

2009 ANNUAL REPORT

SOUTHEASTERN
WISCONSIN
REGIONAL
PLANNING
COMMISSION

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SOUTHEASTERN
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COMMISSION

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Elizabeth A. Larsen Business Manager
John G. McDougall Geographic Information Systems Manager
John R. Meland Chief Economic Development Planner
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Donald P. Simon, RLS Chief Planning Illustrator
William J. Stauber Chief Land Use Planner

FORTY-NINTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Commission Offices
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607

Telephone (262) 547-6721
Fax (262) 547-1103
www.sewrpc.org

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October 2010

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W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •

TELEPHONE (262) 547-6721
FAX (262) 547-1103

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October 1, 2010

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 49th annual report of the Commission, summarizes the work of the Commission in calendar year 2009 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 2009 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 2009. 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,

A handwritten signature in black ink, appearing to read "David L. Stroik". The signature is written in a cursive, flowing style.

David L. Stroik
Chairman

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ABOUT THE COMMISSION

AUTHORITY

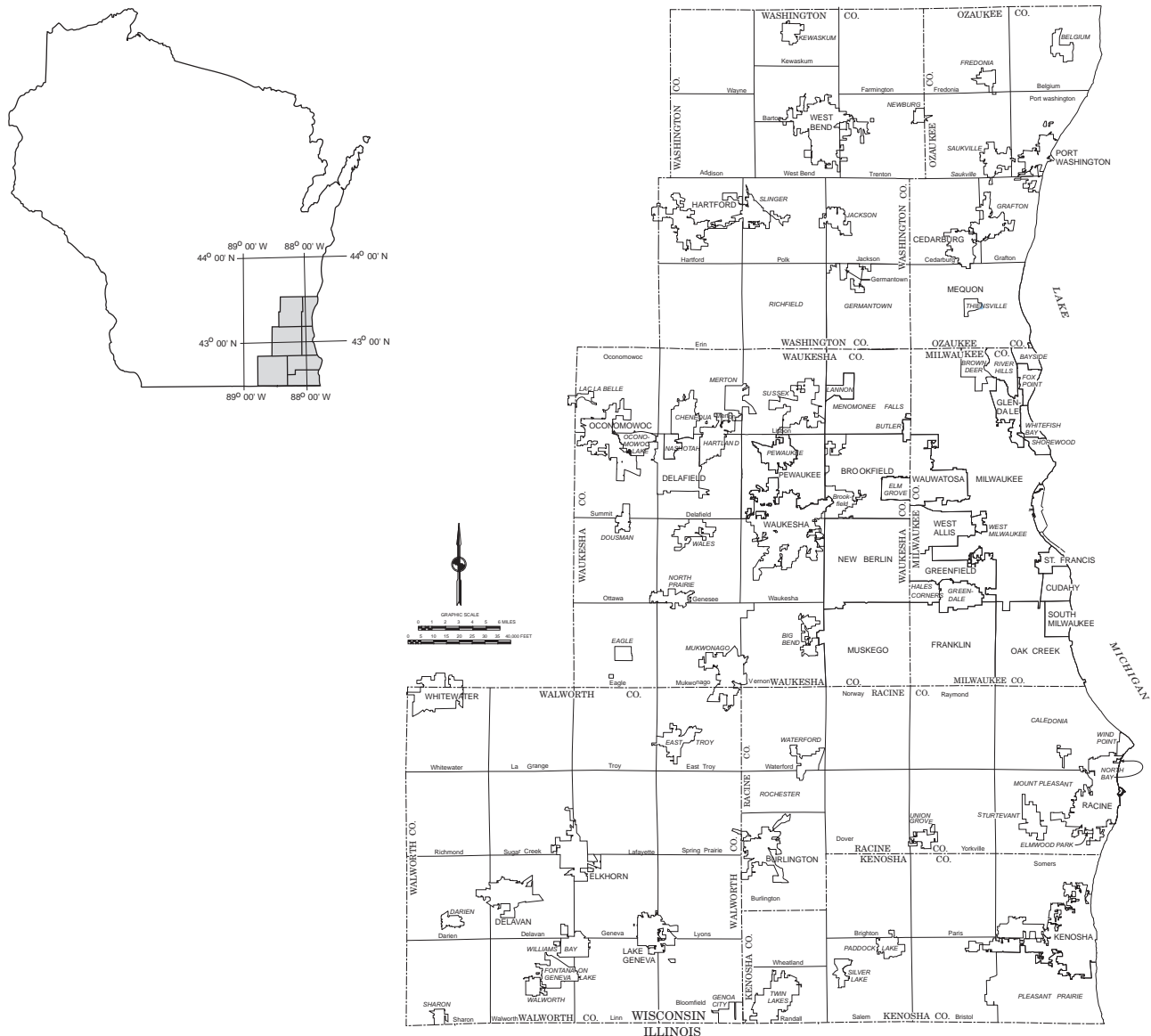
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning 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 almost 2 million persons, or about 35 percent of the total population of the State. The seven counties provide about 1.19 million jobs, or about 36 percent of the total

Map 1

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$190.7 billion as measured in equalized valuation, or about 37 percent of all the tangible wealth of the State as measured by such valuation. There are 154 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 2009, the Commission staff totaled 77, including 65 full-time and 12 part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2009 organized into nine divisions. Five of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, and Economic Development Assistance, had direct responsibility for the conduct of the Commission's major planning programs. The remaining four divisions, Administrative Services, Cartographic and Graphic Arts, Geographic Information Systems, and Public Involvement and Outreach,

provided day-to-day support of the five 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 2009 totaled about \$7.66 million. County tax levies in 2009 totaled about \$2.3 million, or about \$1.19 per capita. The sources of this revenue for 2009 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 2009 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.

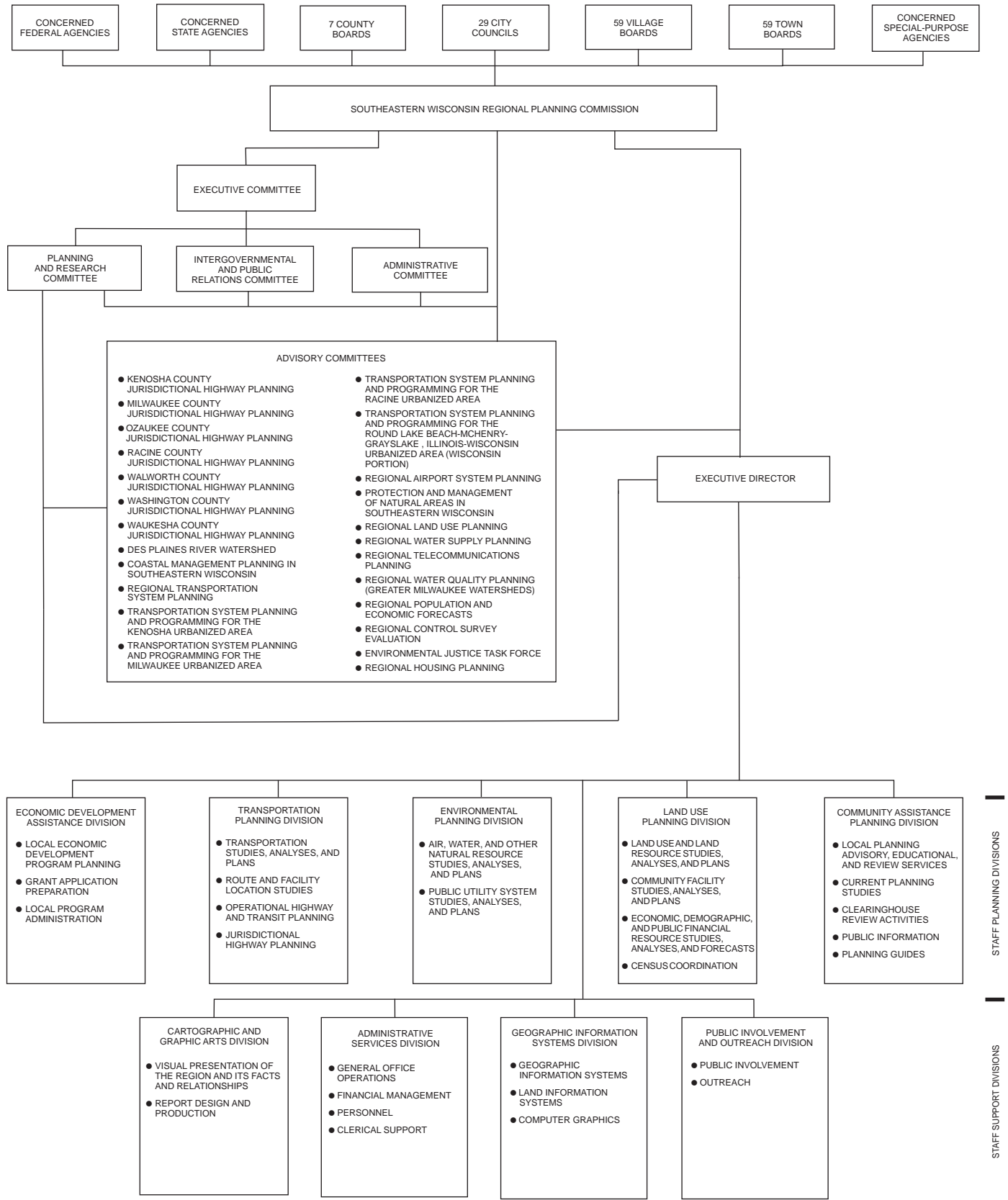
DOCUMENTATION

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: 2009



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, stream-water 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: 1961-2009

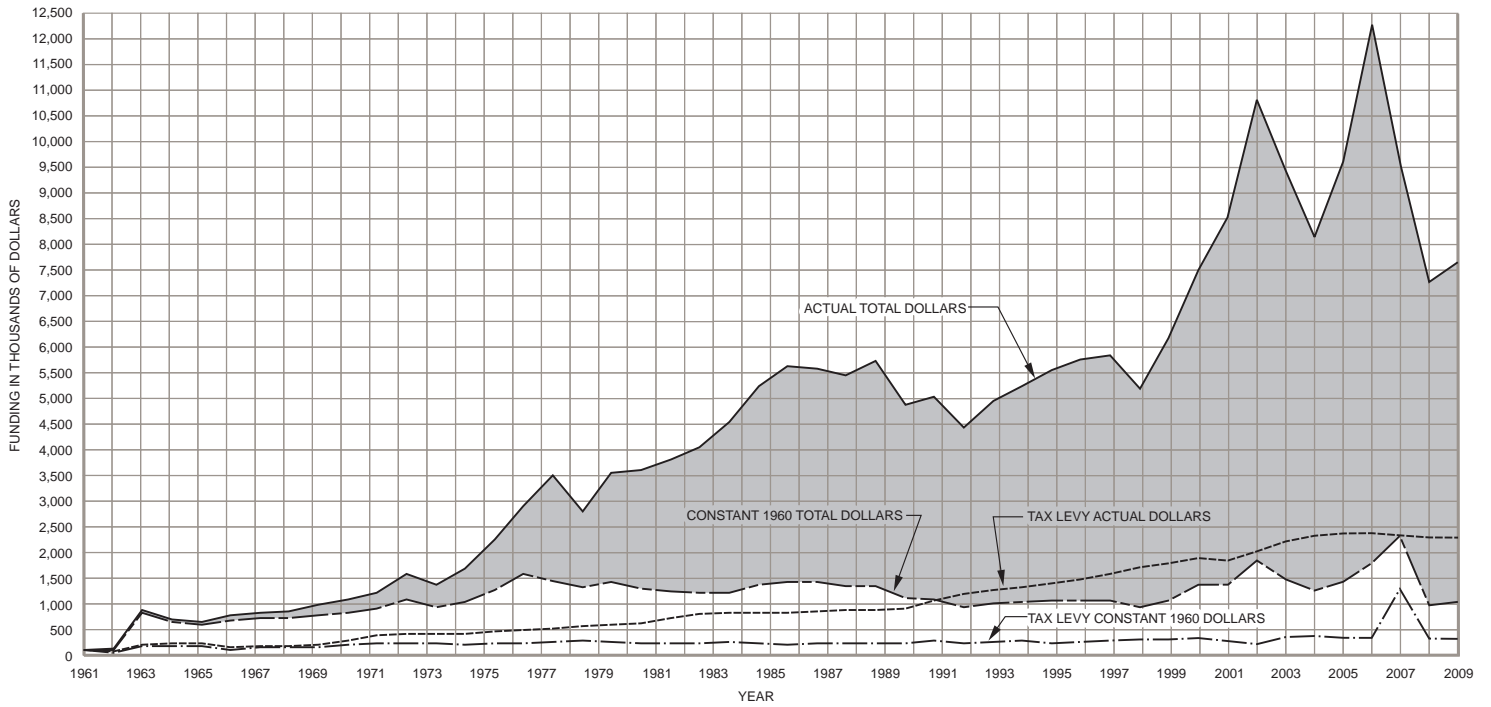


Figure 3
SOURCES OF REVENUES TREND: 1961-2009

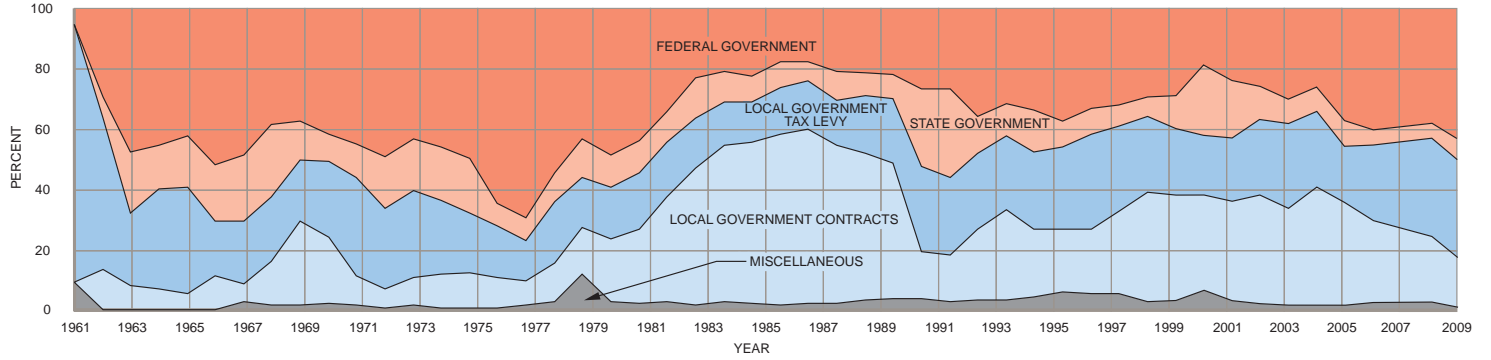
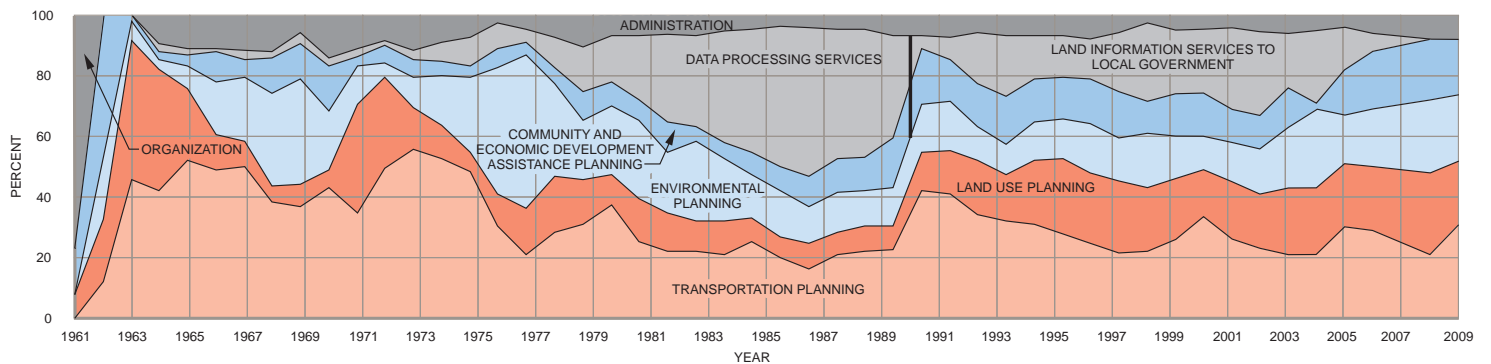


Figure 4
EXPENDITURES TREND: 1961-2009



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

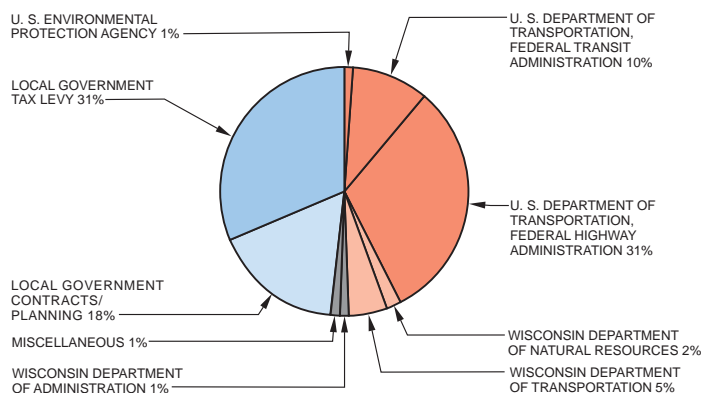
to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2009

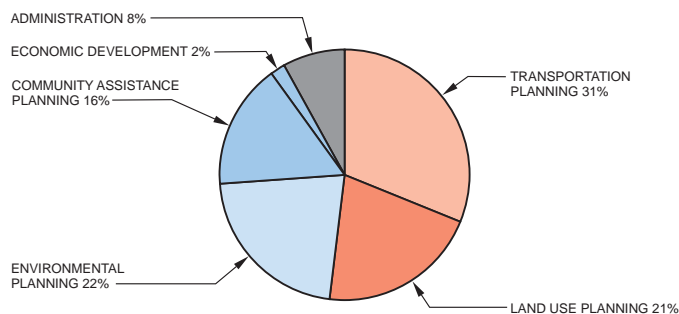
Federal Government	\$ 3,248,698	43%
State Government	587,013	7%
Local Government Tax Levy	2,370,245	31%
Local Government Contracts.....	1,343,543	18%
Miscellaneous	112,914	1%
Total	\$7,662,413	100%

REVENUES



Transportation Planning	\$ 2,235,081	31%
Land Use Planning.....	1,577,288	21%
Environmental Planning	1,608,065	22%
Community Assistance Planning	1,186,673	16%
Economic Development Assistance	125,600	2%
Administration	593,592	8%
Total	\$7,326,299	100%

EXPENDITURES



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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: 2009

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 2009, 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 Facility Planning	Regional Land Use Plan ^a	Planning Report No. 48, <i>A Regional Land Use Plan for Southeastern Wisconsin: 2035</i>	June 21, 2006
	Regional Library Facilities and Services Plan	Planning Report No. 19, <i>A Library Facilities and Services Plan for Southeastern Wisconsin</i>	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, <i>A Regional Housing Plan for Southeastern Wisconsin</i>	June 5, 1975
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
	Regional Park and Open Space Plan	Planning Report No. 27, <i>A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000</i>	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, (2nd Edition), <i>A Park and Open Space Plan for Ozaukee County</i>	September 12, 2001
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, <i>A Park and Open Space Plan for Kenosha County</i>	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, (2nd Edition), <i>A Park and Open Space Plan for Racine County</i>	December 5, 2001
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136 (3rd Edition), <i>A Park and Open Space Plan for Washington County</i>	June 16, 2004
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, <i>A Park and Open Space Plan for Waukesha County</i>	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135 (2nd Edition), <i>A Park and Open Space Plan for Walworth County</i>	December 6, 2000
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, <i>A Park and Open Space Plan for Milwaukee County</i>	June 17, 1992
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
	Amendment—Regional Natural Areas and Critical Species Habitat Protection and Management Plan	Planning Report No. 42, <i>A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin</i>	September 10, 1997
	Amendment—Cedarburg Woods-West Critical Species Habitat Site	<i>Amendment to the Regional Natural Areas and Critical Species Habitat Protection and Management Plan, City of Cedarburg and Environs</i>	March 4, 1998
	Regional Telecommunications Plans	Planning Report No. 51, <i>A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin</i>	September 13, 2006
		Planning Report No. 53, <i>A Regional Broadband Telecommunications Plan for Southeastern Wisconsin</i>	December 5, 2007
Transportation Planning	Regional Transportation Plan ^b	Planning Report No. 49, <i>A Regional Transportation System Plan for Southeastern Wisconsin: 2035</i>	June 21, 2006
	Amendment—Washington County	Planning Report No. 23 (2 nd Edition), <i>A Jurisdictional Highway System Plan for Washington County</i>	March 4, 2009
	Racine Area Transit Development Plan ^c	Community Assistance Planning Report No. 233, <i>Racine Area Transit System Development Plan: 1998-2002, City of Racine, Wisconsin</i>	September 16, 1998
	Regional Airport System Plan ^d	Planning Report No. 38 (2nd Edition), <i>A Regional Airport System Plan for Southeastern Wisconsin: 2010</i>	December 4, 1996
	Kenosha Area Transit Development Plan ^e	Community Assistance Planning Report No. 231, <i>Kenosha Area Transit System Development Plan: 1998-2002, City of Kenosha, Wisconsin</i>	March 3, 1999
	Transportation Systems Management Plan	Community Assistance Planning Report No. 50, <i>A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981</i>	December 4, 1980
	Amendment—Milwaukee Northwest Side/Ozaukee County	Planning Report No. 34, <i>A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area</i>	September 8, 1983
	Amendment—Milwaukee Area	Planning Report No. 39, <i>A Freeway Traffic Management System Plan for the Milwaukee Area</i>	December 5, 1988
	Elderly-Handicapped Transportation Plan ^f	Planning Report No. 31, <i>A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982</i>	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Kenosha Area	Memorandum Report No. 107, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Kenosha Transit System</i>	January 24, 1996
	Amendment—Racine Area	Memorandum Report No. 108, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Racine Transit System</i>	January 24, 1996
	Amendment—City of Waukesha	Memorandum Report No. 109, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Waukesha Transit System Utility</i>	January 24, 1996

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Root River Watershed	Community Assistance Planning Report No. 37, <i>A Nonpoint Source Water Pollution Control Plan for the Root River Watershed</i>	March 6, 1980
	Amendment—Walworth County Metropolitan Sewerage District	Community Assistance Planning Report No. 56 (2nd Edition), <i>Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin</i>	December 4, 1991
	Amendment—Cities of Brookfield and Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield and Waukesha</i>	December 3, 1981
	Amendment—Kenosha County	Community Assistance Planning Report No. 45, <i>A Farmland Preservation Plan for Kenosha County, Wisconsin</i>	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, <i>A Farmland Preservation Plan for Racine County, Wisconsin</i>	June 17, 1982
	Amendment—City of Muskego	Community Assistance Planning Report No. 64 (3rd Edition), <i>Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin</i>	December 3, 1997
	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, <i>A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—Okauchee Lake, Waukesha County	Community Assistance Planning Report No. 53, <i>A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, <i>A Water Quality Management Plan for Lac La Belle, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—North Lake, Waukesha County	Community Assistance Planning Report No. 54, <i>A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin</i>	December 2, 1982
	Amendment—West Bend Area	Community Assistance Planning Report No. 35 (2nd Edition), <i>Sanitary Sewer Service Area for the City of West Bend and Environs, Washington County, Wisconsin</i>	June 17, 1998
	Amendment—Village of Grafton	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Grafton</i>	December 2, 1982
	Amendment—City of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield</i>	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84 (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin</i>	September 7, 1994
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, <i>A Farmland Preservation Plan for Ozaukee County, Wisconsin</i>	June 16, 1983
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70, <i>Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin</i>	September 8, 1983
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, <i>Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin</i>	December 1, 1983
	Amendment—Port Washington Area	Community Assistance Planning Report No. 95 (2nd Edition), <i>Sanitary Sewer Service Area for the City of Port Washington and Environs, Ozaukee County, Wisconsin</i>	December 6, 2000
	Amendment—Pewaukee	Community Assistance Planning Report No. 76, <i>A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin</i>	December 1, 1983
	Amendment—Belgium Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan</i>	December 1, 1983
	Amendment—Geneva Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities</i>	December 1, 1983
	Amendment—Village of Butler	Community Assistance Planning Report No. 99, <i>Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin</i>	March 1, 1984
	Amendment—City of Hartford	Community Assistance Planning Report No. 92 (3rd Edition), <i>Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin</i>	September 12, 2001
	Amendment—Mukwonago Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago</i>	June 21, 1984

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—New Berlin Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, New Berlin Sanitary Sewer Service Area</i>	December 3, 2008
	Amendment—Muskego Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Muskego Sanitary Sewer Service Area</i>	March 4, 2009
	Amendment—Caledonia Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Caledonia Sanitary Sewer Service Area</i>	June 17, 2009
	Amendment—Germantown Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Germantown Sanitary Sewer Service Area</i>	June 17, 2009
	Amendment—Genoa City Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Genoa City Sanitary Sewer Service Area</i>	September 9, 2009
	Regional Air Quality Plan	Planning Report No. 28, <i>A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000</i>	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	<i>Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System</i>	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, <i>A Comprehensive Plan for the Pike River Watershed</i>	June 16, 1983
	Amendment—Town of Mt. Pleasant	<i>Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant</i>	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	<i>Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers</i>	June 15, 1987
	Amendment—Upper Pike River, Lower Pike River, Pike Creek, Airport Branch, and Tributary to Airport Branch	<i>Amendment to the Pike River Watershed Plan, Kenosha and Racine Counties</i>	March 6, 1996
	Oak Creek Watershed Plan	Planning Report No. 36, <i>A Comprehensive Plan for the Oak Creek Watershed</i>	September 8, 1986
	Des Plaines River Watershed Plan	Planning Report No. 44, <i>A Comprehensive Plan for the Des Plaines River Watershed</i>	June 18, 2003
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, <i>A Comprehensive Plan for the Kenosha Planning District, Volume One, Inventory Findings, Forecasts, and Recommended Plans; Volume Two, Implementation Devices</i>	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, <i>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</i>	June 5, 1975

^a The 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 second-generation 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.

^b The 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 Waukesha County; the adoption on September 11, 1975, of the Washington County jurisdictional highway system plan documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington 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 documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County. The second-generation regional transportation system plan was adopted by the Commission on June 1, 1978, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a

Table 1 Footnotes (continued)

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 18, 1981, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway South Corridor; the adoption on June 17, 1982, of an amendment pertaining to the Milwaukee area primary transit system documented in SEWRPC Planning Report No. 33, A Primary Transit System Plan for the Milwaukee 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 was adopted by the Commission on December 7, 1994, and documented in SEWRPC Planning Report No. 41, A Regional Transportation System 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; 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. 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.

^eThe 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. 183, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin.

^fThe 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. 58, 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; 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 System 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 2009, the Commission adopted a second edition jurisdictional highway system plan for Washington County as an amendment to the Regional Transportation System Plan and four 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 completed. 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 third-generation 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 third-generation 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 project-level 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 2009, 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.

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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 2009, 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 2009, 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 2009.

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.

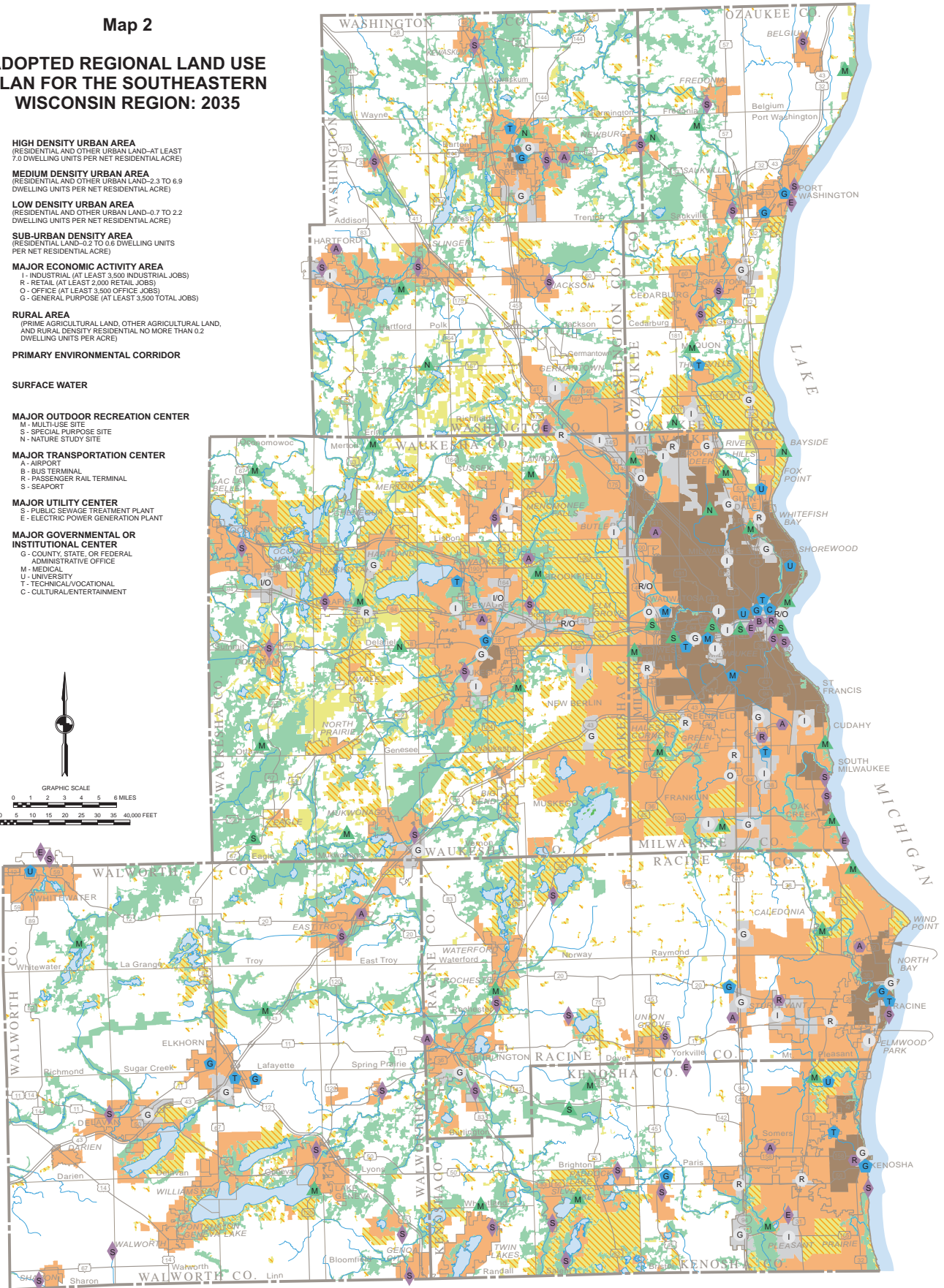
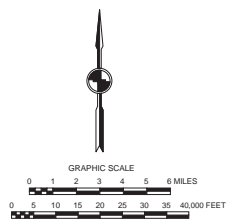
Prime Agricultural Lands and Other Rural Lands

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.

Map 2

ADOPTED REGIONAL LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2035

-  **HIGH DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-AT LEAST
7.0 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **MEDIUM DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-2.3 TO 6.9
DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **LOW DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-0.7 TO 2.2
DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **SUB-URBAN DENSITY AREA**
(RESIDENTIAL LAND-0.2 TO 0.6 DWELLING UNITS
PER NET RESIDENTIAL ACRE)
-  **MAJOR ECONOMIC ACTIVITY AREA**
I - INDUSTRIAL (AT LEAST 3,500 INDUSTRIAL JOBS)
R - RETAIL (AT LEAST 2,000 RETAIL JOBS)
O - OFFICE (AT LEAST 3,500 OFFICE JOBS)
G - GENERAL PURPOSE (AT LEAST 3,500 TOTAL JOBS)
-  **RURAL AREA**
(PRIME AGRICULTURAL LAND, OTHER AGRICULTURAL LAND,
AND RURAL DENSITY RESIDENTIAL NO MORE THAN 0.2
DWELLING UNITS PER ACRE)
-  **PRIMARY ENVIRONMENTAL CORRIDOR**
-  **SURFACE WATER**
-  **MAJOR OUTDOOR RECREATION CENTER**
M - MULTI-USE SITE
S - SPECIAL PURPOSE SITE
N - NATURE STUDY SITE
-  **MAJOR TRANSPORTATION CENTER**
A - AIRPORT
B - BUS TERMINAL
R - PASSENGER RAIL TERMINAL
S - SEAPORT
-  **MAJOR UTILITY CENTER**
S - PUBLIC SEWAGE TREATMENT PLANT
E - ELECTRIC POWER GENERATION PLANT
-  **MAJOR GOVERNMENTAL OR
INSTITUTIONAL CENTER**
G - COUNTY, STATE, OR FEDERAL
ADMINISTRATIVE OFFICE
M - MEDICAL
U - UNIVERSITY
T - TECHNICAL/VOCATIONAL
C - CULTURAL/ENTERTAINMENT



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, 464 residential lots were created within the Region during 2009 by subdivision plat, compared with 1,322 lots so created in 2008, reflecting the continuing decline in housing construction (see Table 2 and Map 3). In 2009, there was no new residential subdivision activity in Kenosha or Racine Counties. In the other five counties, the number of residential lots created through subdivision plats in 2009 ranged from a low of 16 lots in Ozaukee County to a high of 322 lots in Walworth County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

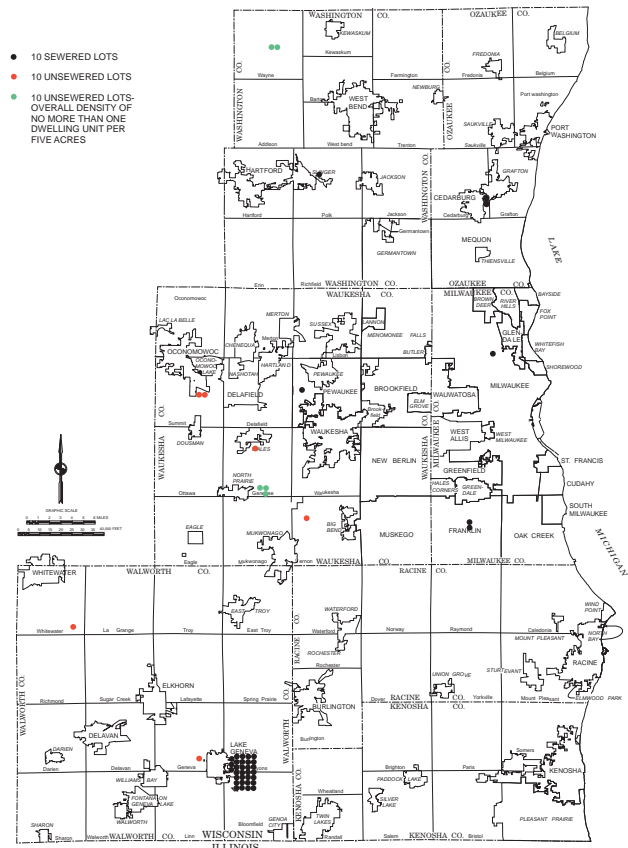
Of the residential lots created in 2009, 363 lots, or 78 percent, were to be served by public sanitary sewers; the remaining 101 lots, or 22 percent, were to be served by onsite sewage disposal systems. Of the 101 lots to be served by onsite sewage disposal systems, 46 lots, or 46 percent, occurred at 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 2009, 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, and Community Assistance Planning Divisions.

Map 3

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2009



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 full- and 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 2009 and previous years in order to reflect new releases of secondary source employment data as they become available.

Table 2

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2009

County	Sewered Lots		Unsewered Lots ^a		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	0	0.0	0	0.0	0	0.0
Milwaukee	29	100.0	0	0.0	29	6.3
Ozaukee	16	100.0	0	0.0	16	3.4
Racine	0	0.0	0	0.0	0	0.0
Walworth	309	96.0	13	4.0	322	69.4
Washington	6	21.4	22	78.6	28	6.0
Waukesha	3	4.3	66	95.7	69	14.9
Region	363	78.2	101	21.8	464	100.0

^aOf the 101 lots to be served by onsite sewage disposal systems, 46 lots, or 46 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 22 such lots in Washington County and 24 in Waukesha County.

Table 3

REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2009

Employment Category	Number of Jobs			1990-2000 Change		2000-2009 Change	
	1990	2000	2009 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	14,300	17,600	18,600	3,300	23.1	1,000	5.7
Construction.....	45,100	53,800	45,800	8,700	19.3	-8,000	-14.9
Manufacturing	223,500	224,400	158,900	900	0.4	-65,500	-29.2
Transportation, Communication, and Utilities	46,300	54,800	48,300	8,500	18.4	-6,500	-11.9
Wholesale Trade.....	55,300	64,400	59,400	9,100	16.5	-5,000	-7.8
Retail Trade	185,400	193,700	193,900	8,300	4.5	200	0.1
Services ^b	386,500	499,700	541,800	113,200	29.3	42,100	8.4
Government and Government Enterprises ^c	106,200	114,400	119,500	8,200	7.7	5,100	4.5
Total Jobs	1,062,600	1,222,800	1,186,200	160,200	15.1	-36,600	-3.0

^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 2009 was estimated at 1,186,200, a decrease of about 36,600 jobs, or 3.0 percent, from the 2000 level of 1,222,800 jobs and about 64,000 jobs below the 2008 level, reflecting the current economic downturn. Year 2009 employment has declined from the 2000 level in half of the employment categories, including manufacturing employment which was an estimated 65,500 jobs less than the 2000 level (see Table 3).

Estimated employment levels by county in 2009 are indicated in Table 4. Despite the recent economic downturn, 2009 employment levels in five counties—Kenosha, Ozaukee, Walworth, Washington, and Waukesha—remained above year 2000 levels, ranging from an increase of 100 jobs in Walworth County to an increase of 5,300 jobs in Kenosha County. Racine County employment in 2009 was estimated to have declined by about 5,400 jobs, while Milwaukee County employment was estimated to have declined by about 42,200 jobs, or about 7 percent.

Figure 6

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2009

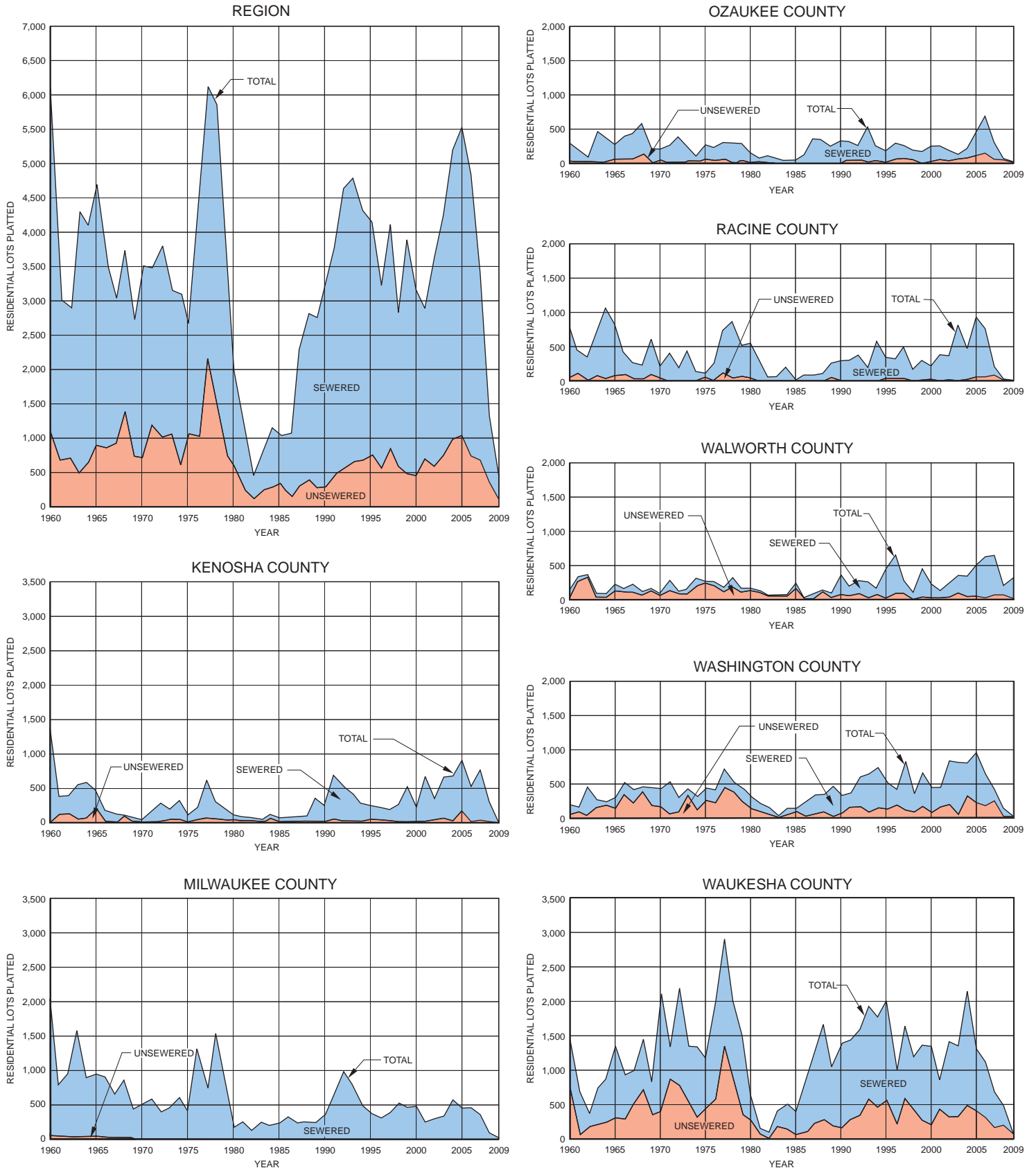


Table 4

REGIONAL EMPLOYMENT BY COUNTY: 1990, 2000, AND 2009

County	Number of Jobs			1990-2000 Change		2000-2009 Change	
	1990	2000	2009 Estimate	Number	Percent	Number	Percent
Kenosha.....	52,200	68,700	74,000	16,500	31.6	5,300	7.7
Milwaukee.....	609,800	624,600	582,400	14,800	2.4	-42,200	-6.8
Ozaukee.....	35,300	50,800	51,600	15,500	43.9	800	1.6
Racine.....	89,600	94,400	89,000	4,800	5.4	-5,400	-5.7
Walworth.....	39,900	51,800	51,900	11,900	29.8	100	0.2
Washington.....	46,100	61,700	64,400	15,600	33.8	2,700	4.4
Waukesha.....	189,700	270,800	272,900	81,100	42.8	2,100	0.8
Region	1,062,600	1,222,800	1,186,200	160,200	15.1	-36,600	-3.0

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 2009 was anticipated to total 1,225,900 jobs under the high-growth scenario; 1,230,200 jobs under the intermediate-growth scenario; and 1,207,600 jobs under the low-growth

scenario. The estimated 2009 level of 1,186,200 jobs is about 6 percent, 4 percent, and 2 percent below the high, intermediate, and low growth projections, 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 2009, along with the estimated change from the year 2000 Census population, are presented in Table 6.

