant-in-aid procurement; purchasing and clerical support; and the sale and distribution of publications.

FINANCIAL MANAGEMENT AND PLANNING

One of the most important functions of the Division is management of the Commission's financial affairs. This includes maintaining a fund accounting system, preparing Commission payrolls, and processing accounts receivable and payable. Through the accounting system, monthly financial management reports are prepared, including budget control, cash flow, and quarterly Treasurer's reports. These reports are utilized by the Commission, its committees, and its Executive Director to ensure that the financial integrity of the Commission is maintained.

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 2008 by maintaining a trust account with a minority-controlled bank within the Commission's service area. In addition, the Commission has established a business enterprise program, including the completion, maintenance, and expansion of a list of disadvantaged- and women-owned businesses which are contacted as potential Commission vendors.

The Division is also responsible for assisting the Executive Director in preparing the Commission annual budget. With the help of this document and an accompanying federally required overall work program, the Commission is able to plan and organize its work effort from a sound financial basis.

PERSONNEL ADMINISTRATION

Personnel recruitment, testing, and selection are centered in the Administrative Services Division. During 2008, the Commission continued to make progress in carrying out a comprehensive equal employment opportunity program in the areas of recruitment, employment, promotion, transferring, and training. Applicant flow is monitored in order to gauge progress in attracting minority applicants as required in the affirmative action program. Efforts were continued toward attracting qualified minority and women applicants during the year.

GRANT-IN-AID PROCUREMENT

Along with accounting for the Federal, State, and local funds received to operate the Commission, the Division is responsible for Federal and State grant application preparation. This includes completing the necessary application forms, including supporting narratives describing proposed work programs, preparing budgets to carry out the work programs, and assisting in obtaining final grant approval. These grants provide a substantial portion of the working capital required to carry out the Commission's overall work program.

The Division also processes any claims for reimbursement of expenses incurred under each grant contract, prepares detailed financial status reports as required by Federal and State funding agencies, and maintains detailed financial records for audit by grantor agencies.

The Commission's annual overall work program, a document, as noted above, required by Federal regulation, is also prepared with the assistance of the Division. This report is an important vehicle for securing Federal and State grants-in-aid, and serves as a guide to the financial management of the Commission.

PURCHASING AND CLERICAL SUPPORT

The Administrative Services Division provides the Commission with purchasing services and clerical staff

support in the typing of reports, in addition to the typing of routine and specialized correspondence.

SALE AND DISTRIBUTION OF PUBLICATIONS

During 2008, the Division distributed a total of 6,011 copies of Commission publications. These included

the following: one prospectus, 123 planning reports, 127 amendments to planning reports, 169 technical reports, 526 community assistance planning reports, 513 memorandum reports, 491 annual reports, 4,055 newsletters, four transportation improvement programs, one planning guide, and two lake use reports. In addition, the Division distributed 639 aerial photographs, one soils map, and 18 topographic maps. **APPENDICES**

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2008

COMMISSIONERS

KENOSHA COUNTY	Term Expires
*** Robert W. Pitts	2012
** Adelene Greene	2010
* Anita M. Faraone	2010

MILWAUKEE COUNTY

**	William R. Drew, Treasurer	2008
**	Lee Holloway	2010
*	George A. Torres	2014

OZAUKEE COUNTY

**	Thomas H. Buestrin, Chairman	2008
***	William E. Johnson	2012
*	Gustav W. Wirth, Jr., Secretary	2008

RACINE COUNTY

***	Susan S. Greenfield	2010
*	Michael J. Miklasevich	2014
**	Mary A. Kacmarcik	2012

WALWORTH COUNTY

***	Richard A. Hansen, Vice-Chairman	2012
**	Gregory L. Holden	2008
*	Nancy Russell	2012

WASHINGTON COUNTY

*	John M. Jung	2014
**	Daniel S. Schmidt	2010
***	David L. Stroik	2012

WAUKESHA COUNTY

*	James T. Dwyer	2012
***	Anselmo Villareal	2010
**	Paul G. Vrakas	2010

- * Elected by County Board or appointed by County Executive and confirmed by County Board.
- ** Appointed by the Governor from a County-supplied list of candidates.
- *** Appointed by the Governor on his own motion without reference to any County-supplied list.

COMMITTEES

EXECUTIVE COMMITTEE

Thomas H. Buestrin, Chairman Richard A. Hansen, Vice-Chairman William R. Drew James T. Dwyer Adelene Greene Michael J. Miklasevich Daniel S. Schmidt David L. Stroik Gustav W. Wirth, Jr.

ADMINISTRATIVE COMMITTEE

David L. Stroik, Chairman Adelene Greene, Vice-Chairman Thomas H. Buestrin William R. Drew James T. Dwyer Richard A. Hansen Michael J. Miklasevich Daniel S. Schmidt Gustav W. Wirth, Jr.

INTERGOVERNMENTAL AND

PUBLIC RELATIONS COMMITTEE Michael J. Miklasevich, Chairman James T. Dwyer, Vice-Chairman Thomas H. Buestrin William R. Drew Anita M. Faraone Lee Holloway John M. Jung Nancy Russell George A. Torres Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman Thomas H. Buestrin Anita M. Faraone Susan S. Greenfield Gregory L. Holden Lee Holloway William E. Johnson John M. Juna Mary A. Kacmarcik Michael J. Miklasevich Robert W. Pitts Nancy Russell David L. Stroik George A. Torres Anselmo Villarreal Paul G. Vrakas

Appendix B

COMMISSION ADVISORY COMMITTEES: 2008

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

Duane H. Bluemke Former Commissioner, Southeastern Chairman Wisconsin Regional Planning Commission Kenneth R. Yunker Executive Director, Southeastern Secretary Wisconsin Regional Planning Commission C. Barry Bateman Airport Director, General Mitchell International Airport International Airport
Wayde B. BuckAirport Director, Kenosha Regional Airport John B. CapelleDirector of Community Development, City of West Bend
Justin DrewCity Planner, City of Hartford
Thomas J. GorlinskiFormer Supervisor, Kenosha County Board
David M. GreeneDirector, Bureau of Aeronautics,
Wisconsin Department of Transportation
N. David MannVice President and General Manager,
Batten Airport, Racine
Keith Markano Airport Manager, Waukesha County-Crites Field
George E. Melcher Director, Department of Planning and,
Development, Kenosha County
Daniel J. Millenacker Community Planner, U.S. Department of Transportation,
Federal Aviation Administration
Douglas SeymourDirector of Community Development,
City of Oak Creek
Albert StanekChief of Intercity Planning,
Bureau of Planning, Division of Transportation,
Investment Management, Wisconsin
Department of Transportation
George A. Torres Director of Transportation and Public Works, Department of Public Works, Milwaukee County
Earl E. Vorpagel, Jr Former Chairman, Airport Commission,
City of Burlington
Judy Weter Administrator, Village of East Troy

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Ray Arbet	Director of Public Works, Kenosha County
Kenneth R. Yunker	
Secretary	Southeastern Wisconsin
Occietary	Regional Planning Commission
David C. Buchn	
	Chairman, Town of Wheatland
	Administrator, Village of Twin Lakes
	Chairman, Town of Paris
	President, Village of Genoa City
	Chairman, Town of Bristol
Dewayne J. Johnson	Director, Southeast Region,
	Wisconsin Department of Transportation
Roger Johnson	President, Village of Silver Lake
	Chairman, Town of Brighton
	Director of Engineering, City of Kenosha
	Planning and Program
- ···g··· - · ··· - · ···	Development Engineer,
	U.S. Department of Transportation,
	Federal Highway Administration
George E. Melcher	Director, Department of Planning and
	Development, Kenosha County
Matthew Ostron day	
	Chairman, Town of Randall
	Chairman, Town of Somers
	illage Engineer, Village of Pleasant Prairie
Diann D. Tesar	Chairman, Town of Salem

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

George A. Torres	Director of Transportation and Public Works,
Chairman	Department of Parks and Public Infrastructure
	Milwaukee County
Kenneth R. Yunker	Executive Director,
Secretary	Southeastern Wisconsin
	Regional Planning Commission
	City Engineer, City of Franklin
Curt Bolton	City Engineer,
	City of Greenfield
Patrick Casey	Village Administrator, Village of West Milwaukee
Melinda K. Dejewski	City Engineer, City of St. Francis
David Eastman	Director of Public Works, City of Glendale

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

Richard Farrenkopf	
E. Craig Faucett	City Engineer,
Dewayne J. Johnson	City of Cudahy Director, Southeast Region,
	Wisconsin Department of Transportation Director of Public Works,
Michael G. Lewis	City of Wauwatosa City Engineer, City of West Allis
	Commissioner of Public Works,
Andrew Pederson	City of Milwaukee . Director of Public Works, Village of Hales Corners
	Federal Highway Administration, U.S. Department of Transportation
Wayne St. John Chris Swartz Carl J. Tisonik Thomas W. Tollaksen Russell Van Gompel	Village Manager, Village of Fox Point Director of Public Works, City of Oak Creek Village Manager, Village of Shorewood Director of Public Works, Village of Greendale Village Manager, Village of River Hills Village Manager, Village of Brown Deer City Engineer, City of South Milwaukee

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow Chairman Kenneth R. Yunker Secretary	Highway Commissioner, Ozaukee County Executive Director, Southeastern Wisconsin Regional Planning Commission
Lester A. Bartel, Jr	Chairman, Town of Grafton
Bill Cording	Clerk, Village of Newburg
	President, Village of Thiensville
	City Engineer, City of Mequon
Dewayne J. Johnson	Director, Southeast Region,
	Wisconsin Department of Transportation
James Kadow	
	Chairman, Town of Belgium
	Chairman, Town of Fredonia
Dave Murphy	Director of Public Works/
D M	Village Engineer, Village of Grafton
	Mayor, City of Cedarburg
Allen Radliff	
	Federal Highway Administration, U.S. Department of Transportation
Loo E. Schlonvogt	
	President, Village of Belgium
Joseph Short	
James H. Uselding	Chairman Ozaukee County
Sames II. Oseiding	Public Works Committee
David Valentine	
Robert Vanden Noven	
	City of Port Washington
Rov Wilhelm	Director of Public Works,
,	Village of Saukville

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

David Prott Chairman	Director of Public Works, Racine County
Kenneth R. Yunker	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
Michael Aimone	President, Village of Union Grove
Julie A. Anderson	Director, Planning
	and Development,
	Racine County
	President, Village of Mount Pleasant
Donna Block	
Christopher Denman	President, Village of Rochester
Rebecca Ewald	Administrator, Village of Waterford
Raymond A. Gromacki	Chairman, Town of Dover
Michael A. Hayek	Village Engineer, Village of Caledonia
Steven Jansen	President, Village of Sturtevant
Dewayne J. Johnson	Director, Southeast Region,
	Wisconsin Department of Transportation

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

Richard M. Jones	Commissioner of Public Works, City of Racine
Gary Kastenson	Chairman, Town of Raymond
Jeffrey KatzN	lanager of Planning and Engineering Services,
	Public Works Department, Racine County
Thomas R. Kramer	Treasurer, Town of Norway
Robert Miller	Mayor, City of Burlington
Dennis C. Mahoney	President, Village of North Bay
Terrence J. McMahon	Supervisor, Town of Yorkville
Brian F. O'Connell	Director of City Development, City of Racine
Kurt Petrie	Chairman, Town of Burlington
Allen Radliff	Wisconsin Division of Administrator
	Federal Highway Administration,
	U.S. Department of Transportation
William F. Schalk	President, Village of Wind Point
	President, Village of Elmwood Park
Michael Weinkauf	Supervisor, Town of Rochester