As indicated in Table 6, the 2009 resident population of the Region was estimated by the Department of Administration to be about 1,993,700 persons, an increase of about 62,500 persons, or about 3.2 percent, over 2000. Every county in the Region, except Milwaukee County, was estimated to have experienced population increases between 2000 and 2009, ranging from a low of about 4,900 persons, or about 6 percent, in Ozaukee County, to a high of about 22,400 persons, or about 6 percent, in Waukesha County. Milwaukee County population was estimated to have declined by about 8,400 persons, or about 1 percent.

Table 5

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2009

County	Estimated 2009 Jobs	Projected 2009 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	74,000	76,000	75,200	73,100
Milwaukee.....	582,400	610,700	599,100	587,200
Ozaukee.....	51,600	54,800	53,800	52,700
Racine.....	89,000	96,800	95,300	93,100
Walworth.....	51,900	57,600	56,900	55,400
Washington.....	64,400	68,500	67,100	65,900
Waukesha.....	272,900	291,500	282,800	280,200
Region	1,186,200	1,255,900	1,230,200	1,207,600

Table 6

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2009

County	Population			1990-2000 Change		2000-2009 Change	
	1990 Census	2000 Census	2009 Estimate	Number	Percent	Number	Percent
Kenosha.....	128,200	149,600	162,200	21,400	16.7	12,600	8.4
Milwaukee.....	959,300	940,200	931,800	-19,100	-2.0	-8,400	-0.9
Ozaukee.....	72,800	82,300	87,200	9,500	13.0	4,900	6.0
Racine.....	175,100	188,800	196,400	13,700	7.8	7,600	4.0
Walworth.....	75,000	92,000	101,800	17,000	22.7	9,800	10.7
Washington.....	95,300	117,500	131,100	22,200	23.3	13,600	11.6
Waukesha.....	304,700	360,800	383,200	56,100	18.4	22,400	6.2
Region	1,810,400	1,931,200	1,993,700	120,800	6.7	62,500	3.2

Between the Census date of April 1, 2000, and January 1, 2009, the total population increase of about 62,500 persons is estimated to have resulted from a natural increase of about 95,400 persons and a net out-migration of about 32,900 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 9,800 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 2,092,000

Figure 7

ACTUAL AND PROJECTED REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1970-2035

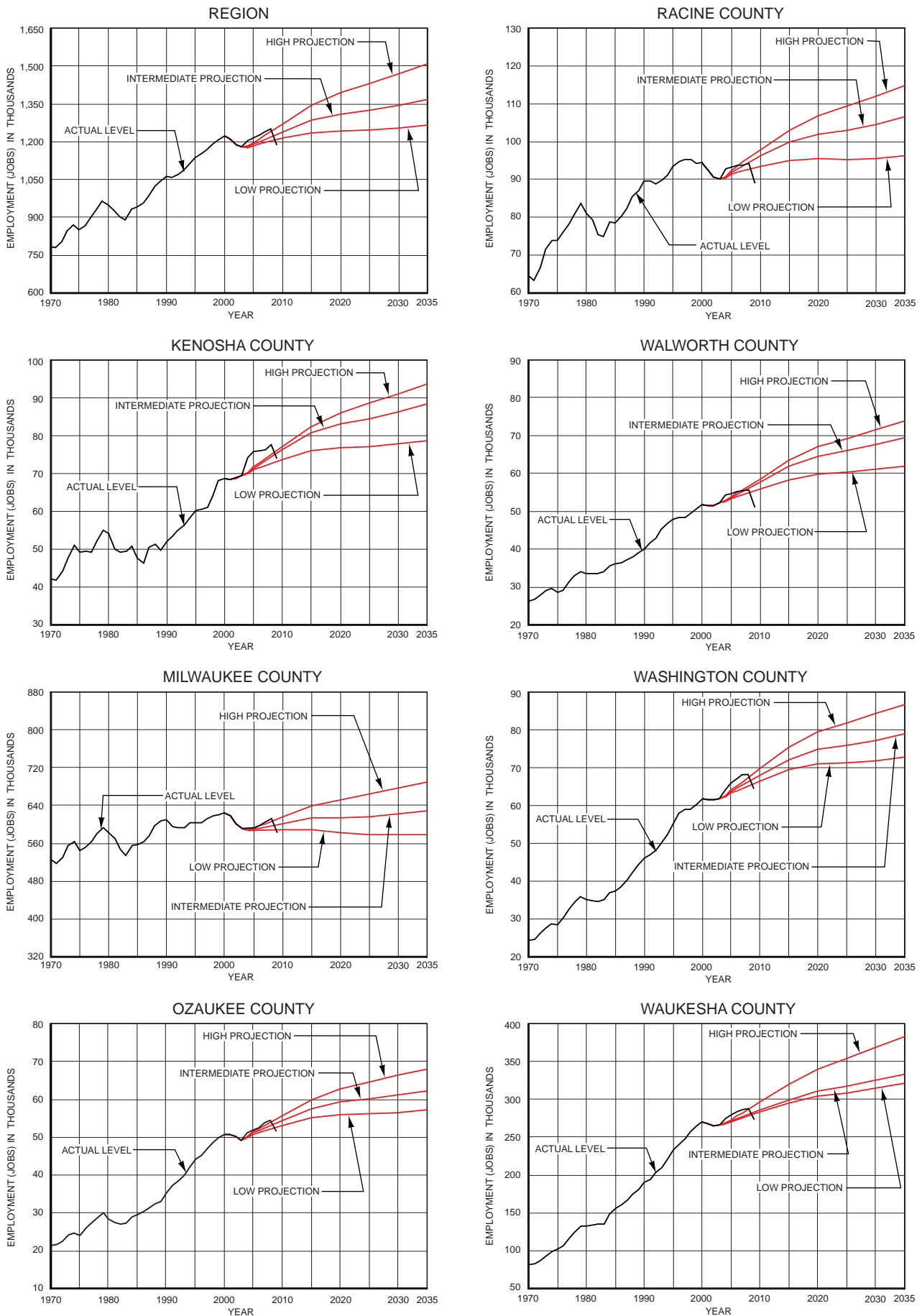


Table 7

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2009

County	2009 Population	Projected 2009 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	162,200	171,300	164,400	159,200
Milwaukee.....	931,800	975,600	952,300	922,900
Ozaukee.....	87,200	92,500	88,100	85,700
Racine.....	196,400	203,700	194,500	190,600
Walworth.....	101,800	106,600	103,900	99,600
Washington.....	131,100	135,900	130,400	126,000
Waukesha.....	383,200	406,400	388,700	377,800
Region	1,993,700	2,092,000	2,022,300	1,961,800

Table 8

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN
REGION BY COUNTY: 1990, 2000, AND 2009

County	Households			1990-2000 Change		2000-2009 Change	
	1990 Census	2000 Census	2009 Estimate	Number	Percent	Number	Percent
Kenosha.....	47,000	56,100	63,600	9,100	19.4	7,500	13.4
Milwaukee.....	373,100	377,700	390,600	4,600	1.2	12,900	3.4
Ozaukee.....	25,700	30,900	34,700	5,200	20.2	3,800	12.3
Racine.....	63,700	70,800	77,300	7,100	11.1	6,500	9.2
Walworth.....	27,600	34,500	40,200	6,900	25.0	5,700	16.5
Washington.....	33,000	43,800	52,000	10,800	32.7	8,200	18.7
Waukesha.....	106,000	135,200	151,600	29,200	27.5	16,400	12.1
Region	676,100	749,000	810,000	72,900	10.8	61,000	8.1

persons in 2009. The actual 2009 regional population level of 1,993,700 persons was about 5 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,961,800 persons in 2009. The actual 2009 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 2,022,300 persons in 2009. The actual 2009 population level was about 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 2009 presented herein is based upon the Department's estimates of housing units for 2009 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 810,000 in 2009, an increase of about 61,000 households, or 8.1 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2009, ranging from about 3,800 households, or 12 percent, in Ozaukee County, to about 16,400 households, or 12 percent, in Waukesha County.

Figure 8

ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION LEVELS: 1950-2035

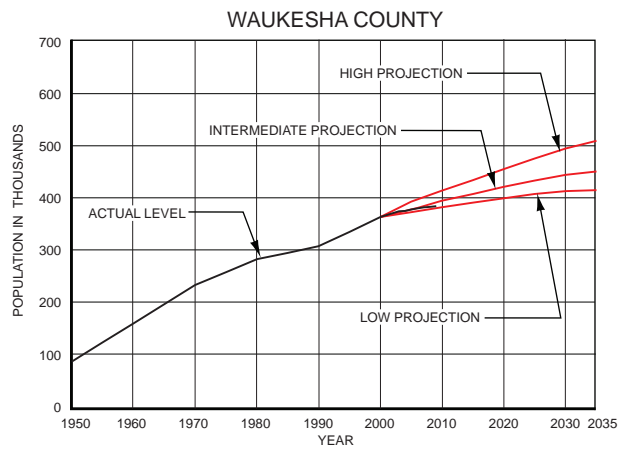
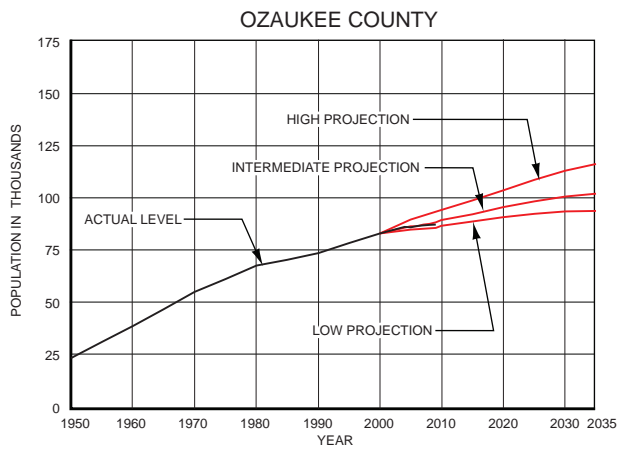
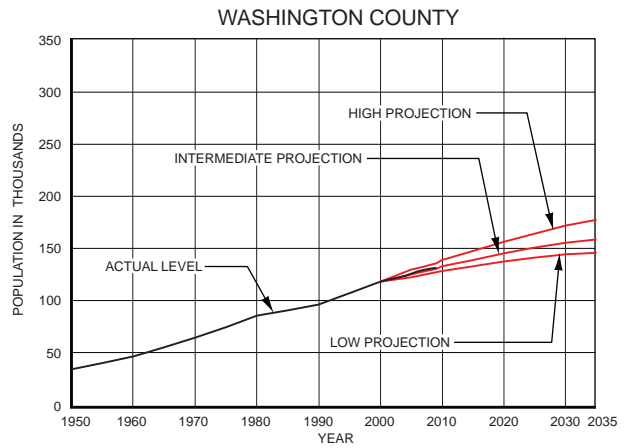
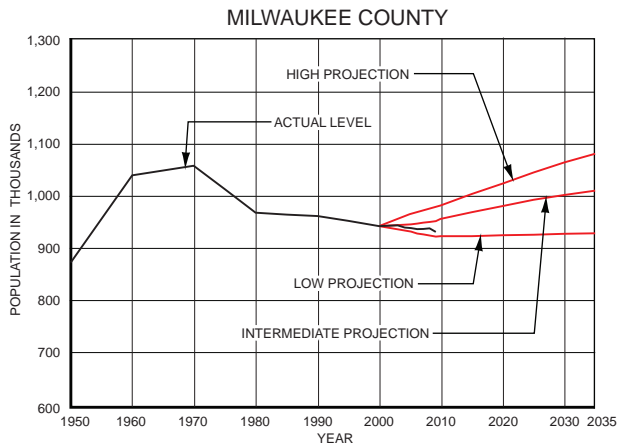
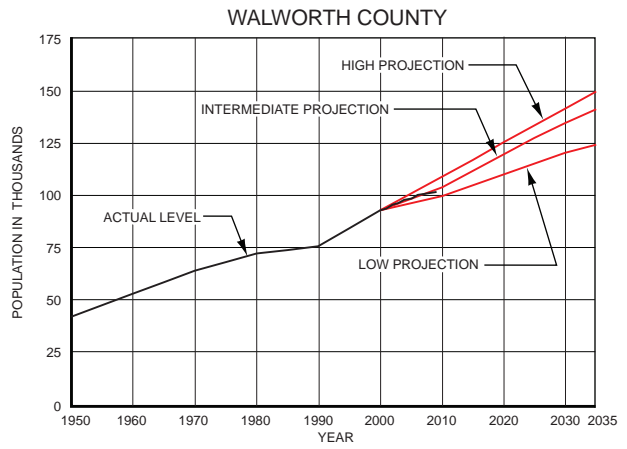
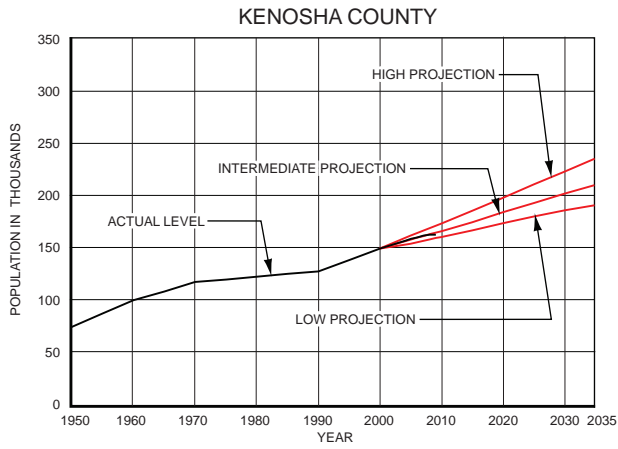
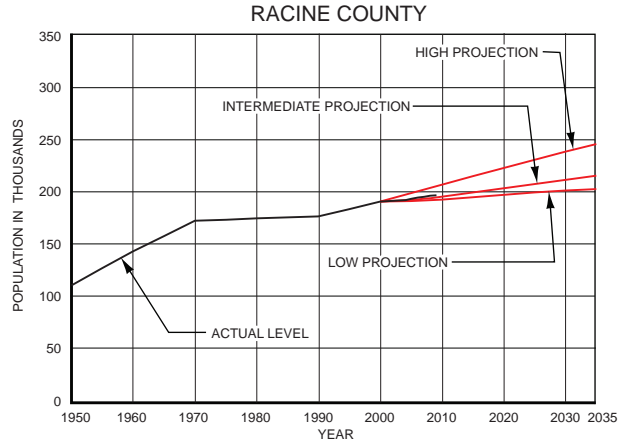
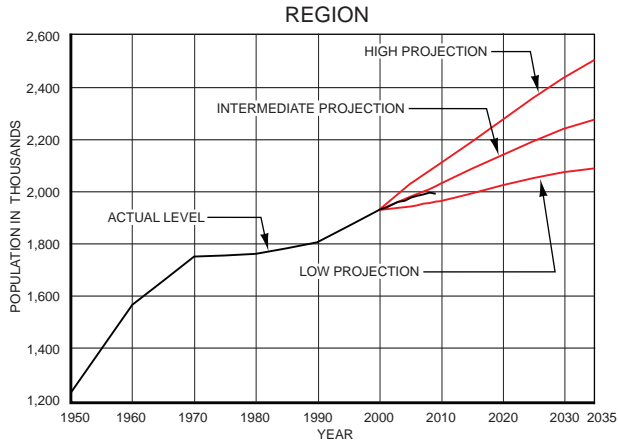


Table 9

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2009

County	2009 Households	Projected 2009 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	63,600	65,400	62,800	60,800
Milwaukee.....	390,600	401,800	392,200	380,200
Ozaukee.....	34,700	35,600	34,000	33,000
Racine.....	77,300	78,100	74,500	73,000
Walworth.....	40,200	41,000	40,000	38,300
Washington.....	52,000	52,400	50,200	48,500
Waukesha.....	151,600	156,300	149,500	145,200
Region	810,000	830,600	803,200	779,000

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 830,600 households in the Region in 2009. The 2009 regional household level of 810,000 is about 2 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 779,000 households in the Region in 2009. The 2009 regional household level is about 4 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 803,200 households in the Region in 2009. The 2009 regional household level is about 1 percent above this level (see Table 9 and Figure 9).

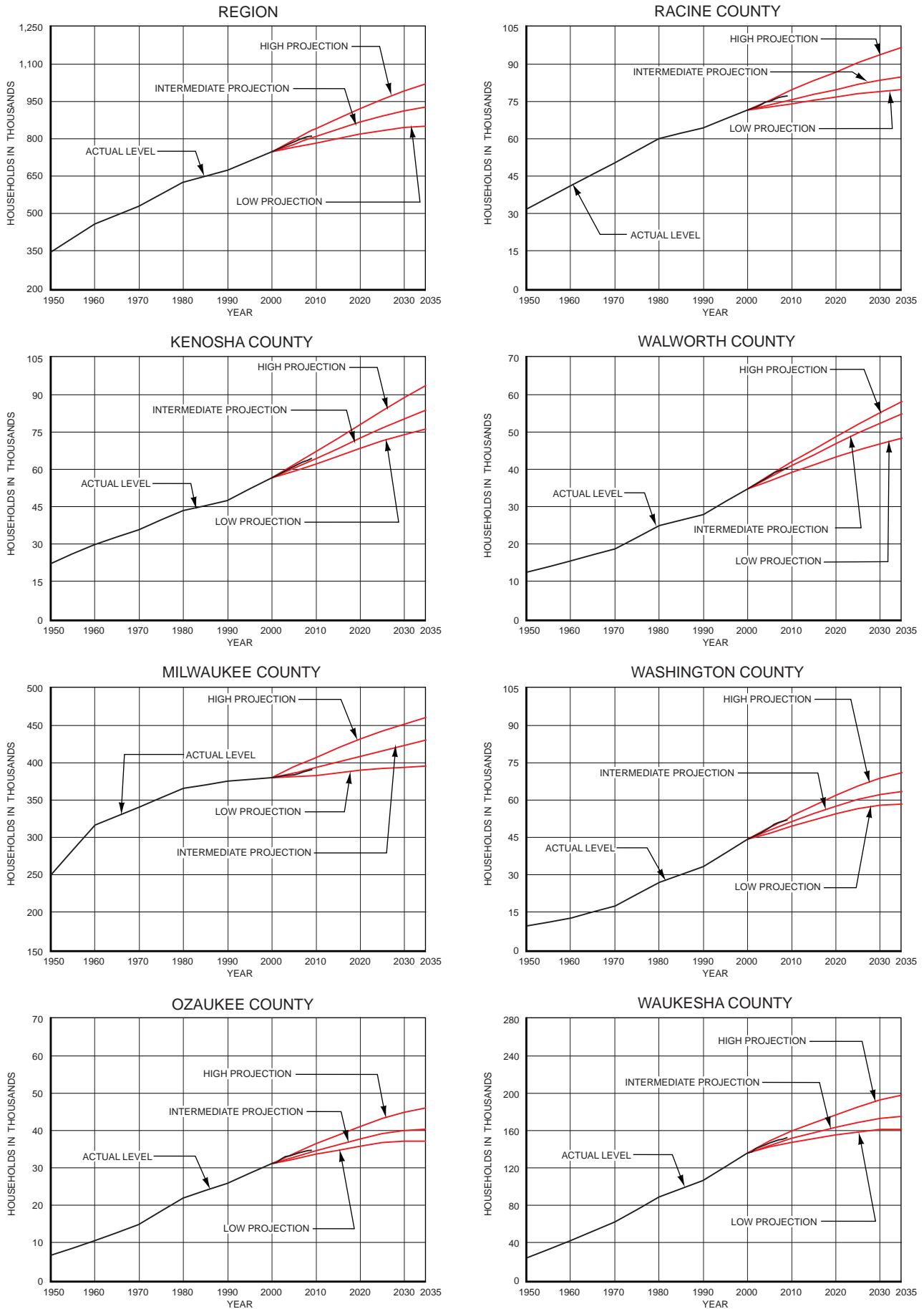
Census Coordination

During 2009, 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

Figure 9

ACTUAL AND PROJECTED REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950-2035



provided to local units of government, the public, and local businesses in accessing these materials. During 2009, the Division staff assisted the Census Bureau with the Participant Statistical Areas Program for six counties, in which census tracts and other geographic boundaries were delineated for the 2010 Census.

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 water-access 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 resource-oriented 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 2009, 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 landscape—as well as other areas vital to the maintenance of endangered, threatened, and rare plant and animal species in the Region. The plan represents an

¹*Map 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.*

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, 2009

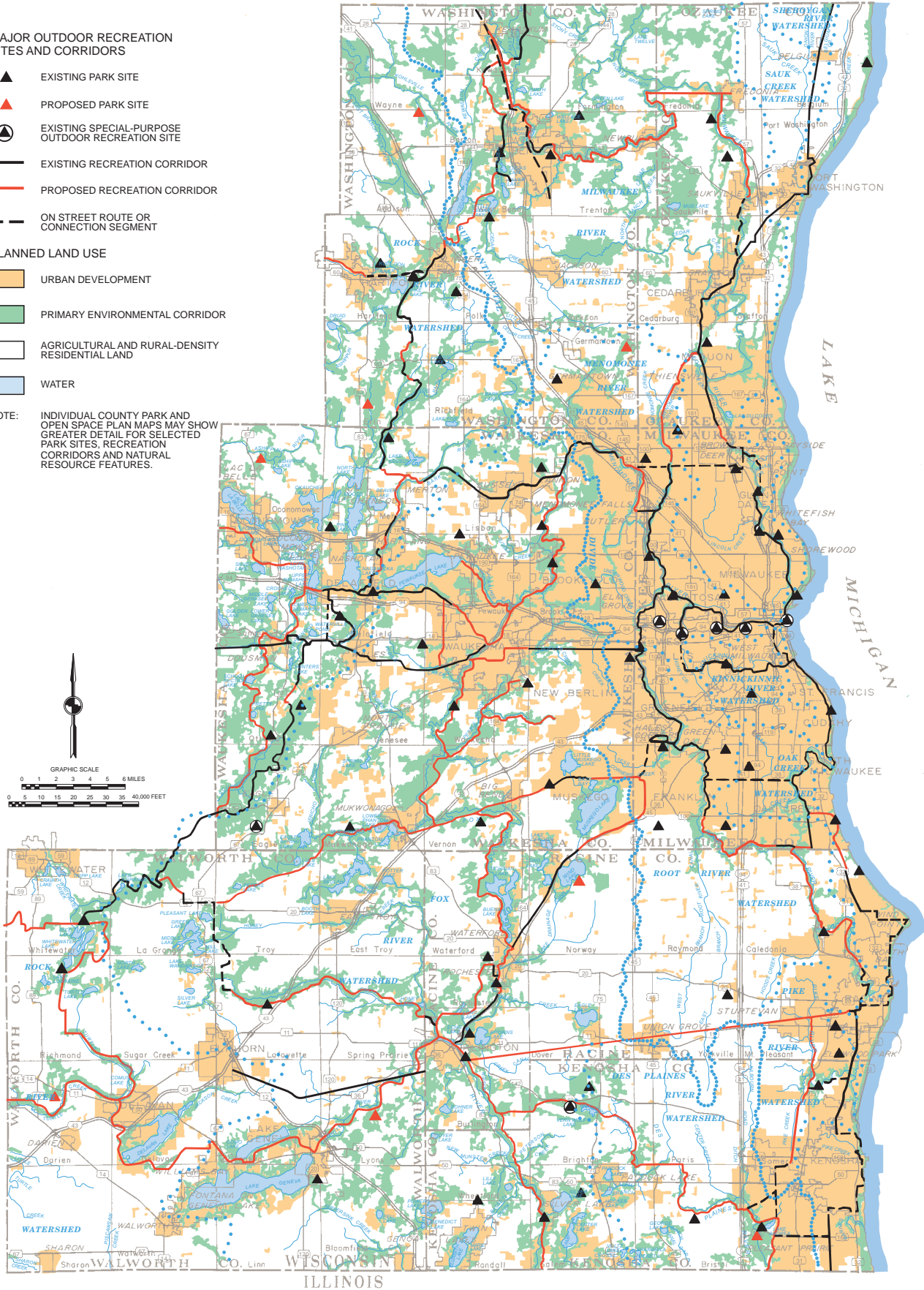
MAJOR OUTDOOR RECREATION SITES AND CORRIDORS

- ▲ EXISTING PARK SITE
- ▲ PROPOSED PARK SITE
- ⊙ EXISTING SPECIAL-PURPOSE OUTDOOR RECREATION SITE
- EXISTING RECREATION CORRIDOR
- PROPOSED RECREATION CORRIDOR
- ON STREET ROUTE OR CONNECTION SEGMENT

PLANNED LAND USE

- URBAN DEVELOPMENT
- PRIMARY ENVIRONMENTAL CORRIDOR
- AGRICULTURAL AND RURAL-DENSITY RESIDENTIAL LAND
- WATER

NOTE: INDIVIDUAL COUNTY PARK AND OPEN SPACE PLAN MAPS MAY SHOW GREATER DETAIL FOR SELECTED PARK SITES, RECREATION CORRIDORS AND NATURAL RESOURCE FEATURES.



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 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 2009, 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 2009, 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 2009 there were several additions made to natural areas. The Wisconsin Department of

Natural Resources acquired one lot totaling 0.85 acre in the Chiwaukee Prairie/Carol Beach area of Kenosha County. The Waukesha Land Conservancy acquired 38 acres of the Sussex Swamp Natural Area in Waukesha County.

In 2009, 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 2009, 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 2009 in performing the data provision and technical assistance function:

- Provided census data on disability status of Milwaukee County residents to a community-based residential facility for use in completing grant applications.
- Provided census tract data for portions of the City of Waukesha to a health care provider in support of a government grant for a Federally Qualified Health Center in an underserved urban area.
- Provided current employment levels in the City of Delavan to the City Police Department for use in a needs assessment.

**NATURAL AREAS AND CRITICAL
SPECIES HABITAT SITES
IDENTIFIED IN THE NATURAL
AREAS AND CRITICAL SPECIES
HABITAT PROTECTION AND
MANAGEMENT PLAN FOR
SOUTHEASTERN WISCONSIN**



- Provided existing and planned population and household data within the Union Grove Union High School District to a consulting firm for use in an enrollment plan for the District.
- Provided Walworth County census demographic data to a consulting firm for use in a highway corridor study for USH 14/STH 11 in western Walworth County.

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 2009, the Division responded to 120 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 2009 include the following:

- Provided digital map files for comprehensive plans covering Racine County and the Towns of Troy and East Troy to a planning consultant for use in the WisDOT STH 20 highway corridor study.
- Provided a copy of a draft map of potential areawide recreational bicycle trails in Southeastern Wisconsin to the City of Milwaukee for their consideration when updating the City's bicycle plan.
- Provided maps of schools, parks, and child care centers in the Village of Waterford to the Village for use in on-going planning work.
- Provided tabular data and maps of existing and planned land uses in the greater Kenosha planning area to the Wisconsin Department of Natural Resources for use in the development of water use estimates.

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 2009, the Commission fulfilled a total of 132 requests for such information. Most of this work effort may be divided into the following categories:

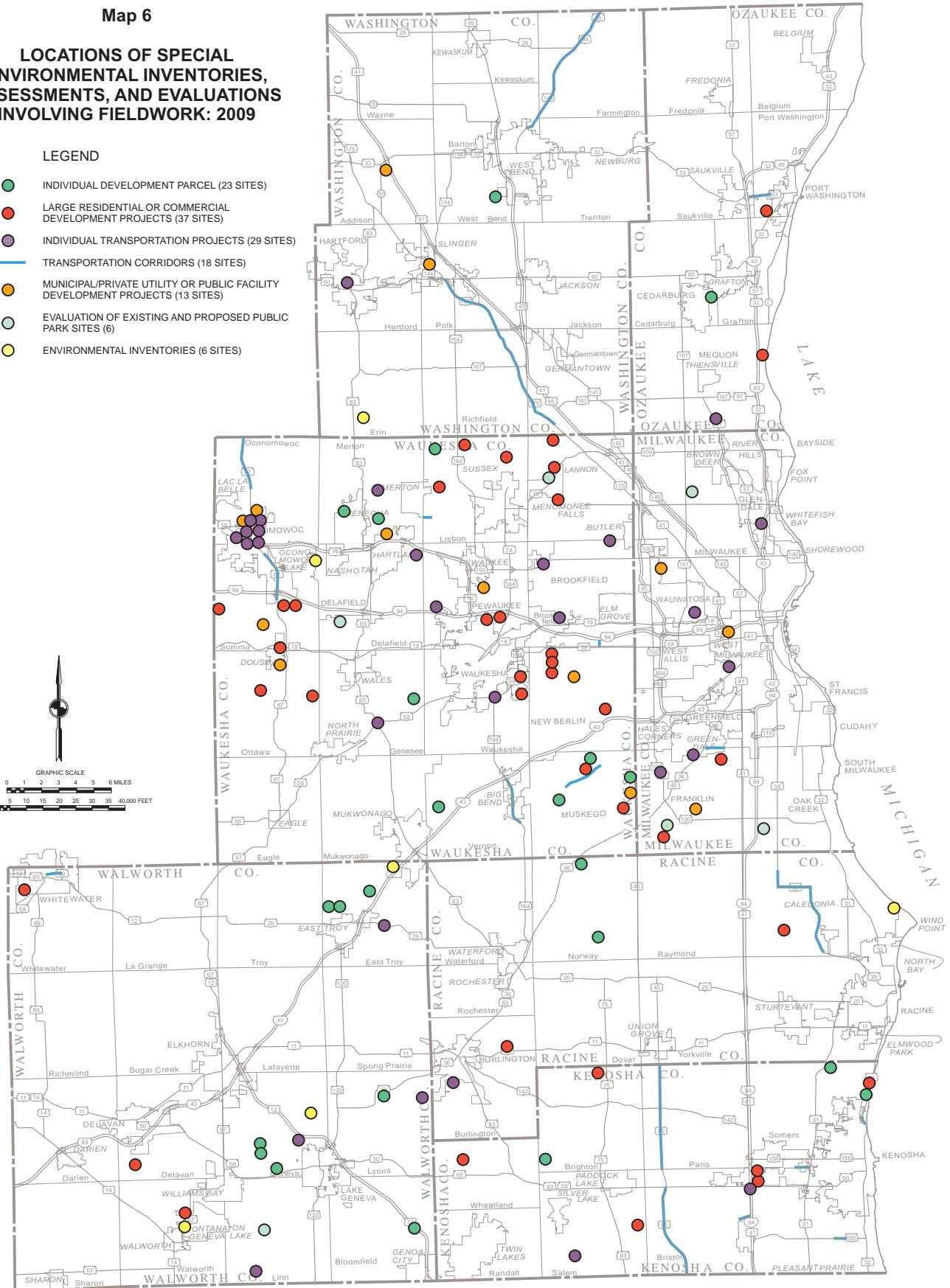
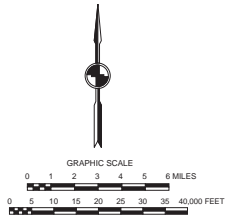
- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2009, 23 such requests were fulfilled for sites located throughout the 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 2009, such requests were fulfilled for a total of 37 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 2009, 47 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, the Kenosha County Division of Highways, the Milwaukee County Department of Public Works, the

Map 6

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2009

LEGEND

- INDIVIDUAL DEVELOPMENT PARCEL (23 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (37 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (29 SITES)
- TRANSPORTATION CORRIDORS (18 SITES)
- MUNICIPAL/PRIVATE UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (13 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (6)
- ENVIRONMENTAL INVENTORIES (6 SITES)



Waukesha County Department of Public Works, the City of Burlington, the City of Hartford, the City of Oconomowoc, the City of Wauwatosa, the City of Whitewater, the Town of Geneva, the Town of Linn, the Town of Lyons, the Town of Salem, the Town of Somers, and the Village of Merton (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 2009, 13 such requests were fulfilled in Milwaukee, Washington, 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 2009, six such requests were fulfilled in Milwaukee, Walworth, and Waukesha 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 2009, six such requests were fulfilled in Racine, Walworth, Washington, 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 2009 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 2009, the Division continued to monitor secondary data sources and review transportation system performance with respect to changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; traffic volumes; pavement and bridge condition; traffic congestion; vehicle traffic crashes; arterial highway and transit travel times; transportation air pollutant emissions; and transit service reliability.

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 2009 totaled about 1,367,000. This represents a decrease of 6,600, or about 0.4 percent, compared to the 2008 level of 1,373,600 (see Table 10). Increases in personal-use vehicle availability in 2009 occurred in all counties in the Region except Milwaukee and Walworth Counties resulting in the net decrease in personal-use vehicles. 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 2009 was 2.1 percent.

¹*The 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 “personal-use 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.*

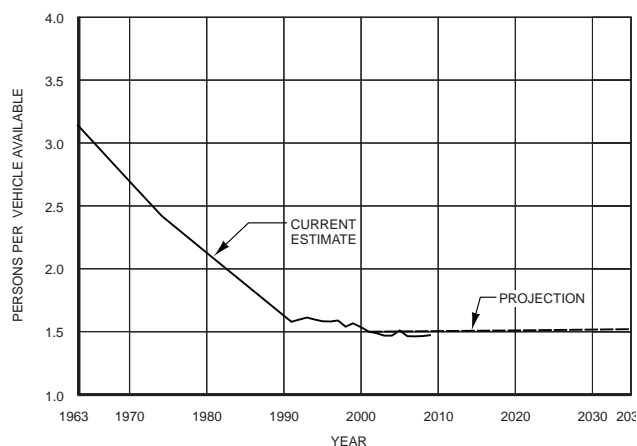
Table 10

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2008	2009
Kenosha	37,240	51,100	118,260	118,410
Milwaukee	316,350	392,000	551,170	544,140
Ozaukee	16,780	28,030	68,160	68,490
Racine	52,040	73,350	144,890	145,090
Walworth	22,220	33,450	85,080	83,430
Washington	18,340	30,390	101,970	102,900
Waukesha	69,390	114,450	304,070	304,540
Total	532,360	722,770	1,373,600	1,367,000

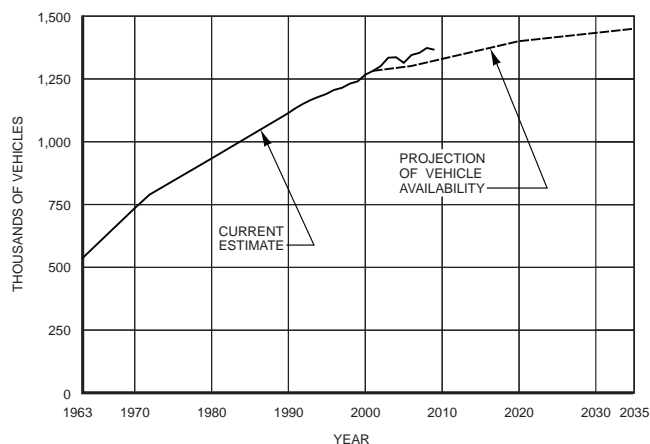
^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 47.

Figure 10

PERSONS PER PERSONAL-USE VEHICLE^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 ON PAGE 47.

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.

The number of persons per personal-use vehicle within the Region was estimated to be 1.46 in 2009, up slightly from the 1.45 estimated for 2008, 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 under

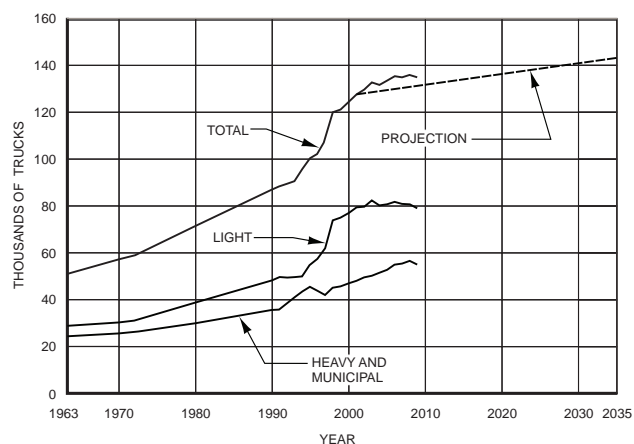
the long-range regional transportation system plan, is shown in Figure 11, along with historic annual personal-use vehicle availability. The 2009 forecast personal-use vehicle availability level was 1,324,300 under the adopted regional transportation system plan. The estimated 2009 regional personal-use vehicle availability level of 1,367,000 was 42,700 vehicles, or about 3.2 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

Table 11

COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

County	1963	1972	2008	2008
Kenosha.....	4,370	4,490	11,260	11,140
Milwaukee.....	25,910	26,710	48,270	47,500
Ozaukee	2,270	2,550	6,540	6,500
Racine.....	5,670	6,460	14,960	14,910
Walworth.....	4,190	4,840	11,310	10,930
Washington.....	3,210	4,080	10,800	10,790
Waukesha.....	7,780	10,280	33,660	33,140
Total	53,400	59,410	136,800	134,910

^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**COMMERCIAL-USE TRUCK 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.

The number of commercial and municipal trucks available in the Region during 2009 totaled about 134,910, a decrease of about 1,890, or about 1.4 percent, above the 2008 level of 136,800 trucks (see Table 11 and Figure 12). In 2009, decreases in commercial motor-truck availability occurred in all counties within the Region. 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 2009. The number of light commercial trucks available in 2009 totaled about 79,820, a decrease of 920, or about 1.1 percent, from the 2008 level of 80,740. The number of heavy trucks and municipal trucks totaled 55,090 in 2009, a decrease of about 970 trucks, or about 1.7 percent from the 2008 level of 56,060. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2008 was 2.0 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2009 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 decreased from 49.2 million revenue passengers in 2008 to 45.0 million revenue passengers in 2009, a decrease of about 9.0 percent. This decrease is attributable primarily to a return to lower motor vehicle fuel prices during 2009.

Intracounty Bus Services**City of Kenosha**

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 2009 (see Figure 15) to approximately 1,483,600 revenue passengers, about 6 percent less than the 2008 ridership of about 1,579,300 revenue passengers. The transit system provides fixed-route service within the City and

Table 12
REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP

Transit Services	Revenue Passengers ^a					
	1963	1972	1991	2008	2009	Percent Change 2008-2009
Bus Systems						
Intracounty						
City of Kenosha.....	1,876,000	503,000	1,128,000	1,579,300	1,483,600	-6.1
Milwaukee County	88,546,000	52,141,000	53,025,000	44,287,300	40,575,900	-8.4
City of Racine.....	2,907,000	526,000	1,829,000	1,211,100	1,139,500	-5.9
City of Waukesha.....	451,000	227,000	434,000	680,200	627,100	-7.8
Subtotal	93,780,000	53,397,000	56,416,000	47,757,900	47,757,900	-8.2
Intercounty						
Kenosha-Racine Milwaukee Counties	230,000 ^b	153,000	82,000	82,100	76,300	-7.1
Ozaukee-Milwaukee Counties	127,000	64,000	--	126,800	110,900	-12.5
Washington-Milwaukee Counties	--	--	--	111,400	106,500	-4.4
Waukesha-Milwaukee Counties	534,000 ^b	240,000	290,000	718,100	480,100	-33.1
Western Kenosha County	--	--	--	6,200	10,100	62.9
Subtotal	891,000	457,000	372,000	1,044,600	783,900	-25.0
Total Bus Systems	94,671,000	53,854,000	56,788,000	48,802,500	44,610,600	-8.6
Shared-Ride Taxi Systems - Intracounty						
City of Hartford.....	--	--	8,000	20,300	20,300	0.0
Ozaukee County	--	--	--	75,100	71,800	-4.4
City of Port Washington	--	--	--	20,200	19,500	-3.5
Washington County	--	--	--	98,000	90,100	-8.1
City of West Bend.....	--	--	--	119,400	116,100	-2.8
City of Whitewater.....	--	--	38,000	26,100	26,100	-10.0
Subtotal	--	--	46,000	362,000	343,900	-5.0
Region Total	94,671,000	53,854,000	56,834,000	49,164,500	44,953,900	-8.6

^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 36,757,400 in 2009, about 40,365,000 in 2008, and about 48,350,000 in 1991.

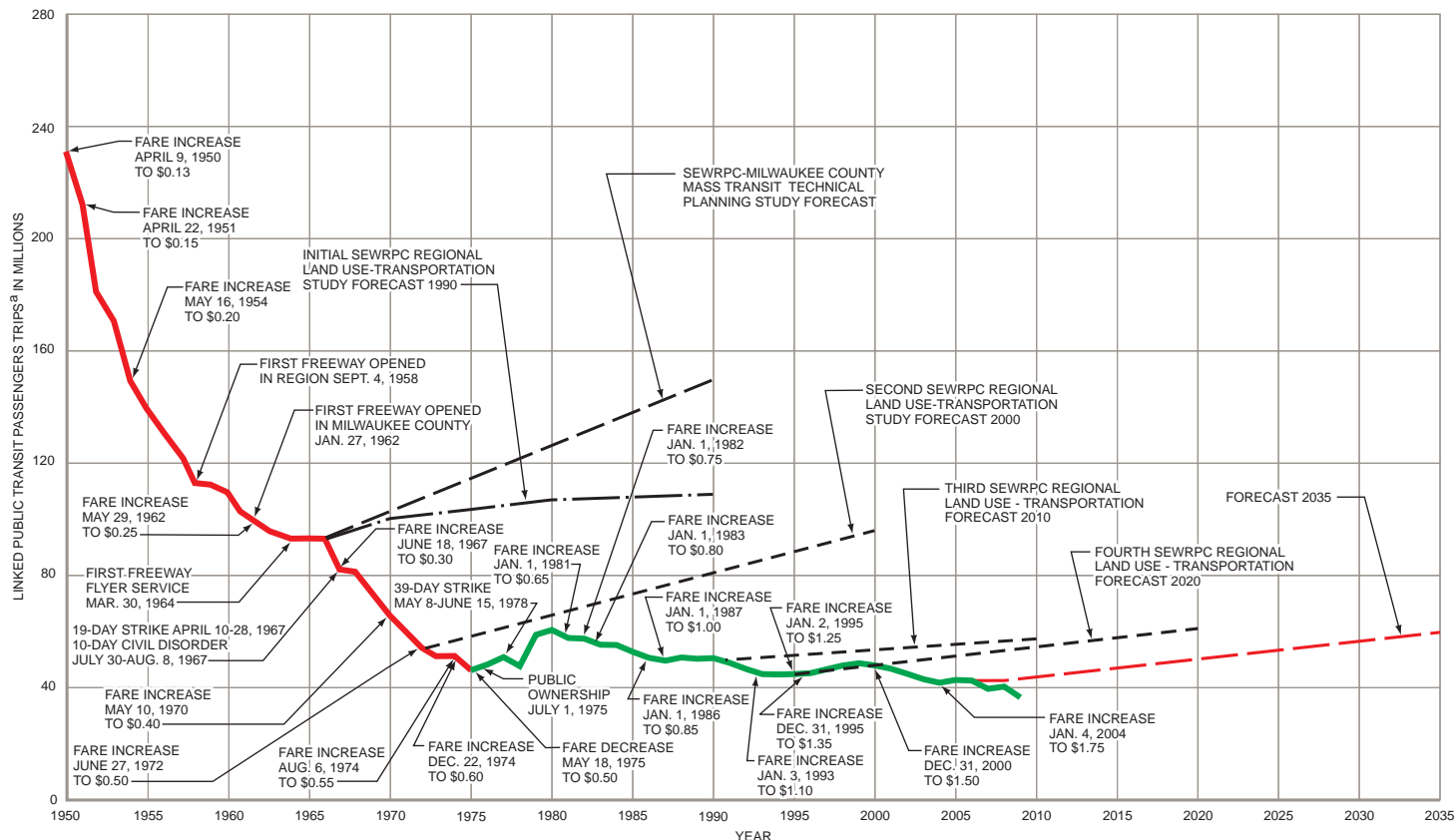
environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service during 2009 totaled about 1,049,100, representing an increase of less than 1 percent from the 1,040,100 vehicle-miles operated during 2008. The basic cash fare for the Kenosha system increased to \$1.25 per one-way trip

from the \$1.00 per one-way trip charged for bus service in 2008. A fare of \$0.25 per one-way trip continued to be charged for street car service in 2009, unchanged from 2008.

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-

Figure 13

HISTORICAL ANNUAL TREND IN TRAVEL BY PUBLIC TRANSIT IN THE REGION



^aLINKED 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 ORIGIN AND 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 OPERATORS IN THE REGION AS 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 A TRANSIT PASS INSTEAD OF TRANSFER SLIP TO TRANSFER BETWEEN BUS ROUTES. CONSEQUENTLY, THE BUS RIDERSHIP FIGURES SHOWN IN TABLE 12 FOR 1991, 2008, AND 2009 ARE SOMEWHAT HIGHER THAN THE ESTIMATES OF LINKED TRANSIT PASSENGER TRIPS 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 2009, about 22,100 one-way trips were made on the paratransit service, an increase of about 21 percent from the 18,300 one-way trips made on the service during 2008.

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.

Figure 14

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

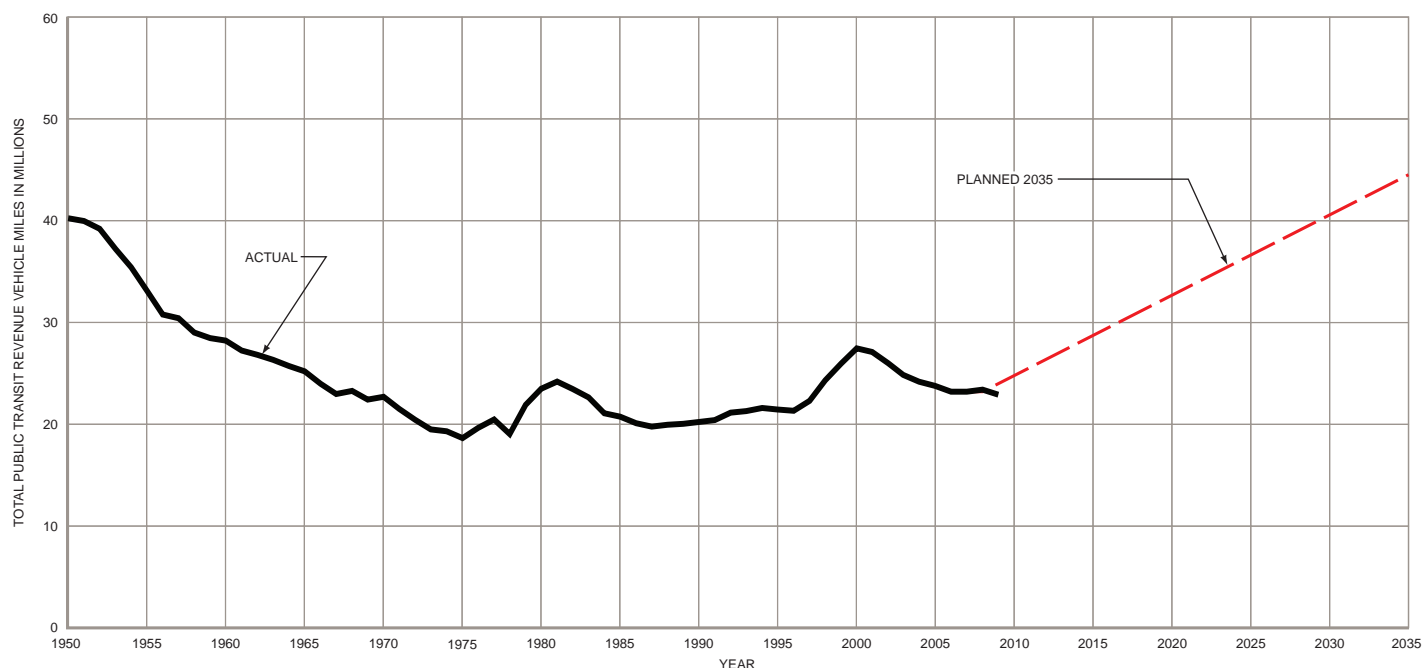
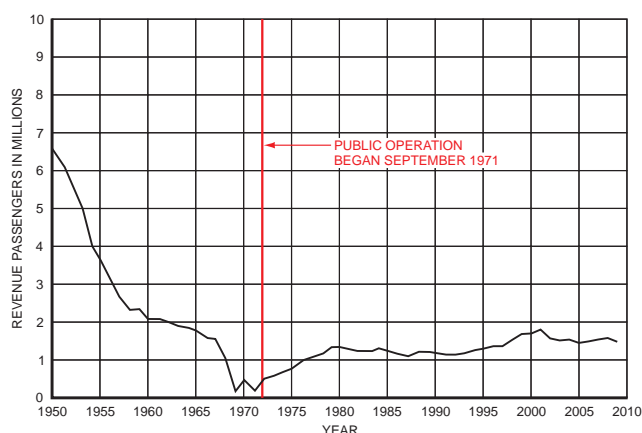


Figure 15

TRANSIT REVENUE RIDERSHIP CITY OF KENOSHA TRANSIT SYSTEM



During 2009, the Commission initiated work on a Kenosha County Transit Plan that will include recommendations for service changes and capital improvements for a five-year planning period. That effort is described in a later section of this Annual Report.

Milwaukee County

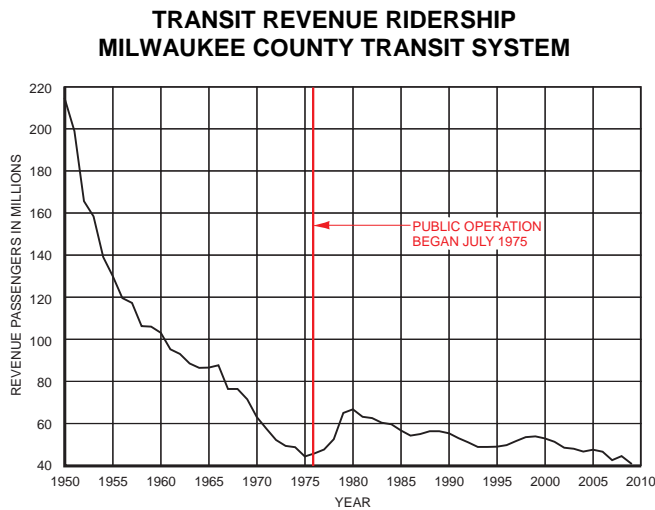
Ridership on the Milwaukee County Transit System decreased during 2009 to about 40.6 million revenue

passengers from about 43.6 million revenue passengers in 2008, or by about 8 percent (see Figure 16). This decrease occurred as the system experienced continued service cuts and an increase in passenger fares. Service cuts, fare increases, high unemployment, and changes in Milwaukee Public Schools busing procedures all contributed to the ridership decline.

The number of bus-miles operated by the Milwaukee County Transit System decreased by about 1 percent during 2009, from about 16.1 million bus-miles in 2008 to about 15.0 million bus-miles in 2009. The service reduction in 2009 continued the trend of reductions in service that have occurred annually on the system since 2001. The basic cash fare for the Milwaukee County Transit System remained at \$2.00 per one-way trip during 2009. Fares for freeway flyer bus service, however, rose from \$2.75 to \$3.00 per one-way trip, and the price of an adult weekly bus pass increased from \$16.00 to \$16.50 during 2009.

During 2009, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2008, to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 905,300 revenue passengers in

Figure 16

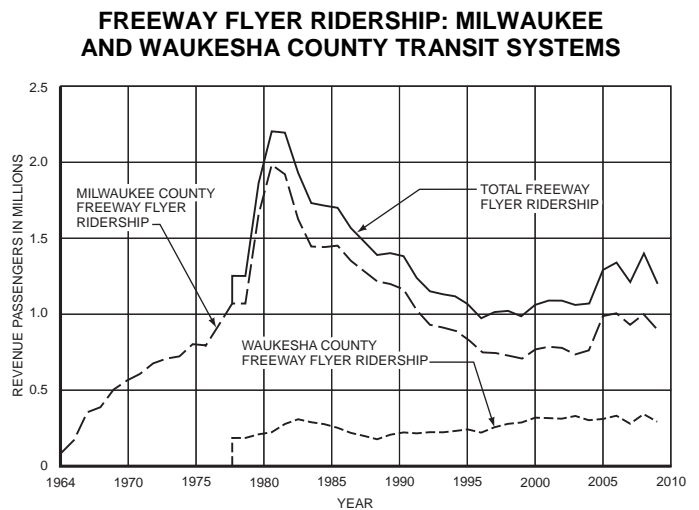


2009, down 11 percent over the 1,014,400 revenue passengers carried in 2008 (see Figure 17).

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, nonprofit agencies serving disabled persons also provided service under the program for agency clients. During 2009, about 1,170,500 one-way trips were made on the Transit Plus paratransit service, an increase of about 4 percent from the 1,121,800 one-way trips made on the service during 2008. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2009.

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

Figure 17



transit system for a five-year planning period. The current planning effort is described in a later section of this *Annual Report*.

City of Racine

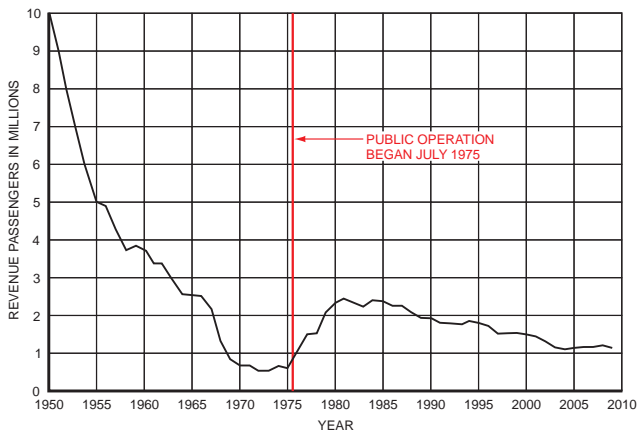
During 2009, ridership on the public transit system serving the City of Racine and environs decreased by about 6 percent from approximately 1,211,100 revenue passengers in 2008 to about 1,139,500 revenue passengers in 2009 (see Figure 18). The increase reflects the first decrease in ridership since 2004. The total number of bus-miles operated in revenue service decreased by about 2 percent, from about 1,163,100 bus-miles in 2008 to about 1,142,100 bus-miles in 2009. The adult base cash fare stayed the same, at \$1.50 per one-way trip in 2009.

The City of Racine also provides a paratransit service for disabled individuals to comply with Federal ADA regulations. The paratransit service provides door-to-door 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 2009, about 35,000 one-way trips were made on the paratransit service, an increase of about 39 percent from the 25,100 one-way trips made on the service in 2008.

Figure 18

**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.

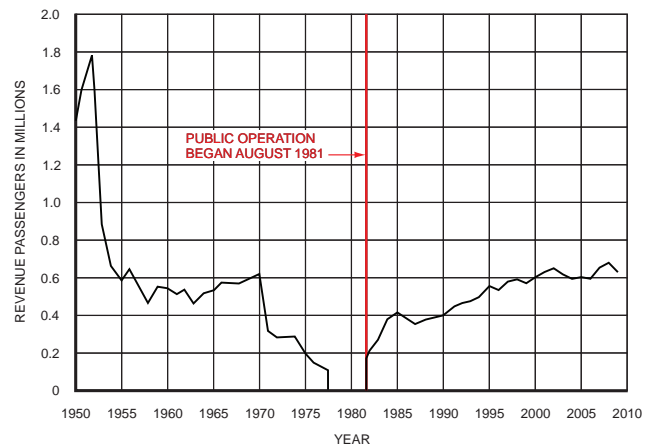
During 2008, the Commission initiated work on a Racine County Transit Plan that will provide recommendations for service changes and capital improvements for a five-year planning period. That effort is described in a later section of this *Annual Report*.

City of Waukesha

During 2009, the fixed-route public transit system serving the City of Waukesha carried approximately 627,100 revenue passengers, a decrease of about 8 percent from the 680,200 revenue passengers carried on the system during 2008 (see Figure 19). The number of bus-miles operated in revenue service during 2009 totaled about 675,000, a decrease of about 1 percent from the 682,200 bus-miles operated in 2008. The decrease in ridership may be partly attributed to

Figure 19

**TRANSIT REVENUE RIDERSHIP
CITY OF WAUKESHA TRANSIT SYSTEM**



higher fares as the adult base cash fare increased from \$1.75 per one-way trip to \$2.00 per trip in 2009.

Paratransit service was also provided by the City of Waukesha to comply with the Federal ADA paratransit regulations. The City's Metrolift program provides curb-to-curb transportation to disabled individuals who are unable to use the City's fixed-route bus service and is operated by a private firm with which the City contracts to manage and operate its fixed-route bus system. During 2009, disabled individuals made about 21,300 one-way trips on the paratransit service, about 2 percent less than in 2008.

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.

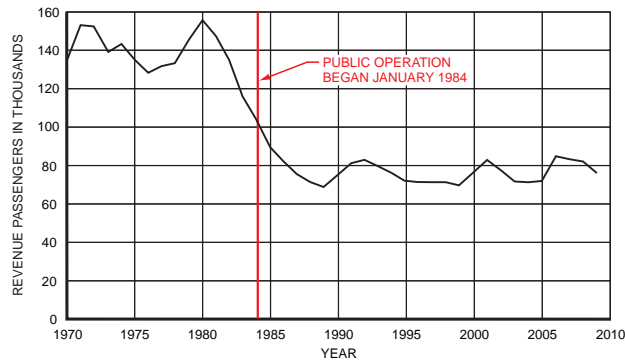
Intercounty Bus Services

Kenosha-Racine-Milwaukee Service

During 2009, 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.

Figure 20

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



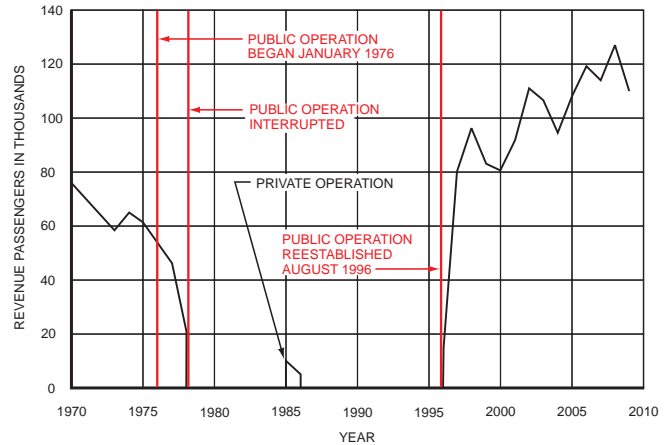
Ridership on the service approximated 76,300 revenue passengers during 2009, a decrease of about 7 percent from the 2008 ridership level of about 82,100 revenue passengers (see Figure 20). The number of bus-miles operated in revenue service increased by 1 percent in 2009 to 265,900 bus-miles, from about 264,000 bus-miles in 2008. Fares for the rapid commuter bus service ranged from \$1.25 to \$4.25 per one-way trip during 2009, the same as in 2008.

Ozaukee County

Ridership decreased during 2009 on the commuter-oriented rapid bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2009, a total of about 110,900 revenue passengers were carried on the Ozaukee County commuter bus service, down 12 percent from the 126,800 revenue passengers carried in 2008 (see Figure 21). Fares for the bus service remained at their 2008 level of \$3.00 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 179,000 revenue vehicle-miles in 2009, a decrease of about 15 percent from the 211,700 vehicle-miles operated in 2008. The County contracted with the Milwaukee County Transit System to operate the rapid bus service using buses owned by Ozaukee County.

Figure 21

**TRANSIT REVENUE RIDERSHIP
OZAUKEE COUNTY EXPRESS BUS SYSTEM**



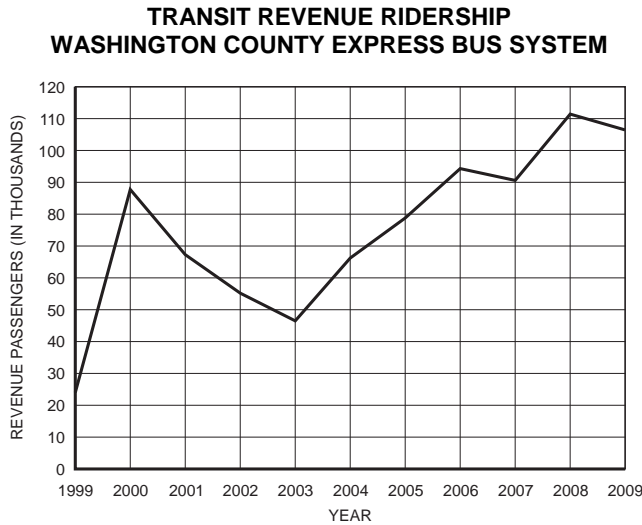
NOTE: THE GRAPH REFLECTS TWO PERIODS OF PUBLIC OPERATION: FROM JANUARY 1976 THROUGH JUNE 1978 DURING WHICH OZAUKEE COUNTY PROVIDED STATE AND COUNTY FUNDS TO A PRIVATE TRANSIT OPERATOR, WISCONSIN COACH LINES, INC., FOR AN EXISTING COMMUTER BUS ROUTE BETWEEN OZAUKEE AND MILWAUKEE COUNTIES; AND FROM AUGUST 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 MONTHS 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.

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 2009, about 106,500 revenue passengers were carried on the Washington County commuter bus service, a decrease of about 4 percent from the 111,400 revenue passengers carried on the service during 2008 (see Figure 22). The County's commuter bus system operated a total of about 255,900 revenue vehicle-miles in 2009, up 11 percent from the 229,900 vehicle-miles operated in 2008. The decrease in ridership during 2009 may be attributed to lower motor fuel prices that caused decreased use of the freeway flyer service. The fare on the County express bus route remained at \$3.25 in 2009. The fare on the connecting shuttle service provided by the Washington County Taxi System remained at \$1.00 per one-way trip.

Figure 22

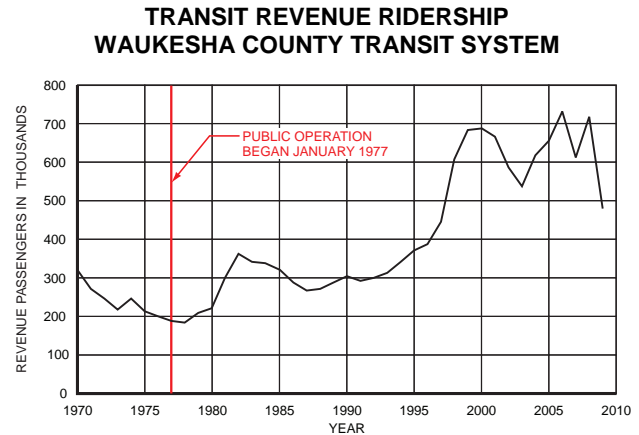


The County contracts with Riteway Bus Service, Inc., for the operation of the express bus service. The institution of the services was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance 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 2009, total ridership on the Waukesha County transit system decreased significantly, from about 718,100 revenue passengers in 2008 to about 480,100 revenue passengers in 2009 (see Figure 23), a 39 percent decline. The number of bus-miles operated in revenue service also decreased from about 766,400 bus-miles in 2008 to about 632,300 bus-miles in 2009, or by about 18 percent. The decrease in ridership reflects the effects of service decreases on the routes between Waukesha and Milwaukee Counties and increases in passenger fares. 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.

Figure 23



Adult cash fares on the Waukesha County transit system local bus Route 10, operated by the Milwaukee County Transit System, remained at \$2.00 per one-way trip in 2009. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee rose from \$3.10 per trip in 2008 to \$3.35 per trip in 2009. The fares charged on the routes operated by Wisconsin Coach Lines, Inc., were also increased during 2009, with adult cash fares ranging from \$3.25 to \$4.00 per one-way trip compared to \$2.75 to \$3.25 per one-way trip in 2008.

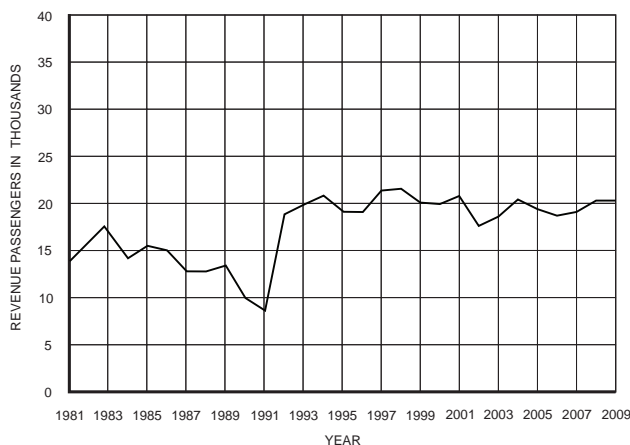
Adult cash fares on the two routes operated by the City of Waukesha Metro Transit System remained at \$2.00 per one-way trip in 2009.

As shown in Figure 17, total ridership on freeway flyer routes operated by Waukesha County in 2008 was about 293,300 revenue passengers, a decrease of about 15 percent from the estimated 343,100 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2008. The decrease is likely a response to lower motor fuel prices in 2009 than in 2008. The freeway flyer service in Waukesha County served a total of 12 outlying terminals in 2009.

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-to-door 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—

Figure 24

**TRANSIT REVENUE RIDERSHIP
CITY OF HARTFORD TRANSIT SYSTEM**



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 2009, about 9,500 one-way trips were made on the County's two paratransit services, a decline of about 9 percent from the 10,400 one-way trips made on the services during 2008.

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.

During 2009, the service carried about 10,100 revenue passengers and operated about 227,400 revenue-miles. This compares to about 6,200 revenue passengers carried, and 184,300 revenue-miles operated, during 2008. During 2008 and 2009, 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 nonprofit organization, to operate the services.

Intracounty Shared-Ride Taxi Services

City of Hartford

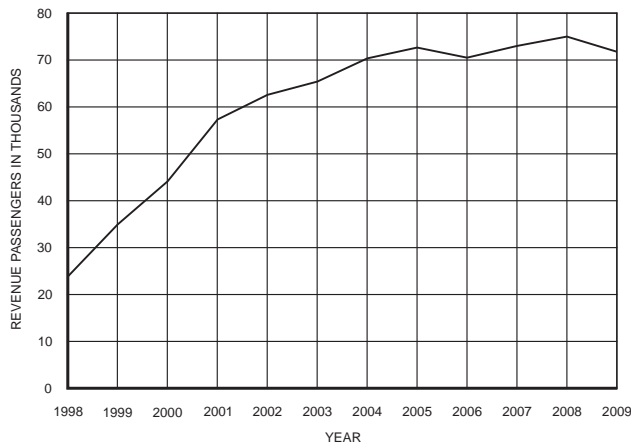
Publicly-operated transit service was also provided during 2009 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. During the year, the Hartford taxicab service carried approximately 20,300 revenue passengers, the same ridership as in revenue passengers carried in 2008 (see Figure 24). The service operated about 55,000 total vehicle-miles, slightly less than the 55,400 total vehicle-miles operated during 2008. Base adult cash passenger fares remained at \$2.75 per one-way trip during 2009.

Ozaukee County

During 2009, about 71,800 revenue passengers were carried on the Ozaukee County taxicab system, a decrease of about 4 percent from 2008 when 75,000 revenue passengers were carried (see Figure 25). The system operated a total of about 679,500 total vehicle-miles, an 18 percent decrease from the 830,000 total vehicle-miles in 2008. Fares for the service in 2009 remained unchanged from 2008, 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.

Figure 25

**TRANSIT REVENUE RIDERSHIP
OZAUKEE COUNTY TAXI SYSTEM**



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.

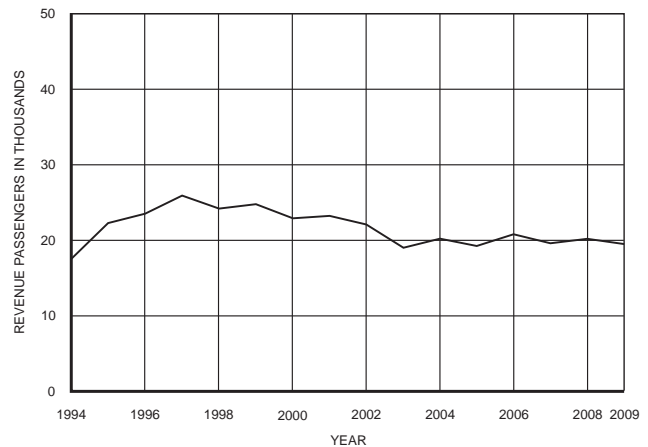
City of Port Washington

During 2009, the City of Port Washington taxicab service carried approximately 19,500 revenue passengers, representing a decrease of about 4 percent from the 20,200 revenue passengers carried in 2008 (see Figure 26). In 2009, the taxi service operated about 82,000 total vehicle-miles, down 5 percent from 86,700 vehicle-miles operated during 2008. The base adult cash fare was raised from \$3.00 to \$3.25 per one-way trip in 2009.

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

Figure 26

**TRANSIT REVENUE RIDERSHIP
CITY OF PORT WASHINGTON TRANSIT SYSTEM**



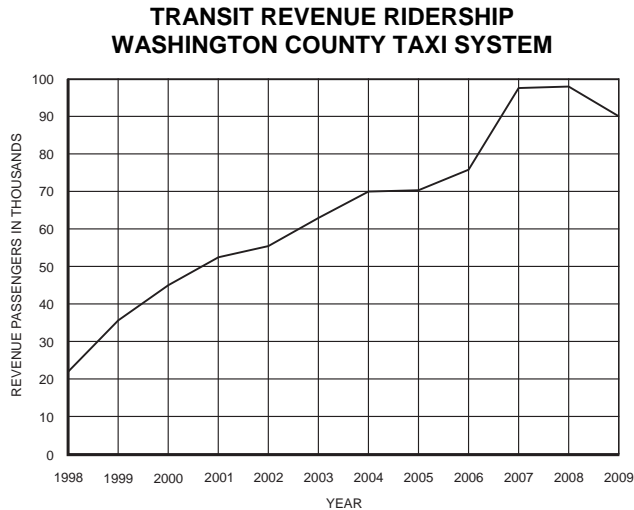
1993 Annual Report, identified the potential ridership, fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The City system is operated on a contract basis by Specialized Transport Services, Inc.

Washington County

During 2009, about 90,100 revenue passengers were carried on the Washington County taxi system, about 8 percent less than the 98,000 revenue passengers carried in 2008 (see Figure 27). The system operated about 1,252,700 total vehicle miles in 2009, down 5 percent from the 1,322,100 miles in 2008. Fares for the service increased from 2008 when the base adult cash fare ranged from \$3.00 per trip, for travel within one zone, to \$7.75 per trip, for cross-county travel encompassing four or more zones. The 2009 fare ranged from \$4.00 to \$8.75, 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 27



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.

City of West Bend

During 2009, the City of West Bend taxicab service carried approximately 116,100 revenue passengers, slightly less than the 119,400 revenue passengers carried in 2008 (see Figure 28). The total vehicle-miles of service decreased by about 4 percent from the 396,200 operated during 2008, to 116,100 operated in 2009. The City raised the base adult cash fare from \$3.25 to \$3.50 in 2009.

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

Figure 28

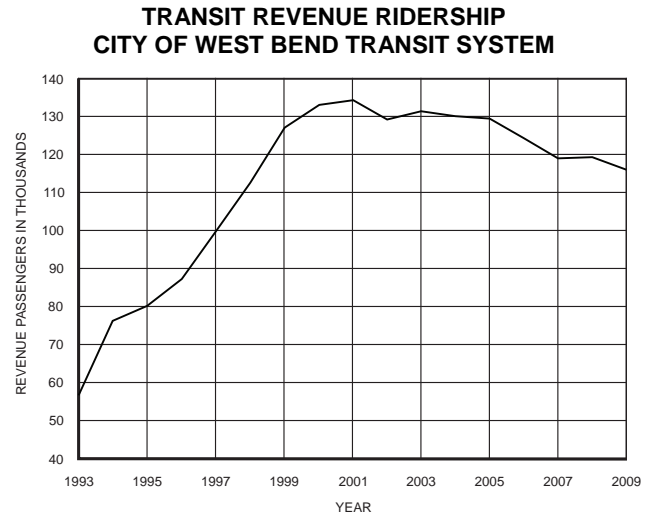
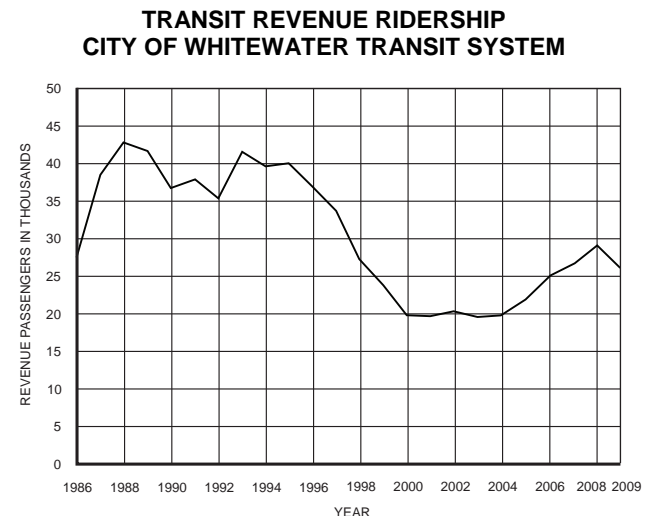


Figure 29



Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 26,100 revenue passengers in 2009, a decrease of about 10 percent from the 29,000 revenue passengers carried in 2008 (see Figure 29). It operated about 66,200 total vehicle-miles during 2009, about 2 percent less than the 67,700 total vehicle-miles operated in 2008. During 2009, 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 *2008 Annual Report*. Commission staff added the







Map 7

**EXISTING AND PROPOSED
PARK-RIDE LOTS AND TRANSIT
STATIONS LOCATED WITHIN
SOUTHEASTERN WISCONSIN**

EXISTING 2009

-  PARK-RIDE LOT (EXCLUSIVE CONSTRUCTION AND USE)
-  TRANSIT STATION
-  INTERCITY RAIL
-  COMMUTER RAIL
-  RAPID BUS TRANSIT ROUTE (FREEWAY)
-  RAPID BUS TRANSIT ROUTE (NONFREEWAY)
- 37 PARK-RIDE LOT NUMBER (SEE TABLE 13)

PROPOSED IN ADOPTED 2035
TRANSPORTATION SYSTEM PLAN

-  PARK-RIDE LOT (EXCLUSIVE CONSTRUCTION AND USE)
-  TRANSIT STATION
-  INTERCITY RAIL
-  COMMUTER RAIL
-  RAPID BUS TRANSIT ROUTE (FREEWAY)
-  RAPID BUS TRANSIT ROUTE (NONFREEWAY)

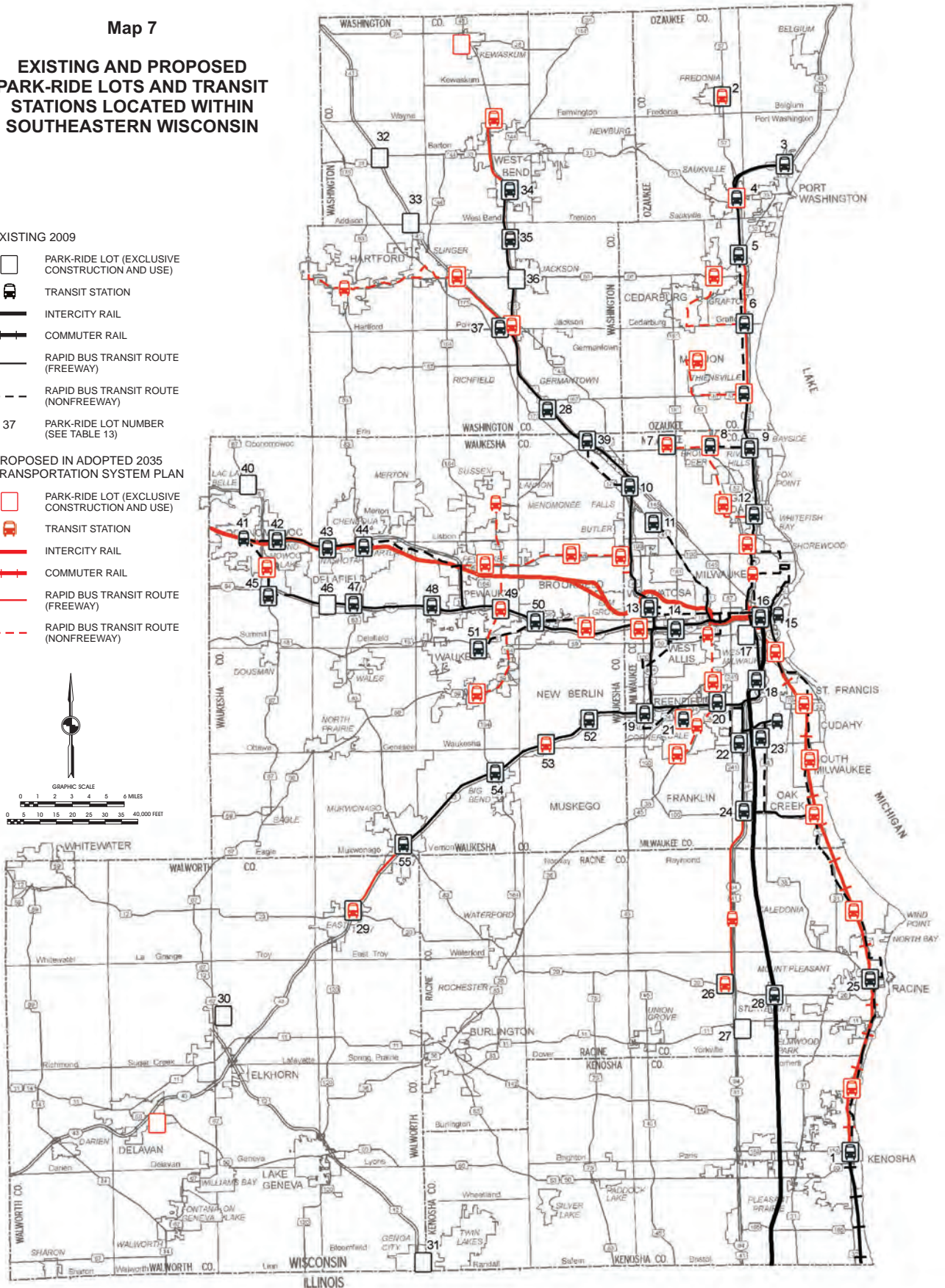
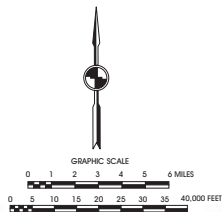


Table 13

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

Number on Map 7	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2008	Percent of Spaces Used
1	<u>Kenosha County</u> Metra Station (Kenosha)	X		X	145	-- ^a	-- ^a
2	<u>Ozaukee County</u> STH 57 and CTH H (Fredonia)	X			60	14	23
3	IH 43 and STH 32-CTH H (Port Washington)	X			50	18	36
4	Wal-Mart (Saukville)	X		X	50	-- ^a	-- ^a
5	IH 43 and CTH V (Grafton)	X			85	40	47
6	IH 43 and CTH C (Grafton)	X			65	74	114
7	<u>Milwaukee County</u> STH 100 and N. 85th Street (Milwaukee)		X		100	-- ^a	-- ^a
8	Kohl's (Brown Deer)	X			130	68	52
9	Brown Deer (River Hills)	X		X	360	85	24
10	W. Good Hope Road (Milwaukee)	X			135	33	24
11	Timmerman Field (Milwaukee)	X			140	43	31
12	North Shore (Glendale)	X			195	98	50
13	W. Watertown Plank Road (Wauwatosa)	X			240	110	46
14	State Fair Park (Milwaukee)	X			285	181	64
15	Downtown Milwaukee Intermodal Amtrak Station Milwaukee County Transit System	X			240	-- ^a	-- ^a
16	Downtown Transit Center (Milwaukee)	X		X	-- ^b	-- ^a	-- ^a
17	National Avenue and IH 43/94 (Milwaukee)		X		160	142	89
18	W. Holt Avenue (Milwaukee)	X			235	100	43
19	Whitnall (Hales Corners)	X			360	213	59
20	W. Loomis Road (Greenfield)	X			410	101	25
21	Southridge (Greendale)	X		X	170	81	48
22	W. College Avenue (Milwaukee)	X			650	314	48
23	Mitchell Airport Amtrak Station (Milwaukee)	X			650	314	48
24	W. Ryan Road (Oak Creek)	X			305	176	58
25	<u>Racine County</u> Racine Metro Transit Center (Racine)	X			120	-- ^a	-- ^a
26	IH 94 and STH 20 (Ives Grove)		X		75	52	92
27	IH 94 and STH 11 (Mount Pleasant)		X		60	34	62
28	Sturtevant Amtrak Station (Sturtevant)	X			180	-- ^a	-- ^a
29	<u>Walworth County</u> East Troy Municipal Airport (East Troy)		X		40	7	18
30	USH 12 and STH 67 (Elkhorn)		X		40	9	23
31	USH 12 and CTH P (Genoa City)		X		40	10	25
32	<u>Washington County</u> USH 41 and STH 33 (Allenton)		X		35	40	114
33	USH 41 and CTH K (Addison)		X		50	15	30
34	USH 45 and Paradise Drive (West Bend)	X			100	69	69
35	Washington County Fair Park (Polk)	X		X	100	18	18
36	STH 60 and CTH P (Jackson)		X		30	24	80
37	Pioneer Road and Mayfield Road (Richfield)	X			30	47	157
38	USH 41 and Lannon Road (Germantown)	X			100	61	61
39	<u>Waukesha County</u> Pilgrim Road (Menomonee Falls)	X			70	41	59
40	STH 67 and Lang Road (Oconomowoc)		X		35	8	23
41	Collins Street Parking Lot (Oconomowoc)	X		X	-- ^b	-- ^a	-- ^a
42	STH 16 and CTH P (Oconomowoc)	X			45	17	38
43	STH 16 and CTH C (Nashotah)	X			60	8	13
44	STH 16 and STH 83 (Chenequa)		X		35	7	20
45	STH 67 and CTH DR (Summit)	X			100	46	46
46	IH 94 and CTH C (Delafield)		X		30	23	77
47	IH 94 and STH 83 (Delafield)	X			200	77	39
48	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	78	32
49	IH 94 and CTH F (Pewaukee)		X		85	27	32
50	Goerke's Corners (Brookfield)	X			315	236	75
51	Waukesha Metro Transit System Downtown Transit Center (Waukesha)	X		X	-- ^b	-- ^a	-- ^a
52	IH 43 and Moorland Road (New Berlin)	X			175	33	19
53	IH 43 and CTH Y (New Berlin)		X		45	25	56
54	IH 43 and STH 164 (Big Bend)	X			145	62	43
55	IH 43 and STH 83 (Mukwonago)	X			165	77	47
--	Total	--	--	--	7,670	3,080	40

^aData not available.^bParking available within larger public lot or structure.

parking lots at the Amtrak Stations at General Mitchell International Airport and in the Village of Sturtevant to the list of transit stations in the region.

Of the 55 existing park-ride lots and transit stations, 40 were served by rapid transit service and 15 were not served by transit and were used exclusively by carpoolers. Eight of the 55 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 2009 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 7,670 in 2009, including 6,810 at park-ride lots served by transit, and 860 at the lots not served by transit.

Of the 6,810 spaces available at the 40 park-ride lots served by transit, 2,688 spaces were used on an average weekday during 2009, a utilization rate of about 39 percent. Of the 860 spaces available at the lots not served by transit, 392 spaces were utilized during 2009, a utilization rate of about 56 percent. Three lots had utilization rates of 100 percent or higher indicating they were at or over their capacity.

Public Transit Operating Subsidies

Information on transit operating subsidies in the Region is shown in Table 14. Because 2009 year-end financial data for most transit systems were not available at the time data were compiled for this *2009 Annual Report*, such information is reported for calendar years 2007 and 2008. Transit operating subsidies approximated \$134.0 million during 2008 in the Region, compared with about \$127.3 million in 2007.

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.

Pavement and Bridge Condition

The assessment of existing pavement condition in southeastern Wisconsin is typically accomplished through one of two pavement evaluation techniques. The *Pavement Surface Evaluation and Rating (PASER)* technique is used for county and municipal roads. The PASER system is a rating system which employs visual inspection techniques to assess pavement condition. Pavement ratings range from 1 (which is a failed roadway that needs total reconstruction) to 10 (which is a pavement in excellent condition and typically reflects new construction). In general, the rating system is such that those pavements rated 8 through 10 require little to no maintenance; a rating of 7 indicates a pavement that requires routine maintenance such as crack filling; ratings of 5 or 6 indicate a pavement where preservative treatments such as sealcoating or overlays are considered; ratings of 3 or 4 indicate a pavement where structural improvement such as recycling or overlay is required; and ratings of 1 or 2 indicate a pavement which is severely deteriorated and requires reconstruction. In Southeastern Wisconsin the PASER system is used by County and local governments to evaluate the condition of the roads under their jurisdiction every two years as required under State Statute. Map 8 documents the pavement condition of the county and local arterial streets and highways in the Region under the PASER system for the year 2008. Pavement condition of the county and local arterial street system in the Region remained about the same between 2006 and 2008, as shown in Table 15.