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Chairman	. Director of Public Works, Walworth County
Kenneth R. Yunker	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
Joseph Abell	Chairman, Town of Walworth
Tom Brandemuehl	
	Village of Mukwonago
Kevin M. Brunner	City Manager, City of Whitewater
Allen Curler	Chairman, Town of Troy
	President, Village of Sharon
	Chairman, Town of Whitewater
	President, Village of Genoa City
Dewayne J. Johnson	Director, Southeast Region
	Wisconsin Department of Transportation
	Administrator, City of Lake Geneva
	Chairman, Town of Geneva
	President, Village of East Troy
	Chairman, Town of Darien
	Chairman, Town of Lyons
Dwight E. McComb Pla	nning and Program Development Engineer,
	U.S. Department of Transportation,
	Federal Highway Administration
Jerry Mehring	
, 0	Village of Williams Bay
Robert Metzner	Village of Williams Bay
Robert Metzner Kenneth Monroe	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield
Robert Metzner Kenneth Monroe Robert R. Mueller	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy
Robert Metzner Kenneth Monroe Robert R. Mueller	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin	Village of Williams Bay President, Village of Darien Chairman, Town of Bioomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Wayne Redenius	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Delavan
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Bruce Schiffleger	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Lafayette
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Bruce Schiffleger James C. Simons	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Lafayette Chairman, Town of Spring Prairie
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Wayne Redenius Bruce Schiffleger James C. Simons Samuel E. Tapson	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Richmond Chairman, Town of Spring Prairie Administrator, City of Elkhorn
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Wayne Redenius Bruce Schiffleger James C. Simons Samuel E. Tapson Frank Taylor	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Delavan Chairman, Town of Lafayette Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange
Robert Metzner Kenneth Monroe	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange Chairman, Town of Sharon
Robert Metzner Kenneth Monroe	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Richmond Chairman, Town of Richmond Chairman, Town of Lafayette Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange Chairman, Town of Sharon Chairman, Town of Sharon
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Wayne Redenius Bruce Schiffleger James C. Simons Samuel E. Tapson Frank Taylor Edward Vander Veen James Van Dreser	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Walworth County Public Works Committee
Robert Metzner Kenneth Monroe	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Delavan Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sugar Creek
Robert Metzner. Kenneth Monroe	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Richmond Chairman, Town of Lafayette Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sugar Creek President, Village of Walworth
Robert Metzner Kenneth Monroe Robert R. Mueller Ron Pollitt Wayne Polzin Bruce Schiffleger James C. Simons Samuel E. Tapson Frank Taylor Edward Vander Veen James Van Dreser Gary Wallem Todd V. Watters Mark E. Wendorf	Village of Williams Bay President, Village of Darien Chairman, Town of Bloomfield Chairman, Town of East Troy President, Village of Fontana-on-Geneva Lake Chairman, Town of Delavan Chairman, Town of Delavan Chairman, Town of Spring Prairie Administrator, City of Elkhorn Chairman, Town of LaGrange Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sharon Chairman, Town of Sugar Creek

WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Kenneth M. Pesch Chairman	Highway Commissioner, Washington County
Kenneth R. Yunker	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
John B. Capelle Directo	r of Community Development, City of West Bend
Richard L. Bertram	Chairman, Town of Barton
Robert A. Bingen	Chairman, Town of Addison
Russell Brandt	President, Village of Slinger
Kristine Deiss	Mayor, City of West Bend
Justin Drew	City Planner, City of Hartford
Dennis Gehring	Chairman, Town of Hartford
	Director of Public Works, Village of Kewaskum
Joseph C. Gonnering	Chairman, Town of Trenton

WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

Dan Goetz	Supervisor, Washington County Broad
Scoll W. Henke	
Dewayne J. Jonnson	Director, Southeast Region,
	Wisconsin Department of Transportation
Ellis R. Kahn	Chairman, Town of Kewaskum
Thomas Kempinski	President, Village of Germantown
Dennis E. Kenealy	Chairman, Town of Erin
	nning and Program Development Engineer,
	U.S. Department of Transportation,
	Federal Highway Administration
Paul J. Metz	Chairman, Town of Germantown
	President, Village of Jackson
Paul E. Mueller	Administrator,
	Planning and Parks Department,
	Washington County
Judith Neu	City Engineer, City of West Bend
Diane Pedersen	President, Village of Richfield
Paul R. Rice	Chairman, Town of West Bend
Gene L. Reiter	Citizen, Town of Polk
Bill Sackett	President, Village of Newburg
Gary Schrieber	Chairman, Town of Farmington
Paul Servais	Chairman, Town of Jackson
	Chairman, Washington County Board
	Chairman, Town of Wayne
	onaiman, rown or wayne

WAUKESHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Kenneth C. Herro	Supervisor, Waukesha County Board
Chairman	Waukesha County Public Works Committee
Kenneth P. Vunker	Waukesha County Public Works Committee Executive Director, Southeastern
Constant	Wissessin Designal Dispring Commission
	Director of Public Works,
Fred Abadi	Director of Public Works,
	City of Waukesha
Richard Arrowood	
	Town Engineer, Town of Delafield
Richard A. Bolte	Director of Public Works,
	Waukesha County
Donna BrownSystem	s Planning Group Manager, Southeast Region
	Wisconsin Department of Transportation
Gordon Carlson	
Harlan F. Clinkenbeard	Planner, City of Pewaukee
Wayne Delikat	Public Works Superintendant, City of Muskego
David Dubey	
Richard A Encolin	
	President, Village of Baller
	Chairman, Town of Brookfield
Robert Hultquist	Chairman, Town of Oconomowoc
Arlyn Johnson	Director of Public Works,
	Village of Menomonee Falls
Gregory W. Kessler	Director, Department of City Development,
	City of New Berlin
Richard J. Kneiser	President, Village of Oconomowoc Lake
Robert Kwaitkowski	Čhairman, Town of Eagle
David C. Lamerand	President, Village of Hartland
Tony Lapcinski	President, Village of Sussex
Richard Lartz	President, Village of Nashotah
Dan Martin	President, Village of Lannon
	Planning and Program
	Development Engineer,
	U.S. Department of Transportation,
	Federal Highway Administration
Dish and Neuroselii	Supervisor, Town of Merton
	Chairman, Town of Vernon
	President, Village of Elm Grove
	Chairman, Town of Lisbon
	President, Village of Big Bend
Jeff R. Speaker	Mayor, City of Brookfield
Richard A. Spurrell	President, Village of Eagle
	President, Village of Lac La Belle
Brvce P. Stvza.	
Leonard Susa	
lames O Wagner	
	President, Village of Mukwonago
Joseph L. Whitmore	President, Village of North Prairie

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

Devid Drett	Director of Dublic Works
	Director of Public Works,
Chairman	Racine County Executive Director, Southeastern
	Wisconsin Regional Planning Commission
	Administrator, Village of Mt. Pleasant
Sandra K. Beaupre	Director, Bureau of Planning, Division of
	Transportation Investment Management,
	Wisconsin Department of Transportation
	Executive Director, Belle Urban System
	Village Engineer, Village of Caledonia
	Administrator, Village of Sturtevant
Dewayne J. Johnson	Director, Southeast Region,
	Wisconsin Department of Transportation
Richard M. Jones	Director of Public Works, City of Racine
Dennis C. Mahoney	President, Village of North Bay
	Program and Planning Analyst,
	Bureau of Air Management,
	Wisconsin Department of Natural Resources
Chervl L. Newton	Environmental Protection Specialist, Region V,
	U.S. Environmental Protection Agency
Michael Pievach	President, Wisconsin Coach Lines, Inc.
	Wisconsin Division Administrator
	Federal Highway Administration
	U.S. Department of Transportation
William H. Shalk	President, Village of Wind Point
	Federal Transit Administration.
	U.S. Department of Transportation
Audrey Viau	President, Village of Elmwood Park
	vinage of Lintwood Faik

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
Leonard Brandrup	
Ronald L. Bursek	Director of Intergovernmental Relations, City of Milwaukee
Roy de la Rosa	Director, Public Works Department, City of Kenosha
Dewayne J. Johnson	Director, Southeast Region, Wisconsin Department of Transportation
Jeffrey B. Labahn.	Director, Department of City Development, City of Kenosha
Michael M. Lemens	Director, Engineering Division, Public Works Department,
Peter T. McMullen	City of Kenosha Program and Planning Analyst, Bureau of Air Management,
Cheryl L. Newton	Wisconsin Department of Natural Resources
Michael R. Pollocoff	U.S. Environmental Protection Ägency President, Wisconsin Coach Lines, Inc. Administrator, Village of Pleasant Prairie Wisconsin Division Administrator Federal Highway Administration
Marisol Simõn	U.S. Department of Transportation Regional Administrator, Region V, Federal Transit Administration,
Gary A. Sipsma	U.S. Department of Transportation Highway Director, Kenosha County

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Richard A. Bolte	Director of Public Works,
	Waukesha County
John M. Bennett	City Engineer, City of Franklin
Roy de la Rosa	Director of Intergovernmental Relations,
	Milwaukee County
Robert R. Dreblow	Highway Commissioner, Ozaukee County
Thomas M. Grisa	Director of Public Works, City of Brookfield
Robert C. Johnson	Transit Director, City of Waukesha
	Transit System Utility
William A. Kappel	Director of Public Works,
	City of Wauwatosa
Michael G. Lewis	City Engineer, City of West Allis

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA (continued)

Michael J. Maierle	Manager of Long-Range Planning, Department of City Development, City of Milwaukee
Jeffrev J. Mantes	
	Department of Public Works,
	City of Milwaukee
Michael J. Martin	Director of Public Works,
	Village of Hales Corners
Jeffrey S. Polenske	City Engineer, City of Milwaukee
George A. Torres	Director of Transportation and Public Works,
	Department of Parks and Public Infrastructure,
	Milwaukee County
Paul Vornholt	Mayor's Office, City of Milwaukee
Scott K. Walker	Milwaukee County Executive
Philip Walzak	Staff Advisor to the Mayor,
	Office of Mayor Tom Barrett,
	City of Milwaukee

Nonvoting Technical Staff Members

Kenneth R. Yunker Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Sandra K. Beaupre	Director, Bureau of Planning,
	Division of Transportation
	Investment Management,
	Wisconsin Department of Transportation
Anita Gullota-Connelly	Managing Director,
	Milwaukee County Transit System
Dewayne J. Johnson	Director, Southeast Region,
	Wisconsin Department of Transportation
Peter T. McMullen	Program and Planning Analyst,
`	Transportation Section of Air Management,
	Wisconsin Department of Natural Resources
Michael J.Pjevach	President, Wisconsin Coach Lines, Inc.
Allen Radliff	Wisconsin Division Administrator
	Federal Highway Administration
	U.S. Department of Transportation
Marisol Simõn	
	Federal Transit Administration,
	U.S. Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING

Chairman	Director of Public Works, Kenosha County
Fred Abadi	Director of Public Works, City of Waukesha
Sandra K. Beaupre	Director, Bureau of Planning, Division of Transportation
	Investment Management, Wisconsin Department of Transportation
	City Engineer, City of Franklin Chief of Staff,
	Waukesha County Executive's Office
Shane Crawford	
Anita Gullota-Connelly	
	Milwaukee County Transit System
Robert R. Dennik	Deputy Chief of Staff, Milwaukee County
Pohort P. Droblow	Executive's Office
Thomas M Grisa	Director of Public Works, City of Brookfield
	Commissioner Public Works, City of Racine
	Director of Public Works, City of Wauwatosa
Michael M. Lemens	Director of Engineering, City of Kenosha
Jeffrey J. Mantes	Commissioner, Director of Public Works,
	City of Milwaukee
Bharat Mathur	Acting Regional Administrator, Region 5, U.S. Environmental Protection Agency
	U.S. Department of Transportation
Dwight E. McComb.	
5	Engineer, U.S. Department of Transportation,
	Federal Highway Administration
Gloria L. McCutcheon	Southeast Region Director, Wisconsin
Laborate Marthau In	Department of Natural Resources
John H. Melby, Jr.	Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Larry Moore	
	City of Milwaukee Housing Coordinator
Kenneth M. Pesch	Highway Commissioner, Washington County
Jeffrey S. Polenske	City Engineer, City of Milwaukee
David Prott	Director of Public Works,
	Racine County