The Wisconsin Department of Transportation (WisDOT) uses the International Roughness Index (IRI) to assess pavement condition and the quality of riding comfort of state highways, including Interstate Highways, United States Highways, and State Highways. WisDOT uses special equipment which physically measures the profile of a roadway along the traveled way. The IRI is measured on a scale of 0 to 12, with pavements with a 0 to 2.5 rating having no ride problems, a 2.5 to 2.75 rating having minor ride problems, a 2.75 to 3.0 having moderate ride problems, and greater than 3.0 having severe ride problems. Map 9 documents the IRI rating of the arterial streets and highway in the Region under State jurisdiction for the year 2009. Pavement condition of state highways in the Region remained about the same between 2006 and 2009, as shown in Table 16.

Table 14

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2007-2008

Transit Services	Public Transit Operating Assistance (dollars)							
	2007 Actual/Estimated				2008 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Bus Systems								
Intracounty								
City of Kenosha	2,127,500	1,690,100	1,521,900	5,339,500	2,276,100	1,723,900	1,838,100	5,838,100
Milwaukee County	20,368,800	62,106,800	20,564,400	103,040,000	21,110,300	67,281,300	18,759,300	107,150,900
City of Racine	2,259,300	1,753,200	1,574,000	5,586,500	2,257,800	1,932,400	1,948,100	6,138,300
City of Waukesha	740,000	1,989,200	1,104,100	3,833,300	778,100	2,051,600	1,287,000	4,116,700
Subtotal	25,495,600	67,539,300	24,764,400	117,799,300	26,422,300	72,989,200	23,832,500	123,244,000
Intercounty								
Kenosha-Racine-Milwaukee Counties	--	619,400	203,800	823,200	--	642,900	224,200	867,100
Ozaukee-Milwaukee Counties	144,600	503,000	219,000	866,600	135,100	399,500	304,200	838,800
Washington-Milwaukee County	374,300	364,300		738,600	125,600	383,500	223,600	732,700
Waukesha-Milwaukee Counties	622,400	1,854,100	694,500	3,171,000	518,300	1,739,000	1,207,800	3,465,100
Western Kenosha County	87,600	17,500	4,400	109,500	385,700	63,700	53,900	503,300
Subtotal	1,228,900	3,358,300	1,121,700	5,708,900	1,164,700	3,228,600	2,013,700	6,407,000
Total Bus Systems	26,724,500	70,897,600	25,886,100	123,508,200	27,587,000	76,217,800	25,846,200	129,651,000
Shared-Ride Taxi Systems - Intracounty								
City of Hartford	66,200	58,200	14,000	138,400	73,400	66,100	8,700	148,200
Ozaukee County	256,000	693,900	235,000	1,184,900	239,100	878,900	366,900	1,484,900
City of Port Washington	90,500	79,500	40,500	210,500	88,700	79,900	36,800	205,400
Washington County	--	1,080,800	349,300	1,430,100	284,300	1,103,300	270,100	1,657,700
City of West Bend	342,700	312,400	29,400	684,500	356,500	337,300	19,100	712,900
City of Whitewater	61,700	54,200	6,000	121,900	79,500	71,500	26,600	177,600
Subtotal	817,100	2,279,000	674,200	3,770,300	1,121,500	2,537,000	728,200	4,386,700
Region Total	27,541,600	73,176,600	26,560,300	127,278,500	28,708,500	78,754,800	26,574,400	134,037,700

Transit Services	Public Transit Operating Assistance (dollars)							
	2007 Actual/Estimated				2008 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Bus Systems								
Intracounty								
City of Kenosha	\$ 1.38	\$ 1.10	\$ 0.99	\$ 3.47	\$ 1.44	\$ 1.09	\$ 1.17	\$ 3.70
Milwaukee County	\$ 0.47	\$ 1.42	\$ 0.47	\$ 2.36	\$ 0.48	\$ 1.52	\$ 0.42	\$ 2.42
City of Racine	\$ 1.92	\$ 1.49	\$ 1.34	\$ 4.75	\$ 1.86	\$ 1.60	\$ 1.61	\$ 5.07
City of Waukesha	\$ 1.14	\$ 3.05	\$ 1.70	\$ 5.89	\$ 1.14	\$ 3.02	\$ 1.89	\$ 6.05
Subtotal	\$ 0.54	\$ 1.44	\$ 0.53	\$ 2.51	\$ 0.55	\$ 1.53	\$ 0.50	\$ 2.58
Intercounty								
Kenosha-Racine-Milwaukee Counties	--	\$ 7.44	\$ 2.45	\$ 9.89	--	\$ 7.83	\$ 2.73	\$ 10.56
Ozaukee-Milwaukee Counties	\$ 1.27	\$ 4.41	\$ 1.92	\$ 7.60	\$ 1.07	\$ 3.15	\$ 2.40	\$ 6.62
Washington-Milwaukee County	\$ 4.13	\$ 4.02	\$ -	\$ 8.15	\$ 1.13	\$ 3.44	\$ 2.01	\$ 6.58
Waukesha-Milwaukee Counties	\$ 1.02	\$ 3.03	\$ 1.13	\$ 5.18	\$ 0.72	\$ 2.42	\$ 1.69	\$ 4.83
Western Kenosha County	\$ 109.50	\$ 21.88	\$ 5.50	\$ 136.88	\$ 62.21	\$ 10.27	\$ 8.70	\$ 81.18
Subtotal	\$ 1.36	\$ 3.73	\$ 1.25	\$ 6.34	\$ 1.11	\$ 3.09	\$ 1.93	\$ 6.13
Total Bus Systems	\$ 0.56	\$ 1.48	\$ 0.54	\$ 2.58	\$ 0.57	\$ 1.56	\$ 0.53	\$ 2.66
Shared-Ride Taxi Systems - Intracounty								
City of Hartford	\$ 3.47	\$ 3.05	\$ 0.73	\$ 7.25	\$ 3.62	\$ 3.26	\$ 0.42	\$ 7.30
Ozaukee County	\$ 3.51	\$ 9.51	\$ 3.21	\$ 16.23	\$ 3.18	\$ 11.70	\$ 4.89	\$ 19.77
City of Port Washington	\$ 4.62	\$ 4.06	\$ 2.06	\$ 10.74	\$ 4.39	\$ 3.96	\$ 1.82	\$ 10.17
Washington County	--	\$ 11.07	\$ 3.58	\$ 14.65	\$ 2.90	\$ 11.26	\$ 2.76	\$ 16.92
City of West Bend	\$ 2.88	\$ 2.63	\$ 0.24	\$ 5.75	\$ 2.99	\$ 2.82	\$ 0.16	\$ 5.97
City of Whitewater	\$ 2.32	\$ 2.04	\$ 0.22	\$ 4.58	\$ 2.74	\$ 2.47	\$ 0.91	\$ 6.12
Subtotal	\$ 2.30	\$ 6.42	\$ 1.90	\$ 10.62	\$ 3.10	\$ 7.01	\$ 2.01	\$ 12.12
Region Total	\$ 0.57	\$ 1.52	\$ 0.55	\$ 2.64	\$ 0.58	\$ 1.60	\$ 0.55	\$ 2.73

WisDOT also maintains an assessment of the sufficiency of the bridge structures within Southeastern Wisconsin. Bridge sufficiency ratings are calculated using four separate factors to obtain a numeric value which, when combined, provide the overall sufficiency rating. The four factors are (1) structural adequacy and safety; (2) serviceability and functional obsolescence (including consideration of

number of lanes, average daily traffic, approach roadway width, and bridge roadway width); (3) essentiality for public use; and (4) special reductions. Bridge structure sufficiency ratings range from 0 to 100, with 0 being a failing structure and 100 being a structure in perfect condition. Generally, the structure sufficiency ratings relate to need, and Federal funding eligibility, for rehabilitation and replacement. A bridge

Map 8

**PASER PAVEMENT RATING FOR
COUNTY AND LOCAL ARTERIALS: 2008**

PASER PAVEMENT RATING

- 1-2 (81 MILES)
- 3-4 (212 MILES)
- 5-6 (561 MILES)
- 7 (423 MILES)
- 8, 9, 10 (846 MILES)
- NO RATING (171 MILES)

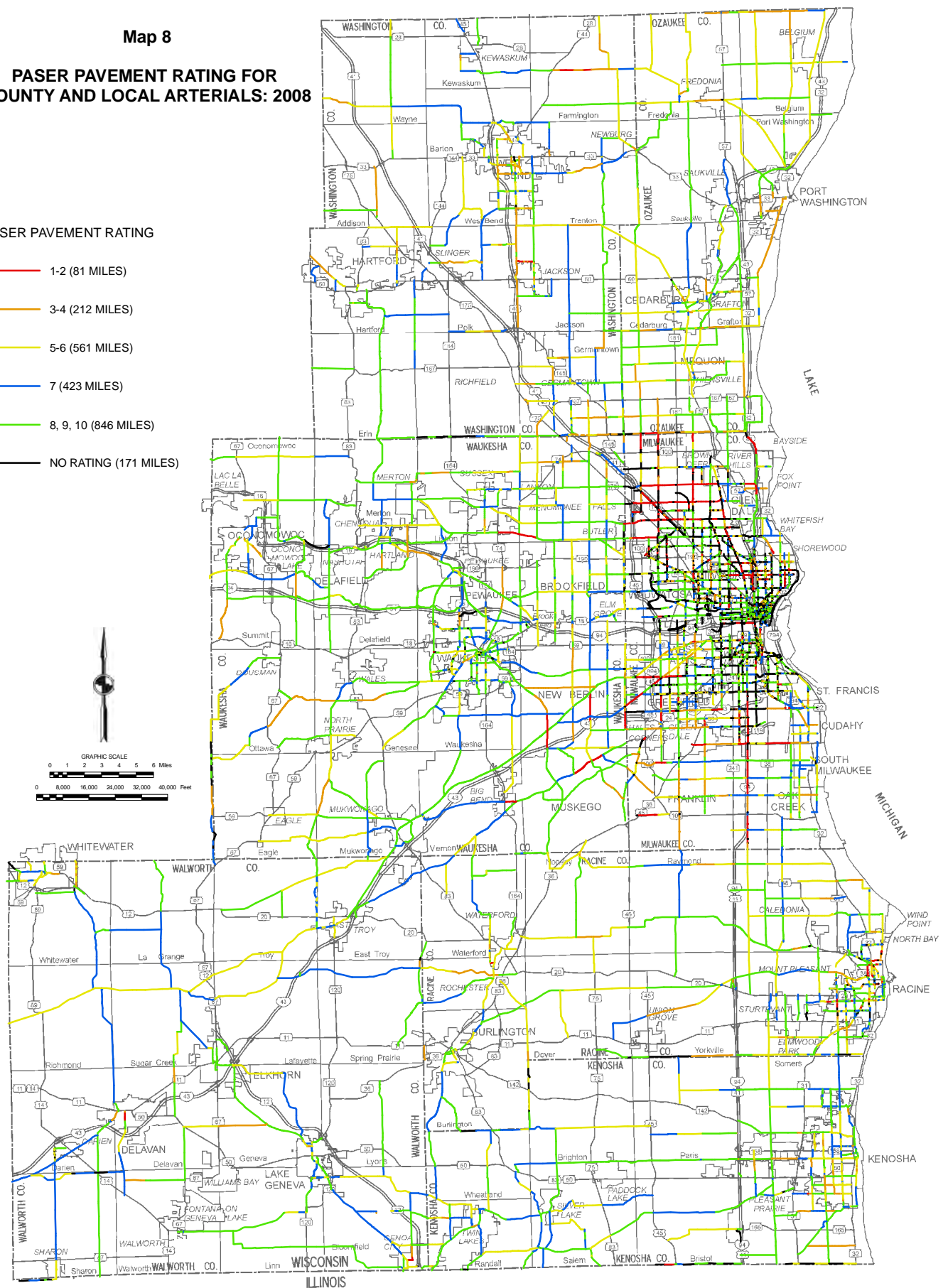


Table 15

**LOCAL AND COUNTY STREET AND HIGHWAY MILEAGE BY
PASER PAVEMENT RATING COMPARISON: 2006 AND 2008**

PASER Pavement Rating	2006		2008		Percent of Change
	Local and County Arterial Mileage	Percent of Total	Local and County Arterial Mileage	Percent of Total	
1 and 2.....	132	5.7	81	3.5	-38.6
3 and 4.....	233	10.2	212	9.2	-9.0
5 and 6.....	431	18.8	561	24.5	30.2
7.....	376	16.4	423	18.4	12.5
8, 9, and 10.....	907	39.5	846	36.9	-6.7
No Rating.....	215	9.4	171	7.5	-20.5
Total	2,294	100.0	2,294	100.0	--

structure is not eligible for Federal funds for rehabilitation if its sufficiency rating is between 80 and 100. A bridge structure is eligible for Federal funds for rehabilitation of the bridge structure if its sufficiency rating is between 50 and 79. A bridge structure must have a sufficiency rating less than 50 to be eligible to receive Federal funds to replace the bridge structure. Table 17 displays the number of bridge structures in Southeastern Wisconsin within each of the above mentioned ranges of sufficiency rating for the years 2010 and 2006. Map 10 displays the 2009 sufficiency ratings for bridge structures in Southeastern Wisconsin. Some improvement in bridge sufficiency is apparent over the last few years.

Traffic Congestion

Traffic congestion on the arterial street and highway system may be categorized as moderate, severe, or extreme with each level described by travel speed, operating conditions, and level of service, as shown in Table 18. Freeway system traffic congestion can be further described and quantified. The freeway system represents less than 10 percent of total arterial system mileage, but carries nearly 40 percent of total regional average weekday vehicle-miles of travel. A much greater proportion of the freeway system—as compared to the surface arterial street system—experiences extreme and severe peak hour traffic congestion, and experiences traffic congestion during hours of the weekday other than the peak traffic hours. The additional measurement of traffic congestion on the freeway system identifies for each segment of the freeway system the number of hours of congestion experienced on an average weekday at each level of congestion: extreme, severe, and moderate.

Assessment of Historic and Existing Traffic Congestion

The recurring existing and historic traffic congestion on the arterial street and highway system was estimated during the preparation of the year 2035 regional transportation plan, and is documented in Chapter III, “Inventory of Transportation Facilities and Services,” of SEWRPC Planning Report No. 49. Table 19 and Map 11 present the existing level of traffic congestion experienced in the year 2005 on the arterial street and highway system, and compare that level of congestion to the level experienced in 2001. Traffic congestion did not significantly change between 2001 and 2005. (Traffic congestion is estimated approximately every five years, as WisDOT conducts traffic counts of the arterial street and highway system on a cycle of approximately three years.).

Table 20 and Figure 30 compare the estimated change in traffic congestion on the arterial street and highway system over the years 1963, 1972, 1991, 2001, and 2005. The miles of arterials experiencing traffic congestion declined from 217 miles in 1963 to 160 miles in 1972, even though traffic grew during that period by over 50 percent. The decline in traffic congestion may be attributed to the completion of the freeway system during that period. Between 1972 and 1991, the miles of arterials experiencing traffic congestion is estimated to have increased from 160 miles to 273 miles, as traffic grew during that period by nearly 65 percent, as regional employment and households increased by about 30 percent, and vehicle occupancy and carpooling significantly declined. The decline in vehicle occupancy from an average of 1.39

Map 9

STATE TRUNK HIGHWAY PAVEMENT CONDITION: 2009

INTERNATIONAL ROUGHNESS INDEX

- 3.00 TO 12.00 (176 MILES)
- 3.75 TO 3.00 (64 MILES)
- 2.50 TO 2.75 (89 MILES)
- 0.00 TO 2.50 (883 MILES)
- NO RATING (25 MILES)

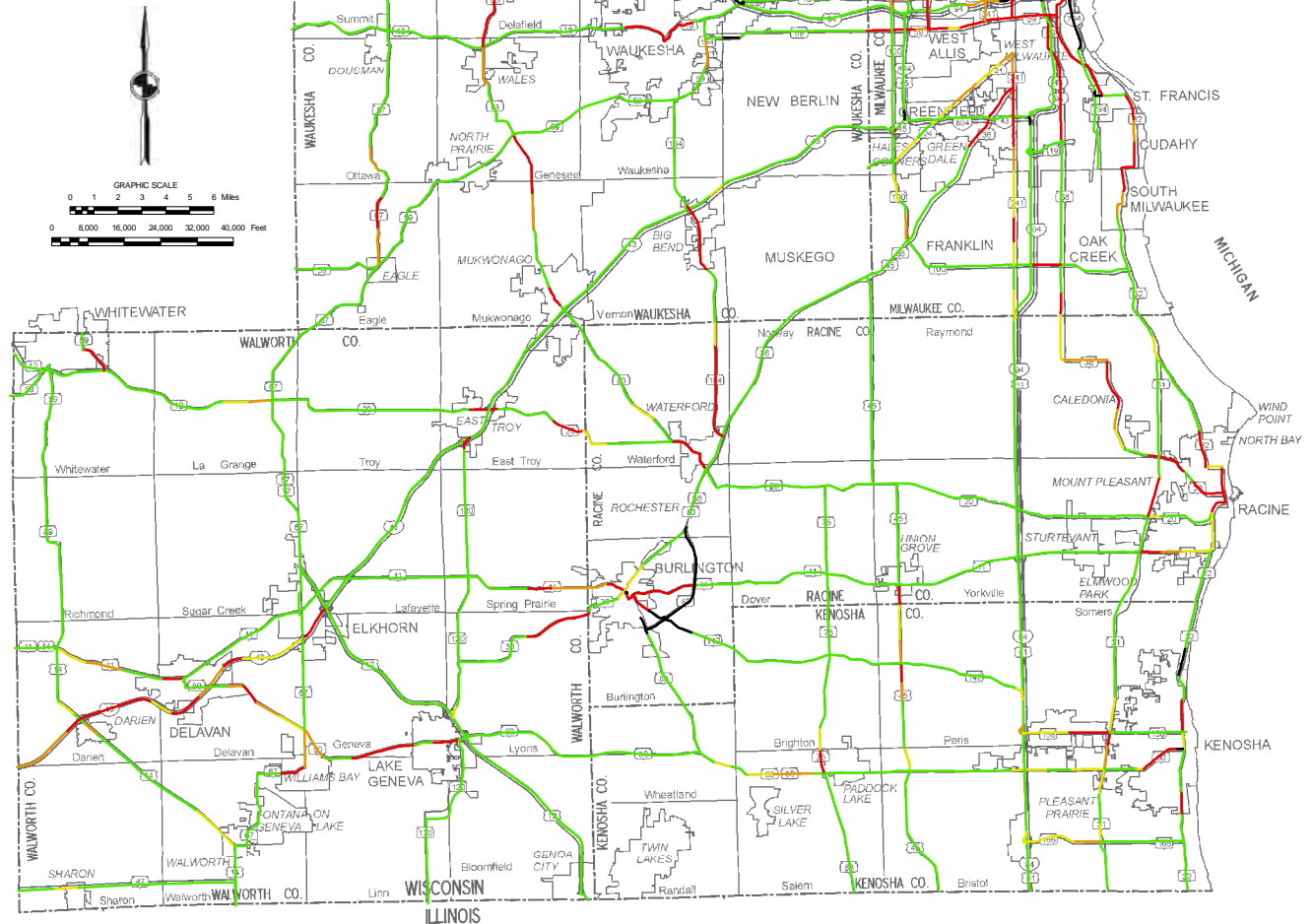


Table 16

STATE TRUNK HIGHWAY PAVEMENT CONDITION: 2006 AND 2009

International Roughness Index (IRI)	2006		2009		Percent of Change
	State Trunk Highway Mileage	Percent of Total	State Trunk Highway Mileage	Percent of Total	
0.00 to 2.50.....	916	74.2	883	71.4	-3.6
2.50 to 2.75.....	76	6.2	89	7.2	17.1
2.75 to 3.00.....	61	4.9	64	5.2	4.9
3.00 to 12.00.....	161	13.1	176	14.2	9.3
No Rating.....	20	1.6	25	2.0	25.0
Total	1,234	100.0	1,237	100.0	0.2

persons per vehicle to 1.22 persons per vehicle alone is estimated to have resulted in nearly a 15 percent increase in vehicle traffic. As well, limited transportation system improvement and expansion was completed between 1972 and 1991 in southeastern Wisconsin. The miles of arterials carrying traffic volumes exceeding their design capacity and experiencing traffic congestion is estimated to have increased modestly from 273 miles in 1991 to 290 miles in 2001, and to 310 miles in 2005. From 1991 to 2001, traffic is estimated to have increased by about 21 percent, and from 2001 to 2005 by about 6 percent. The modest increase in traffic congestion from 1991 to 2005 may be attributed to the implementation of an extensive number of significant surface arterial street and highway widening and new construction projects between 1991 and 2005. The estimated modest increase in congestion between 1991 and 2005 is not uniform systemwide, as the extent and severity of congestion on the Milwaukee area freeway system is estimated to have substantially increased between 1991 and 2005.

Table 21, Figure 31, and Map 12 present more detail on existing and historic congestion on the freeway system, including the number of hours of congestion experienced on congested freeway segments on an average weekday.

Congestion on Designated Truck Routes and National Highway System

Table 22 and Map 13 present the existing level of traffic congestion experienced on designated truck routes and the National Highway System in the year 2005 and compared to the congestion level experience in 2001. The State of Wisconsin maintains a truck operations map that identifies streets and highways for operation of vehicles and combination of vehicles for which the overall lengths cannot be limited. In

addition, the truck operations map identifies restricted truck routes where the overall lengths are limited. The National Highway System includes highways important to the nation's economy, defense, and mobility. The miles of designated truck routes and National Highway System carrying traffic volumes exceeding their design capacity increased from 202 miles in 2001 to 221 miles in 2005, or by about 9 percent. As congestion on these roadways increase, the travel time of freight movement is adversely affected.

Vehicle Traffic Crashes

Historic vehicular crash data for 2006, 2007, and 2008 for the seven-county Southeastern Wisconsin Region were collated from data maintained for WisDOT by the Wisconsin Traffic Operations and Safety Laboratory at the University of Wisconsin. A total of about 133,100 vehicular crashes were reported over the three year period on the street and highway system.² The number of reported crashes for 2006, 2007, and 2008 are shown in Table 23 by county, by freeway and nonfreeway, and by crash severity.

Approximately 90,600 vehicular crashes, or about two-thirds of the total 133,100 vehicular crashes reported in Southeastern Wisconsin during the three year period from 2006 through 2008, resulted in property damage only. The remaining nearly 42,500

²A reportable crash is any crash resulting in: 1) an injury to or death of any person; 2) damage to government-owned, non-vehicle property to an apparent extent of \$200 or more; and, 3) damage to a government-owned vehicle or to property owned by any one person to an apparent extent of \$1,000 or more.

Table 17

**SUFFICIENCY RATINGS FOR
BRIDGE STRUCTURES LOCATED WITHIN
SOUTHEASTERN WISCONSIN: 2006 AND 2009**

Sufficiency Rating ^a	2006 Number of Bridges	2009 Number of Bridges
Less than 50.0	98	68
50.0 to 79.9	520	506
80.0 to 100.0	1,244	1,313
Total	1,862	1,887

^aSufficiency ratings for bridges ranges from 0 to 100 and are used to determine the eligibility of Federal funding for improvement of a particular bridge. A bridge is eligible for rehabilitation when its sufficiency rating is less than 80 and is eligible for replacement funding when its sufficiency rating is less than 50. A bridge is not eligible for Federal funding when its sufficiency rating is from 80 to 100.

vehicular crashes, or approximately one-third of all crashes, resulted in either injury or death. Less than one third of one percent of all reported vehicular crashes, or 422 crashes during the three-year period, resulted in one or more deaths. Map 14 displays the location of these 422 crashes during 2006, 2007, and 2008 which resulted in a fatality. The 422 fatal vehicular crashes resulted in 460 deaths and about 380 injured persons. Additionally, about 59,300 persons were injured in the nearly 42,100 injury-only crashes in Southeastern Wisconsin during that three-year period.

Transit Crashes and Passenger Injuries

Table 24 provides a comparison of the number and rate of transit crashes resulting in property damage and the number of passenger injuries for the years 2006, 2007, and 2008. Following a slight reduction of the rate of transit crashes from 3,728 crashes per 100 million revenue miles in 2006 to 3,720 crashes per 100 million revenue miles in 2007, the rate of transit crashes then increased to 4,514 crashes per 100 million revenue miles in 2008, or an increase of about 21 percent between 2006 and 2008. Following the slight increase in the rate of passenger injuries from 2,864 passenger injuries per 100 million revenue miles in 2006 to 2,871 passenger injuries per 100 million revenue miles, the rate decreased to 2,792 passenger injuries per 100 million revenue miles, or a decrease of about 3 percent between 2006 and 2008.

Arterial Highway and Transit Travel Times

Map 15 compares the year 2001 and 2005 estimated peak hour travel speeds for selected freeway and surface arterial street segments. Map 16 compares estimated peak hour arterial street and highway travel time contours for years 2001 and 2005 for two locations: the Milwaukee central business district and the Milwaukee regional medical center. Year 2001 and 2005 arterial street and highway travel times are very similar, displaying little change.

Map 17 presents the ratio of total overall transit travel time to and automobile travel time between selected locations during the weekday morning peak period and midday off-peak period in 2005. Transit travel time is longer than automobile travel time, because it includes not only the time spent in the transit vehicle, but also includes the time spent walking to a bus stop, waiting for a bus, transferring between routes including waiting for another bus, and walking to a destination. Much of the transit out-of-vehicle time is related to waiting time for each bus used. Automobile travel time includes the time spent in vehicle parking and walking between parking location and trip origin and destination.

The travel time ratios developed for travel between the selected locations indicate that the lowest ratios—and most competitive transit travel times—are for short transit trips made between areas within and adjacent to downtown Milwaukee, and the highest ratios—and least competitive transit travel times—are generally for transit trips to and from outlying portions of Milwaukee County, including locations in the northwest, southeast, and southwest portions of the Milwaukee County area. Some reduction in transit service has occurred since 2005; however, the travel time ratios from 2005 likely have not changed significantly.

Transportation Air Pollutant Emissions

Table 25 presents the estimated transportation system air pollutant emissions and motor fuel consumption within southeastern Wisconsin for the years 2001 and 2010. Estimated air pollutant emissions have declined for all pollutants, particularly volatile organic compounds and nitrogen oxides due to cleaner, more efficient vehicles, with the exception being carbon dioxide emissions and ammonia which are estimated to have increased from 2001 to 2010 as fuel consumption has increased during these years.

Map 10

**SUFFICIENCY RATINGS FOR
BRIDGE STRUCTURES WITHIN
SOUTHEASTERN WISCONSIN: 2009**

SUFFICIENCY RATING INDEX

- 0 TO 49.9
- 50.0 TO 79.9
- 80.0 TO 100.0

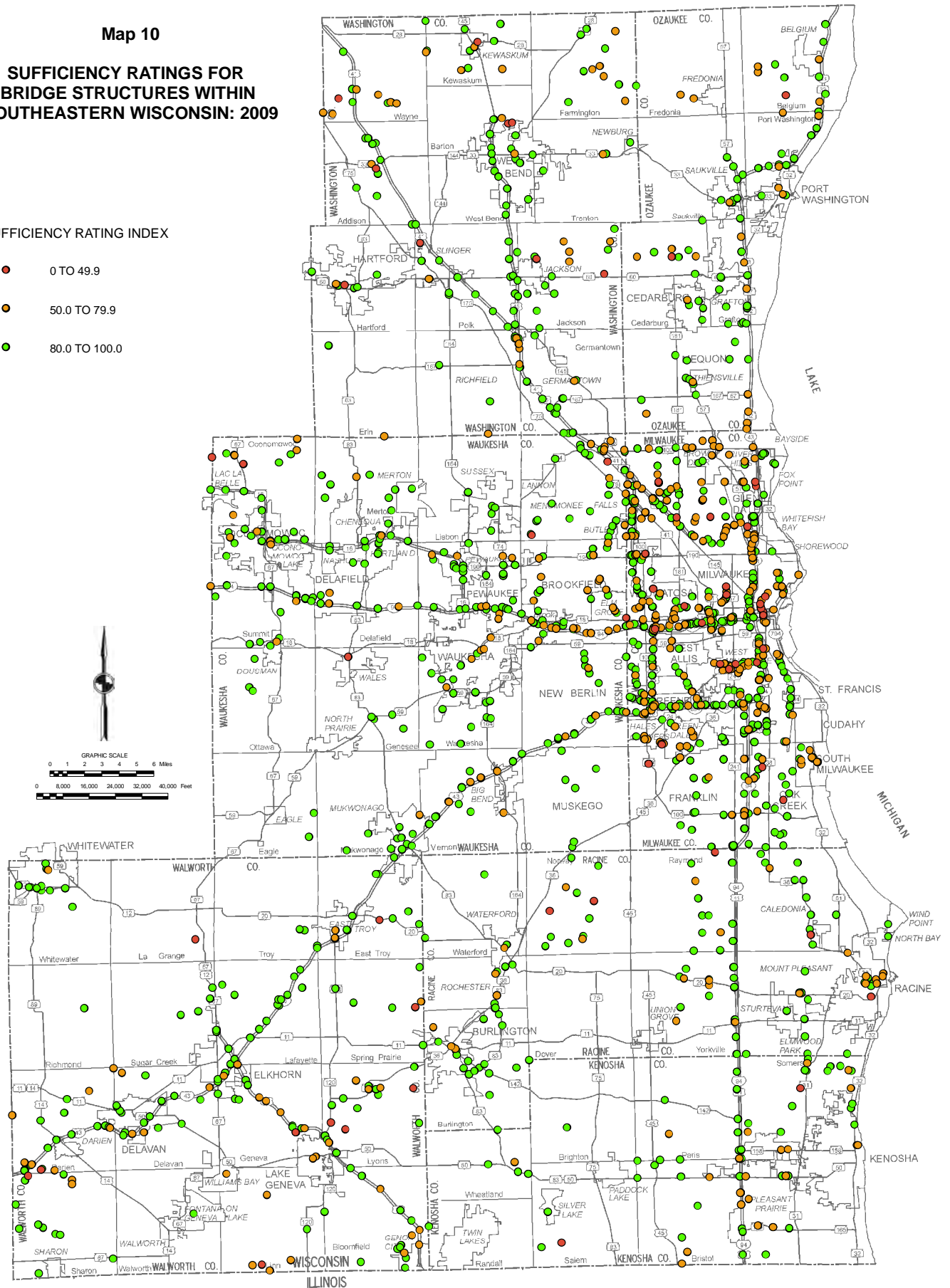


Table 18
FREEWAY AND SURFACE ARTERIAL TRAFFIC CONGESTION

Freeway			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	Freeway free-flow speed	No restrictions on ability to maneuver and change lanes.
None	C	Freeway free flow speed	Ability to maneuver and change lanes noticeably restricted.
Moderate	D	1 to 2 mph below free flow speed	Ability to maneuver and change lanes more noticeably limited; reduced driver physical and psychological comfort levels.
Severe	E	Up to 10 mph below free flow speed	Virtually no ability to maneuver and change lanes. Operation at maximum capacity. No usable gaps in the traffic stream to accommodate lane changing.
Extreme	F	Typically 20 to 30 mph or less	Breakdown in vehicular flow with stop-and-go, bumper-to-bumper traffic.

Surface Arterial			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	70 to 100 percent of free flow speed	Ability to maneuver within traffic stream is unimpeded. Control delay at signalized intersections is minimal.
None	C	50 to 100 percent of free flow speed	Restricted ability to maneuver and change lanes at midblock locations.
Moderate	D	40 to 50 percent of free flow speed	Restricted ability to maneuver and change lanes. Small increases in flow lead to substantial increases in delay and decreases in travel speed.
Severe	E	33 to 40 percent of free flow speed	Significant restrictions on lane changes. Traffic flow approaches instability.
Extreme	F	25 to 33 percent of free flow speed	Flow at extremely low speeds. Intersection congestion with high delays, high volumes, and extensive queuing.

Table 19
TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION BY COUNTY: 2001 AND 2005

2001

County	Under or At Design Capacity		Over Design Capacity						Total Mileage
			Moderate Congestion		Severe Congestion		Extreme Congestion		
	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	
Kenosha	303.2	95.5	9.9	3.1	1.5	0.5	3.0	0.9	317.6
Milwaukee.....	641.1	82.0	72.1	9.2	24.7	3.2	43.4	5.6	781.3
Ozaukee	244.2	97.4	4.3	1.7	1.5	0.6	0.8	0.3	250.8
Racine	341.3	96.8	9.4	2.7	0.5	0.1	1.4	0.4	352.6
Walworth.....	430.1	98.4	5.1	1.2	1.1	0.3	0.3	0.1	436.6
Washington.....	391.1	96.2	15.4	3.8	--	--	--	--	406.5
Waukesha.....	650.9	87.2	70.7	9.5	11.4	1.5	13.4	1.8	746.4
Region	3,001.9	91.2	186.9	5.7	40.7	1.2	62.3	1.9	3,291.8

2005

County	Under or At Design Capacity		Over Design Capacity						Total Mileage
			Moderate Congestion		Severe Congestion		Extreme Congestion		
	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	
Kenosha	303.6	94.9	12.8	4.0	1.0	0.3	2.6	0.8	320.0
Milwaukee.....	620.6	79.0	83.5	10.6	25.6	3.3	55.6	7.1	785.3
Ozaukee	243.4	97.0	6.6	2.6	0.1	0.0	0.7	0.3	250.8
Racine	338.1	95.9	9.3	2.6	1.1	0.3	4.1	1.2	352.6
Walworth.....	433.0	98.3	6.2	1.4	1.0	0.2	0.3	0.1	440.5
Washington.....	394.5	97.0	11.4	2.8	--	--	0.6	0.1	406.5
Waukesha.....	659.0	88.3	62.5	8.4	12.9	1.7	12.0	1.6	746.4
Region	2,992.2	90.6	192.3	5.8	41.7	1.3	75.9	2.3	3,302.1

Map 11

CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION: YEARS 2001 AND 2005

2001

2005

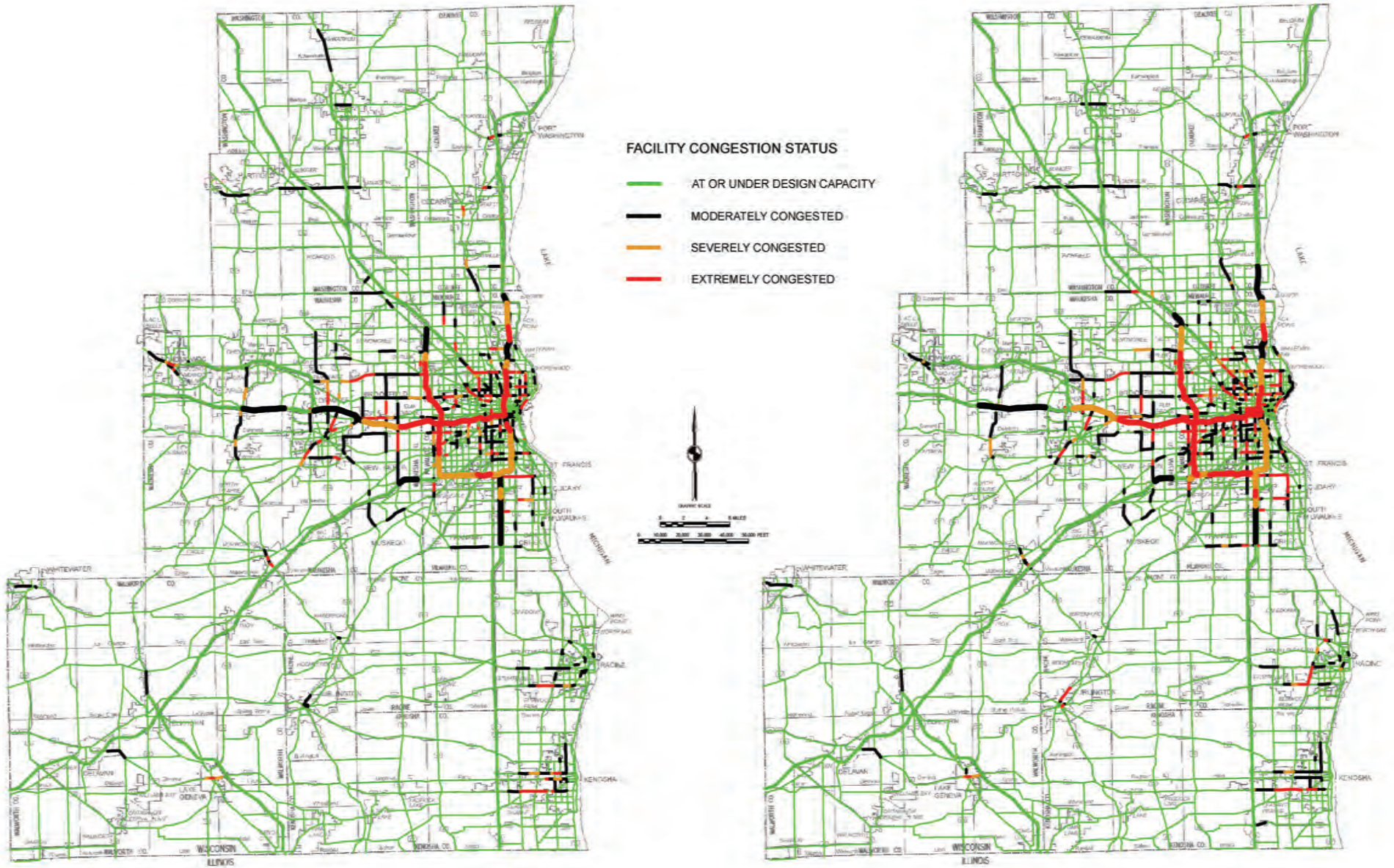


Table 20

**TRAFFIC CONGESTION ON THE ARTERIAL STREET AND
HIGHWAY SYSTEM IN THE REGION: 1963, 1972, 1991, 2001, AND 2005**

Traffic Congestion	Arterial Street and Highway Mileage				
	1963	1972	1991	2001	2005
Under or At Design Capacity.....	2,971	2,959	2,986	3,002	2,993
Over Design Capacity and Experiencing Traffic Congestion.....	217	160	273	290	310
Total	3,188	3,119	3,259	3,292	3,303

Table 21

**EXTIMATED EXISTING SOUTHEASTERN WISCONSIN FREEWAY SYSTEM
TRAFFIC CONGESTION ON AN AVERAGE WEEKDAY: 1972, 1991, 2001, AND 2005**

Year	Highest Level of Hourly Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
		Number	Percent of Freeway System	Extreme	Severe	Moderate	Total
2005	Extreme.....	29	10.7	1.2	2.7	3.7	7.6
	Severe.....	23	8.5	--	1.2	2.3	3.5
	Moderate.....	16	6.0	--	--	2.2	2.2
	Total	68	25.2	--	--	--	--
2001	Extreme.....	24	8.9	1.4	3.3	4.4	9.1
	Severe.....	18	6.7	--	1.5	2.5	4.0
	Moderate.....	22	8.1	--	--	2.1	2.1
	Total	64	23.7	--	--	--	--
1991	Extreme.....	11	4.4	1.0	2.1	3.1	6.2
	Severe.....	12	4.8	--	1.1	2.9	4.0
	Moderate.....	23	9.1	--	--	2.3	2.3
	Total	46	18.3	--	--	--	--
1972	Extreme.....	--	--	--	--	--	--
	Severe.....	2	1.2	--	1.0	3.0	4.0
	Moderate.....	7	4.3	--	--	2.8	2.8
	Total	9	5.5	--	--	--	--

Figure 30

**TRAFFIC CONGESTION ON THE
ARTERIAL STREET AND HIGHWAY SYSTEM
IN THE REGION: 1963, 1972, 1991, 2001, AND 2005**

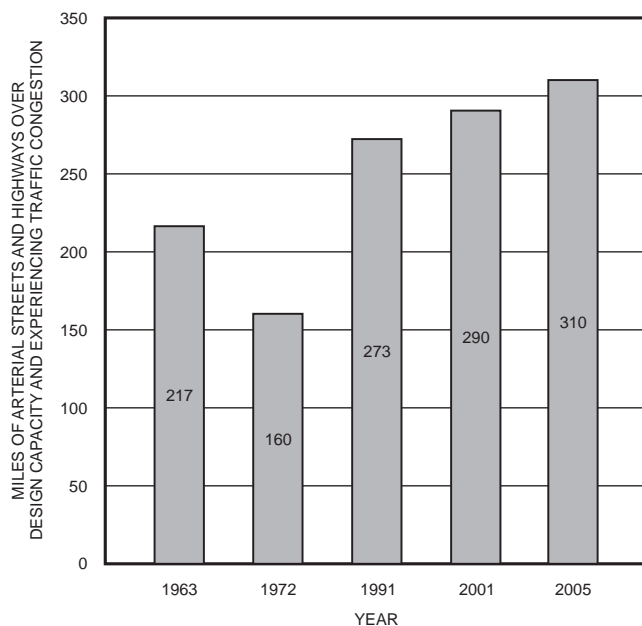
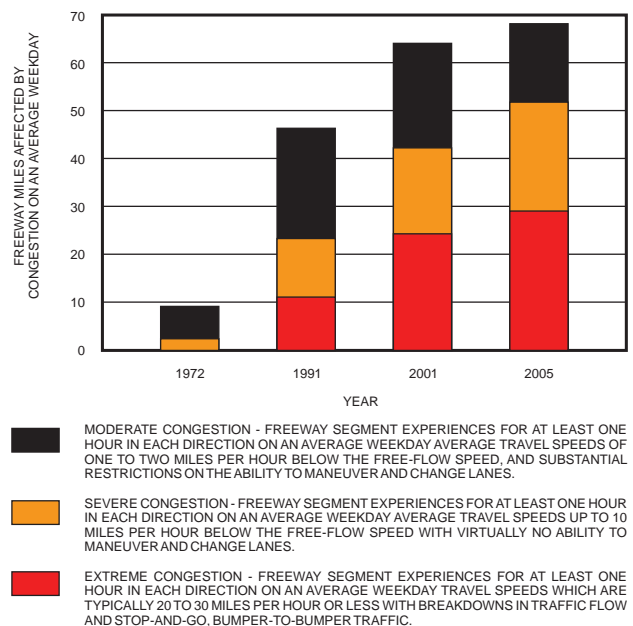