DES PLAINES RIVER WATERSHED COMMITTEE (continued)

Steve Richter	Director of Conservation and Land Management,
	The Nature Conservancy
Edward St. Peter	General Manager, City of Kenosha Water Utility
James M. Smith	Chairman, Town of Somers
Michael D. Warner	Executive Director, Lake County Stormwater
	Management Commission

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN

Dr. Norman P. LascaPro	fessor, Department of Geological Sciences,
Chairman	University of Wisconsin-Milwaukee
Susan Black Su	uperintendent, Parks System Administration
Vice-Chairman	Milwaukee County Department of
	Parks and Public Infrastructure
Dr. Donald M. Reed	Chief Biologist, Southeastern Wisconsin
Secretary	Regional Planning Commission
	Port Washington Yacht Club
E Craig Faucett	Director of Engineering, City of Cudahy
	Mayor, City of Port Washington
	Acting Director of Environmental Service,
Steve Keith	Milwaukee County
leffray Mantaa	
Jenney J. Mariles	
	Department of Public Works,
To some Maximit Automatica	City of Milwaukee
	rative Coordinator, City of South Milwaukee
Gloria L. McCutcheon	
	Visconsin Department of Natural Resources
C. William Nelson	Member, Great Lakes
	Sports Fisherman's Club
	Municipal Port Director, Port of Milwaukee
	Manager, Village of Fox Point
Chad Sampson	County Conservationist,
	Racine County
Kevin L. Shafer, P.E.	Executive Director, Milwaukee
	Metropolitan Sewerage District

ADVISORY COMMITTEE ON REGIONAL WATER QUALITY MANAGEMENT PLAN UPDATE FOR THE GREATER MILWAUKEE WATERSHEDS

Danial & Schmidt	
Chairman	SEWA C Commissioner
Michael G. Hahn	Chief Environmental Engineer, Southeastern
Secretary	Wisconsin Regional Planning Commission
Julie A. Anderson	Director, Racine County Planning
	and Development
Michael Ballweg	Crops and Soils Agent,
	University of Wisconsin-Extension, Sheboygan County
John P. Bebrans	
JOHN K. Berliens	Protection and Rehabilitation District
John M. Bennett	City Engineer, City of Franklin
	Water and Wastewater Utility
Lisa Conley	Representative, Town and Country Resource
	Conservation and Development, Inc.
Joyce Fiacco	Director, Dodge County Land
	Resources and Parks Department
Shawn Graff	Executive Director, The Ozaukee
	Washington Land Trust, Inc.
Andrew A. Hoiscnbach	Director, Ozaukee County Planning, Resources, and Land Management Department
William I Hoppe	City Engineer, City of Mequon
William & Kappel	
	Milwaukee County Department of
	Transportation and Public Works
Kristine M. Krause	Vice-President, Environmental
	Department, We Energies
James F. Lubner	Sea Grant Advisory Services Specialist,
	University of Wisconsin Sea Grant Institute
Jeffrey J. Mantes	Commissioner, Department of Public Works,
Lynn Mathias	City of Milwaukee County Land Conservationist.
Lynn watnas	Fond du Lac County
J. Scott Mathie	Director of Government Affairs, Metropolitan Builders
	Association of Greater Milwaukee
James L. McNelly	
	Department of Natural Resources
Charles S. Melching	Associate Professor, Civil and Environmental
	Engineering, Marquette University

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING (continued)

Sheri Schmit	Systems Planning Group Manager
Marisol Simõn	Southeast Region, Wisconsin Department of Transportation Regional Administrator, Region V, Federal Transit Administration,
	U.S. Department of Transportation
Wallace Thiel	Village Administrator, Village of Hartland
George A. Torres	Director of Transportation
	and Public Works,
	Department of Parks and
	Public Infrastracture,
	Milwaukee County
Sandra Rusch Walton	Director, Injury and Violence Prevention Program,
	City of Milwaukee Health Department

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL BICYCLE AND PEDESTRIAN FACILITIES SYSTEM PLANNING

	Administrator, Ozaukee County
Chairman	
	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
Robert Dreblow	Highway Commissioner,
	Ozaukee County Highway Department
	Director of Public Works, City of Waukesha
Thomas P. Huber	State Bicycle and Pedestrian
	Program Coordinator, Wisconsin
	Department of Transportation
	Director of Public Works, City of Racine
James W. Kavemeier	Parks System Manager, Waukesha County
	Department of Parks and Land Use
	Public Policy Consultant
Jaciyn D. Lawton	Environmental Coordinator, Federal Highway Administration
Randal LaClaira	
	Commissioner, Department of Public Works
Jenney J. Mantes	City of Milwaukee
Raymond G. Meyer	
Kenneth Neitzke	Government Relations Committee Chairman,
	Waukesha County Chapter,
	Ice Age Trail Committee
Robert F. Pfeiffer	Project Development Chief, Southeast Region,
	Wisconsin Department of Transportation
Mark A. Piotrowicz	Assistant Director of Community Development,
	City of West Bend
	City Engineer, City of Milwaukee
	President, Bay View Bicycle Club
Ronald J. Rutkowski	Director, Transportation Planning
	and Development, Milwaukee County
	Department of Parks and Public Infrastructure
Paul S. Sandgren	Forest Superintendent, Kettle Moraine
Karan Carianah	State Forest, Southern Unit
	Project Engineer, City of Brookfield
Robert Wagler	City of Milwaukee Police Department
William R. Waldron	
	Department of Parks, Recreation and Culture
	2 oparation of Fand, reoroation and Outlate

DES PLAINES RIVER WATERSHED COMMITTEE

George E. Melcher Chairman	Director of Planning and Development, Kenosha County
Philip C. Evenson Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
	Director, Planning and Development, Racine County
Randall S. Blankenhorn	Executive Director, Chicago
	Metropolitan Agency for Planning President, Village of Paddock Lake
	Manager, Halter Wildlife Area
James D'Antuono	Basin Supervisor Illinois/Fox Team, Wisconsin Department of Natural Resources
	Chairman, Town of Paris
	Chairman, Town of Bristol
Ronald L. Johnson	Chairman, Kenosha County Land and Water Conservation Committee:
	Kenosha County Board Supervisor
Wayne E. Koessl	Representative, WISPARK Corporation
Jeffrey B. Labahn	Director of City Development,
	City of Kenosha Supervisor, Kenosha County Board of Supervisors Administrator, Village of Pleasant Prairie

ADVISORY COMMITTEE ON REGIONAL POPULATION AND ECONOMIC FORECASTS

Paul E. Mueller	Administrator,
Chairman	Washington County Planning and Parks Department
Kenneth P. Vunker	
Vice Chairman	Southeastern Wisconsin
	Regional Planning Commission
Sandra K. Beaupre	Director, Bureau of Planning,
Canara na Boaupro	Division of Transportation
	Investment Management,
	Wisconsin Department of Transportation
Nickolas C. George	Executive Director of Public Affairs,
0	Wisconsin Manufacturers and Commerce
Roger B. Hammer	Assistant Professor,
-	Department of Rural Sociology,
	University of Wisconsin-Madison
Donald Harrier, Jr.	Chief,
	Demographic Services Center,
	Wisconsin Department of Administration
Dale A. Landgren	Vice President and
	Chief Strategic Officer,
	American Transmission Company
Bret J. Mayborne	Director of Economic Research,
	Metropolitan Milwaukee Association of Commerce
Disbard Nastar	Association of Commerce Senior Economist,
Richard Nestor	We Energies
David Peterson	Lead Economist, Division of Research
	and Policy, Wisconsin Department of Revenue
	Director, Planning and Parks Department,
	Ozaukee County
Dennis K. Winters	Chief of the Office of Economic
	Advisors, Wisconsin Department of
	Workforce Development

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN

Dr. Susan E. Lewis Chairman	Professor of Biology, Carroll College; Director, Greene Field Station; Member, State of Wisconsin
Secretary Fay U. Amerson	Natural Areas Preservation Council Chief Biologist, Southeastern Wisconsin Regional Planning Commission Urban Conservation Specialist, Walworth County Professor of Science, Biology Department, Concordia University
Susan Black	Milwaukee County Department of Parks, Recreation and Culture
Dr. Owen D. Boyle	
Gerald H. Emmerich, Jr	
Shawn Graff	Executive Director, The Ozaukee Washington Land Trust
	Waukesha County Park System Manager Land Conservation Director, Ozaukee County
Signe L. Holtz	Director, Bureau of Endangered Resources, Wisconsin Department of Natural Resources
B. Martinus Johnson	
Marlin P. Johnson	Associate Professor Emeritus, Field Station Manager, Department of Biological Sciences, University of Wisconsin Waukesha Center;
Mary L Lichter	Vice President, Waukesha County Land Conservancy Parks Director, Kenosha County Parks
	Land/Facilities Supervisor, Wisconsin Department of Natural Resources
Paul E. Mueller	Administrator, Washington County Land Use and Park Department
Dr. Patricia Nagai	
Kevin L. Shafer, P.E	
Dr. Stephen L. Solheim	Associate Professor, Department of Biological Sciences, University of Wisconsin-Whitewater

ADVISORY COMMITTEE ON REGIONAL WATER QUALITY MANAGEMENT PLAN UPDATE FOR THE GREATER MILWAUKEE WATERSHEDS (continued)

Paul E. Mueller	Administrator, Washington County Planning and Parks Department
Patrick A. Murphy	State Resource Conservationist,
Cheryl Nenn	Natural Resources Conservation Service
Jeffrey S. Nettesheim	Milwaukee Riverkeeper Director of Utilities,
	Village of Menomonee Falls
Charles A. Peters	Director, Wisconsin Water Science Center, U.S. Geological Survey
Kevin L. Shafer	Executive Director, Milwaukee Metropolitan Sewerage District
Dale R. Shaver	Director, Waukesha County
Peter G. Swenson	Parks and Land Use Department Branch Chief, NPDES Programs Branch,
Sam Tobias	U.S. Environmental Protection Agency
Shawn L. Wesener	Fond du Lac County Assistant Planning Director,
	Planning and Resources Department, Sheboygan County
Thomas A. Wiza	Director of Engineering and Public Works, City of Cedarburg

ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING

George E. Melcher	Director, Department of Planning and Development, Kenosha County
Julie A. Anderson	Director, Planning and Development,
Sugar Black	Racine County Director, Milwaukee County
Susan Black	Department of Parks, Recreation and Culture
Martha L. Brown	Deputy Commissioner, Department of
	City Development, City of Milwaukee
John B. Capelle	Director of Community Development, City of West Bend
Krista Chapdelaine	Water Resources Planner
	Milwaukee Metropolitan Sewerage District
Harlan E. Clinkenbeard	Administrator-Planner,
	City of Pewaukee, and Planner, Town of Somers
Michael P. Cotter	
	Resource Management Department
Steven Crandell	Director of Community Development,
	City of Waukesha
Henry Elling	
Charles Enckson	Development, City of Greenfield
Daniel F. Ertl	Director of Community Development,
	City of Brookfield
Robert Greenstreet	
Crogon () al	City Development, City of Milwaukee
Glegory I. Igi	Elkhorn Service Center
	U.S. Natural Resources
	Conservation Service
Jeffrey B. Labahn	Director of City Development, City of Kenosha
Peter I. McMullen	Program and Planning Analyst, Wisconsin Department of Natural Resources
Paul F. Mueller	
	Planning and Parks Department
Brian F. O'Connell	Director of City Development, City of Racine
Sheri Schmit	Systems Planning Group Manager,
	Southeast Region, Wisconsin Department of Transportation
Douglas Sevmour	Director of Community Development,
0 ,	City of Oak Creek
Dale R. Shaver	Director, Waukesha County Parks
John E. Stibal	and Land Use Department
	City of West Allis
Andrew T. Struck	Director, Planning and Parks Department,
Dendul Tatalaff	Ozaukee County
Ranuy L. Tetzian	City of Port Washington
	and Supervisor, Town of Summit
Nancy L. Welch	Director of Community Development,
	City of Wauwatosa

ADVISORY COMMITTEE ON REGIONAL TELECOMMUNICATIONS PLANNING

Dr. Kurt W. Bauer Chairman	Executive Director Emeritus, Southeastern Wisconsin Regional Planning Commission
William R Drew	Southeastern Wisconsin Regional
Vice-Chairman	Planning Commissioner, and
	Executive Director.
	Milwaukee County Research Park
Roger Caron	President, Racine Area
	Manufacturers and Commerce
Bob Chernow	Chairman,
	Regional Telecommunications Commission
David L. DeAngelis	
	Village of Elm Grove
	President, Wisconsin Internet
	Network Supervisor, CenturyTel
	Director of Regulatory Affairs, SBC
	Attorney at Law, Murn and Martin, SC
Jeff Lowney	Vice President/General Manager,
Leff Maria Lan	Time Warner Telecom
Jen Mantes	Commissioner, Department of Public Works,
Course E Malabas	City of Milwaukee
George E. Meicher	Development, Kenosha County
Paul E. Mueller	
	Planning and Parks Department
Poh N. Pichardson	Director, Racine County Information Systems
Steven I Ritt	Attorney at Law,
	Michael Best & Friedrich
James W. Romlein	
Bennett Schliesman	
	Management/Homeland Security
Dale R. Shaver	Director, Waukesha County Department of
	Parks and Land Use
Michael Ulicki	Vice President and
	Chief Technology Officer,
	Norlight Telecommunications
Darryl Winston	Director of Data Services,
	City of Milwaukee Police Department
Gustav W. Wirth, Jr.	Southeastern Wisconsin Regional
	Planning Commission Commissioner

ENVIRONMENTAL JUSTICE TASK FORCE

Adelene Greene Chairman	Director of Workforce Development, Kenosha County; Commissioner, Southeastern Wisconsin Regional Planning Commission
Ness Flores	
	President, Wisdom Interfaith Coalition
Darryl Johnson	Executive Director,
	Riverworks Development Corporation
	Executive Director,
	Hmong-American Friendship Association
Gary Koppelberger	Administrator, City of Hartford
N. Lynnette McNeely	Attorney, Law Offices of
	Thomas J. Awen; NAACP
Larry Moore	Community Partnership Coordinator,
Dia Datas	City of Milwaukee Housing Authority
Brian Peters	Housing Policy Advocates,
	Independence First
Guadalupe wally Rendon	Member Education/Outreach Representative, Racine Educator's Credit Union;
	Former Racine Police Officer
Volanda Santas Adams	Director, League of
Tolanua Santos Adams	United Latin America Citizens
lackie Schellinger	Indian Community School
	Migrant Worker Outreach
Willie Wade	Alderman, City of Milwaukee

TECHNICAL ADVISORY COMMITTEE ON THE REVIEW AND REEVALUATION OF REGIONAL CONTROL SURVEY PROGRAM

Dr. Kurt Bauer	Executive Director Emeritus, Southeastern
Chairman	Wisconsin Regional Planning Commission;
	County Surveyor for Kenosha, Milwaukee,
	Walworth, and Waukesha Counties
John M. Bennett	City Engineer-Director of Public Works,
	City of Franklin
John P. Casucci	Survey Land Development Manager,
	R.A. Smith National, Inc.

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN (continued)

Scott Thompson	Director of Freshwater Conservation, Wisconsin
	Chapter, The Natural Conservancy
Marc White	Director of Research, Stewardship, and
	Adult Education, Riveredge Nature Center
Dr. Joy J. Wolf	Associate Professor, Department of
	Geography, University of Wisconsin-Parkside

REGIONAL WATER SUPPLY PLANNING ADVISORY COMMITTEE

Chairman	Executive Director Emeritus, Southeastern Wisconsin Regional Planning Commission Special Projects Environmental Engineer, Southeastern Wisconsin
2	Regional Planning Commission Director, Racine County
	Planning and Development
Kenneth R. Bradbury	Hydrogeologist/Professor Wisconsin Geological
Thomas I Punkar	and Natural History Survey Representative, Water and
	Wastewater Utility, City of Racine
Douglas S. Cherkauer	Professor of Hydrogeology,
Lisa Conley	University of Wisconsin–Milwaukee
	Country Resource Conservation and Development, Inc.
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	Land Use and Resource Management Department
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	Wisconsin Department of Natural Resources, Southeast Region
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	Hydrologist, U.S. Geological Survey Manager,
	Environmental Operations &
	Central Services, S. C. Johnson & Son, Inc.
David Ewig	Water Superintendent,
Thomas M. Grisa	City of Port Washington Director of Public Works,
	City of Brookfield
Jeffrey A. Helmuth	Hydrogeologist Program Coordinator, Wisconsin Department of
	Natural Resources, Madison
Andrew A. Holschbach	Director, Ozaukee County Planning, Resources, and Land
Eria I Kiefer	Management Department Manager,
	North Shore
Terrence H. Kiekhaefer	Water Commission Director of Public Works,
	City of West Bend
Thomas J. Krueger	Water and Wastewater Utility Director, Village of Grafton
Carrie M. Lewis	Superintendent, Milwaukee Water Works,
Mark Lurvey	City of Milwaukee Agricultural Business Operator,
	Lurvey Turf Nursery
	Director of Government Affairs, Metropolitan Builders Association of Greater Milwaukee
George E. Melcher	Director, Kenosha County Department of Planning and Development
Paul E. Mueller	Administrator, Washington County
leffrey Musche	Planning and Parks Department Administrator/Clerk, Town of Lisbon
	General Manager,
Edward St. Peter	We Energies-Water Services General Manager,
	Water Utility, City of Kenosha
Dale R. Shaver	Director, Waukesha County Department of Parks and Land Use
James Surfus	
George A. Torres	MillerCoors, LLC Director, Milwaukee County Department of
-	Transportation and Public Works Director of Public Works and Utilities,
	City of Lake Geneva
Steven N. Yttri	General Manager, Water and Sewer Utility, City of Oak Creek

TECHNICAL ADVISORY COMMITTEE ON THE REVIEW AND REEVALUATION OF REGIONAL CONTROL SURVEY PROGRAM (continued)

Harold S. Charlier	Executive Director, Wisconsin
Michael R. Duckett	Society of Land Surveyors President, Duckett Group; Executive
	Director, Southeast Wisconsin
	Professional Baseball Park District
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	U.S. Department of Commerce,
	National Oceanic and Atmospheric
	Administration, National Geodetic Survey
	Director of Public Works, City of Brookfield
Gregory G. High	Director, Architectural, Engineering and
	Environmental Services, Public
Manaia C. Lindhalm	Works Department, Racine County
Marcia G. Lindnoim	Civil Engineer Senior, City of Milwaukee Department of Public Works
Cooil E. Mohring	
Cecil F. Merining	Engineering Services, Public Works
	Department, Racine County
George F. Melcher	Director, Department of Planning and
	Development, Kenosha County
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	Natural Resources Conservation Service
Glen R. Schaefer	Geodetic Engineer, Wisconsin
	Department of Transportation
Daniel R. Talarczyk	Survey Services Supervisor,
	Milwaukee Metropolitan Sewerage District
Thomas J. Tym	Head, Technology Services Department,
	Ruekert & Mielke, Inc.
William T. Wambach	Former District Director, District 1,

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE ROUND LAKE BEACH-MCHENRY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION)

Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
David C. Buehn	
	Chairman, Town of Wheatland
	Chairman, Town of Bristol
	Director, Southeast Region,
2	Wisconsin Department of Transportation
Roger Johnson	President, Village of Silver Lake
	Chairman, Town of Brighton
Peter T. McMullen	Program and Planning Analyst,
	Wisconsin Department of Natural Resources
Cheryl L. Newton	Environmental Protection Specialist,
	Region V, U.S. Environmental Protection Agency
	Chairman, Town of Randall
Allen Radliff	Wisconsin Division Administrator,
	Federal Highway Administration,
	U.S. Department of Transportation
Marisol Simõn	Regional Administrator, Region V,
	Federal Transit Administration,
	U.S. Department of Transportation

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE ROUND LAKE BEACH-McHENRY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION) (continued)

Gary A. Sipsma	Director, Division of Highway, and
	Highway Commissioner, Department of
	Public Works, Kenosha County
Howard K. Skinner	President, Village of Twin Lakes
Diann D. Tesar	Chairman, Town of Salem

REGIONAL HOUSING PLAN ADVISORY COMMITTEE

	SEWRPC Commissioner
Julie Anderson	Planning Director, Racine County
	Planning and Development
David Cappon	Executive Director, City of
	Waukesha Housing Authority
Mish and Online	
Michael Cotter	Director, Land Use & Resource
	Management, Walworth County
	Owner, The Dorsey Group, Milwaukee
Joe Heck	Assistant Director, Racine
	Department of City Development
Rob Henken	President, Public Policy Forum, Milwaukee
Gary Koppelborger	
Jeff Labann	Director of City Development,
	City of Kenosha
J. Scott Mathie	Vice President of Government
	Affairs, Metropolitan Builders
	Association, Pewaukee
George F. Melcher	Director, Kenosha County
ecolge 21 molener minimum	Planning and Development
Michael Murphy	
	Alderman, City of Milwaukee
Falamak Nourzad	Principal, Continuum Architects
	& Planners, Milwaukee
Linda Olson	Director of Aging and Disability
	Resource Center, Washington County
Antonio M. Pérez	Resource Center, Washington County Executive Director, City of
	Milwaukee Housing Authority
Brian Peters	Housing Policy Advocate, Independence <i>First</i> ;
Dharr clois	Member of EJTF. Milwaukee
Kim Dlasha	Member of ESTP, Miwaukee
Kim Plache	Willwaukee Office of WHEDA
Maria Prioletta	Housing Development Director, Milwaukee
	Department of City Development
Matrio "Marty" Reed	Shorewest Realtors, Milwaukee
Welford Sanders	Executive Director, M.L. King Economic
	Development Corporation
Many Kay Schleiter	Associate Professor,
Mary Ray Contener	Department of Sociology-Anthropology,
	University of Wisconsin-Parkside
Kari Oshari I.a Damaira	University of Wisconsin-Parkside
Kori Schneider-Peragine	Senior Administrator, Metropolitan
	Milwaukee Fair Housing Council
Dale R. Shaver	Director, Waukesha County
	Department of Parks and Land Use
Michael J. Soika	Executive Director, YMCA
	Urban Campus, Milwaukee
Andrew T. Struck	Director of Planning and Parks,
Andrew T. Outdok	Ozaukee County
Cast Thistle	
Scott Inistle	President, Brookstone Home
	Builders, Waukesha
Rev. James C. Thomas	Retired, Board of Ezekiel Community
	Development Corporation
John F. Weishan, Jr.	Supervisor, Milwaukee County Board

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2008

EXECUTIVE DIVISION

Philip C. Evenson, AICP Executive Director

Kenneth R. Yunker, PE Deputy Director

Dr. Kurt W. Bauer, PE, RLS, AICP Executive Director Emeritus Loretta Watson Executive Secretary