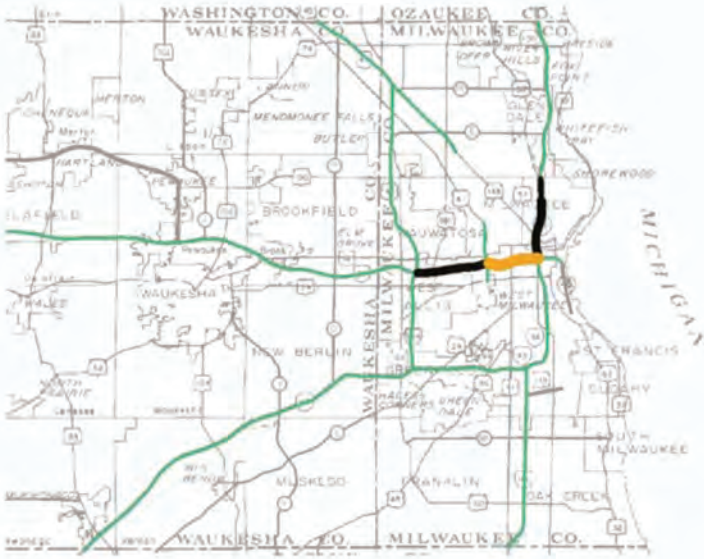
Figure 31

**ESTIMATED EXISTING SOUTHEASTERN WISCONSIN
FREEWAY SYSTEM TRAFFIC CONGESTION ON AN
AVERAGE WEEKDAY: 1972, 1991, 2001, AND 2005**



HISTORIC TRAFFIC CONGESTION ON THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM

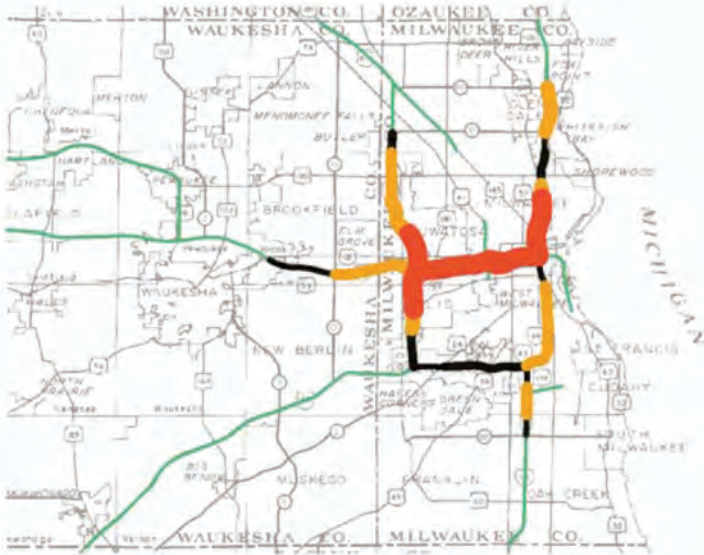
1972



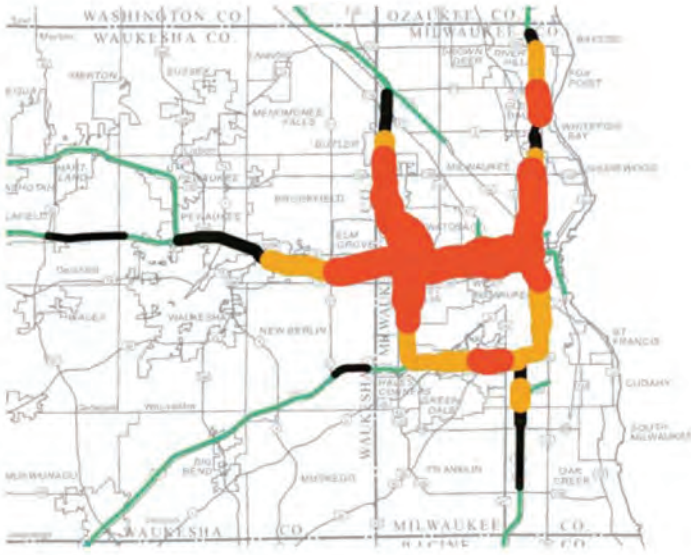
1980



1991

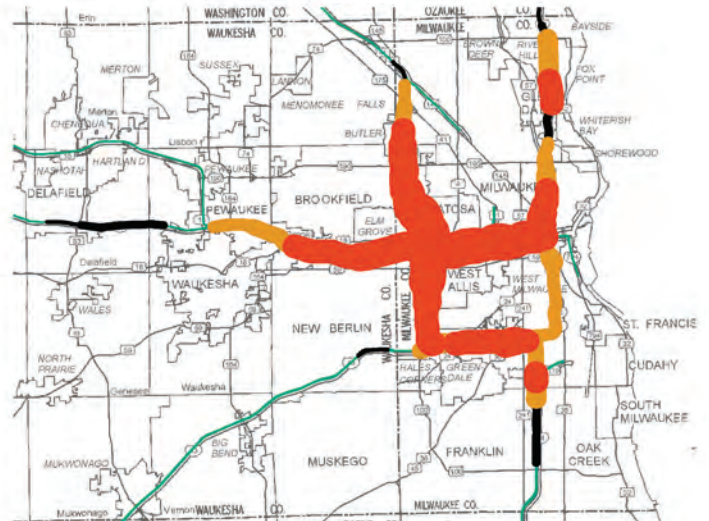


2001



MOST SEVERE LEVEL OF WEEKDAY HOURLY CONGESTION EXPERIENCED	ESTIMATED HOURS OF CONGESTION ON AN AVERAGE WEEKDAY	ESTIMATED AVERAGE WEEKDAY HOURS OF CONGESTION BY CONGESTION LEVEL		
		EXTREME	SEVERE	MODERATE
NO CONGESTION				
MODERATE	1	—	—	1
MODERATE	3	—	—	3
SEVERE	3	—	1	2
SEVERE	4	—	1	3
SEVERE	4	—	2	2
EXTREME	6	1	2	3
EXTREME	8	1	3	4
EXTREME	11	2	4	5
EXTREME	13	2	5	6
EXTREME	14	2	5	7
EXTREME	15	3	5	7
EXTREME	16	4	5	7
EXTREME	17	4	6	7

2005



Map 13

CONGESTION ON DESIGNATED TRUCK ROUTES AND THE NATIONAL HIGHWAY SYSTEM IN THE REGION: YEARS 2001 AND 2005

2001

2005

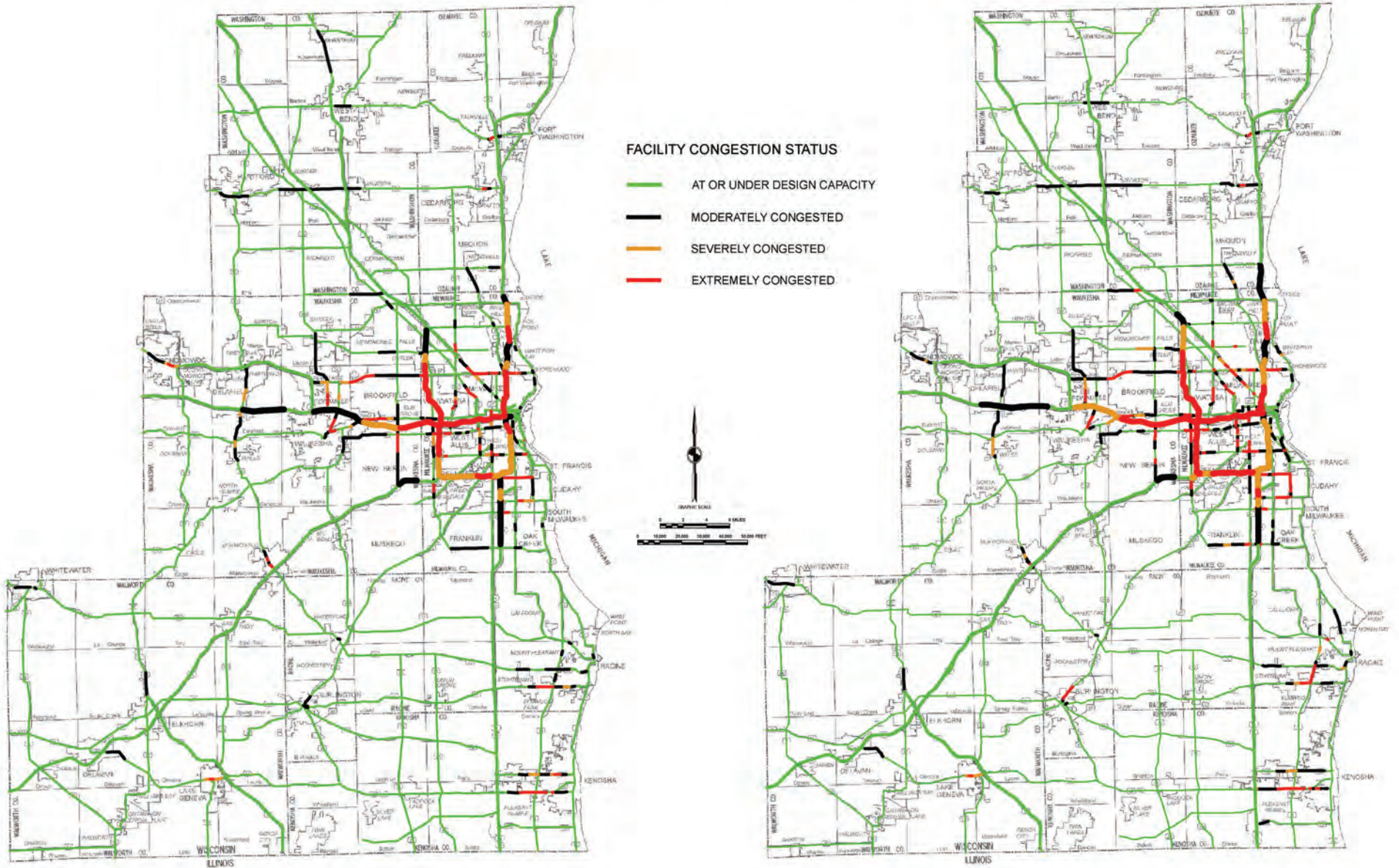


Table 22

**TRAFFIC CONGESTION ON DESIGNATED TRUCK ROUTES AND THE
NATIONAL HIGHWAY SYSTEM IN THE REGION: 2001 AND 2005**

Year	Under or At Design Capacity	Over Design Capacity			
		Moderate Congestion	Severe Congestion	Extreme Congestion	Total Mileage
2001	1,114	119	32	51	1,316
2005	1,105	121	36	64	1,324

Table 23

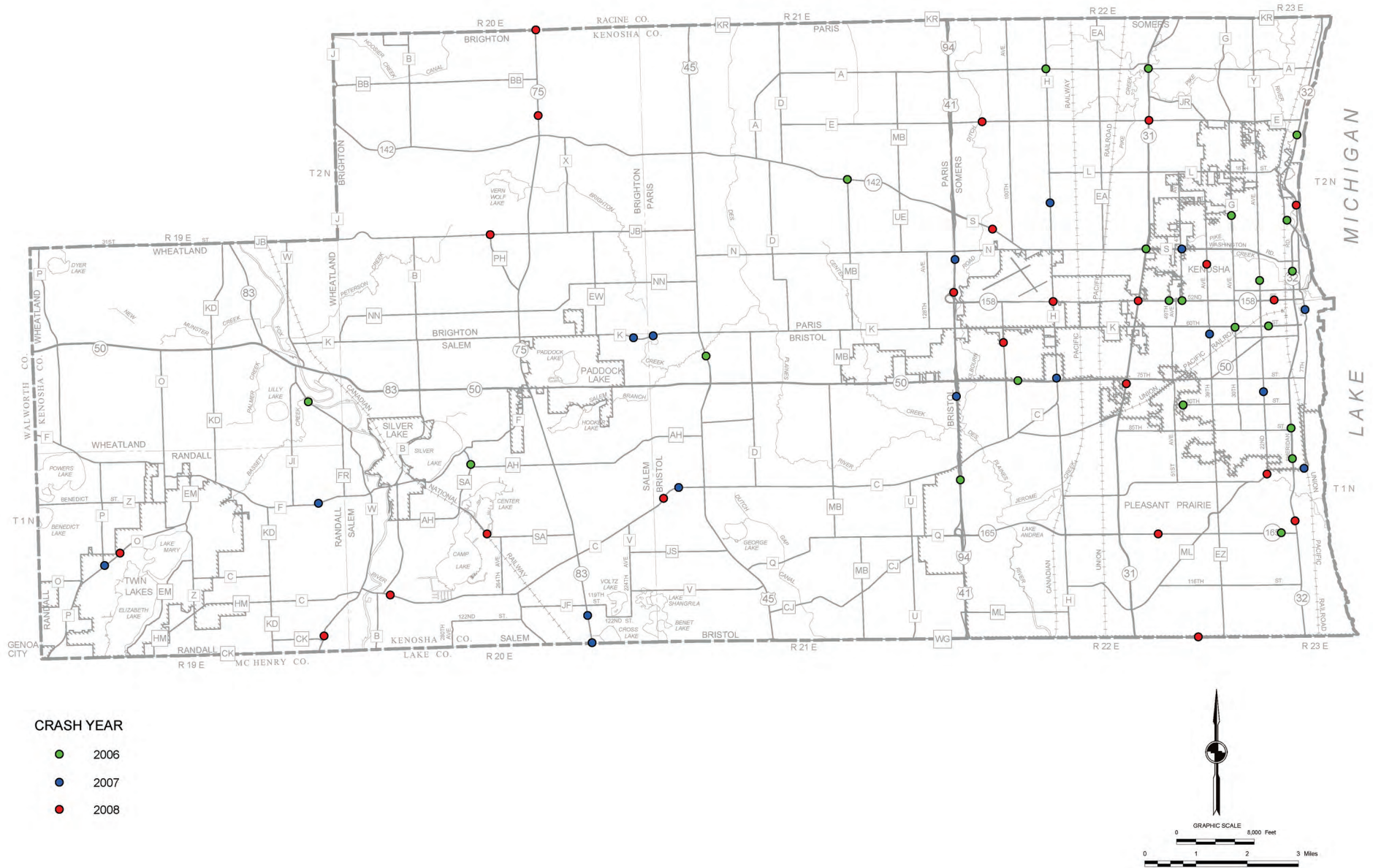
**STREET AND HIGHWAY CRASHES BY COUNTY AND BY LOCAL OR STATE
JURISDICTION IN SOUTHEASTERN WISCONSIN: 2006, 2007, AND 2008**

County	Crashes ^a											
	County Highways and Local Streets/Roads			Non-Freeway State and United States Highways			Interstate and Non-Interstate Freeways			Total		
	Fatal	Injury	Total (Including Property Damage)	Fatal	Injury	Total (Including Property Damage)	Fatal	Injury	Total (Including Property Damage)	Fatal	Injury	Total (Including Property Damage)
Kenosha												
2006	10	787	2,138	13	531	1,206	1	50	161	24	1,368	3,505
2007	12	792	2,286	3	572	1,311	3	61	268	18	1,425	3,865
2008	15	763	2,421	10	516	1,348	1	39	215	26	1,318	3,984
Milwaukee												
2006	38	5,644	16,450	11	893	2,271	6	1,020	3,626	55	7,557	22,347
2007	34	4,752	15,038	12	1,740	4,828	7	1,189	4,019	53	7,681	23,885
2008	35	4,225	14,070	8	1,695	4,891	3	1,129	3,940	46	7,049	22,901
Ozaukee												
2006	2	211	709	1	105	354	4	56	205	7	372	1,268
2007	2	208	625	3	96	349	2	56	244	7	360	1,218
2008	3	188	793	1	102	355	1	54	265	5	344	1,413
Racine												
2006	7	886	2,395	10	600	1,449	1	63	172	18	1,549	4,016
2007	10	810	2,393	5	609	1,599	0	53	173	15	1,472	4,165
2008	10	679	2,214	9	555	1,529	1	58	205	20	1,292	3,948
Walworth												
2006	6	305	885	8	189	570	1	49	194	15	543	1,649
2007	5	294	1,082	5	204	651	1	65	248	11	563	1,981
2008	3	270	1,060	1	194	628	0	52	270	4	516	1,958
Washington												
2006	5	385	1,408	4	272	872	0	62	283	9	719	2,563
2007	6	398	1,448	1	336	1,095	1	109	396	8	843	2,939
2008	2	371	1,389	4	283	954	1	85	423	7	739	2,766
Waukesha												
2006	13	1,230	4,184	6	607	1,898	2	232	963	21	2,069	7,045
2007	15	1,269	4,395	8	638	2,081	6	324	1,263	29	2,231	7,739
2008	10	1,170	4,560	6	556	2,011	8	329	1,335	24	2,055	7,906
Region												
2006	81	9,448	28,169	53	3,197	8,620	15	1,532	5,604	149	14,177	42,393
2007	84	8,523	27,267	37	4,195	11,914	20	1,857	6,611	141	14,575	45,792
2008	78	7,666	26,507	39	3,901	11,716	15	1,746	6,653	132	13,313	44,876

^aIncludes all vehicular crashes including transit vehicle crashes which occurred on all street and highway classes, and including arterials, collectors, and land access streets. Does not include parking lot or private property crashes. A reportable crash is any crash resulting in: 1) an injury to or death of any person; 2) damage to government-owned nonvehicle property to an apparent extent of \$200 or more; 3) damage to a government-owned vehicle to apparent extent of \$1,000 or more; 4) or total damage to property owned by any one person to an apparent extent of \$1,000 or more.

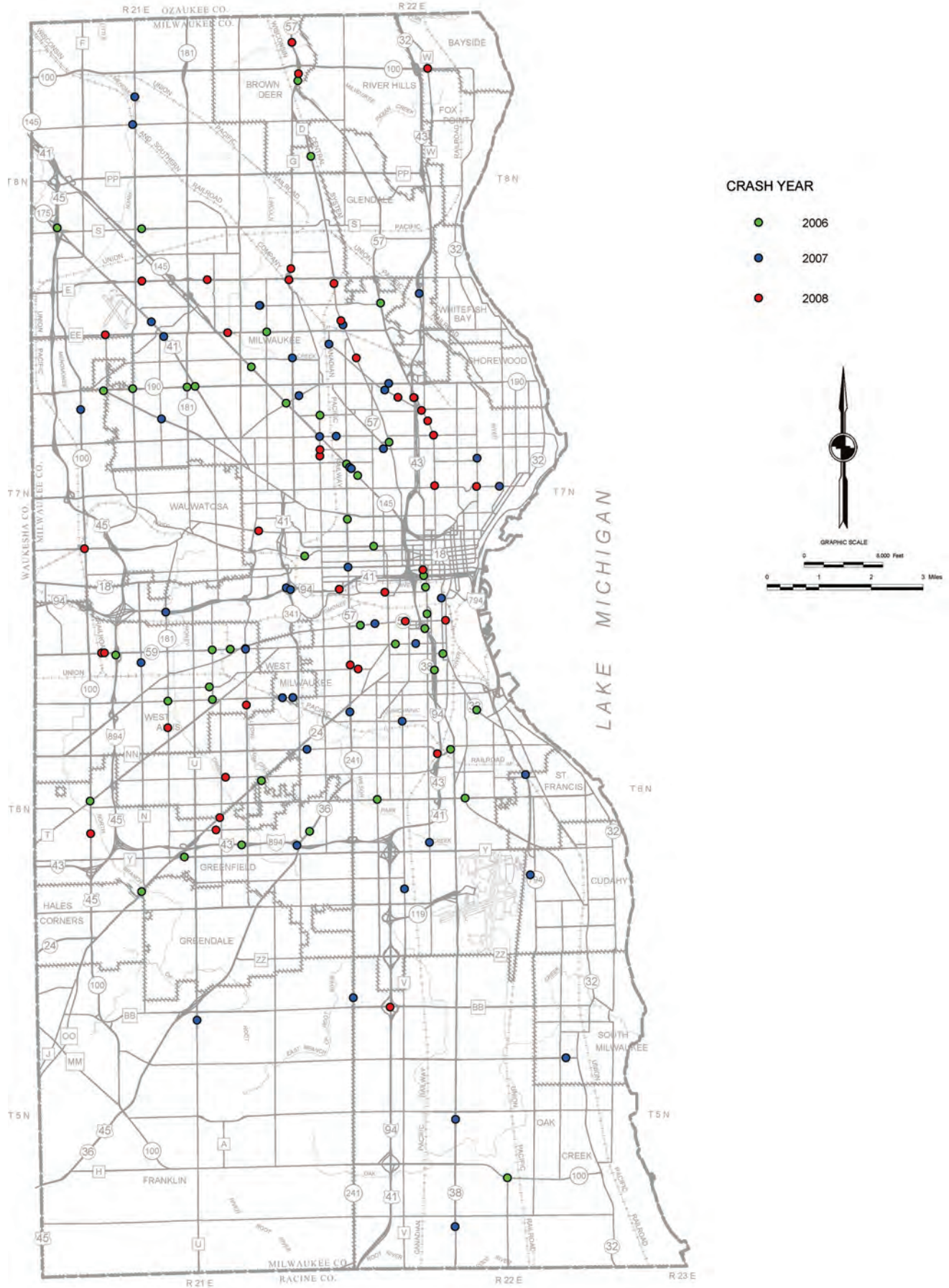
Map 14

FATAL CRASHES ON ARTERIAL HIGHWAYS IN KENOSHA COUNTY: 2006, 2007, AND 2008



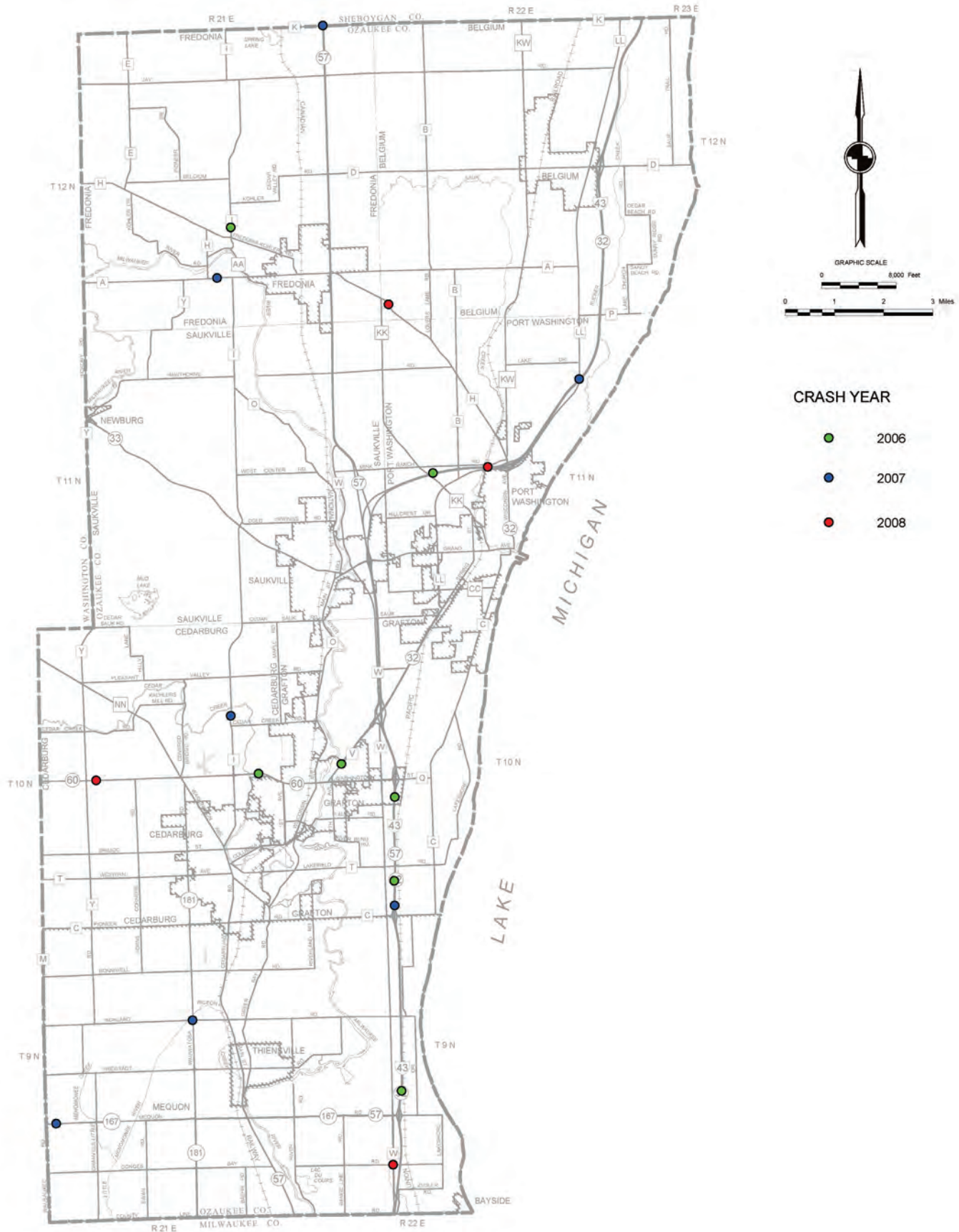
Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN MILWAUKEE COUNTY: 2006, 2007, AND 2008



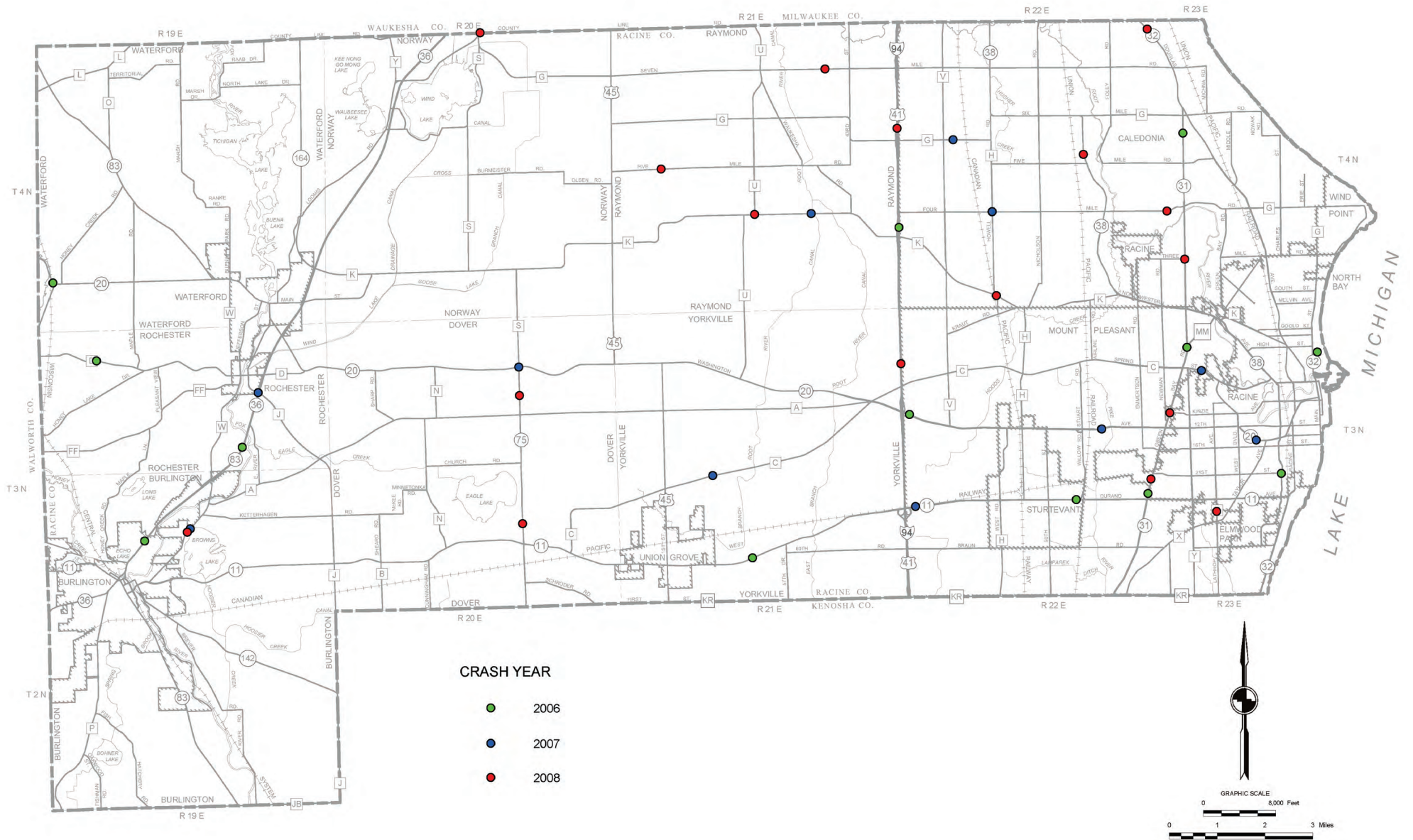
Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN OZAUKEE COUNTY: 2006, 2007, AND 2008



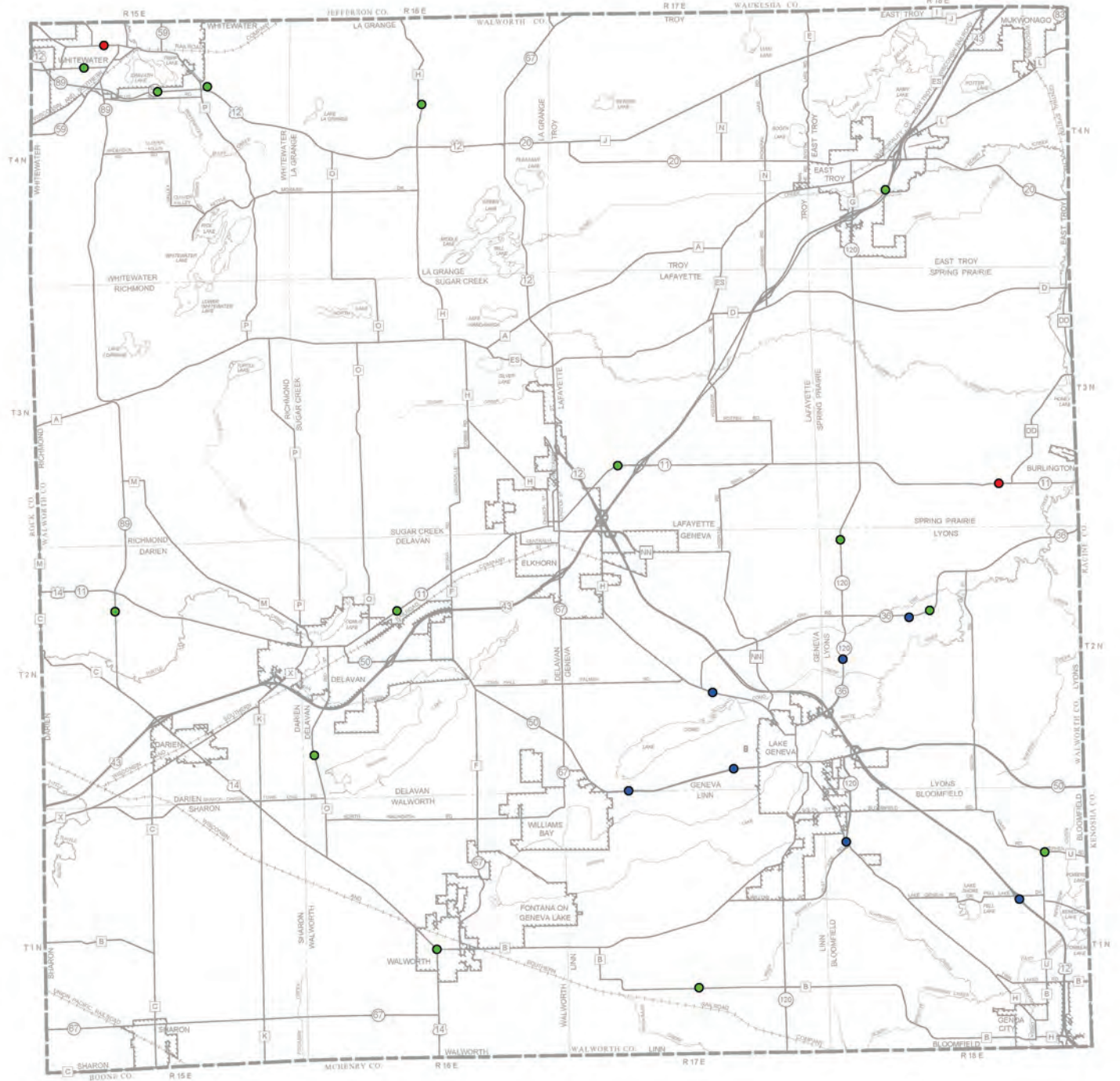
Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN RACINE COUNTY: 2006, 2007, AND 2008



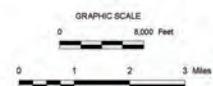
Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN WALWORTH COUNTY: 2006, 2007, AND 2008



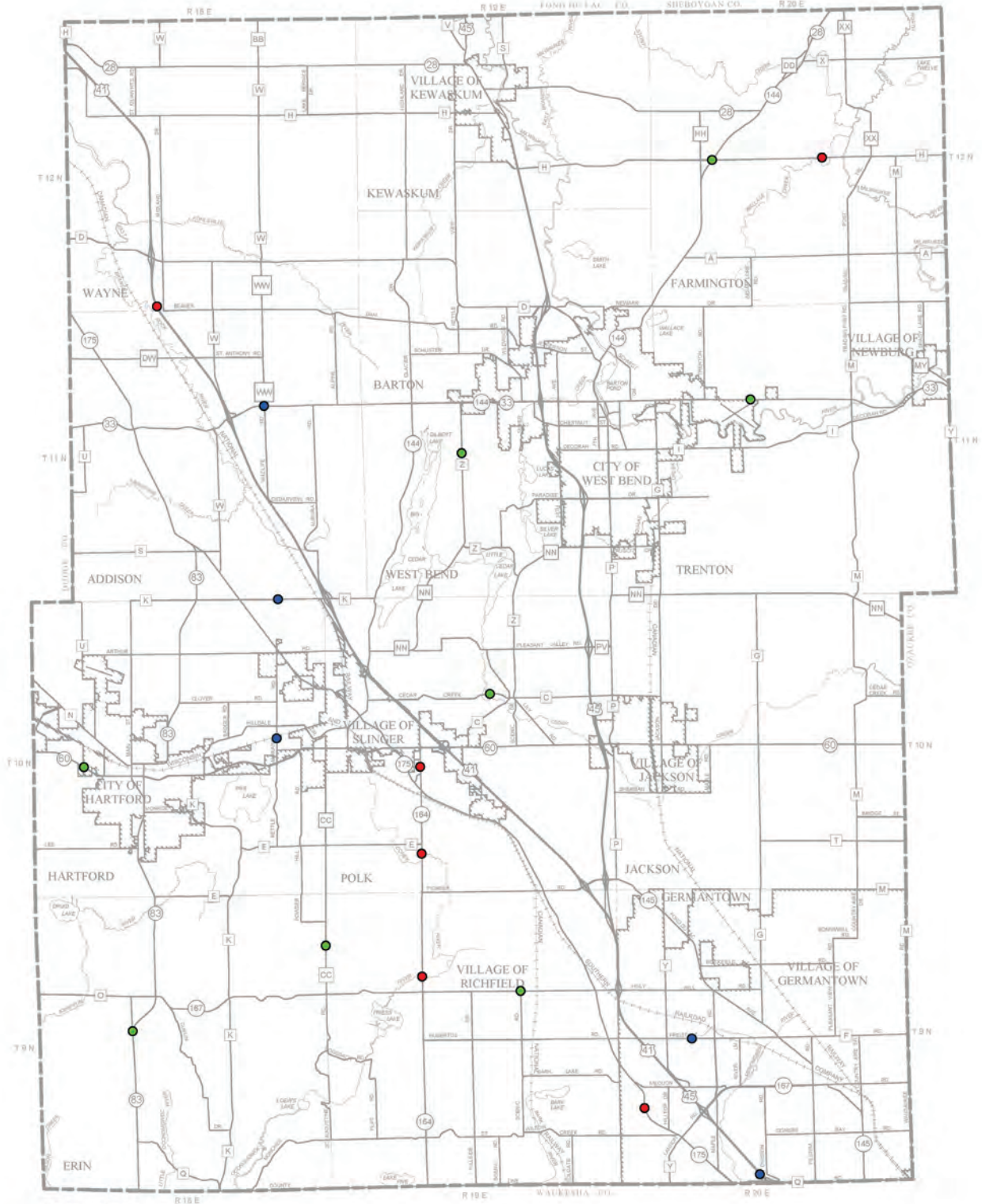
CRASH YEAR

- 2006
- 2007
- 2008



Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN WASHINGTON COUNTY: 2006, 2007, AND 2008



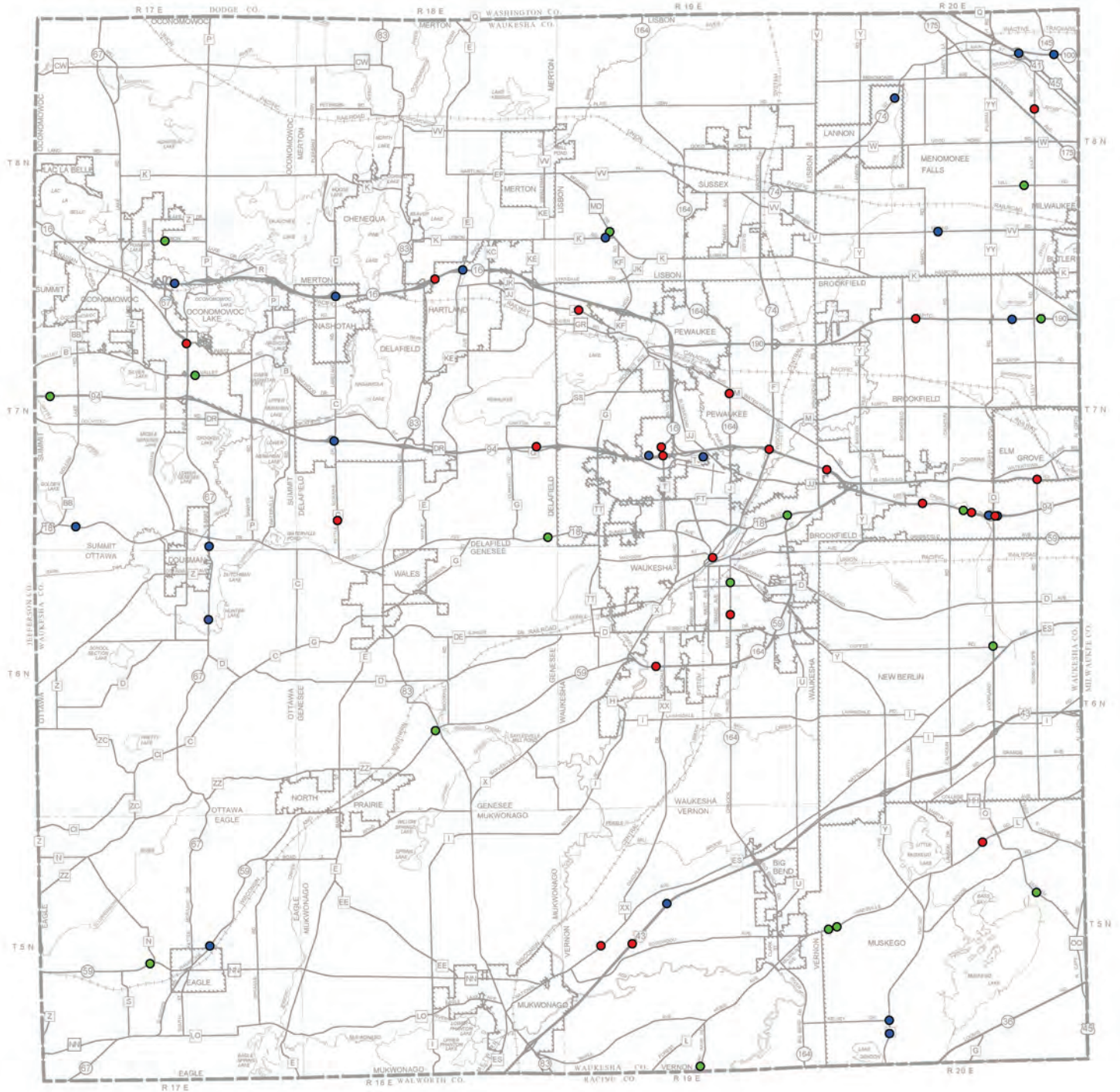
CRASH YEAR

- 2006
- 2007
- 2008



Map 14 (continued)

FATAL CRASHES ON ARTERIAL HIGHWAYS IN WAUKESHA COUNTY: 2006, 2007, AND 2008



CRASH YEAR

- 2006
- 2007
- 2008

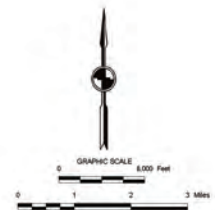


Table 24**COMPARISON OF TRANSIT CRASHES AND PASSENGER INJURIES: 2006, 2007, AND 2008**

Characteristic	2006	2007	2008
Crashes ^a	621	609	726
Crashes ^a per 100 million Revenue Miles	3,728	3,720	4,514
Passenger Injuries	477	470	449
Passenger Injuries per 100 million Revenue Miles	2,864	2,871	2,792

^aIncludes crashes resulting in property damage.

Transit Service Reliability

In 2009, the average age of revenue vehicles operated by transit operators in the Region was 10.2 years, compared to 6.5 years in 2006. The average annual number of transit service calls for revenue vehicles within the Region increased from 6,455 in 2006 to 8,092 in 2008, or an increase of about 25 percent. Over the same period of time, the average revenue vehicle-miles travelled between service calls decreased from 3,305 in 2006 to 2,513, or a decrease of about 24 percent. A service call is defined as any repair made to a revenue vehicle correcting a mechanical failure that either prevents the vehicle from completing a scheduled revenue trip or from starting its next scheduled revenue trip because actual movement is limited, because of safety concerns, or because of transit operator policy.

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 2009:

- 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.
- 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 2009 by agencies and organizations within the Milwaukee urbanized area.