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson, AICP Chief Community Assistance Planner

Richard R. Kania, AICP, RLA Principal Planner

Benjamin R. McKay Senior Planner

Christopher D. Parisey Robbie L. Robinson Planners

Joyce A. Gramz Senior GIS Planning Specialist

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

John G. McDougall Geographic Information Systems Manager

Paul J. Clavette Principal Systems Analyst

Michael G. Gosetti Geographic Information Systems Supervisor

Bradley T. Subotnik Senior GIS Applications Specialist

Patricia L. Bouchard Michael B. Scott GIS Application Specialists

Timothy R. Gorsegner Jean M. Roman Geographic Information Systems Technicians

James M. Kocher Web Technician

LAND USE PLANNING DIVISION

William J. Stauber, AICP Chief Land Use Planner

David A. Schilling Principal Planner

Kathryn E. Sobottke Senior Specialist

Laura R. Burgbacher Thomas J. Moes James P. Siegler Planners

Frank G. Fierek, Jr. Land Use Mapping Specialist

ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland Chief Economic Development Planner

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Donald P. Simon, RLS Chief Planning Illustrator

Jean C. Johnson Nancee A. Nejedlo Principal Planning Draftsmen

LuAnn Sakale Senior Planning Draftsman

John T. Washburn, RLS Senior Specialist– Land Surveyor

David J. Schopp Andrew J. Traeger Land Survey Assistants

Richard J. Wazny Print Shop Supervisor

TRANSPORTATION PLANNING DIVISION

Christopher T. Hiebert, PE Chief Transportation Engineer

Albert A. Beck Principal Planner

Ryan W. Hoel, PE Principal Engineer

Sonia Dubielzig Senior Planner

Eric D. Lynde Engineer

Victor T. Helin Travel Demand Modeler

Reginald L. Mason Xylia N. Rueda Research Analysts

TELECOMMUNICATIONS PLANNING DIVISION

Dr. Kenneth J. Schlager, PE Chief Telecommunications Engineer

Jason W. Zehrung Senior Telecommunications Planner

ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen Business Manager

Marcia L. Hayd Linette G. Heis Secretaries

Kathleen A. Lisota Bookkeeper

Sylvia Carlson Receptionist

Robert J. Klatkiewicz Office Clerk

ENVIRONMENTAL PLANNING DIVISION

Michael G. Hahn, PE, PH Chief Environmental Engineer

Dr. Donald M. Reed Chief Specialist-Biologist

Robert P. Biebel, PE, PH Special Projects Engineer

Laura L. Kletti Ronald J. Printz, PE Principal Engineers

Joshua A. Murray, PE Senior Engineer

Dr. Thomas M. Slawski Dr. Jeffrey A. Thornton, CLM, PH Principal Planners

Dr. Joseph E. Boxhorn Senior Planner

Dr. Lawrence A. Leitner Principal Biologist

Dr. Dhruva N. Vangipuram Engineer

Christopher J. Jors Kristin A. Sherfinski Specialists

Jennifer L. Dietl Aaron W. Owens Sara W. Teske Research Analysts

Edward J. Schmidt GIS Planning Specialist

Patricia M. Kokan Secretary

Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2008

(Titles of reports in red are those that can be accessed on the website at www.sewrpc.org.)

PROSPECTUSES

Regional Planning Program, April 1962* Root River Watershed Planning Program, March 1963* Fox River Watershed Planning Program, October 1964* Continuing Land Use-Transportation Study, May 1965 Milwaukee River Watershed Planning Program, September 1966* Comprehensive Library Planning Program, April 1968 Community Shelter Planning Program, August 1968 Racine Urban Planning District Comprehensive Planning Program, November 1968 Regional Sanitary Sewerage System Planning Program, December 1968* Menomonee River Watershed Planning Program, November 1969 Comprehensive Regional Airport Planning Program, December 1969* Regional Housing Study, December 1969 Deep Sandstone Aquifer Simulation Modeling Program, October 1972 Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973 Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee Metropolitan Area, July 1973* Kinnickinnic River Watershed Planning Program Prospectus, November 1974* Regional Air Quality Maintenance Planning Program Prospectus, November 1974 Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975 Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program Prospectus, September 1978* Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978 Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus, November 1978 Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978 Pike River Watershed Planning Program Prospectus, April 1979 Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979 Oak Creek Watershed Planning Program Prospectus, December 1979 Prospectus for an Energy Emergency Contingency Plan for Southeastern Wisconsin, December 1983 Milwaukee River Priority Watersheds Program Prospectus, March 1985 Stormwater Drainage and Flood Control Planning Program Prospectus for the Milwaukee Metropolitan Sewerage District, March 1985 Infrastructure Study for the Southeastern Wisconsin Region, June 1986 Milwaukee High Lake Level Impact Study Prospectus, December 1987 Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Kenosha Area, June 1988 Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Racine Area, May 1989* Natural Area Protection and Management Planning Program Prospectus, August 1989* Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning District, December 1990 Des Plaines River Watershed Planning Program Prospectus, September 1991

PROSPECTUSES—continued

Prospectus for a Study of Emergency Medical Services in Waukesha County, March 1992 Prospectus for the Preparation of a Sanitary Sewerage System Plan for the Northwestern

Waukesha County Area, September 1993

Regional Aquifer Performance Simulation Modeling Program Prospectus, October 1998* Regional Water Supply Planning Program Prospectus, September 2002

Prospectus for a Regional Telecommunications Planning Program, December 2003

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Overall Work Program—1979, Southeastern Wisconsin Regional Planning Commission, October 1978 Overall Work Program—1980, Southeastern Wisconsin Regional Planning Commission, November 1979 Overall Work Program—1981, Southeastern Wisconsin Regional Planning Commission, November 1980 Overall Work Program—1982, Southeastern Wisconsin Regional Planning Commission, November 1981 Overall Work Program—1983, Southeastern Wisconsin Regional Planning Commission, October 1982 Overall Work Program—1984, Southeastern Wisconsin Regional Planning Commission, November 1983 Overall Work Program—1985, Southeastern Wisconsin Regional Planning Commission, October 1984 Overall Work Program—1986, Southeastern Wisconsin Regional Planning Commission, October 1985 Overall Work Program—1987, Southeastern Wisconsin Regional Planning Commission, September 1986 Overall Work Program—1988, Southeastern Wisconsin Regional Planning Commission, November 1987 Overall Work Program—1989, Southeastern Wisconsin Regional Planning Commission, November 1988 Overall Work Program—1990, Southeastern Wisconsin Regional Planning Commission, November 1989 Overall Work Program—1991, Southeastern Wisconsin Regional Planning Commission, November 1990 Overall Work Program—1992, Southeastern Wisconsin Regional Planning Commission, December 1991 Overall Work Program—1993, Southeastern Wisconsin Regional Planning Commission, December 1992 Overall Work Program—1994, Southeastern Wisconsin Regional Planning Commission, November 1993 Overall Work Program—1995, Southeastern Wisconsin Regional Planning Commission, November 1994 Overall Work Program—1996, Southeastern Wisconsin Regional Planning Commission, December 1995 Overall Work Program—1997, Southeastern Wisconsin Regional Planning Commission, December 1996 Overall Work Program—1998, Southeastern Wisconsin Regional Planning Commission, November 1997 Overall Work Program—1999, Southeastern Wisconsin Regional Planning Commission, October 1998 Overall Work Program—2000, Southeastern Wisconsin Regional Planning Commission, October 1999 Overall Work Program—2001, Southeastern Wisconsin Regional Planning Commission, October 2000 Overall Work Program—2002, Southeastern Wisconsin Regional Planning Commission, October 2001 Overall Work Program—2003, Southeastern Wisconsin Regional Planning Commission, October 2002 Overall Work Program—2004, Southeastern Wisconsin Regional Planning Commission, December 2003 Overall Work Program—2005, Southeastern Wisconsin Regional Planning Commission, November 2004 Overall Work Program—2006, Southeastern Wisconsin Regional Planning Commission, November 2005 Overall Work Program—2007, Southeastern Wisconsin Regional Planning Commission, November 2006 Overall Work Program-2008, Southeastern Wisconsin Regional Planning Commission, October 2007 Overall Work Program—2009, Southeastern Wisconsin Regional Planning Commission, December 2008

STUDY DESIGNS

Study Design for the Continuing Regional Land Use-Transportation Study: 1970-1974* Study Design for the Continuing Land Use-Transportation Study: 1972-1976*

STUDY DESIGNS—continued

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- No. 1 Regional Planning Systems Study, December 1962*
- No. 2 Regional Base Mapping Program, July 1963*
- No. 3 The Economy of Southeastern Wisconsin, June 1963*
- No. 4 The Population of Southeastern Wisconsin, June 1963*
- No. 5 The Natural Resources of Southeastern Wisconsin, June 1963*
- No. 6 The Public Utilities of Southeastern Wisconsin, July 1963*
- No. 7 The Regional Land Use-Transportation Study Volume 1 - Inventory Findings: 1963, May 1965* Volume 2 - Forecasts and Alternative Plans: 1990, June 1966 Volume 3 - Recommended Regional Land Use and Transportation Plans: 1990, November 1966*
- No. 8 Soils of Southeastern Wisconsin, June 1966*
- No. 9 A Comprehensive Plan for the Root River Watershed, July 1966*
- No. 10 A Comprehensive Plan for the Kenosha Planning District
 Volume 1 Inventory Findings, Forecasts, and Recommended Plans, February 1967*
 Volume 2 Implementation Devices, February 1967*
- No. 11 A Jurisdictional Highway System Plan for Milwaukee County, March 1969*
- No. 12 A Comprehensive Plan for the Fox River Watershed
 Volume 1 Inventory Findings and Forecasts, April 1969*
 Volume 2 Alternative Plans and Recommended Plan, February 1970
- No. 13 A Comprehensive Plan for the Milwaukee River Watershed
 Volume 1 Inventory Findings and Forecasts, December 1970*
 Volume 2 Alternative Plans and Recommended Plan, October 1971*
- No. 14 A Comprehensive Plan for the Racine Urban Planning District Volume 1 - Inventory Findings and Forecasts, December 1970 Volume 2 - The Recommended Comprehensive Plan, October 1972 Volume 3 - Model Plan Implementation Ordinances, September 1972
- No. 15 A Jurisdictional Highway System Plan for Walworth County, October 1972*
- No. 16 A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
- No. 17 A Jurisdictional Highway System Plan for Ozaukee County, December 1973
- No. 18 A Jurisdictional Highway System Plan for Waukesha County, January 1974
- No. 19 A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
- No. 20 A Regional Housing Plan for Southeastern Wisconsin, February 1975*
- No. 21 A Regional Airport System Plan for Southeastern Wisconsin, December 1975
- No. 22 A Jurisdictional Highway System Plan for Racine County, February 1975
- No. 23 A Jurisdictional Highway System Plan for Washington County, October 1974*
- No. 23 2nd Edition, A Jurisdictional Highway System Plan for Washington County, July 2008
- No. 24 A Jurisdictional Highway System Plan for Kenosha County, April 1975
- No. 25 A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
 Volume 1 Inventory Findings, April 1975*
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PLANNING REPORTS—continued