Staffing of the Southeastern Wisconsin Regional Transit Authority

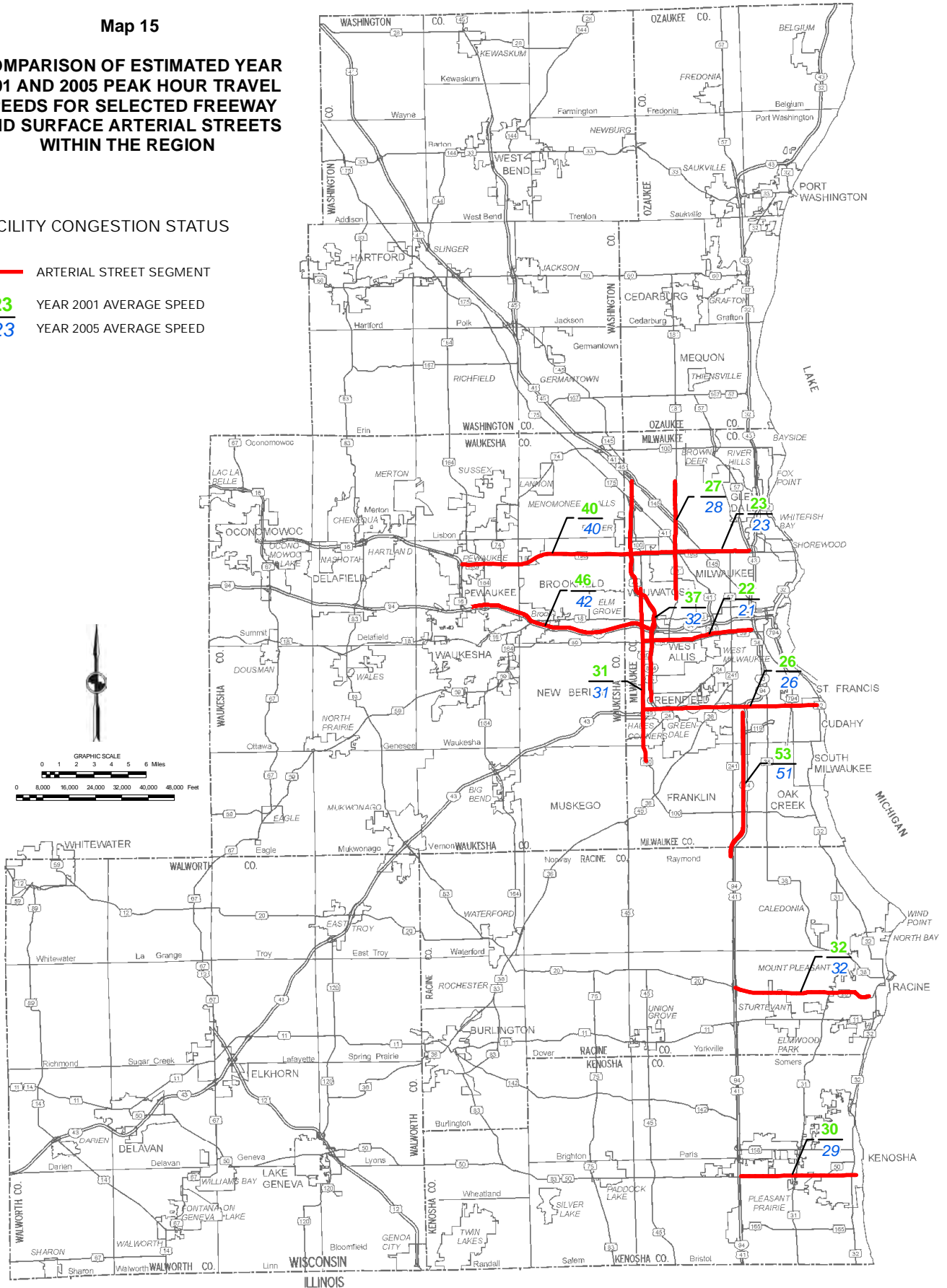
In 2009, Commission staff continued to serve as the staff to the Southeastern Wisconsin Regional Transit Authority (RTA) created by the Wisconsin State Legislature and Governor. The RTA was charged with making recommendations to the Legislature and the Governor by November 2008 addressing public transit 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 RTA began meeting in February 2006, with formal meetings continuing through March 2009, and the RTA officially

Map 15

**COMPARISON OF ESTIMATED YEAR
2001 AND 2005 PEAK HOUR TRAVEL
SPEEDS FOR SELECTED FREEWAY
AND SURFACE ARTERIAL STREETS
WITHIN THE REGION**

FACILITY CONGESTION STATUS

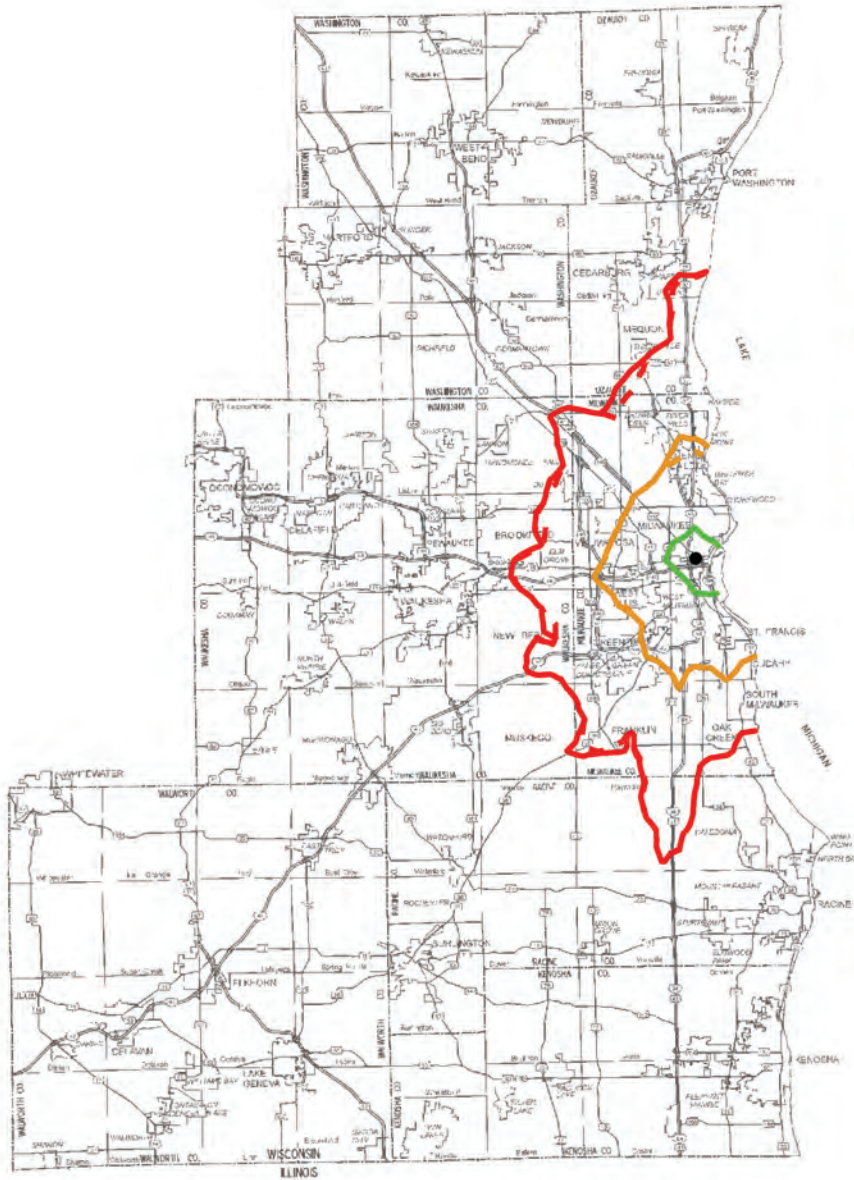
- ARTERIAL STREET SEGMENT
- 23 YEAR 2001 AVERAGE SPEED
- 23 YEAR 2005 AVERAGE SPEED



Map 16

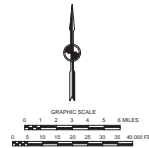
ESTIMATED PEAK HOUR ARTERIAL STREET AND HIGHWAY TRAVEL TIME CONTOURS: YEARS 2001 AND 2005

MILWAUKEE CENTRAL BUSINESS DISTRICT

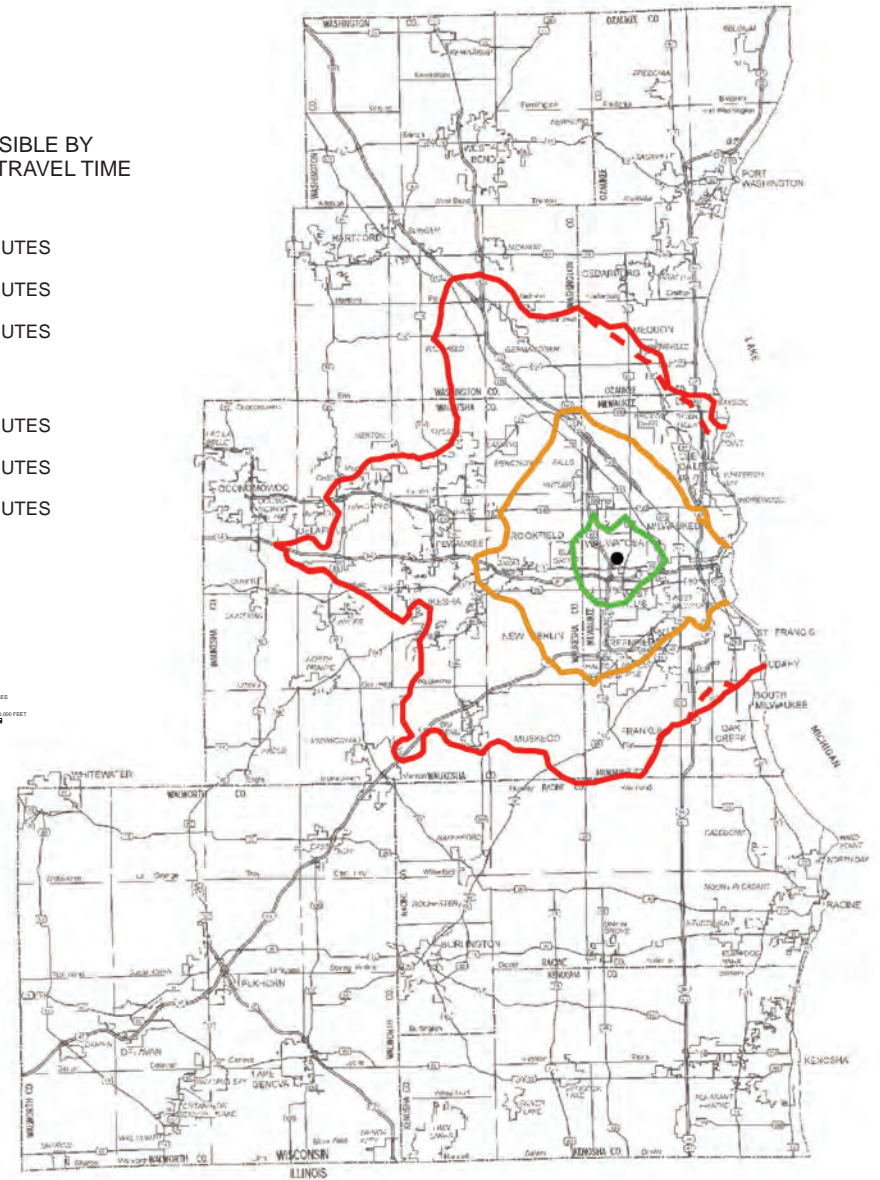


AREA ACCESSIBLE BY
PEAK HOUR TRAVEL TIME

- 2001
- 10 MINUTES
 - 20 MINUTES
 - 30 MINUTES
- 2005
- 10 MINUTES
 - 20 MINUTES
 - 30 MINUTES



MILWAUKEE REGIONAL MEDICAL CENTER



Map 17

RATIOS OF OVERALL TRANSIT TRAVEL TIMES TO OVERALL AUTOMOBILE TRAVEL TIMES BETWEEN SELECTED LOCATIONS IN MILWAUKEE COUNTY FOR WEEKDAY PEAK AND OFF-PEAK PERIODS: 2005



Table 25

**EXTIMATED SOUTHEASTERN WISCONSIN REGION TRANSPORTATION SYSTEM
AIR POLLUTANT EMISSION AND FUEL CONSUMPTION: 2001 AND 2010**

Year	Estimated Air Pollutant Emissions (Tons per Hot Summer Weekday)						
	Volatile Organic Compounds ^a	Nitrogen Oxides ^a	Carbon Monoxide	Carbon dioxide	Fine Particulate Matter	Sulfur Dioxide	Ammonia
2001	50.03	114.23	592.48	18,050	1.77	2.77	4.84
2010	27.30	60.92	358.29	18,500	1.18	0.51	5.62

Year	Estimated Air Pollutant Emissions (Tons per Hot Summer Weekday)					Estimated Fuel Consumption (Gallons per Average Weekday)
	Butadiene	Acetaldehyde	Acrolein	Benzene	Formaldehyde	
2001	0.20	0.43	0.03	1.40	0.63	1,805,000
2010	0.09	0.20	0.01	0.66	0.30	1,865,000

^aEstimated 1990 emissions were 154.6 tons of volatile organic compounds and 136.3 tons of nitrogen oxides. Estimated 1999 emissions were 61.3 tons of volatile organic compounds and 118.0 tons of nitrogen oxides.

dissolving on October 1, 2009 per *Wisconsin Statute* 59.58(6). The Commission staff served as staff to the RTA throughout that period and performed the following activities:

- 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. The \$2.00 rental car fee for the RTA was collected until the end of June 2009. Commission staff assumed responsibility for publishing the minutes of Board meetings and also maintained 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 each 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. 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 26) and of the Kenosha-Racine-Milwaukee (KRM) commuter rail project with existing and proposed commuter rail services in similar sized areas (see Table 27). 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 28). 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 levying 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 \$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 to complete work on the KRM project and for public transit and included a proposed increase in the rental car fee collected for the RTA from \$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

Table 26

COMPARISON OF PUBLIC TRANSIT SYSTEMS IN METROPOLITAN AREAS SIMILAR IN POPULATION TO THE MILWAUKEE AREA: 2004

Metropolitan Area	Transit Operator	Service Area	Year 2000 Population (millions)	Year 2004 Transit Service			Financial Information for All Services Provided by Transit System ^a						
				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 ^c
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	- -

Table 26 (continued)

Metropolitan Area	Transit Operator	Service Area	Year 2000 Population (millions)	Year 2004 Transit Service			Financial Information for All Services Provided by Transit System ^a						
				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
Indianapolis, IN	Indianapolis Public Transportation Corporation	1 county	1.22	Bus	6.2	9.0	\$ 39.9	\$ 9.6	\$ 30.3	\$10.2	\$ 8.6	\$ 11.5	- -
Providence, 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, OH	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	\$ 0.9	\$ 46.8	0.25% Sales tax
New Orleans, LA	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	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	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	- -
Austin, TX	Capital Metropolitan Transportation Authority	Portions of 3 counties	0.90	Bus	13.8	35.1	\$139.5	\$15.8	\$123.7	\$12.3	- -	\$111.4	1.0% Sales tax
Salt Lake 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, FL	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	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	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

^aFinancial 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.

^bTotal boarding passengers including those transferring between routes.

^cPortion of State 1.22 percent Sales tax, and \$1 per tire, \$2 per vehicle rental, and 3 percent of vehicle lease.

^dAlso 0.6 percent hotel room tax.

^e0.4375 percent in Salt Lake County, 0.5 percent in 2 counties, and 0.25 percent in 3 Counties.

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

Table 27

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

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

Table 27 (continued)

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

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 Illinois. Much of this new service within northeastern Illinois is reverse-commuter service, including service in the morning outbound from the Chicago Loop and, in the afternoon, inbound to the Chicago Loop. Approximately \$4.5 million of the \$18.6 million annual total operating cost shown are due to this service entirely within northeastern Illinois. It is reasonable to expect that negotiations would occur to allocate the costs of this new service between northeastern Illinois and southeastern Wisconsin. The farebox revenue attributable to trips made entirely within northeastern Illinois on this new service have not been estimated or included in these estimates. Potential allocation of the costs of that portion of the new commuter rail service in northeastern Illinois may be expected to reduce the net annual operating expense by 10 to 20 percent and may be expected to increase the corresponding farebox recovery ratio from between 15 and 20 percent to between 20 and 25 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 28

**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 28 (continued)

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 Commissioners. 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 28 (continued)

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 ^c 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 28 (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)	1 county 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.

^cUTA 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 nonparticipating 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., now AECOM, Inc.—to identify the work needed to refine the RIPE to improve its rating by the FTA when it is resubmitted.

- 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:
 1. 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 0.5 percent 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.
4. That the RTA subcontract with the current 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.
6. During the preparation of the 2009-2011 Wisconsin State budget, Governor James Doyle proposed legislation that would have created a permanent RTA in southeastern Wisconsin, authorized to develop a KRM commuter rail line as well as provide local bus transit service in Kenosha and Milwaukee Counties and the urbanized area of Racine County. The Wisconsin State Legislature rejected the proposed legislation and offered substitute legislation creating a Milwaukee County Transit Authority authorized to provide local transit service only in Milwaukee County, and a separate KRM commuter rail authority—the Southeastern Regional Transit Authority (SERTA)—authorized to create, construct, and manage a KRM commuter rail line.

Staffing of the Southeastern Regional Transit Authority

A major effort of the Commission staff in 2009 was to serve as initial staff to the Southeastern Regional Transit Authority (SERTA) created by the Governor and Wisconsin State Legislature in the 2009-2011 State budget to create, construct, and manage a Kenosha-Racine-Milwaukee (KRM) commuter rail line. The SERTA Board was provided the authority to enact up to an \$18 vehicle rental fee per transaction (indexed to inflation) in Kenosha, Racine, and Milwaukee Counties for this purpose. SERTA has also been provided with the authority to use the remaining balance of funds from the former "temporary" and "limited authority" Southeastern Wisconsin Regional Transit Authority (RTA) to assist in KRM commuter rail planning, as well as the authority to issue up to \$50 million in bonds to provide the local share of funds necessary to initiate KRM commuter rail service. In addition, SERTA is the sole authority that may apply to the Federal Transit Administration (FTA) for approval to advance to preliminary engineering and potentially obtain a Federal discretionary grant, with the application to be submitted by June 29, 2010. The Commission staff has served as temporary staff to SERTA and has performed the following activities since the SERTA Board began meeting in November 2009:

- Assisted with organizational activities at the initiation of SERTA operations. These activities included drafting a set of by-laws; proposing a meeting schedule for completing the required work of SERTA; briefing the Board on requirements governing the scheduling and conduct of public meetings as specified under State regulations; and assisting with the transfer of the remaining balance of funds from the former RTA and the establishment of appropriate fiscal management procedures addressing 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 SERTA to provide comprehensive information regarding SERTA and its meetings and also to provide the opportunity for interested persons and groups to comment on SERTA's work.
- Prepared materials for SERTA review describing the existing public transit systems, including the current approach to funding public transit services in the three SERTA 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 KRM commuter rail project, including an update on the studies completed to date; a summary of the evaluation and comparison of commuter rail and bus alternatives in the KRM corridor; and current efforts to update and refine the Alternatives Analysis/Draft Environmental Impact Statement, as well as to update and refine a "New Starts" application to the FTA for approval to advance to preliminary engineering. In addition, Staff briefed the Board on proposed regional transit authority legislation, anticipated to be considered by the Wisconsin State Legislature in 2010, which would provide dedicated local funding for the existing public transit systems in southeastern Wisconsin.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

During 2009, 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 2009:

- 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 over a period of about five years 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. During 2009, two alternative transit service improvement plans were finalized and summarized in a second study Newsletter and presented for public comment at a series of public informational meetings held in January 2009. The alternative plans were developed using findings from a performance and peer evaluation, and from feedback given through public comments made at public meetings held earlier in the study and by the study Advisory Committee. Given the public comments and short-range nature of the plan, staff focused on transit service improvements that would make transit more competitive with travel by private automobile and could be implemented over the next five years: extending routes; converting major routes to express routes; adding more freeway flyers; increasing the frequency of service routes; and expanding weekday and weekend hours. One alternative proposed an extensive set of improvements including new routes and route extensions, longer service hours, increased service frequency, and new express bus routes that would expand transit service by about 22 percent and reverse service cuts of about 19 percent in vehicle hours of service made between the years 2000 and 2008. The second alternative plan proposed a more modest 13 percent expansion of service with more limited new routes and route extensions, expanded service hours, increased service frequency, and new express routes. Both alternative plans identified a potential Milwaukee County project to initiate Bus Rapid Transit (BRT) service over Fond du Lac, National, and Greenfield Avenues using an alignment similar to one of the express bus routes proposed in the Commission's alternatives. The alternative transit service improvement plans also

discussed problems with continued reliance on Milwaukee County property taxes to fund the transit system and the importance of obtaining dedicated local transit funding. At year's end, Commission staff was working with Milwaukee County and transit system staff on the final recommended transit development plan for the Milwaukee County Transit System. As part of the 2009 effort on this plan, staff worked with Milwaukee County, the former Southeastern Wisconsin Regional Transit Authority, the current Southeastern Regional Transit Authority, and numerous groups and organizations, to secure passage of State legislation authorizing a permanent source of dedicated funding for public transit in southeastern Wisconsin. In anticipation of dedicated funding being provided to Milwaukee County, Commission staff postponed completion of the Milwaukee County Transit System development plan. However, legislation authorizing dedicated funding for public transit failed to be approved during 2009.

- Commission staff continued work on the Racine County Transit Plan: 2011-2015. 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 is also investigating 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. During 2009, staff analyzed the land use and travel patterns in the County; identified objectives, standards, and performance measures for transit service; and evaluated the existing transit service in the County and the unmet needs for public transportation. Three public meetings were held in late 2009 to gather public input on the findings to date.
- 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 is also examining for the first time the operations of

the County-run western Kenosha County transit system, a rural fixed-route service that began in 2007. During 2009, staff developed inventories of the existing transit services and the land use and travel patterns in the County; identified objectives, standards, and performance measures for transit service; and evaluated the existing Kenosha Area Transit system.

Transportation Improvement Programming

In March 2009, 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: 2009-2012*. 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 2009-2012 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 total potential investment in transportation improvements and services over the programming period is about \$3.28 billion. Of this total, \$1.51 billion, or about 46 percent, is proposed to be provided in Federal funds; \$1.37 billion, or about 42 percent, in State funds; and \$398 million, or about 12 percent, in local funds. Proposed expenditures for 2009 total about \$864 million. A cost summary for these projects is shown in Table 29.

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

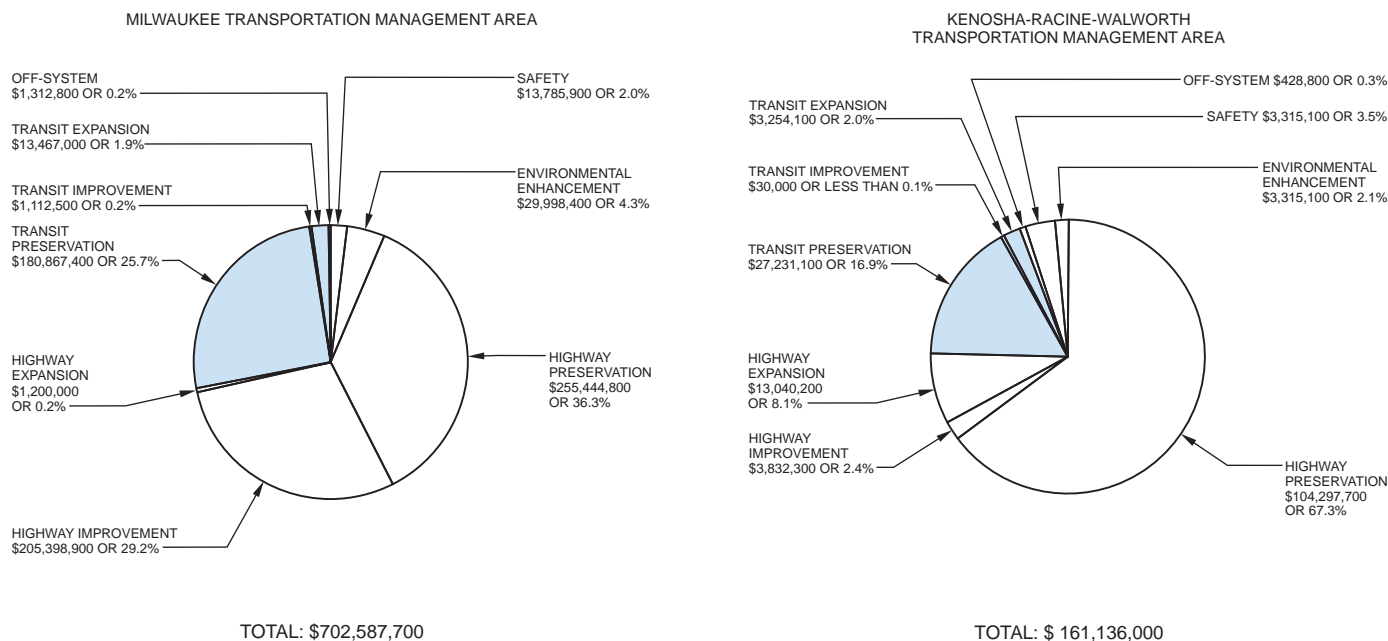
Table 29

**COST SUMMARY OF PROJECTS WITHIN 2009 OF THE 2009 THROUGH 2012 TRANSPORTATION
IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE**

Transportation Management Area	Proposed 2009 Expenditures
Milwaukee Area	
Milwaukee County	
Federal.....	\$289,761,500
State.....	211,067,100
Local	63,398,400
Total	563,227,000
Ozaukee County	
Federal.....	18,297,900
State.....	3,061,400
Local	4,709,800
Total	26,069,100
Washington County	
Federal.....	24,831,900
State.....	10,828,400
Local	2,361,600
Total	38,021,900
Waukesha County	
Federal.....	30,863,300
State.....	16,748,300
Local	27,658,100
Total	75,269,700
Milwaukee Area Subtotal	
Federal.....	363,754,600
State.....	241,705,200
Local	97,127,900
Total	\$702,587,700
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal.....	\$21,801,300
State.....	5,261,800
Local	12,517,000
Total	39,580,100
Racine County	
Federal.....	30,775,200
State.....	24,797,000
Local	5,211,200
Total	60,783,400
Walworth County	
Federal.....	51,823,600
State.....	8,549,000
Local	399,900
Total	60,772,500
Kenosha-Racine-Walworth Area Subtotal	
Federal.....	104,400,100
State.....	38,607,800
Local	18,128,100
Total	\$161,136,000
Region Total	
Federal.....	\$468,154,700
State	280,313,000
Local	115,256,000
Total	\$863,723,700

Figure 32

DISTRIBUTION OF EXPENDITURES IN 2009 OF THE 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY



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 32 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 66 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 \$14 million, or about 2 percent of

total programmed expenditures in the Region. The expenditures for highway improvement to increase present highway capacities total approximately \$209 million, or 24 percent of total expenditures. This compares to the \$460 million programmed for expenditures on highway preservation, or about 42 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 26 percent of programmed resources for 2009. Of the total programmed resources for public transit, 92 percent is for preservation, 1 percent is for service improvement, and 7 percent is for service expansion.

American Recovery and Reinvestment Act (ARRA)

As the Metropolitan Planning Organization (MPO) for the Milwaukee Urbanized Area, SEWRPC worked with the State and local units of government in 2009 to select projects for two categories of ARRA funds allocated to the Milwaukee Urbanized Area:

- \$28.5 million in Federal Transit Administration (FTA) Section 5307/5340 formula funds

- \$38.7 million in Federal Highway Administration (FHWA) Surface Transportation Program–Milwaukee Urbanized Area funds (STP-M)

The \$28.5 million in ARRA FTA Section 5307/5340 funds was allocated among the transit operators within the Milwaukee urbanized area based on the amount of transit service and ridership carried by each, with Milwaukee County receiving about 90 percent, and the other four transit operators receiving about 10 percent.

With regard to the \$38.7 million in ARRA SHWA STP-M funding, the Advisory Committee on Transportation Planning and Programming for the Milwaukee Urbanized Area recommended to SEWRPC for approval, and the Executive Committee of SEWRPC acting on behalf of SEWRPC approved in May 2009, a procedure for funding allocation and project selection and a list of projects to receive ARRA FHWA STP-M funding. The funding allocation and project selection prepared by SEWRPC staff attempted to treat each county and community fairly and equitably, and attempted to address the three criteria identified for consideration in funding allocation and project selection:

- Recognize the overall need for funding is, and the allocation of funding and project selection should be, in proportion to the lane-miles of arterial facilities under the jurisdiction of each county and community.
- Recognize that the ARRA states that priority is to be given to projects located in economically distressed areas, and the long used lane-mile funding allocation should be adjusted to account for this concern.
- Recognize that the ARRA is an economic stimulus bill, and projects which would be under construction in 2009, as compared to 2010, should receive priority for funding.

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 docu-

mented 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 18. 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 highways—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 ele-

Map 18

**PUBLIC TRANSIT ELEMENT OF
THE RECOMMENDED REGIONAL
TRANSPORTATION SYSTEM
PLAN: YEAR 2035**

RAPID/EXPRESS ROUTE

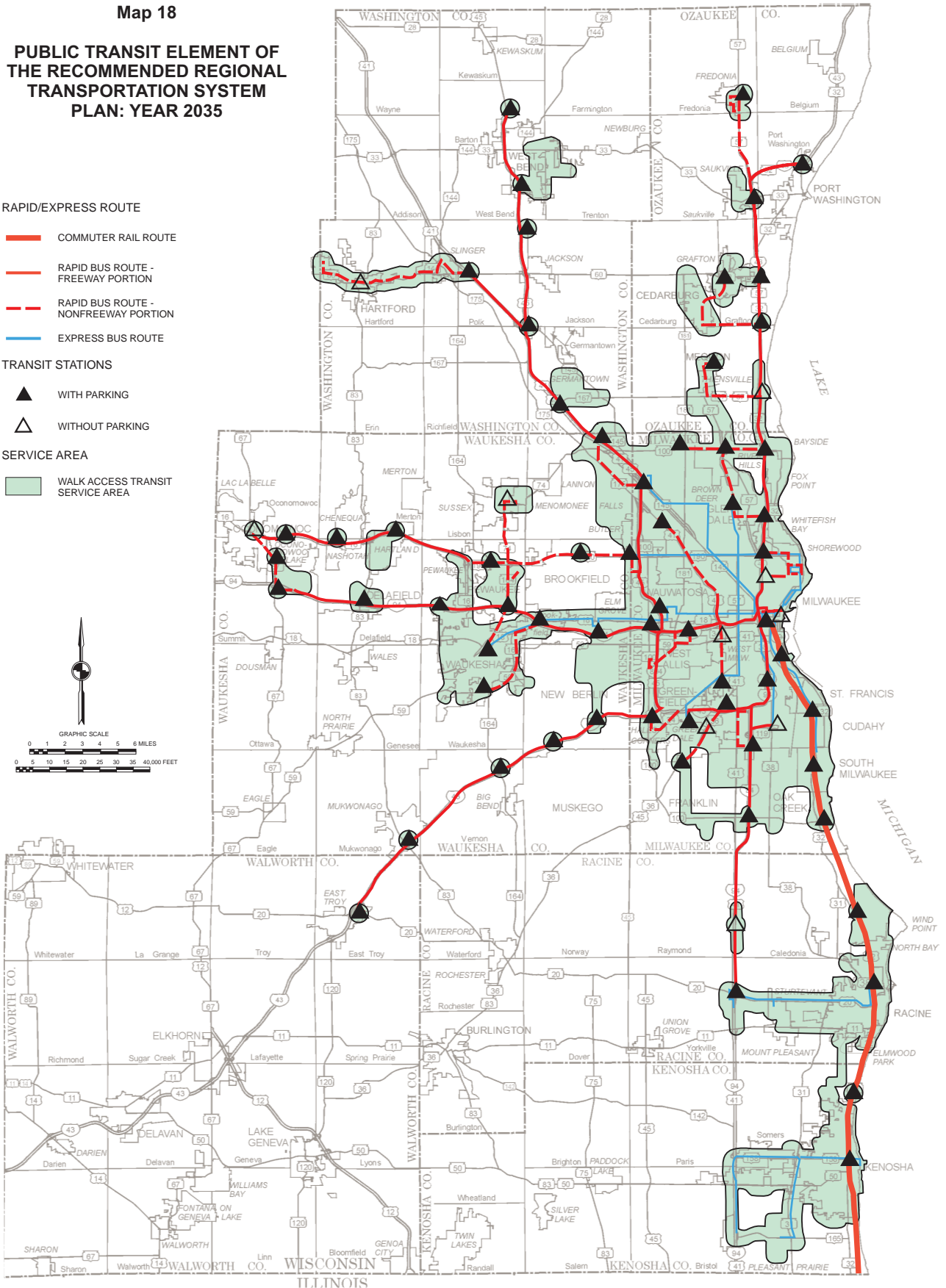
- COMMUTER RAIL ROUTE
- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- ▲ WITH PARKING
- △ WITHOUT PARKING

SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



ments 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 18 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 19 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 2009, 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 facilities 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 off-street 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 20.

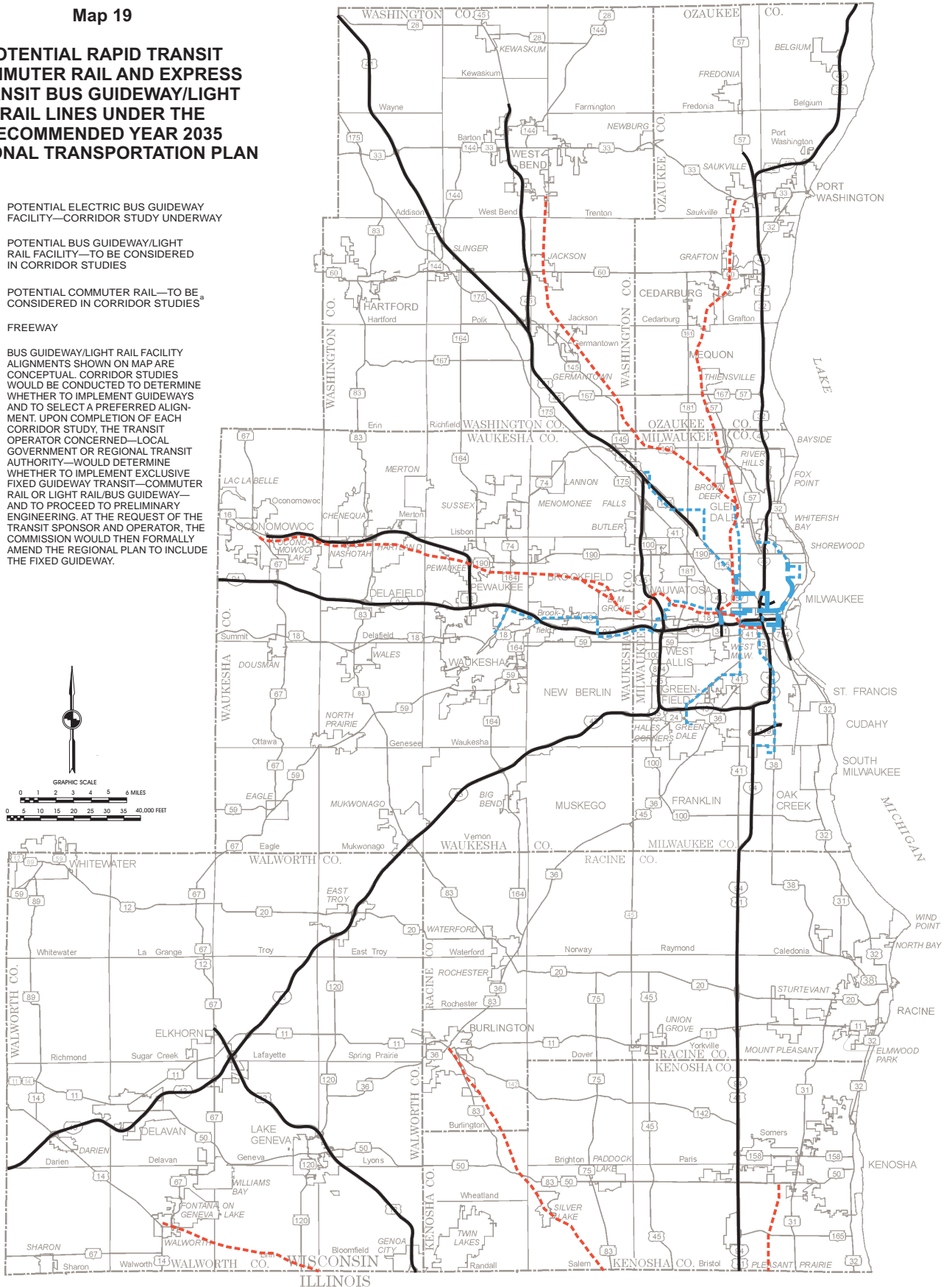
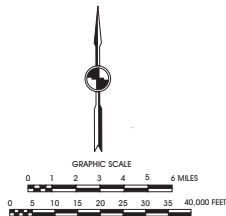
The pedestrian facilities portion of the bicycle and pedestrian facilities element is a policy, rather than a system, plan. It recommends that southeastern Wisconsin units of government adopt and follow a set

Map 19

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

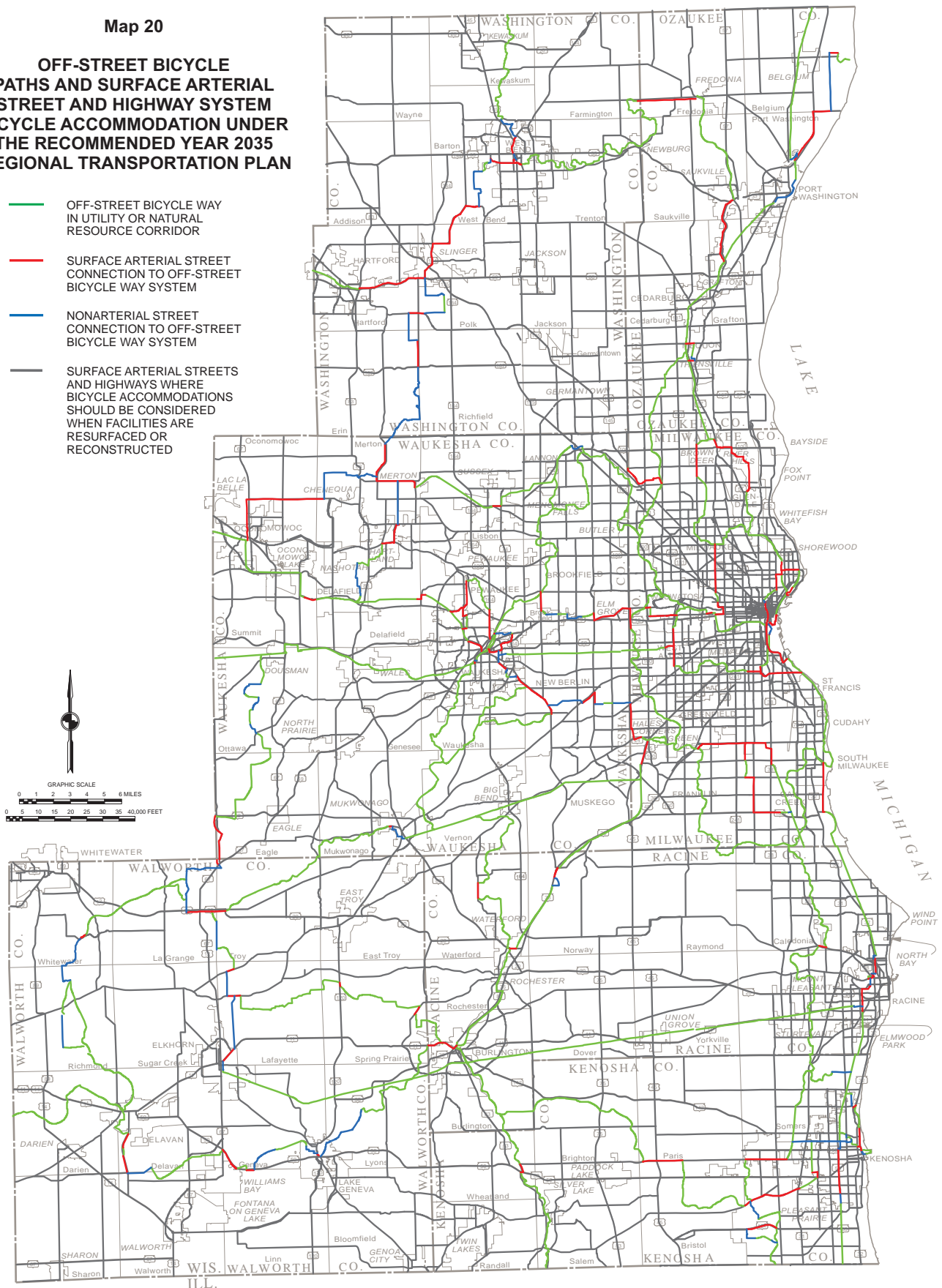
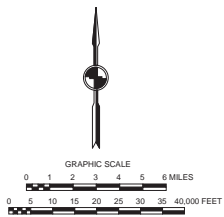
- POTENTIAL ELECTRIC BUS GUIDEWAY FACILITY—CORRIDOR STUDY UNDERWAY
- POTENTIAL BUS GUIDEWAY/LIGHT RAIL FACILITY—TO BE CONSIDERED IN CORRIDOR STUDIES
- POTENTIAL COMMUTER RAIL—TO BE CONSIDERED IN CORRIDOR STUDIES
- FREEWAY

NOTE: BUS GUIDEWAY/LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE TRANSIT OPERATOR CONCERNED—LOCAL GOVERNMENT OR REGIONAL TRANSIT AUTHORITY—WOULD DETERMINE WHETHER TO IMPLEMENT EXCLUSIVE FIXED GUIDEWAY TRANSIT—COMMUTER RAIL OR LIGHT RAIL/BUS 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.



^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 Stalene. 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.

**OFF-STREET BICYCLE
PATHS AND SURFACE ARTERIAL
STREET AND HIGHWAY SYSTEM
BICYCLE ACCOMMODATION UNDER
THE RECOMMENDED YEAR 2035
REGIONAL TRANSPORTATION PLAN**



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.

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 bypass 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 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 real-time 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.