- No. 26 A Comprehensive Plan for the Menomonee River Watershed
 Volume 1 Inventory Findings and Forecasts, October 1976*
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- No. 27 A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, November 1977*
- No. 28 A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000, June 1980
- No. 29 A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin, July 1978*
- No. 30 A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000 Volume 1 - Inventory Findings, September 1978* Volume 2 - Alternative Plans, February 1979* Volume 3 - Recommended Plan, June 1979*
- No. 31 A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978
- No. 32 A Comprehensive Plan for the Kinnickinnic River Watershed, December 1978*
- No. 33 A Primary Transit System Plan for the Milwaukee Area, June 1982
- No. 34 A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area, August 1983
- No. 35 A Comprehensive Plan for the Pike River Watershed, June 1983*
- No. 36 A Comprehensive Plan for the Oak Creek Watershed, August 1986
- No. 37 A Water Resources Management Plan for the Milwaukee Harbor Estuary Volume 1 - Inventory Findings, March 1987*
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- No. 38 A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987
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- No. 39 A Freeway Traffic Management System Plan for the Milwaukee Area, November 1988*
- No. 40 A Regional Land Use Plan for Southeastern Wisconsin-2010, January 1992*
- No. 41 A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994*
- No. 42 A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin, September 1997
- No. 43 A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994
- No. 44 A Comprehensive Plan for the Des Plaines River Watershed, June 2003
- No. 45 A Regional Land Use Plan for Southeastern Wisconsin: 2020, December 1997
- No. 46 A Regional Transportation System Plan for Southeastern Wisconsin: 2020, December 1997
- No. 47 A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin, May 2003*
- No. 48 A Regional Land Use Plan for Southeastern Wisconsin: 2035, June 2006
- No. 49 A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006
- No. 50 A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds, December 2007
- No. 51 A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin, September 2006
- No. 53 A Regional Broadband Telecommunications Plan for Southeastern Wisconsin, October 2007

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- No. 1 Land Development Guide, November 1963*
- No. 1 Second Edition, Land Division Control Guide, July 2001
- No. 2 Official Mapping Guide, February 1964
- No. 2 2nd Edition, Official Mapping Guide, June 1996
- No. 3 Zoning Guide, April 1964*
- No. 4 Organization of Planning Agencies, June 1964*

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- No. 5 Floodland and Shoreland Development Guide, November 1968*
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- No. 1 Potential Parks and Related Open Spaces, September 1965*
- No. 2 Water Law in Southeastern Wisconsin, January 1966*
- No. 2 2nd Edition, Water Law in Southeastern Wisconsin, December 1977*
- No. 3 A Mathematical Approach to Urban Design, January 1966*
- No. 4 Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966*
- No. 5 Regional Economic Simulation Model, October 1966*
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- No. 6 2nd Edition, Planning Law in Southeastern Wisconsin, April 1977
- No. 7 Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968*
- No. 7 2nd Edition, Horizontal and Vertical Survey Control in Southeastern Wisconsin, August 1990
- No. 7 3rd Edition, Horizontal and Vertical Survey Control in Southeastern Wisconsin, August 1996*
- No. 8 A Land Use Design Model Volume 1 - Model Development, January 1968 Volume 2 - Model Test, October 1969 Volume 3 - Final Report, April 1973
- No. 9 Residential Land Subdivision in Southeastern Wisconsin, September 1971
- No. 10 The Economy of Southeastern Wisconsin, December 1972*
- No. 10 2nd Edition, The Economy of Southeastern Wisconsin, May 1984
- No. 10 3rd Edition, The Economy of Southeastern Wisconsin, October 1995
- No. 10 4th Edition, The Economy of Southeastern Wisconsin, July 2004
- No. 11 The Population of Southeastern Wisconsin, December 1972*
- No. 11 2nd Edition, The Population of Southeastern Wisconsin, June 1984
- No. 11 3rd Edition, The Population of Southeastern Wisconsin, October 1995
- No. 11 4th Edition, The Population of Southeastern Wisconsin, July, 2004
- No. 12 A Short-Range Action Housing Program for Southeastern Wisconsin: 1972 and 1973, June 1972
- No. 13 A Survey of Public Opinion in Southeastern Wisconsin, September 1974
- No. 14 An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin: 1975, June 1975
- No. 15 Household Response to Motor Fuel Shortages and Higher Prices in Southeastern Wisconsin, August 1976
- No. 16 Digital Computer Model of the Sandstone Aquifer in Southeastern Wisconsin: April 1976
- No. 17 Water Quality of Lakes and Streams in Southeastern Wisconsin: 1964-1975, June 1978
- No. 18 State of the Art of Water Pollution Control in Southeastern Wisconsin Volume 1 - Point Sources, July 1977 Volume 2 - Sludge Management, August 1977 Volume 3 - Urban Storm Water Runoff, July 1977
 - Volume 4 Rural Storm Water Runoff, December 1976
- No. 19 A Regional Population Projection Model, October 1980
- No. 20 Carpooling in the Metropolitan Milwaukee Area, March 1977
- No. 21 Sources of Water Pollution in Southeastern Wisconsin: 1975, September 1978*
- No. 22 Recent Population Growth and Change in Southeastern Wisconsin: 1970-1977, September 1979
- No. 23 Transit-Related Socioeconomic, Land Use, and Transportation Conditions and Trends in the Milwaukee Area, December 1980*
- No. 24 State-of-the-Art of Primary Transit System Technology, February 1981

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- No. 25 Alternative Futures for Southeastern Wisconsin, December 1980
- No. 26 Milwaukee Area Alternative Primary Transit System Plan Preparation, Test, and Evaluation, March 1982
- No. 27 Milwaukee Area Work Time Rescheduling Study, August 1981
- No. 28 Evaluation of the Milwaukee Area Rideshare Program: 1972-1982, May 1983
- No. 29 Industrial Land Use in Southeastern Wisconsin, November 1984*
- No. 30 The Development of an Automated Mapping and Land Information System: A Demonstration Project for the Town of Randall, Kenosha County, Wisconsin, December 1985
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- No. 6 -Report of the Hoan Bridge South Task Force, Milwaukee County, Wisconsin, December 1986
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MEMORANDUM REPORTS—continued

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- No. 161 An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin, March 2006
- No. 162 Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2005
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- No. 165 Assessment of Conformity of the 2035 Regional Transportation System Plan and the Year 2005-2007 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Nonattainment Area, June 2006
- No. 166 Sectoral Cellular Wireless Network Plan, April 2006
- No. 167 -Simulation of Shallow Groundwater Flow in the Vicinity of the Village of Eagle, Waukesha County, Wisconsin, June 2006
- No. 169 An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, May 2008

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- No. 171 Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County, January 2008
- No. 173 An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin, October 2008
- No. 178 Public Transit Human Services Transportation Coordination Plan for Kenosha County: 2008, December 2008
- No. 179 Public Transit Human Services Transportation Coordination Plan for Milwaukee County: 2008, December 2008
- No. 180 Public Transit Human Services Transportation Coordination Plan for Ozaukee County: 2008, December 2008
- No. 181 Public Transit Human Services Transportation Coordination Plan for Racine County: 2008, December 2008
- No. 182 -Public Transit Human Services Transportation Coordination Plan for Walworth County: 2008, December 2008
- No. 183 -Public Transit Human Services Transportation Coordination Plan for Washington County: 2008, December 2008
- No. 184 -Public Transit Human Services Transportation Coordination Plan for Waukesha County: 2008, December 2008

ECONOMIC DEVELOPMENT PROFILES

Economic Development Profiles have been prepared for the Southeastern Wisconsin Region, for each of the seven counties in the Region, for the Milwaukee Metropolitan Statistical Area, and for the following communities within each of the seven counties:

Kenosha County	Ozaukee County	Walworth County	Waukesha County
City of Kenosha	City of Cedarburg	City of Delavan	City of Brookfield
Village of Pleasant Prairie	City of Mequon	City of Elkhorn	City of Delafield
Town of Bristol	City of Port Washington	City of Lake Geneva	City of Muskego
	Village of Belgium	City of Whitewater	City of New Berlin
Milwaukee County	Village of Fredonia	Village of Darien	City of Oconomowoc
City of Cudahy	Village of Grafton	Village of East Troy	City of Pewaukee
City of Franklin	Village of Saukville	Village of Walworth	City of Waukesha
City of Glendale	Village of Thiensville		Village of Butler
City of Greenfield			Village of Dousman
City of Milwaukee	Racine County	Washington County	Village of Eagle
City of Oak Creek	City of Burlington	City of Hartford	Village of Elm Grove
City of St. Francis	City of Racine	City of West Bend	Village of Hartland
City of South Milwaukee	Village of Rochester	Village of	Village of Menomonee Falls
City of Wauwatosa	Village of Sturtevant	Germantown	Village of Mukwonago
City of West Allis	Village of Union Grove	Village of Jackson	Village of Pewaukee
Village of Brown Deer	Village of Waterford	Village of Kewaskum	Village of Sussex
Village of Hales Corners	Town of Caledonia	Village of Slinger	
Village of West	Town of Mt. Pleasant		
Milwaukee	Town of Yorkville		

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County No. FX-40, Benedict Lake No. FX-12, Camp Lake No. FX-27, Center Lake No. FX-35, Cross Lake No. FX-45. Dver Lake* No. FX-7, Elizabeth Lake **Racine County** No. FX-25. Bohner Lake No. FX-15, Browns Lake No. FX-9, Eagle Lake No. FX-42, Echo Lake* No. FX-32, Kee Nong Go-Mong Lake Walworth County No. FX-41, Army Lake No. FX-40, Benedict Lake No. FX-7, Beulah Lake No. FX-31, Booth Lake No. FX-4, Como Lake* No. FX-1, Lake Geneva No. FX-Lauderdale Lakes* (17, Green Lake, 20, Middle Lake, 18, Mill Lake) Waukesha County

No. FX-3, Big Muskego Lake* No. FX-23, Denoon Lake No. FX-19, Eagle Spring Lake* No. FX-10, Little Muskego Lake*

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County No. ML-2, Long Lake* No. ML-9, Auburn Lake No. ML-21, Forest Lake No. ML-12, Mauthe Lake* No. ML-18, Mud Lake* No. ML-5, Kettle Moraine Lake*

Ozaukee County No. ML-4, Mud Lake No. ML-17, Spring Lake

Sheboygan County No. ML-6, Random Lake* No. ML-10, Crooked Lake* No. ML-7, Lake Ellen*

- No. FX-34, Lilly Lake* No. FX-17, Marie Lake* No. FX-13, Powers Lake* No. FX-11, Silver Lake* No. FX-45, Voltz Lake
- No. FX-29, Long Lake* No. FX-6, Waterford-Tichigan Lakes* No. FX-276, Waubeesee Lake No. FX-5, Wind Lake*
- No. FX-39, Lulu Lake No. FX-21, North Lake No. FX-37, Pell Lake No. FX-43, Peters Lake* No. FX-25, Pleasant Lake No. FX-24, Potters Lake* No. FX-38, Silver Lake No. FX-30, Wandawega Lake

No. FX-14, Lower Phantom Lake No. FX-2, Pewaukee Lake* No. FX-34, Spring Lake No. FX-33, Upper Phantom Lake

Washington County No. ML-3, Little Cedar Lake* No. ML-14, Green Lake* No. ML-19, Lake Twelve* No. ML-13, Lucas Lake No. ML-11, Smith Lake* No. ML-20, Wallace Lake* No. ML-15, Barton Pond No. ML-1, Big Cedar Lake* No. ML-8, Silver Lake* No. ML-8, Silver Lake*