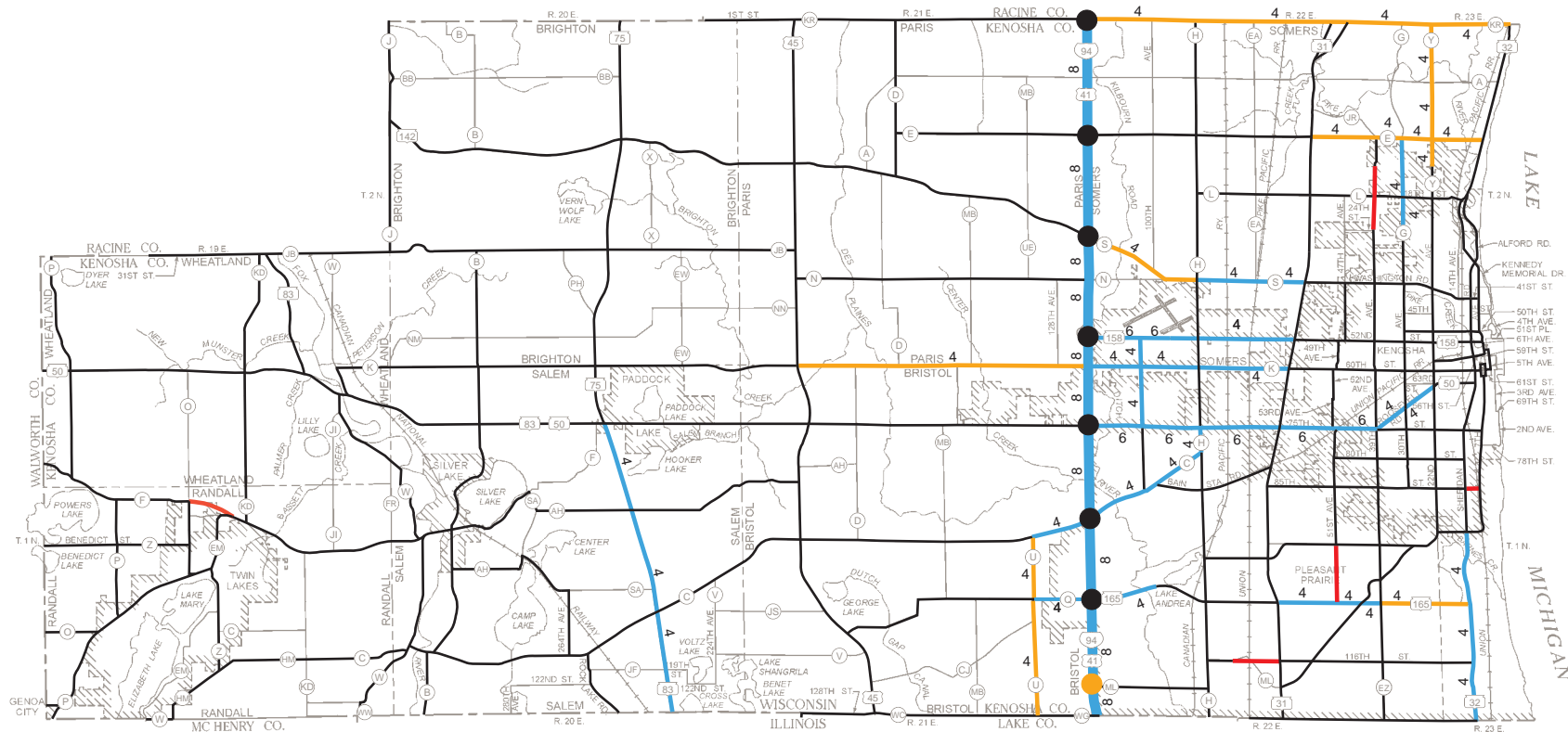
Arterial Street and Highway Element

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 lane-miles over the next 30 years.

Map 21 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

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



ARTERIAL STREET OR HIGHWAY

- NEW
- 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)

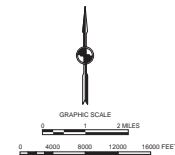
FREEWAY INTERCHANGE

- EXISTING
- RESERVE RIGHT-OF-WAY 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 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-as-is, 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 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 IH 94 consider the provision of an interchange with CTH K in Kenosha County including through the provision of collector-distributor roadways connecting CTH K, STH 50, and STH 158, and an additional potential new future freeway interchange at CTH ML with IH 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.
4. Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.
5. 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 21 (continued)

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

ARTERIAL STREET OR HIGHWAY

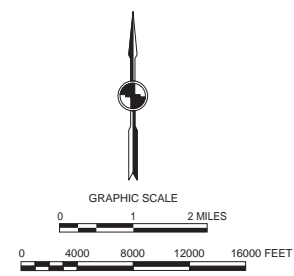
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OF NEW FACILITY)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND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

FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

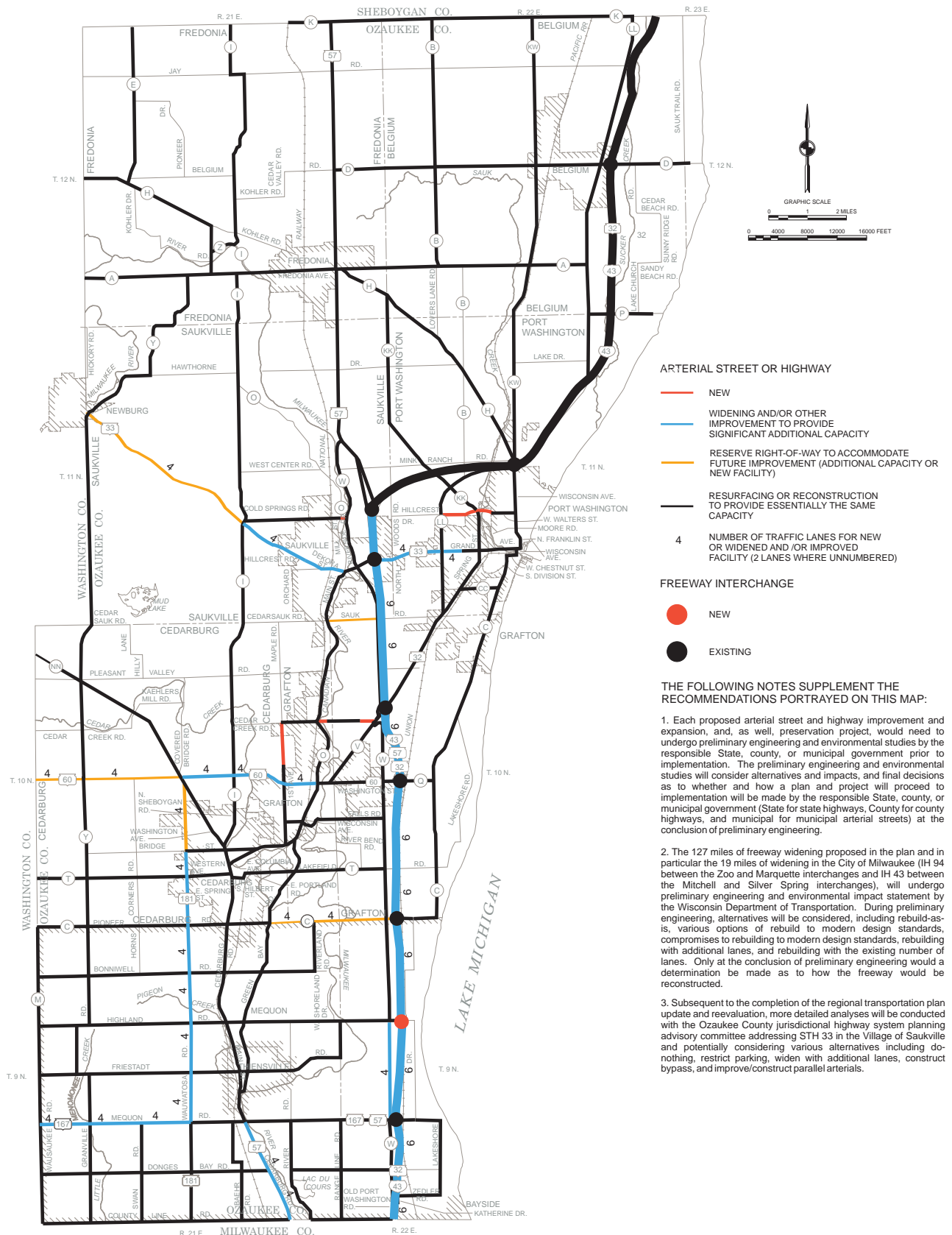
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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-as-is, 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 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 lanes or auxiliary lanes, and alternatives with frontage roads.



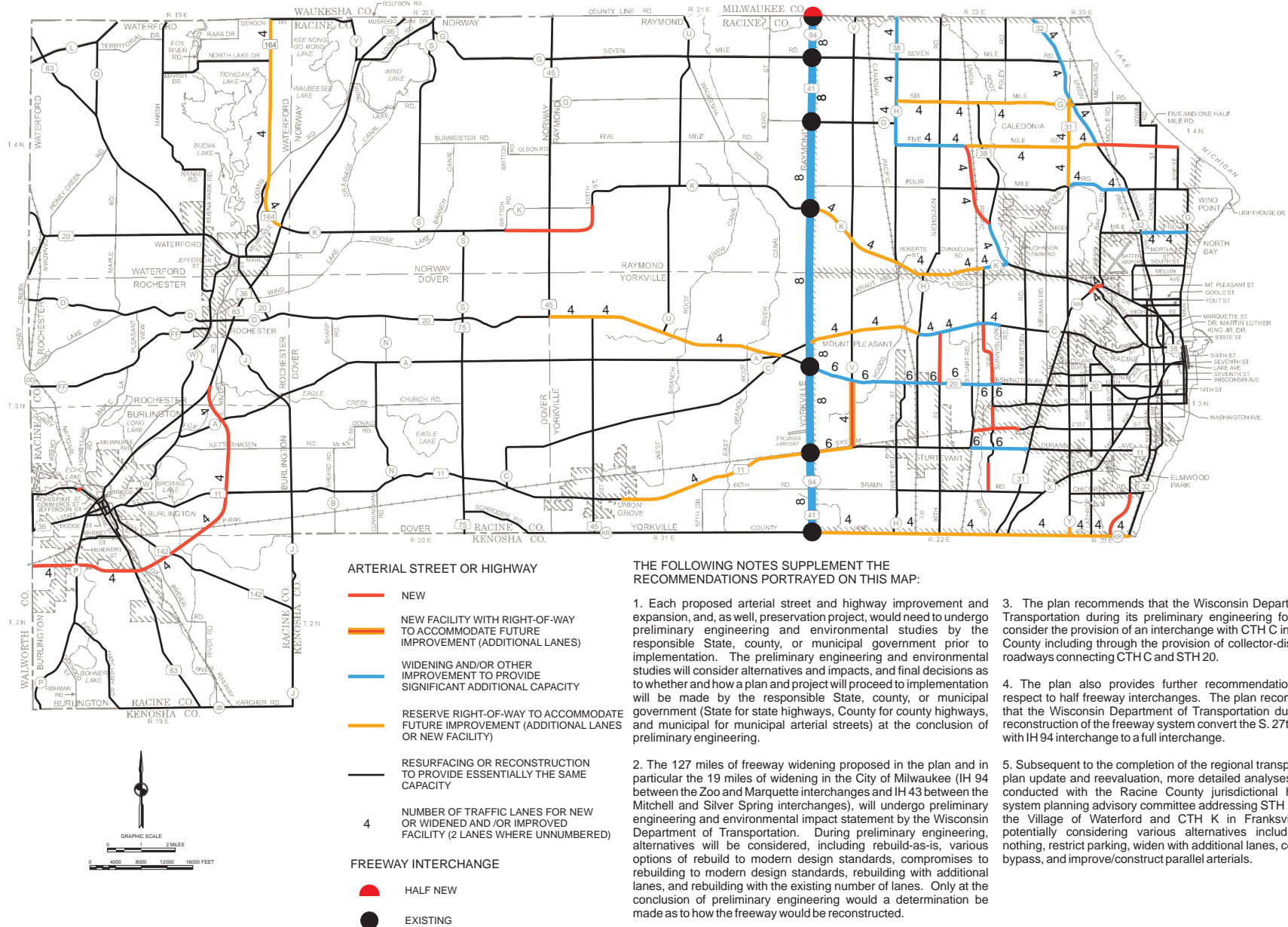
Map 21 (continued)

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



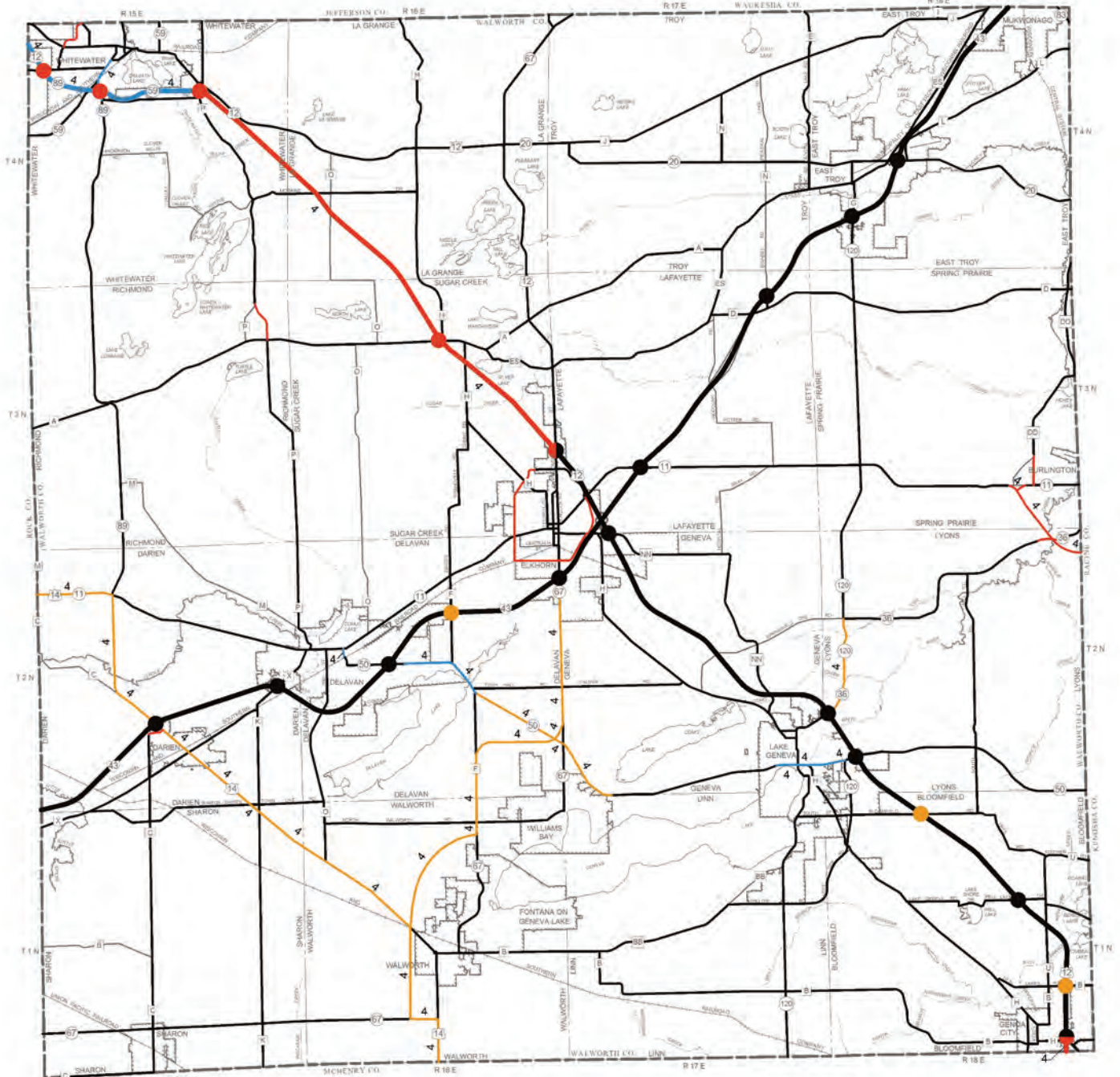
Map 21 (continued)

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



Map 21 (continued)

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-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)

FREEWAY INTERCHANGE

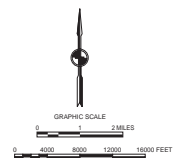
- NEW
- ◐ HALF NEW
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

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 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.

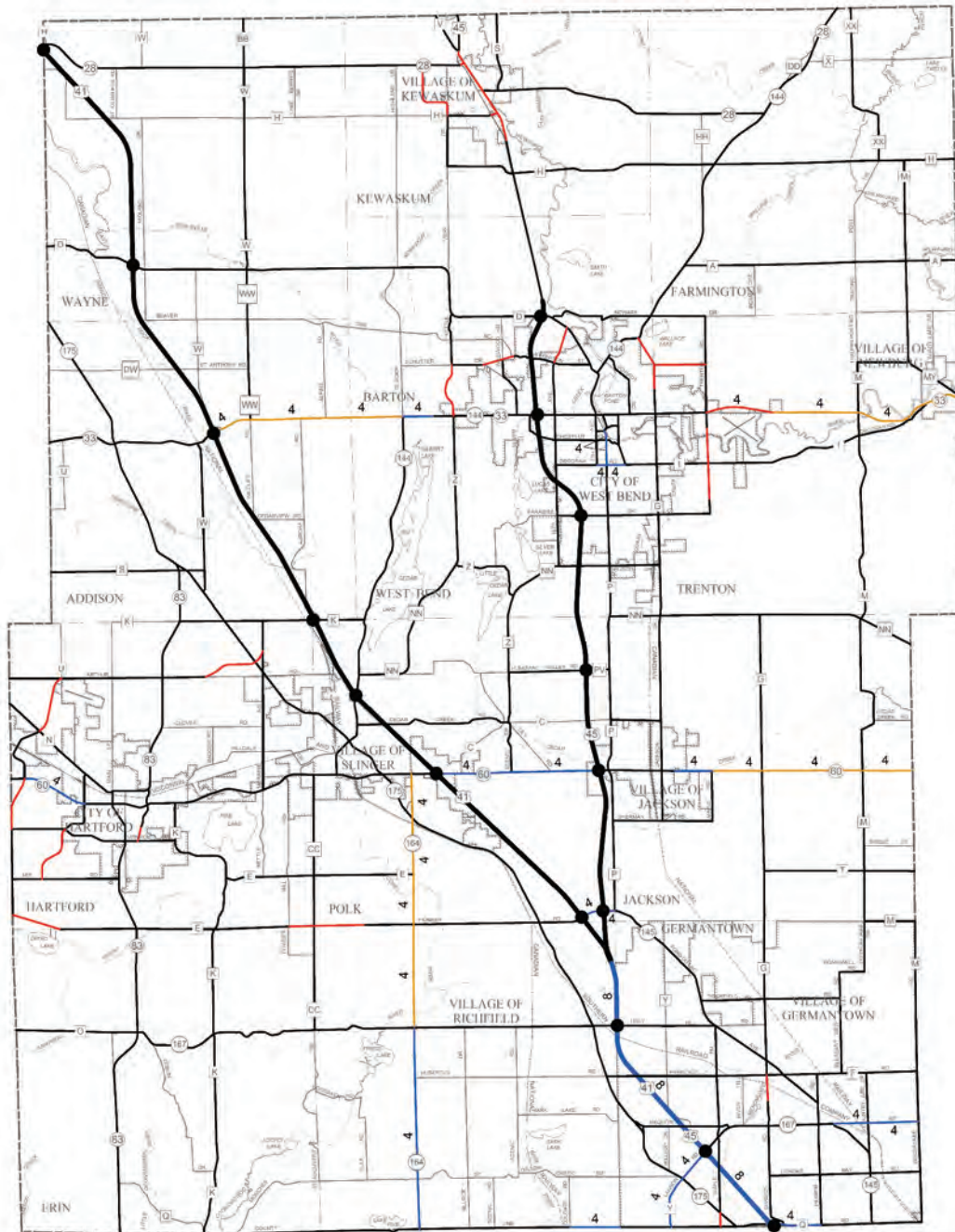
2. The plan identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges is not precluded. Should the concerned local governments 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 conclude with a recommendation to construct 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 21 (continued)

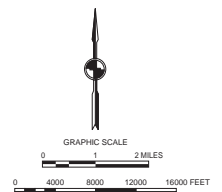
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



- ARTERIAL STREET OR HIGHWAY**
- NEW
 - 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
 - NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)
- FREEWAY INTERCHANGE**
- EXISTING

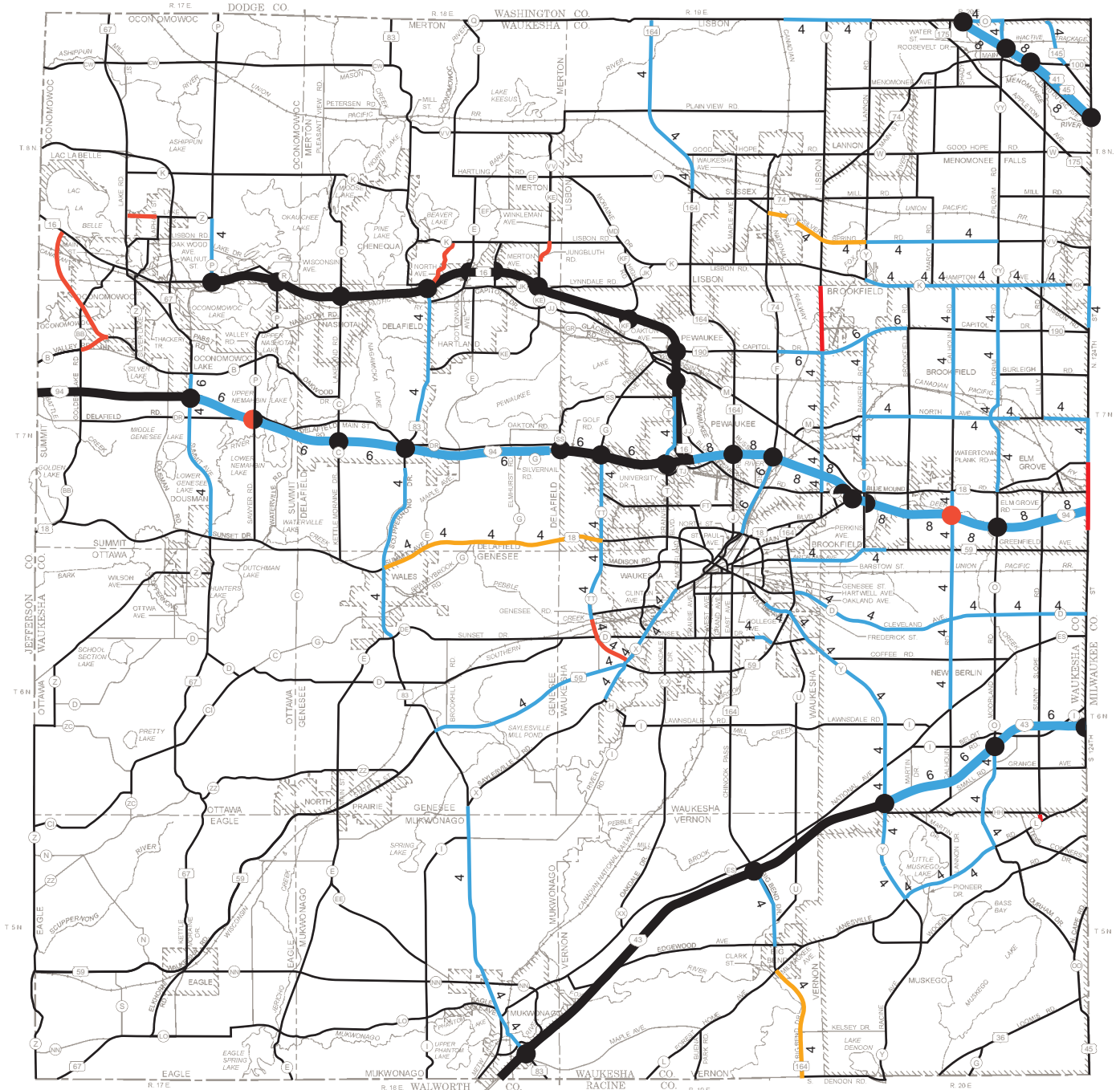
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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-as-is, 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 would a determination be made 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.



Map 21 (continued)

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

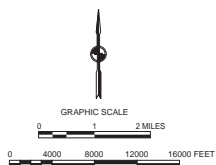


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- 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)

FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, 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-as-is, 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 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 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.

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 22 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 Underway

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.

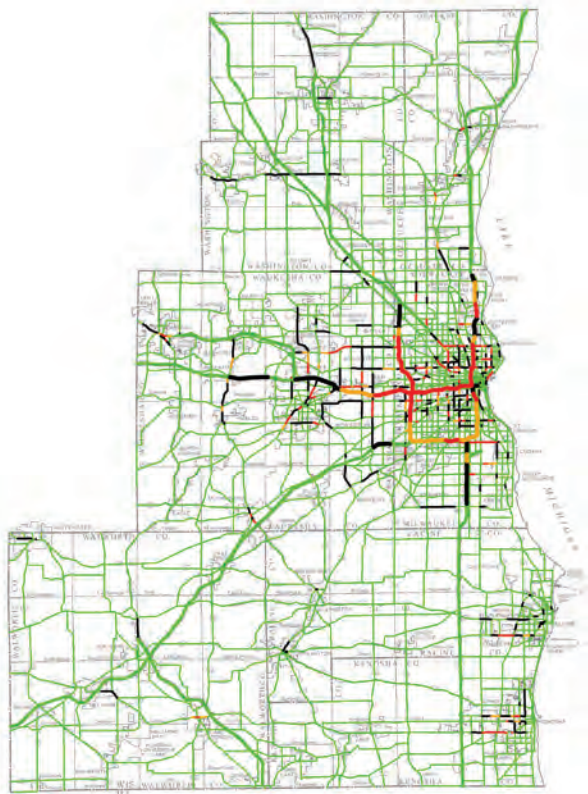
Preparation of New Jurisdictional Highway System Plan for Walworth County Initiated

At the request of Walworth County, preparation of a new jurisdictional highway system plan for Walworth County was initiated in 2009. The new plan would be an update to the Walworth County Jurisdictional highway system plan that was originally adopted by the Walworth County Board of Supervisors in 1973, and later amended on four other occasions. The jurisdictional highway system plan would provide a review and reevaluation, and recommendations as to which level and agency of government—state, county, and local—should have jurisdictional responsibilities for each segment of arterial street and highway in Walworth County, and would identify which changes in jurisdictional responsibility, or jurisdictional transfers, are necessary to implement the plan. The new jurisdictional highway system plan would also constitute a refinement and amendment of the functional improvements—new arterial facilities and widening of existing facilities—recommended in Walworth County under the year 2035 regional transportation plan, as adopted by SEWRPC in June 2006, and is intended to be a functional, as well as jurisdictional, arterial street and highway system plan

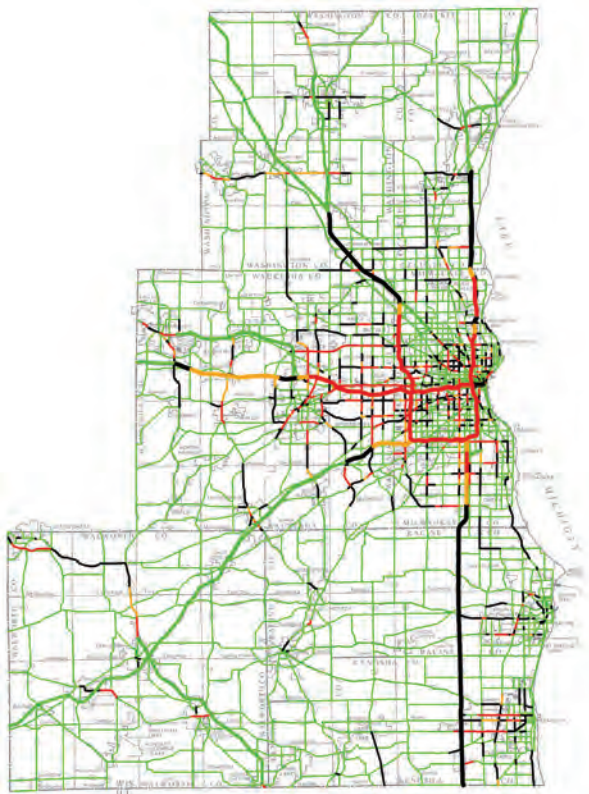
Map 22

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

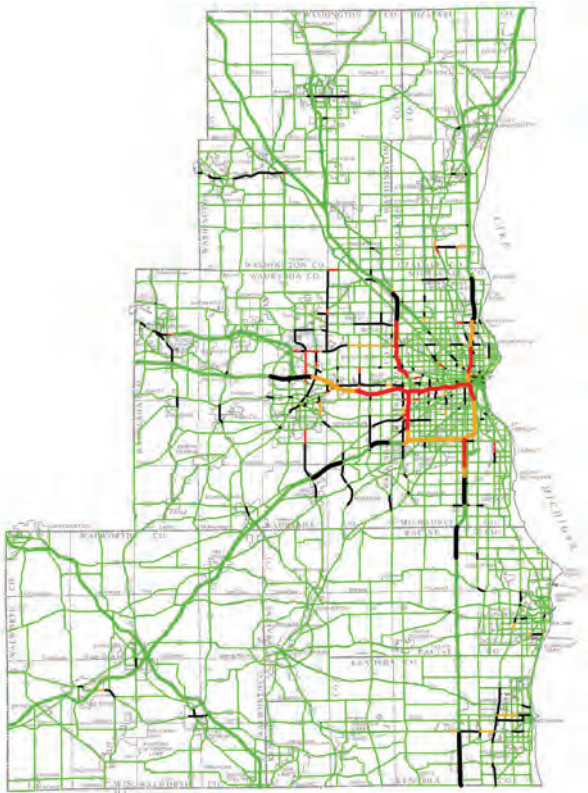
2001



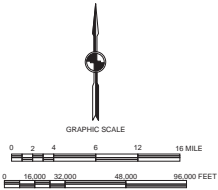
TSM PLAN



TSM PLUS HIGHWAY PLAN



- FACILITY CONGESTION STATUS**
- AT OR UNDER DESIGN CAPACITY
 - MODERATELY CONGESTED
 - SEVERELY CONGESTED
 - EXTREMELY CONGESTED



for Walworth County to the design year 2035. The preparation of a new jurisdictional plan will be guided by a 32-member Walworth County Jurisdictional Highway Planning Committee. The Committee includes representation from each of the 28 cities, villages, and towns in the County, the County itself, as well as from the Federal and state levels.

The new Walworth County Jurisdictional highway system plan is intended to help Walworth County:

- Cope with the growing traffic demands within the County;
- Adjust the existing jurisdictional highway systems to changes in land use development along their alignment;
- Maintain an integrated county trunk highway system within the County;
- Adjust the existing jurisdictional highway system to better serve the major changes in traffic patterns taking place within the County; and
- Achieve an equitable distribution of arterial street and highway development and maintenance costs and revenues among the various levels and agencies of government concerned.

Preparation of New Jurisdictional Highway System Plan for Washington County Completed

At the request of Washington County, the Commission completed a new jurisdictional highway system plan for Washington County in 2009. The new plan is set forth in SEWRPC Planning Report No. 23 (Second Edition) titled, *A Jurisdictional Highway System Plan for Washington County*.

The new plan is an update to the Washington County jurisdictional highway system plan that was originally adopted by the Washington County Board of Supervisors in 1975 and later amended on five other occasions. The jurisdictional highway system plan provides a review and reevaluation, and recommendations as to which level and agency of government—state, county, and local—should have jurisdictional responsibilities for each segment of arterial street and highway in Washington County, and identifies which changes in jurisdictional responsibility or jurisdictional transfers, are necessary to implement

the plan. The new jurisdictional highway system plan also constitutes a refinement and amendment of the functional improvements—new arterial facilities and widening of existing facilities—recommended in Washington County under the year 2035 regional transportation plan, as adopted by SEWRPC in June 2006, and is a functional, as well as jurisdictional, arterial street and highway system plan for Washington County to the design year 2035. The preparation of the jurisdictional plan was guided by a 30-member Washington County Jurisdictional Highway Planning Committee. The Committee included representation from each of the 21 cities, villages, and towns in the County, the County itself, as well as from the Federal and state levels.

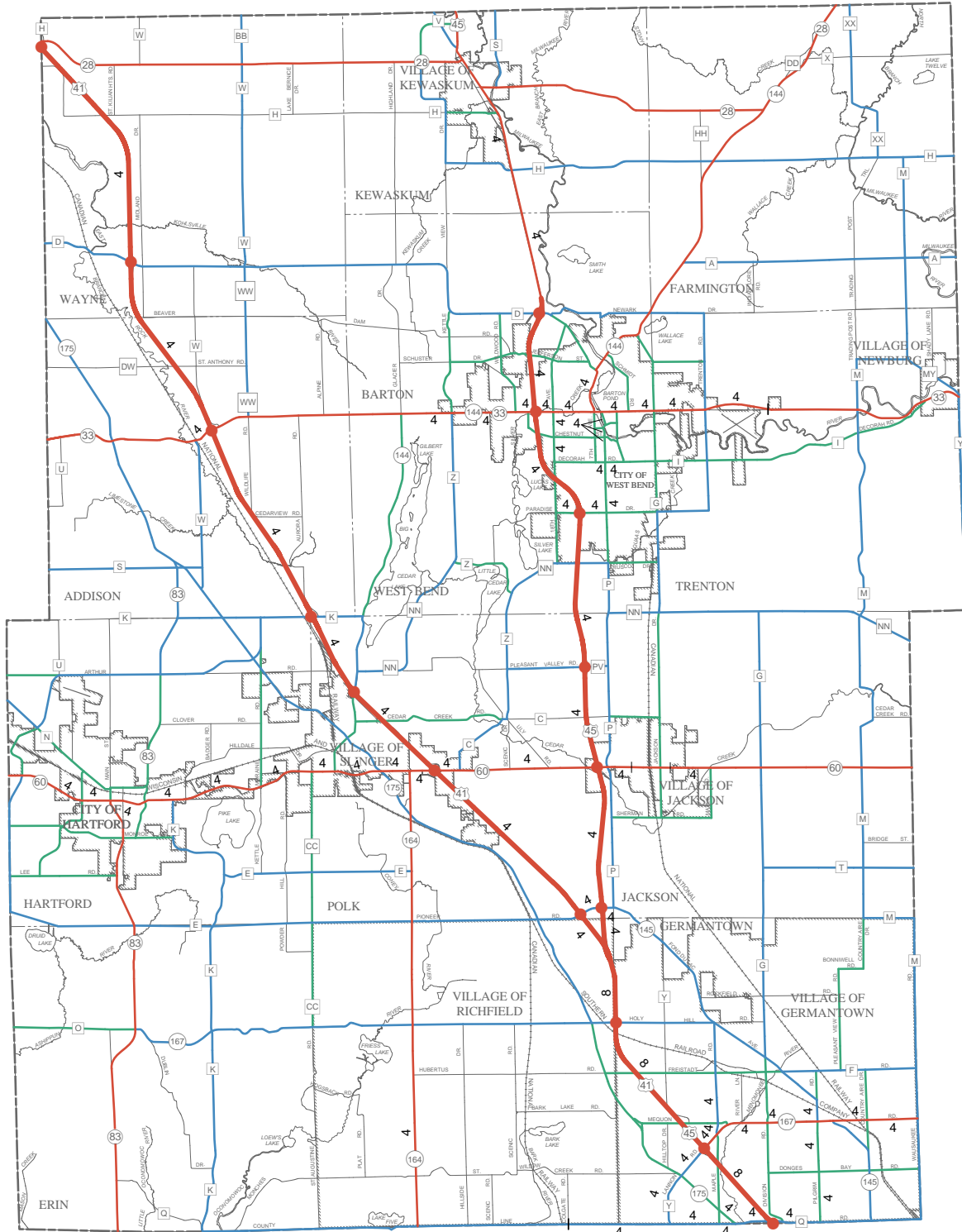
The new Washington County Jurisdictional highway system plan is intended to help Washington County:

- Cope with the growing traffic demands within the County;
- Adjust the existing jurisdictional highway systems to changes in land use development along their alignment;
- Maintain an integrated county trunk highway system within the County;
- Adjust the existing jurisdictional highway system to better serve the major changes in traffic patterns taking place within the County; and
- Achieve an equitable distribution of arterial street and highway development and maintenance costs and revenues among the various levels and agencies of government concerned.

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. In March 2009, the Southeastern Wisconsin Regional Planning Commission adopted the new plan as an amendment to the regional transportation system plan.

Map 23 displays the updated year 2035 Washington County jurisdictional highway system plan. Map 24

FINAL RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- FREEWAY**
- STATE TRUNK
 - INTERCHANGE
- ARTERIAL STREET OR HIGHWAY**
- STATE TRUNK
 - COUNTY TRUNK
 - LOCAL TRUNK
- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
 FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
 OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOLLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.
 WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL ROUTE BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMANTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE PLANNED ALIGNMENT FOR THE PLANNED NORTH-SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NON-ARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NON-ARTERIAL FACILITY, CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.

shows the changes in jurisdictional responsibility that would need to occur to implement the recommended jurisdictional highway system plan over the next 25 years. Map 25 displays the recommended functional, or capacity, improvements recommended under the updated year 2035 Washington County jurisdictional highway system plan. Also identified on Maps 23 through 25 are the concerns about and oppositions to specific recommended improvements and jurisdictional transfers identified by members of the Washington County Jurisdictional Highway Planning Committee. The Committee permitted members representing their respective local governments to identify concerns about, and opposition to, specific functional improvements and jurisdictional transfers in the recommended year 2035 Washington County jurisdictional highway system plan. This allowed the Committee to approve the jurisdictional highway system plan while acknowledging the specific concerns of individual local governments.

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 2009, total aircraft operations at Mitchell International totaled about 167,700, representing about a 7 percent decrease from 2008. The 2009 total is about 33 percent below the 254,900 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2008 to 2009, the number of air carrier enplaning and deplaning passengers at Mitchell International decreased by about 10,400, to about 7,946,000

passengers, or less than 1 percent below the 2008 level of about 7,957,000 passengers. The 2009 level compared well with the 8,336,000 passengers forecast for that year under the adopted regional airport system plan.

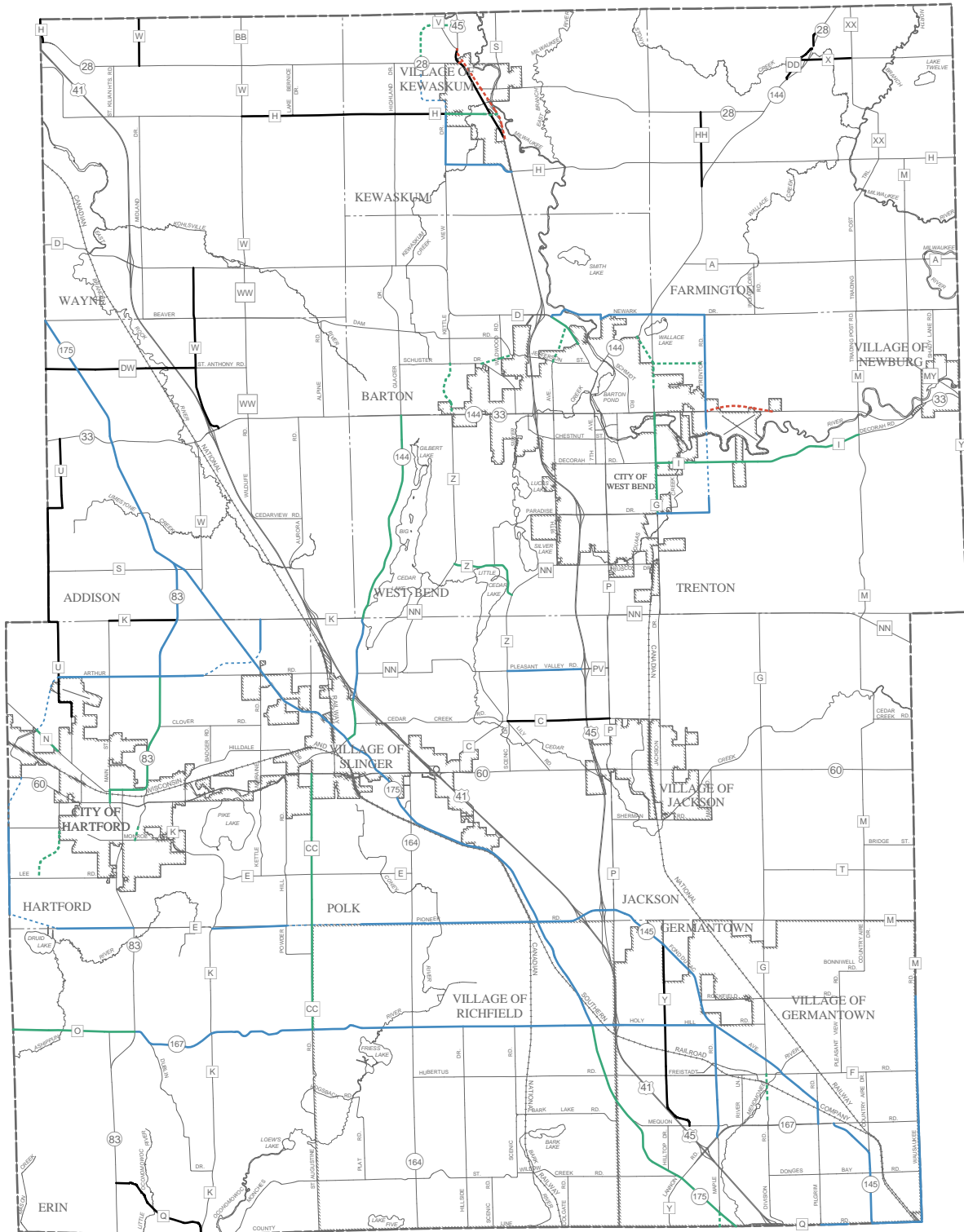
General aviation activity can be measured in terms of the total number of general aviation aircraft operations—that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports. At all of the public airports other than General Mitchell International Airport, general aviation accounts for almost all activity. At Waukesha County-Crites Field, there were about 59,900 total operations during 2009, representing about a 4 percent decrease from the 62,400 total operations in 2008. At Kenosha Regional Airport, there were about 54,300 total operations during 2009, representing about a 2 percent decrease from the 55,500 total operations in 2008. At Lawrence J. Timmerman Airport, there were about 35,600 total operations during 2009, representing about a 21 percent decrease from the 44,900 total operations in 2008. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 13,700 general aviation operations reported for 2009, representing about a 16 percent decrease from the 16,400 general aviation operations reported for 2008.

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, 2009, rail freight service was being provided within Southeastern Wisconsin over a total of about 492 miles of active main line as shown on Map 26.

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.

CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

NEW FACILITY:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM

NOTE: THE NON-ARTERIAL COUNTY TRUNK HIGHWAYS SHOWN IN BLACK ON THE MAP CURRENTLY DO NOT FUNCTION AS ARTERIAL FACILITIES AND MAY NOT BE EXPECTED TO FUNCTION AS AN ARTERIAL BY THE YEAR 2035, AND THEREFORE ARE PROPOSED FOR TRANSFER TO LOCAL GOVERNMENTS.