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 Arterial Network and Traffic Analysis Zones by Richard B. Sheridan, Chief Transportation Planner Conducting the Household Postal Questionnaire Survey by Wade G. Fox, Cartography and Design Supervisor Conducting the Home Interview Survey by Sheldon W. Sullivan, Administrative Officer Aerial Photographs and Their Use in the Land Use Inventory by Harlan E. Clinkenbeard, Land Use Planning Chief A Backward Glance: The U. S. Public Land Survey in Southeastern Wisconsin by Richard E. Rehberg, Editor
Volume 1-No. 3, February-March 1964
Conducting the Truck and Taxi Survey by Sheldon W. Sullivan, Administrative Officer Conducting the Truck and Taxi Postal Questionnaire Survey by Wade G. Fox, Cartography and Design Supervisor Conducting the External Survey by William E. Creger, P.E., Traffic Operations Engineer Rail and Transit Inventory and Design of the Transit Network by David A. Kuemmel, P.E., Transportation Planning Engineer A Backward Glance: The Man-Made Ice Age by Richard E. Rehberg, Editor
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 The Application of Soil Studies to Regional Planning by Kurt W. Bauer, Executive Director Coding by Wade G. Fox, Cartography and Design Supervisor, and Robert L. Fisher, Coding Supervisor Inventory of Existing Outdoor Recreation Facilities and Historic Sites in Southeastern Wisconsin by Theodore F. Lauf, Research Analyst Inventory of Potential Park and Related Open Space Sites by Karl W. Holzwarth, Landscape Architect A Backward Glance: The Electric Interurban Railway

by Richard E. Rehberg, Editor

Volume 1-No. 5, June-July 1964
 Reconciliation of Sample Coverage in the Internal O & D Surveys by Eugene G. Muhich, P.E., Transportation Planning Engineer The Contingency Check Program by Wade G. Fox, Cartography and Design Supervisor Inventory of the Arterial Street Network by William T. Wambach, Jr., P.E. A Backward Glance: The Milwaukee and Rock River Canal by James E. Seybold, Editor
Volume 1-No. 6, August-September 1964
 Checking the Network Description for Arterial Highway and Transit Networks by Richard B. Sheridan, Chief Transportation Planner A Study of the Water Quality and Flow of Streams in Southeastern Wisconsin by Roy W. Ryling, Hydrologist Expanding the Origin-Destination Sample by Richard B. Sheridan, Chief Transportation Planner, and Wade G. Fox, Cartography and Design Supervisor A Backward Glance: Greendale-Garden City in Wisconsin by Kurt W. Bauer, Executive Director
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 Capacity of Arterial Network Links by Richard B. Sheridan, Chief Transportation Planner The ABC Method of Current Population Estimating by Donald L. Gehrke, Economics and Population Analyst, and Orlando E. Delogu, Financial Resources and Legal Analyst O & D Surveys Accuracy Checks by Eugene G. Muhich, P.E., Transportation Planning Engineer A Backward Glance: Railroad Transportation in Southeastern Wisconsin by Patricia J. Tegge, Editor
Volume 2-No. 3, February-March 1965
 Determination of Historical Flood Frequency for the Root River of Wisconsin by James C. Ringenoldus, P.E., Harza Engineering Company The Regional Multiplier by Kenneth J. Schlager, Chief Systems Engineer A Backward Glance: The Street Railway in Milwaukee by Henry M. Mayer, Administrative Assistant, Milwaukee & Suburban Transport Corporation
Volume 2-No. 4, April-May 1965*
Determination of Runoff for Urban Storm Water Drainage System Design

by Kurt W. Bauer, Executive Director

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Screen Line Adjustment of Trip Data
by Richard B. Sheridan, P.E., Chief Transportation Planner
Inventory of Land Development Regulations in Southeastern Wisconsin
by William J. Kockelman, Chief Community Assistance Planner
A Backward Glance: Highway Development in Southeastern Wisconsin-Part I
by Jean C. Meier, Librarian and Research Assistant

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A Modal Split Model for Southeastern Wisconsin by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards
by Edward Weiner, Transportation Planning Engineer
Modified Rapid Transit Service in the Southeastern Wisconsin Region
by Sheldon W. Sullivan, Administrative Officer
A Backward Glance: Highway Development in Southeastern Wisconsin-Part II
by Jean C. Meier, Research Assistant, and Sheldon W. Sullivan, Administrative Officer

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District by Sheldon W. Sullivan, Administrative Officer
Computing the Center of Population and the Geographic Center by Wayne H. Faust, Associate Planner
A Backward Glance: Downtown Yesterdays by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

Hydrogeologic Considerations in Liquid Waste Disposal, with a Case Study in Southeastern Wisconsin by Martha J. Ketelle, Department of Geology and Geophysics, University of Wisconsin-Madison

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Characteristics of Air and Ground Travel Generated by General Mitchell Field Airport Terminal: May 1968 by Sheldon W. Sullivan, Chief of Data Collection

Shifts in Centers of Population within the Region: 1960-1970

by Wayne H. Faust, Associate Planner

A Backward Glance: The Development of General Mitchell Field

by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 5, March 1973*
 Freeway Flyer Service in Southeastern Wisconsin-A Progress Report: 1964-1971 by Sheldon W. Sullivan, Chief of Data Collection Development of Equations for Rainfall Intensity-Duration-Frequency Relationship by Stuart G. Walesh, Water Resources Engineer A Backward Glance: The American Automobile-A Brief History of the Development of the American Automobile and the Growth of Automobile Registrations in the United States, Wisconsin, and the Southeastern Wisconsin Region: 1896-1970 by Sheldon W. Sullivan, Chief of Data Collection
Volume 3-No. 6, April 1976*
 Floodland Management: The Environmental Corridor Concept by Stuart G. Walesh, SEWRPC Water Resources Engineer Characteristics of Travel in the Milwaukee Central Business District: 1963 and 1972 by Sheldon W. Sullivan, SEWRPC Chief of Data Collection, and Jean Lusk, SEWRPC Research Analyst The Changing Factorial Ecology of Milwaukee's Black Ghetto by Harold McConnell, Richard A. Karsten, and Marilyn Ragusa A Backward Glance: Environmental Corridors of Yesterday and Today by Dr. Jeremy M. Katz, Research Psychologist, and Jeanne Sollen, Editor
Volume 4-No. 1, March 1978*
 A Backward Glance: Milwaukee's Water Story by Milwaukee Water Works Is There a Groundwater Shortage in Southeastern Wisconsin? by Douglas S. Cherkauer and Vinton W. Bacon, University of Wisconsin-Milwaukee An Overview of the Sources of Water Pollution in Southeastern Wisconsin by Kurt W. Bauer, Executive Director, SEWRPC The Effect of Sample Rate on Socioeconomic and Travel Data Obtained through Standard Home Interview by Jean Lusk, SEWRPC Planner
Volume 4-No. 2, March 1981*
 Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and Gerald H. Emmerich, Jr., Senior Planner, SEWRPC Water Quality and Quantity Simulation Modeling for the Areawide Water Quality Management Planning Program for Southeastern Wisconsin by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC Evaluation of a Water Quality Standard for Total Phosphorus in Flowing Streams in Southeastern Wisconsin by David B. Kendziorski, Senior Planner, SEWRPC Bibliography of Lake Michigan Shore Erosion and Nearshore Process Studies by Norman P. Lasca, Professor, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee, and David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee, and David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee, and David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin

A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin by Eileen Hammer

Volume 4-No. 3, February 1982

Preservation of Scientifically and Historically Important Geologic Sites in Milwaukee County, Wisconsin by Donald G. Mikulic, Staff Geologist, Illinois State Geological Survey, and Joanne Kluessendorf, Geologic Research Assistant, Illinois State Geological Survey, Champaign, Illinois

Inventory of Solid Waste Management Facilities in Southeastern Wisconsin: 1980 by Robert P. Biebel, Principal Engineer, SEWRPC, and Joseph E. Stuber, Senior Engineer, SEWRPC

Inventory Findings of Cannonball Passenger Surveys: 1980 and 1971

by Jean M. Lusk, SEWRPC Planner

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Characteristics of Travel in Six Major Attractors in the Southeastern Wisconsin Region by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist Shopping Centers: Characteristics of Travel–1963-1972

by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist

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Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin

by David P. Kendziorski, SEWRPC Principal Planner

Lake Levels and Datum Differences

by Kurt W. Bauer, SEWRPC Executive Director

A Backward Glance—A History of Storm Damage and Protective Measures in Milwaukee Harbor by Bruce W. Jordan, M.A.

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Interpreting Soils of Southeastern Wisconsin for Onsite Disposal of Household Sewage by Marvin T. Beatty, Ph.D., Professor Emeritus of Soil Science, University of Wisconsin-Madison
Shifts in Centers of Population within the Region: 1963-1990 by Donald G. Dittmar, SEWRPC Senior Specialist
Methodology for Review of Challenges to Wetland Field Delineations Conducted by the Southeastern Wisconsin Regional Planning Commission by Donald M. Reed, SEWRPC Chief Biologist
A Backward Glance—Unincorporated Settlements in Southeastern Wisconsin by Arno M. Klausmeier, SEWRPC Librarian, with Assistance from Scott K. Enk, SEWRPC Senior Editor

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CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961* 2nd Regional Planning Conference, November 4, 1962* 3rd Regional Planning Conference, November 20, 1963* 4th Regional Planning Conference, May 12, 1965* 5th Regional Planning Conference, October 26, 1965* 6th Regional Planning Conference, May 6, 1969 7th Regional Planning Conference, January 19, 1972 8th Regional Planning Conference, October 16, 1974 Regional Conference on Sanitary Sewerage System User and Industrial Waste Treatment Recovery Charges, July 18, 1974 9th Regional Planning Conference, April 14, 1976 10th Regional Planning Conference, March 15, 1978 11th Regional Planning Conference, April 19, 1979 12th Regional Planning Conference, January 31, 1980* 13th Regional Planning Conference, November 9, 1983 14th Regional Planning Conference, May 13, 1985 15th Regional Planning Conference, November 14, 1988 16th Regional Planning Conference, May 5, 1992 17th Regional Planning Conference, June 27, 1994

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SEWRPC Freeway System Study Newsletter, Nos. 1 through 5
SEWRPC Review and Update of Regional Land Use and Transportation System plans for Southeastern Wisconsin Nos. 1 through 4
Milwaukee County Transit System Development Plan: 2007-2011
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Summary of Proposed Comprehensive Broadband Telecommunications Plan for Southeastern Wisconsin
Regional Water Supply Plan for Southeastern Wisconsin—Issues 1 and 2
Summary of A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds
Regional Water Supply Plan for Southeastern Wisconsin
Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County

TRANSPORTATION IMPROVEMENT PROGRAMS

- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979-1983, December 1978*
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980-1984, December 1979*
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*

TRANSPORTATION IMPROVEMENT PROGRAMS—continued

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Job Access and Reverse Commute Regional Transportation Plan, December 1998

Scope of Work, A Regional Freeway System Reconstruction Study for Southeastern Wisconsin, December 2000

*Out of print.

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MEMBER WISCONSIN INSTITUTE OF CPA'S

INDEPENDENT AUDITOR'S REPORT

To the Commissioners of Southeastern Wisconsin Regional Planning Commission Waukesha, Wisconsin

We have audited the accompanying financial statements of Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2008, as listed in the table of contents. These financial statements are the responsibility of Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in <u>Government Auditing Standards</u>, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the general purpose financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and the disclosures in the general purpose financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Southeastern Wisconsin Regional Planning Commission, as of December 31, 2008, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

In accordance with <u>Government Auditing Standards</u>, we have also issued our report dated March 19, 2009, on our consideration of Southeastern Wisconsin Regional Planning Commission's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grants.

Our audit was performed for the purpose of forming an opinion on the financial statements taken as a whole. The accompanying schedule of expenditures of federal and state of Wisconsin awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, <u>Audits of States, Local Governments, and Non-Profit Organizations</u>, and is not a required part of the basic financial statements of Southeastern Wisconsin Regional Planning Commission. Such information has been subjected to the auditing procedures applied in the audit of the general purpose financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the general purpose financial statements taken as a whole.

David L. Scrima, S.C.

David L. Scrima, S.C. Waukesha, Wisconsin March 19, 2009

Southeastern Wisconsin Regional Planning Commission Balance Sheet - All Fund Types December 31, 2008

	Governmental Fund Types				
		Special	Debt		
	General	Revenue	Service	2008 Total	2007 Total
Assets					
Pooled cash and cash equivalents	\$ 2,372,442	\$	\$	\$ 2,372,442	\$ 2,346,994
Grants receivable	474,025	500,633		974,658	1,285,288
Interest receivable	3,568			3,568	12,787
Prepaid expense	104,408			104,408	107,521
Property and equipment	3,735,438			3,735,438	3,928,073
Deferred bond expenses			74,786	74,786	81,130
Due from other funds	491,685			491,685	1,061,260
Restricted assets:					
Cash with bond trustee			2,175,160	2,175,160	2,076,470
Total Assets	\$ 7,181,566	\$ 500,633	\$ 2,249,946	\$ 9,932,145	\$ 10,899,523
Liabilities					
State sales tax	\$ 75	\$	\$	\$ 75	\$ 11
Accounts payable	201,987	59,202		261,189	340,138
Vacation accrual	206,162			206,162	173,982
Deferred revenue	241,841			241,841	472,800
Sick pay accrual	237,280			237,280	263,880
Due to other funds		441,431	50,254	491,685	1,061,260
Accrued payroll and taxes	143,498			143,498	116,913
Deposits and advance rents	3,333		2,175,160	2,178,493	1,843,976
General long-term debt	2,365,000			2,365,000	2,485,000
Accrued interest payable			24,532	24,532	40,612
Total Liabilities	3,399,176	500,633	2,249,946	6,149,755	6,798,572
Fund Equity					
Investments in fixed assets - net of debt	1,370,438			1,370,438	1,443,073
Fund Balances - designated	1,302,878			1,302,878	1,247,931
- undesignated	1,109,074			1,109,074	1,409,947
Total Fund Equity	3,782,390			3,782,390	4,100,951
Total Liabilities and Fund Equity	\$ 7,181,566	\$ 500,633	\$ 2,249,946	\$ 9,932,145	\$ 10,899,523

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements

Southeastern Wisconsin Regional Planning Commission Statement of Revenues, Expenditures and Changes in Fund Balance - All Governmental Fund Types

For the Year Ended December 31, 2008

	Governmental Fund Types			
		Special		
Revenues	General	Revenue	2008	2007
Contributions from counties	\$ 2,370,245	\$	\$ 2,370,245	\$ 2,370,245
Grant revenues		3,203,752	3,203,752	3,014,802
Service grants	639,829	614,719	1,254,548	1,497,286
Pass-through grants	209,344	41,806	251,150	2,365,532
Interest on invested funds	82,867		82,867	163,865
Other income	29,809		29,809	34,722
Rental income	69,415		69,415	67,393
Total Revenues	3,401,509	3,860,277	7,261,786	9,513,845
Expenditures				
Salaries and fringe benefits	3,087,190	2,053,470	5,140,660	5,087,689
Office and other expenses:				
Technical consultants	219,847	216,998	436,845	499,379
Technical consultants - pass-through	268,805	52,683	321,488	2,292,049
Office supplies	64,858	17,159	82,017	68,797
Insurance, audit, legal fees	64,540	1,033	65,573	59,178
Library acquisition and dues	35,196	13,621	48,817	31,300
Printing and graphics supplies	116,236	7,054	123,290	133,878
Postage expense	24,695	257	24,952	34,343
Travel expense	35,588	26,507	62,095	52,123
Telephone expense	32,090		32,090	39,563
Building usage	182,901	8,909	191,810	176,311
Building maintenance	176,608		176,608	153,275
Other operating expenses	17,238	5,141	22,379	47,490
Software and equipment maintenance	121,920	7,794	129,714	131,749
Capital outlay	137,277	7,350	144,627	123,850
Interest expense	99,747		99,747	122,924
Total Expenditures	4,684,736	2,417,976	7,102,712	9,053,898
Excess (Deficit) Revenues Over Expenditures	s (1,283,227)	1,442,301	159,074	459,947
Indirect Expense Allocation	1,442,301	(1,442,301)		
Fund Balance - beginning of year	2,657,878	-0-	2,657,878	2,557,931
Transfer - amount transferred to trustee	(405,000)		(405,000)	(360,000)
Fund Balance - end of year	\$ 2,411,952	\$ -0-	\$ 2,411,952	\$ 2,657,878

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission Statement of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual - All Governmental Fund Types For the Year Ended December 31, 2008

			Variance
Revenues	Dudaat	4	Favorable
	Budget	Actual	(Unfavorable)
Contributions from counties	\$ 2,370,245	\$ 2,370,245	\$
Grant revenues	4,471,730	4,458,300	(13,430)
Pass-through grants		251,150	251,150
Interest on invested funds		82,867	82,867
Other income		29,809	29,809
Rental income	69,415	69,415	
Total Revenues	6,911,390	7,261,786	350,396
Expenditures			
Salaries and fringe benefits	5,245,350	5,140,660	104,690
Office and other expenses:			
Technical consultants	491,125	436,845	54,280
Technical consultants - pass-through		321,488	(321,488)
Office supplies	65,000	82,017	(17,017)
Insurance, audit, legal fees	78,600	65,573	13,027
Library acquisition and dues	40,000	48,817	(8,817)
Printing and graphics supplies	145,000	123,290	21,710
Postage expense	35,000	24,952	10,048
Travel expense	70,000	62,095	7,905
Telephone expense	40,000	32,090	7,910
Building usage	120,000	191,810	(71,810)
Building maintenance	125,000	176,608	(51,608)
Other operating expenses	25,000	22,379	2,621
Unemployment compensation expense	5,000		5,000
Software and equipment maintenance	167,000	129,714	37,286
Capital outlay	140,000	144,627	(4,627)
Interest expense	119,315	99,747	19,568
Total Expenditures	6,911,390	7,102,712	(191,322)
Excess Revenues Over Expenditures	\$ -0-	159,074	\$ 159,074
Fund Balance - beginning of year		2,657,878	
Transfer: amount transferred to trustee		(405,000)	
Fund Balance - end of year		\$ 2,411,952	

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission, which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds are used by the Commission:

Governmental Funds

General Fund - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Fund - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balancing accounts have not been eliminated.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Budget

Varianas

The Commissions annual budget is prepared principally on the eash basis and represents departmental appropriations as authorized and any authorized revisions during the year to reflect changes in programs and activities. The budget cash basis differs from generally accepted accounting principles (GAAP). Actual amounts in the accompanying budgetary comparison statement are presented on the modified accrual basis.

Cash and Cash Equivalents

In addition to bank accounts and petty cash, this classification includes all short-term investments.

Basis of Accounting

The modified accrual basis of accounting is followed by the governmental funds. Under the modified accrual basis those items of revenue for which a valid receivable can be determined in advance of their due date should be recognized on the accrual hasis. All other items are recognized on the cash basis because the time of collection generally coincides with the determination of the amount. Expenditures are recognized when a liability to be met from fund assets is incurred.

Fixed Assets

Governmental general fixed assets acquired during the year ended December 31, 2008 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost.

Accrued Sick Leave

The Commission accrues up to 130 days for sick leave when an employee retires. The employee may use these funds to purchase health insurance after they retire.

Deferred Debt Expense and Bond Discount

Bond issuance costs and bond discount costs are capitalized and amortized over the terms of the bonds.

Accrued Vacation

The Commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 30 days.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Fund Balances

The Commission classifies its fund equity as follows:

Designated Fund Balances - indicates that portion of fund equity, which has been segregated for specific purposes.

Undesignated Fund Balances - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset

The following is a cost breakdown of fixed assets as of December 31 of the year indicated. Generally accepted accounting principles require that these fixed assets be capitalized at the original cost. Fair market value at liquidation would be different from these values.

	2008	2007
Land	\$ 335,300	\$ 335,300
Land improvements	213,655	213,655
Building and improvements	3,287,879	3,287,879
Office furniture	249,842	249,842
Computers and related equipment	294,665	321,984
Office equipment	371,360	347,300
Automobiles	172,296	189,412
Field equipment	43,293	43,293
	4,968,290	4,988,665
Less: Depreciation	(1,232,852)	(1,060,592)
Net Book Value	\$ 3,735,438	\$ 3,928,073

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 3 - Employee Retirement Plan

All eligible Southeastern Wisconsin Regional Planning Commission employees participate in the Wisconsin Retirement System, a cost-sharing multiple-employer public employee retirement system (PERS). The payroll for employees covered by the system for the year ended December 31, 2008 was \$3,456,772, the employer's total payroll was \$3,625,189.

All permanent employees expected to work over 600 hours a year are eligible to participate in the System. Covered employees in the general category are required by statute to contribute 5.9% of their salary (2.9% for Executives and Elected Officials, 5.0% for Protective Occupations with Social Security, and 3.3% for Protective Occupations without Social Security), to the plan. Employers may make these contributions to the plan on behalf of employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. Total contributions for the years ending December 31, 2008 and 2007 were \$366,418 and \$367,399, respectively, equal to the required contributions for each year.

Employees, who retire at or after age 65, are entitled to receive a retirement benefit. Employees may retire at age 55, (50 for protective occupation employees), and receive actuarially reduced benefits. Retirement benefits are calculated as 1.6% (2.0% for Executives, Elected Officials, and Protective Occupations with Social Security and 2.5% for Protective Occupations without Social Security) of final average earnings for each year of creditable service. Final average earnings is the average of the employees' three highest years earnings. Employees terminating covered employment before becoming eligible for a requirement benefit may withdraw their contributions and, by doing so, forfeit all rights to any subsequent benefit. For employees beginning participation after 1/1/90, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998 are immediately vested.

The System also provides death and disability benefits for employees. Eligibility for and the amount of all benefits is determined under Chapter 40 of the State Statutes.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for the effects of projected salary increases, estimated to be payable in the future as a result of employee service to date and disregarding the Wisconsin Retirement System funding objective of maintaining stable contribution rates over the long-term future. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the System's funding status on a going-concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and make comparisons among PERS and employers. The System does not make separate measurements of assets and pension benefit obligation of individual employers.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 4 - Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit CDs	\$ 1,109,887
Temporary cash investments	1,262,555
	\$ 2,372,442

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 1.29% as of December 31, 2008

Note 5 - Cognizant Agency

The cognizant agency for the Single Audit report is the Wisconsin Department of Transportation.

Note 6 - Designated Funds

The Commission has designated the following funds for future purposes:

	\$	1,302,878
Program Development Fund		630,000
Building Improvement & Maintenance		197,878
Errors and Omissions Insurance		300,000
Equipment replacement	\$	175,000

Note 7 - Long-Term Debt

The City of Pewaukee issued \$3,000,000 of Industrial Revenue bonds on March 1, 2001. These bonds are to be repaid within 20 years from the date of issue. The interest rate varies from 3.85% to 5.25%. The following is a schedule of principal and interest payments over the next five years:

	Principal	Interest
2009	\$ 130,000	\$ 113,968
2010	135,000	108,136
2011	140,000	101,948
2012 and thereafter	1,960,000	545,938
Total	\$ 2,365,000	\$ 869,990

The commission has an option to prepay the balance of the bonds, at par, commencing March 1, 2011. With this option the Commission has deposited irrevocably with the bond trues \$2,065,000 to be invested in U.S. Treasury notes. On March 1, 2011 this deposit and accrued interest will be used to pay the remaining bonds outstanding.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 8 - Cash Risks

As of the balance sheet date, balances of cash at a financial banking institution exceeded the federally insured limit. These balances fluctuate greatly during the year and can exceed this limit. Managemen monitors, regularly, the financial condition of the banking institution, and tries to keep this potential risk to a minimum.



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