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
OZAUKEE COUNTY: CTH Y FROM CEDAR LAKE DRIVE TO KNOWLEDGE ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.
WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.
WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

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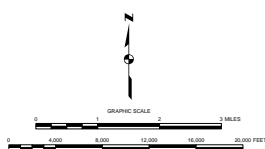
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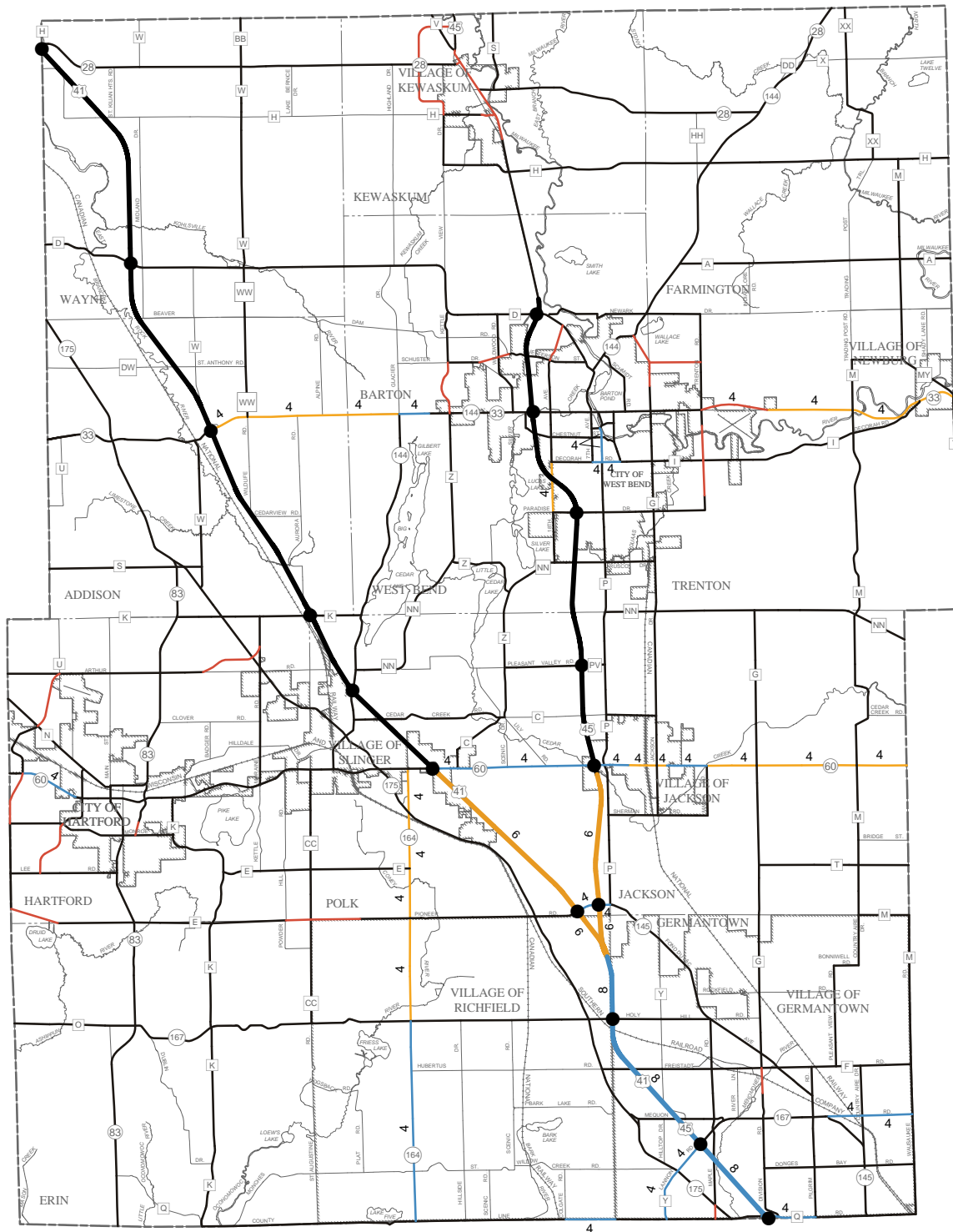
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CAPACITY IMPROVEMENTS RECOMMENDED IN THE FINAL YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)

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 LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

INTERCHANGE



RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.

FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.

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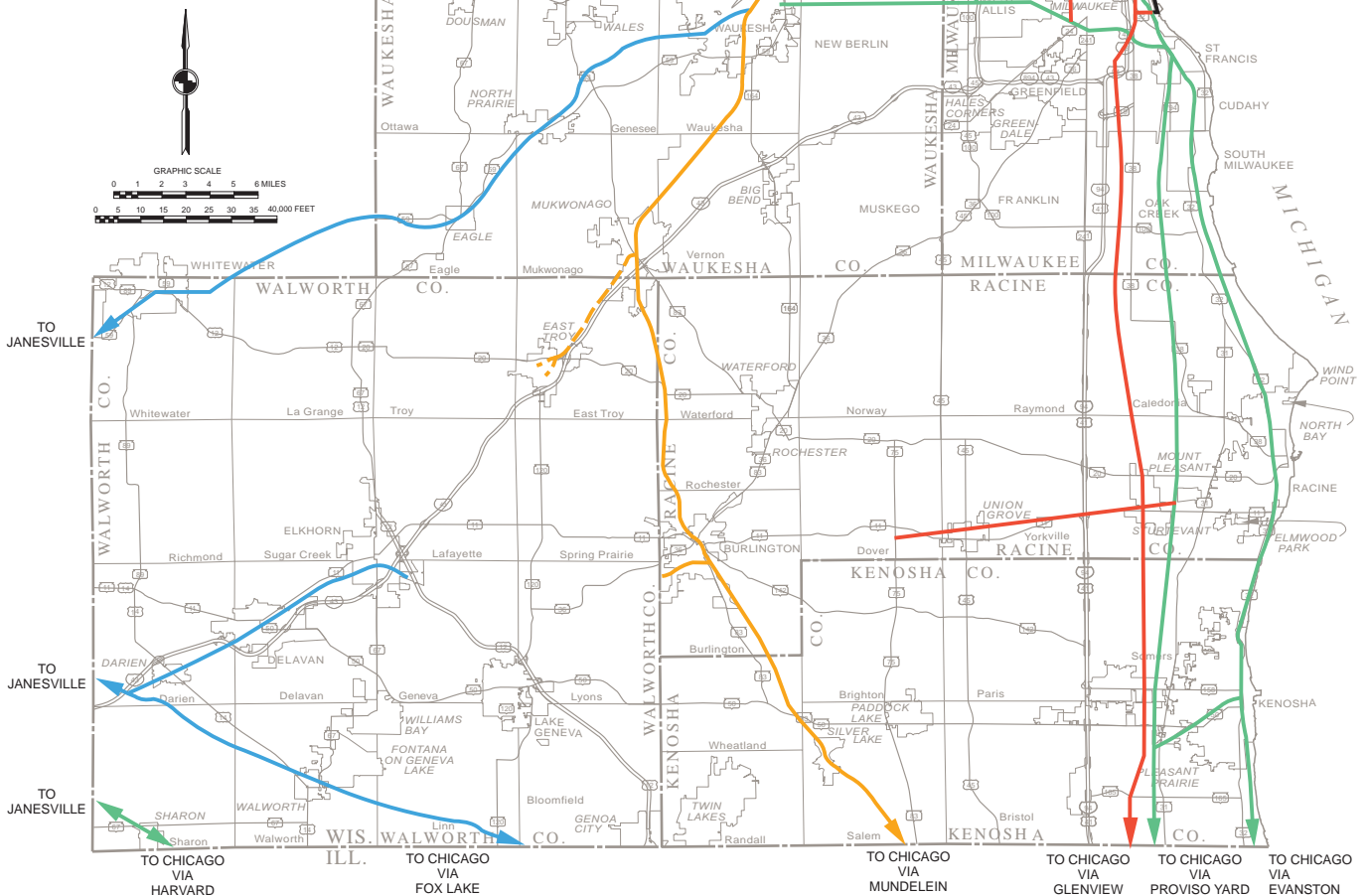
Map 26

COMMON CARRIER RAIL FREIGHT LINES IN SOUTHEASTERN WISCONSIN DECEMBER 31, 2009

- CANADIAN NATIONAL RAILWAY (CN)
- CANADIAN PACIFIC RAILWAY (CP)
- - - MUNICIPALITY OF EAST TROY WISCONSIN RAILROAD (METW)
- UNION PACIFIC RAILROAD (UP)
- WISCONSIN & SOUTHERN RAILROAD COMPANY (WSOR)
- OTHER FACILITIES

TRACKAGE RIGHTS

RAILROAD HAVING TRACKAGE RIGHTS	RAILROAD GRANTING TRACKAGE RIGHTS	LOCATION
CN	CP	DUPLAINEVILLE-MILWAUKEE
CN	WSOR	RUGBY JUNCTION-CANCO
WSOR	CP	MILWAUKEE-RONDOUT
WSOR	CN	SLINGER-WAUWATOSA
WSOR	CN	CANCO-SAUKVILLE



*Kenosha-Racine-Milwaukee
(KRM) Commuter Link Project*

During 2009, significant progress was made to complete the Alternatives Analysis/Draft Environmental Impact Statement for the Kenosha-Racine-Milwaukee Commuter Link project, including preparation of a “New Starts” application requesting entry into preliminary engineering, to be submitted to the Federal Transit Administration. 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 Inter-governmental 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, as well as for the “New Starts” application to the U.S. Department of Transportation, Federal Transit Administration requesting entry into preliminary engineering:

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 nonhighway right-of-way, 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 nearly four times the ridership of bus:

- On an average weekday, commuter rail will attract 8,300 trips vs. 2,200 for bus
- Annually, commuter rail will attract 2.12 million trips vs. 0.56 million for bus

Passenger-Miles – Passenger-miles from commuter rail ridership represent nearly four times the passenger-miles from bus:

- On an average weekday, commuter rail will attract 84,400 passenger-miles vs. 22,000 for bus
- Annually, commuter rail will generate 21.5 million passenger-miles vs. 5.6 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 and passenger-miles will each be nearly four 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 four 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 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 2009 dollars) than bus:

- Capital cost—\$233 million for commuter rail compared to \$30 million for bus
- Annual O&M cost—\$13.4 million (including shuttles) for commuter rail compared to \$3.1 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 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, and preparing the necessary "New Starts" application to the U.S. Department of Transportation, Federal Transit Administration requesting entry into preliminary engineering. The "New Starts" application is to be submitted in 2010, with approval required to potentially obtain a Federal discretionary capital grant for costs associated with initiating KRM commuter rail. The Commission staff continued to assist the RTA and Intergovernmental Partnership in these efforts in 2009.

The Draft Environmental Impact Statement was completed and approved for public comment by the FTA in July 2009. Public hearings were held in September 2009 to obtain comments on the Draft Environmental Impact Statement, and a public comment period during which comments could be submitted via the KRM website, or by email, mail, or fax, extended until October 5, 2009.

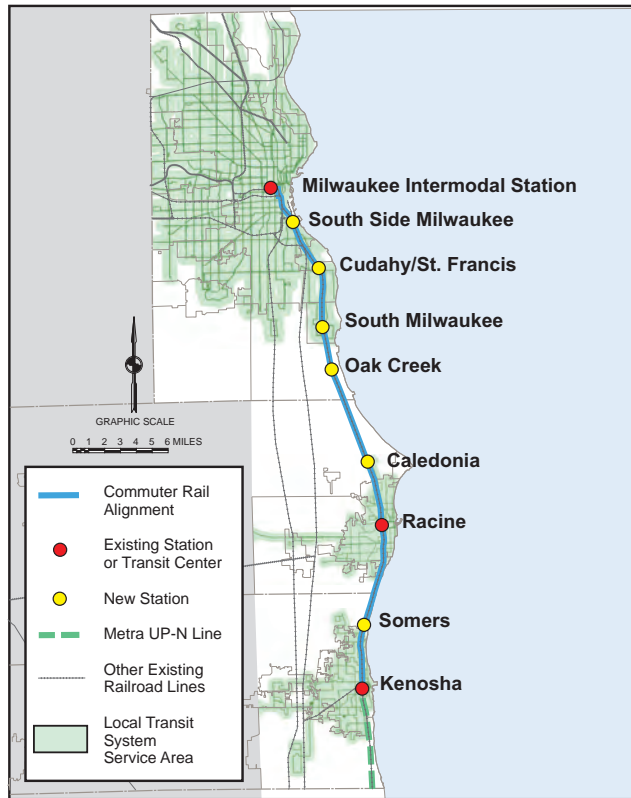
In the 2009-2011 Wisconsin State budget, the Southeastern Regional Transit Authority (SERTA) was created by the Governor and Wisconsin State Legislature to oversee the development of a KRM commuter rail line. The Commission staff has served as temporary staff to SERTA since the SERTA Board began meeting in November 2009.

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 27)
- 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

Map 27

**PROPOSED KENOSHA-RACINE-
MILWAUKEE COMMUTER RAIL**



- Level of service
 - Service provided in both directions during all time periods
 - 15 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 Kenosha
 - Contract with UP Railroad and provide time-transfer (6 minutes) at Kenosha to Metra
- Diesel-Multiple-unit cars (“DMUs” or self-propelled coaches)

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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 groundwater 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 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 2009 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 2009, 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 28, 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.

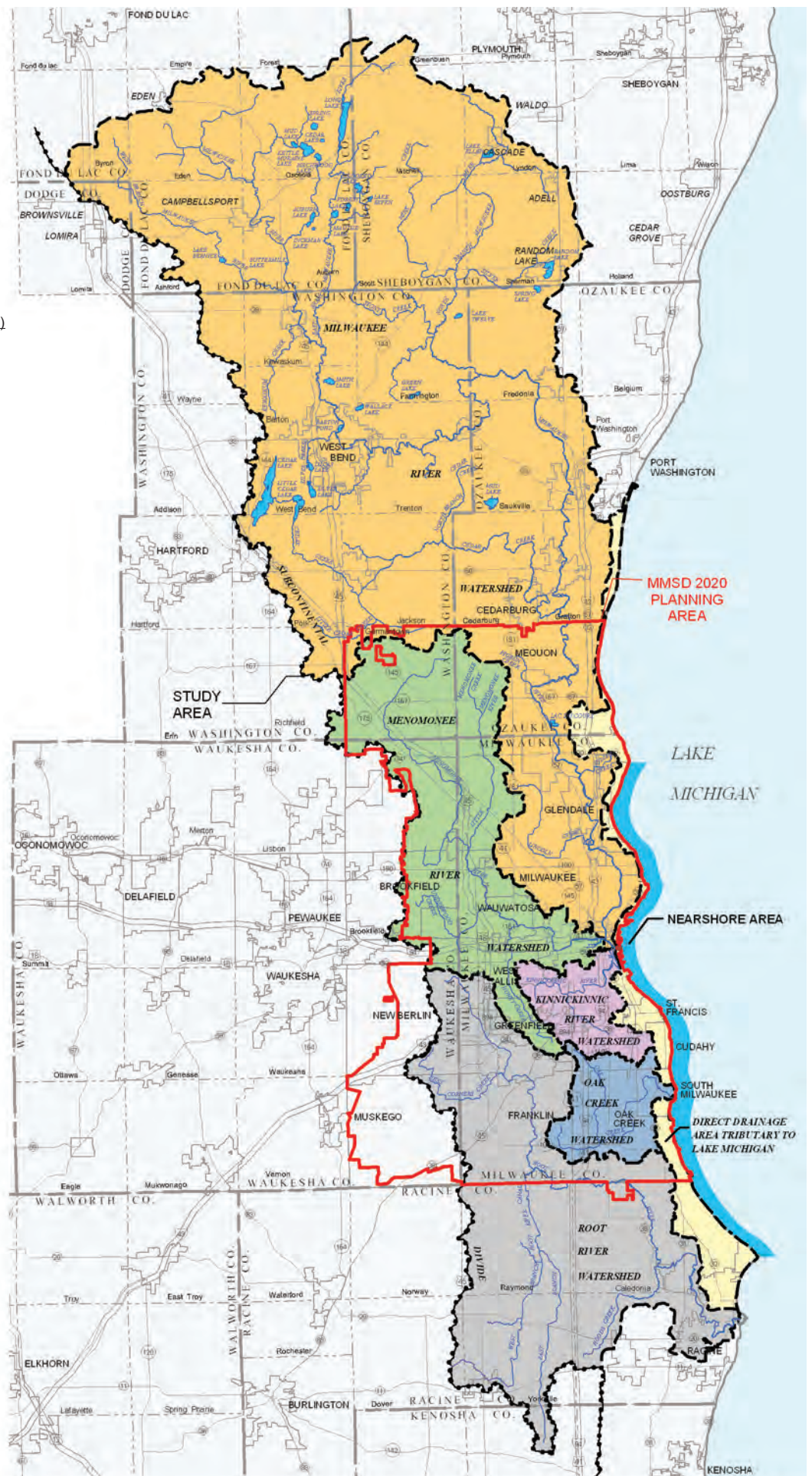
Map 28

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

<u>WATERSHED</u>	<u>AREA (SQUARE MILES)</u>
KINNICKINNIC RIVER	24.7
MENOMONEE RIVER	135.8
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



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.

The reports 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 2009, 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, Inc. (SWWT). SWWT 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 Policy and Science Committees. In addition, in 2009 the Commission staff worked with MMSD and its technical consultant team in initiating development of watershed restoration plans (WRPs) 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. The Commission staff assistance on the WRPs included preparation of the study documented in SEWRPC Memorandum Report No. 194, *Stream Habitat Conditions and Biological Assessment of the Kinnickinnic and Menomonee River Watersheds: 2000-2009*. That study is described in more detail below.

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 include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection, which provide cost-sharing 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 2009, 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 Silver Lake Management District in Waukesha County, the Commission staff provided recommendations with respect to management of stormwater runoff into the Lake from existing residential and recreational lands and from future roadway expansion.
- At the request of Kenosha County, the Commission staff provided review comments on a draft of a County stormwater management ordinance.
- 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 drainage basin management and appropriate in-lake measures needed to provide for a range of suitable recreational and other uses of the lake as envisioned in the Federal Clean Water Act and related State of Wisconsin water laws.

Prior to 2009, comprehensive lake management plans were completed for the following lakes within the Region: Powers in Kenosha and Walworth Counties; George and Elizabeth and Mary Lakes (the Twin Lakes) 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 Wind Lake in Racine County; 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 2009.

In addition, prior to 2009, 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, Pine and Beaver Lakes, 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 2009, the Commission participated in lake-management-related meetings convened by the University of Wisconsin-Extension (UWEX), the WDNR, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. The Commission assisted in the development and conduct of the 2009 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership, focusing on the specific risks related to the introduction and management of nonnative aquatic species.

Also during 2009, 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 Hooker Lake in Kenosha County; the Estabrook Impoundment in Milwaukee County; the Waterford Impoundment and Wind Lake in Racine County; the Lauderdale Lakes, Potter Lake, and Lake Wandawega

in Walworth County; Big Cedar Lake in Washington County; and, Eagle Spring, Fowler, Lower and Upper Nemahbin, Middle and Lower Genesee, Nagawicka, Pewaukee, Upper and Lower Phantom, and Silver Lakes 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 2009 for several lakes. Over the years 1992 through 2009, the Commission staff assisted communities in preparing grant applications to support more than 75 lake-management-related projects on nearly 60 of the Region's lakes.

Comprehensive Lake Management Plans

Comprehensive lake management plans were completed during 2009 for the Twin Lakes—Elizabeth Lake and Lake Mary—in Kenosha County and for Oconomowoc Lake in Waukesha 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 Elizabeth Lake and Lake Mary

During 2009, the Commission staff completed a comprehensive lake management plan for the Twin Lakes. This plan, published as SEWRPC Community

Assistance Planning Report No. 302, *A Lake Management Plan for Elizabeth Lake and Lake Mary, Kenosha County, Wisconsin*, Volume One, *Inventory Findings*, and Volume Two, *Alternative and Recommended Plans*, July 2009, was prepared by the Commission at the request of the Twin Lakes Protection and Rehabilitation District. Analyses of water quality and biological conditions conducted by the WDNR, U.S. Geological Survey (USGS), and SEWRPC as part of the ongoing planning program indicate that the general condition of Elizabeth Lake and the upstream Lake Mary remains very good. There appear to be few impediments to water-based recreation, although access by recreational watercraft is limited in some portions of the Lakes by water depths and growths of aquatic macrophytes. Therefore, this plan sets forth recommendations for pollution abatement; water quality monitoring and improvement; aquatic plant and fisheries management; recreational water use management; and informational programming. The plan also includes recommended actions for land use management, including protection of environmentally sensitive lands in the area tributary to the Twin Lakes; and, management of water levels. The recommended management measures for Elizabeth Lake and Lake Mary are graphically summarized on Map 29.

A Lake Management Plan for Oconomowoc Lake

This plan, published as SEWRPC Community Assistance Planning Report No. 181, 2nd Edition, *A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin*, July 2009, was prepared by the Commission at the request of the Village of Oconomowoc Lake. The plan extends and refines the lake management recommendations set forth in SEWRPC Community Assistance Planning Report No. 181, *A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin*, published in March 1990. Analyses of water quality and biological conditions conducted by the WDNR, USGS, and SEWRPC indicate that the general condition of Oconomowoc Lake is very good. However, control of shoreland redevelopment, and the related intensification of use, is not specifically addressed in the existing zoning codes. Changes in zoning ordinances are recommended to minimize the areal extent of development by providing specific provisions and incentives for the clustering of residential development on smaller lots within conservation subdivisions, thus preserving significant portions of the open space within each property or group of properties considered for development,

and minimizing the “footprint” of the developed area relative to the open space on and around a development site. The recommended management measures for Oconomowoc Lake are graphically summarized on Map 30.

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 2009, aquatic plant management plans were completed for Lake Wandawega in Kenosha County; Pleasant Lake in Walworth County; and Little Muskego and Upper Nemahbin Lakes in Waukesha County.

Besides addressing the specific issue, or issues of concern, each of these plans also includes recommendations related to:

- Preservation of environmental corridors,
- Support of land management practices to reduce nonpoint source pollutant loads in stormwater runoff into the lake, and
- Promotion of appropriate shoreline management practices, including the use of riprap and vegetative buffer strips, where applicable and appropriate.

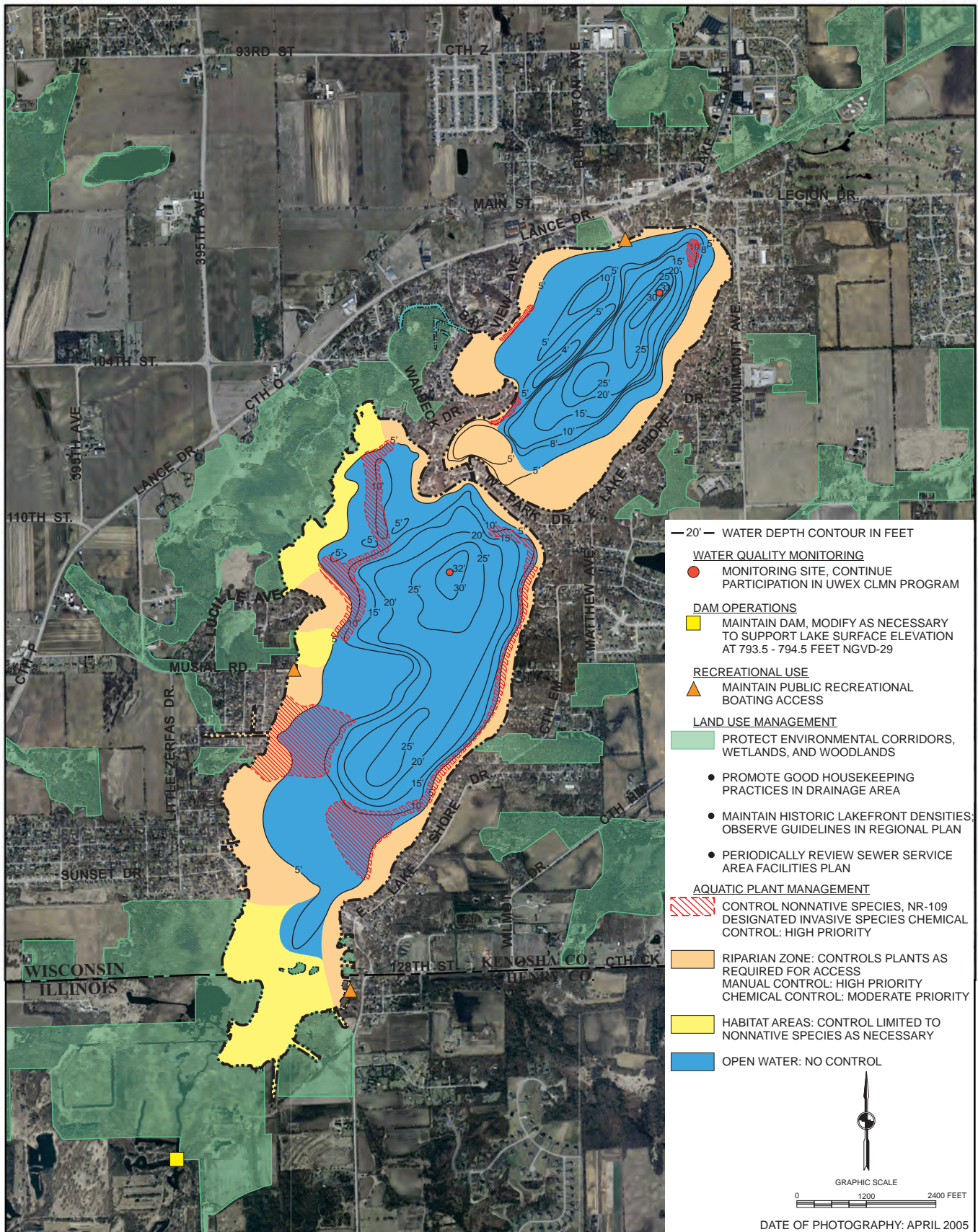
Each of the plans is briefly summarized below.

An Aquatic Plant Management Plan for Pleasant Lake

During 2009, the Commission staff completed an aquatic plant management plan for Pleasant Lake. This plan, documented in SEWRPC Memorandum Report No. 174, *An Aquatic Plant Management Plan for Pleasant Lake, Walworth County, Wisconsin*, December 2009, was prepared by the Commission for the Pleasant Lake Protection and Rehabilitation District and Pleasant Lake Property Owners Association, Inc. The plan examines existing and anticipated watershed conditions, potential aquatic plant management problems, and recreational use concerns on Pleasant Lake, and sets forth recommended actions to resolve those concerns.

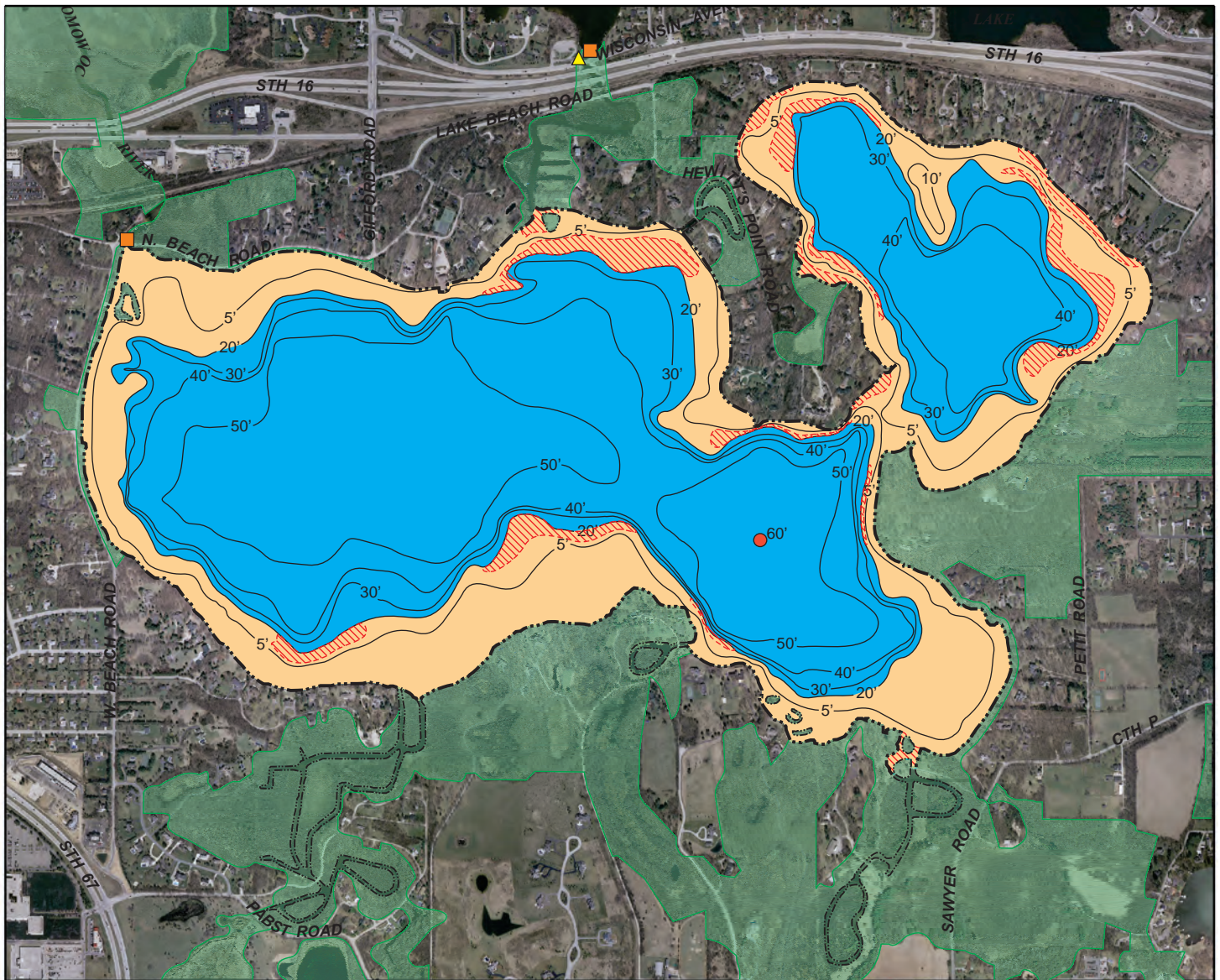
Map 29

RECOMMENDED LAKE MANAGEMENT PLAN ELEMENTS FOR ELIZABETH LAKE AND LAKE MARY



Map 30

RECOMMENDED LAKE MANAGEMENT PLAN FOR OCONOMOWOC LAKE

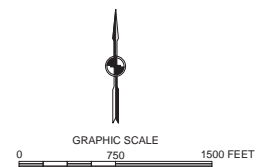


DATE OF PHOTOGRAPHY: APRIL 2005

- 20' — WATER DEPTH CONTOUR IN FEET
- WATER QUALITY MONITORING**
- MONITORING SITE
- RECREATIONAL USE MANAGEMENT**
- ▲ MAINTAIN PUBLIC RECREATIONAL BOATING ACCESS
- WATER LEVEL MANAGEMENT**
- MAINTAIN WATER LEVEL CONTROL STRUCTURE - OPERATE PURSUANT TO PERMIT CONDITIONS
- AQUATIC PLANT MANAGEMENT**
- ▨ CONTROL NONNATIVE SPECIES ESPECIALLY EURASIAN WATER MILFOIL AND HYBRIDS, CHEMICAL CONTROLS: HIGH PRIORITY MANUAL CONTROLS: AROUND PIERS AND DOCKS
 - OPEN WATER: NO CONTROL REQUIRED
 - PERIODICALLY MONITOR AQUATIC PLANT COMMUNITIES

LAND USE MANAGEMENT

- PROTECT ENVIRONMENTALLY SENSITIVE LANDS
- PROMOTE GOOD HOUSEKEEPING PRACTICES IN DRAINAGE AREA
- MAINTAIN HISTORIC LAKEFRONT DENSITIES: OBSERVE GUIDELINES IN COUNTY DEVELOPMENT PLAN
- PERIODICALLY REVIEW SEWER SERVICE AREA PLAN: MAINTAIN ONSITE SEWAGE DISPOSAL SYSTEMS IN UNSEWERED AREAS
- RIPARIAN ZONE: MAINTAIN SHORELINE PROTECTION STRUCTURES, USE VEGETATED BUFFERS AS APPROPRIATE, CONTROL NONNATIVE SPECIES ESPECIALLY PURPLE LOOSESTRIPE



Key recommendations set forth in the plan include the adoption of shoreland and aquatic plant management measures to reduce human impacts on ecologically valuable areas in and adjacent to the Lake, and to limit the spread of nonnative invasive plant species. The plan recommends periodic in-lake aquatic plant surveys, limited use of chemical herbicides mainly to areas where nuisance levels of nonnative invasive species are present, manually harvesting aquatic plants around piers and docks, with subsequent removal of cut material from the Lake, and monitoring of invasive species populations. The plan recommends continued participation in the UWEX Citizens Lake Monitoring Network volunteer water quality monitoring program, with consideration to periodic USGS or similar comprehensive water quality surveys. With regard to fisheries, the plan recommends periodic WDNR-conducted fish surveys to determine management and stocking needs and recommends the use of natural vegetation in shoreland areas to aid in habitat protection. Finally, the recommended plan includes continuation of an ongoing program of public information and education.

An Aquatic Plant Management Plan for Little Muskego Lake

During 2009, the Commission staff completed an aquatic plant management plan for Little Muskego Lake. This plan, documented in SEWRPC Memorandum Report No. 155, 2nd Edition, *An Aquatic Plant Management Plan for Little Muskego Lake, Waukesha County, Wisconsin*, February 2009, was prepared by the Commission at the request of the Little Muskego Lake Management District. The plan examines existing and anticipated conditions, potential aquatic plant management problems, and recreational use problems on Little Muskego Lake, and sets forth recommended management measures to address those problems.

Little Muskego Lake has historically been considered a eutrophic lake with slightly below average water quality. However, water clarity measurements in recent years have indicated improved conditions more consistent with a mesotrophic classification.

The shoreland and aquatic plant management elements of this plan recommend actions be taken to reduce human impacts on ecologically valuable areas in and adjacent to the Lake, and to limit the spread of

nonnative invasive plant species. The plan recommends continued reliance on aquatic plant harvesting as the primary aquatic plant management measure employed on Little Muskego Lake; periodic in-lake aquatic plant surveys; limited use of chemical herbicides, mainly to areas where nuisance levels of nonnative invasive species are present; manually harvesting aquatic plants around piers and docks, with subsequent removal of cut material from the Lake; and monitoring of invasive species populations. The plan also recommends the use of demarcated boating lanes to limit motorized boating traffic through macrophyte beds that contain Eurasian water milfoil (*Myriophyllum spicatum*) to limit the further proliferation of this plant.

An Aquatic Plant Management Plan for Lake Wandawega

During 2009, the Commission staff completed an aquatic plant management plan for Lake Wandawega, an oligo-mesotrophic lake of good water quality. This plan, documented in SEWRPC Memorandum Report No. 175, *An Aquatic Plant Management Plan for Lake Wandawega, Walworth County, Wisconsin*, April 2009, was prepared by the Commission for the Lake Wandawega Improvement Association, Inc., at the request of the Town of Sugar Creek. The plan examines existing and anticipated watershed conditions, potential aquatic plant management problems, and recreational use concerns on Lake Wandawega, and sets forth recommended actions to resolve those concerns.

The shoreland protection and aquatic plant management elements of this plan recommend actions be taken that would reduce human impacts on ecologically valuable areas in and adjacent to the Lake, encourage a biologically diverse community of native aquatic plants, and limit the spread of nonnative invasive plant species. The plan recommends the use of mechanical harvesting of nuisance plants in those areas where depth of water and bottom substrate are sufficient to support such activity, limited use of chemical herbicides mainly in areas where nuisance levels of nonnative invasive species are present, manual harvesting aquatic plants around piers and docks with subsequent removal of cut material from the Lakes, and monitoring of invasive species populations. The plan further recommends periodic in-lake aquatic plant surveys every three to five years to monitor changes in the aquatic plant community and assess effectiveness of aquatic plant management techniques.

A Lake Protection Plan for Upper Nemahbin Lake

During 2009, the Commission staff completed a lake protection plan for Upper Nemahbin Lake. This plan, documented in SEWRPC Memorandum Report No. 176, *A Lake Protection Plan for Upper Nemahbin Lake, Waukesha County, Wisconsin*, December 2009, was prepared by the Commission for the Upper Nemahbin Lake Management District.

The plan examined existing and anticipated water quantity and water quality conditions in Upper Nemahbin Lake associated with proposed changes to the Roller Mill Dam and Lower Nemahbin Lake-CTH P dam, existing and anticipated water quality conditions associated with ongoing development in the drainage basin, potential aquatic plant management problems, and recreational use problems on the Lake. The plan sets forth recommended actions and management measures for the resolution of those problems.

Upper Nemahbin Lake was found to be well within the mesotrophic range, bordering on meso-oligotrophic, with above average water quality for lakes in the Region. This improvement in water quality conditions from those reported during the late 1970s was attributed, at least in part, to the result of implementation of point source recommendations set forth in the regional water quality management plan, including the installation of sanitary sewer systems and the elimination of upstream wastewater treatment plants. Further improvement in water quality may be anticipated as the communities with State municipal separate storm sewer discharge permits within the tributary area progressively implement stormwater management measures.

The plan recommends limited use of chemical herbicides, mainly in areas where nuisance levels of nonnative invasive species—Eurasian water milfoil, curly-leaf pondweed, and purple loosestrife—are present; manual harvesting aquatic plants around piers and docks with subsequent removal of cut material from the Lakes; and monitoring of invasive species populations. The plan further recommends periodic in-lake aquatic plant surveys every three to five years to monitor changes in the aquatic plant community and assess effectiveness of aquatic plant management techniques.

With respect to the management of the water level control structure upstream of Upper Nemahbin Lake, it is recommended that the dam owner, in partnership with

the WDNR—and with the possible participation of other interested parties, such as land conservancies—recreate the original stream that historically formed the bed of Applebecker Millpond. Re-creation of this stream channel would rehabilitate the habitat, re-create the hydrological integrity of the Middle Bark River between Upper Nemahbin Lake and the upstream Nagawicka Lake, and restore the ambience and visual amenity value of this historically disturbed ecosystem. In addition, it is recommended that the WDNR implement remedial in-stream measures to reduce the volume of unconsolidated sediment deposited in the reach of the Middle Bark River downstream of the Roller Mill Dam extending to the confluence with Upper Nemahbin Lake.

With respect to the water level control structure regulating the surface elevation of Lower Nemahbin, Upper Nemahbin, and Lower Nashotah Lakes, it is recommended that any future design include provision for the replacement of the current water level control structure with a control structure of similar capacity and design, with the same design water surface elevation as at present. This structure could be modified so as to provide for additional drawdown to minimize flood risks upstream, particularly in the vicinity of the Upper Nemahbin Lake outlet and the associated infrastructure and development adjacent to CTH DR to further minimize flood risks in that area, but the design and operation of such modifications would have to be accomplished in a way that would avoid downstream flooding because of increased discharges from Lower Nemahbin Lake.

Miscellaneous Lake Management Planning Documents

Periodically, the Commission staff prepares *ad hoc* plans and reports that address specific issues of concern facing waterbodies within the Region. Prior to 2009, these reports have included analyses of recreational uses for Powers Lake in Kenosha and Walworth Counties, and Eagle Spring Lake and the Phantom Lakes in Waukesha County; and a groundwater inflow analysis for Silver Lake in Washington County. During 2009, the Commission staff assisted the Eagle Spring Lake Management District and the WDNR in evaluating the potential impacts of a change in regulatory water surface elevation relative to the District's dam operations permit. This analysis formed the basis of the WDNR Environmental Assessment (EA) and subsequent dam permit modifications granted to the Eagle Spring Lake Management District during 2010.

Stream Management Planning

The Commission works with local units of government and the 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 2009, 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; N. 124th Street and W. Brown Deer Road, Dretzka Park Creek, Waukesha County; S. 35th Street and W. 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; Southeast Corridor Interchange (IH 94) at CTH KR, Tributary to Kilbourn Road Ditch, Kenosha County; and Southeast Corridor Interchange (IH 94) at CTH G, Tributary to the Root River, Racine County. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports. Also, prior to 2009, 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 re-creation 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 was summarized in SEWRPC Memorandum Report No. 151. The Commission also completed SEWRPC Community Assistance Planning Report No. 284, *Pebble Creek Watershed Protection Plan, Part One*, in June 2008.

In 2009, the Commission provided technical assistance to the WDNR 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 continued in 2009. 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 2009, 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 Unnamed Tributaries to the West Branch Root River Canal in Walworth County associated with the USH 45 and STH 20 roadway improvement project as well as Spring Brook associated with the STH 83 project in Waukesha County. Commission staff also reviewed hydrologic and hydraulic analyses as well as provided stream channel cross section design recommendations for the headwater reaches of Villa Mann Creek in Milwaukee County associated with the IH 94 North-South Freeway project.

In 2009, 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 has lead to development and prioritization of several potential restoration sites within the Upper Des Plaines River in Kenosha and Racine Counties.

In 2009, SEWRPC assisted the Southeastern Wisconsin Watersheds Trust, Inc. (SWWT) and the Milwaukee Metropolitan Sewerage District (MMSD) in the development of the watershed restoration plans (WRPs) for the Menomonee and Kinnickinnic River watersheds. Specifically, the Commission staff served as Chair of the Habitat Subcommittee as requested by the Science Committee of the SWWT. The Subcommittee was formed to develop recommendations to conserve and restore fisheries and wildlife habitat within the Menomonee and Kinnickinnic River watersheds. Specific tasks assigned to the Habitat Subcommittee include:

- Characterizing existing instream and riparian physical and biological conditions based on SEWRPC Technical Report No. 39, *Water Quality Conditions and Sources of Pollution in the Greater Milwaukee River Watersheds*, November 2007;
- Defining habitat, including consideration of factors that influence habitat quality;
- Identifying data gaps and information needs;
- Identifying potential habitat restoration projects that would be expected to positively influence the overall aquatic ecosystem based on existing information; and
- Recommending future habitat data collection and analysis, and possible additional planning requirements, after the WRPs are completed.

The findings of the Subcommittee are to be set forth in SEWRPC Memorandum Report No. 194, *Stream Habitat Conditions and Biological Assessment of the Kinnickinnic and Menomonee River Watersheds: 2000-2009*, which is expected to be published in January 2010. That report will expand on habitat-related information set forth in SEWRPC Planning Report No. 50, *A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*, December 2007, and includes fishery, invertebrate, and habitat data gathered since completion of that plan and extending into the year 2009. The report will provide the Science Committee members and the Watershed Action Teams that will implement the WRPs with a basis to understand the quality and extent of habitat, limitations to habitat,

and project prioritization strategies to improve habitat and the resultant fisheries within the Menomonee and Kinnickinnic River watersheds. The report summarizes data, research, and information gathered through numerous meetings with the Science Committee, SWWT Menomonee and Kinnickinnic River Watershed Action Teams, MMSD, WDNR, U.S. Geological Survey (USGS), nongovernmental agencies, and various university faculties held from May through November 2009.

During 2009, 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 were summarized in SEWRPC Memorandum Report No. 176, *A Lake Protection Plan for Upper Nemahbin Lake, Waukesha County, Wisconsin*, December 2009.

During 2009, the Commission participated in the ongoing planning program for the Mukwonago River Basin, responding to requests from The Nature Conservancy, Eagle Spring Lake Management District, Phantom Lakes Management District, and WDNR. 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 2010. The Commission also continues to participate in the Mukwonago River Fisheries Committee meetings that are held quarterly in partnership with the Nature Conservancy, Friends of the Mukwonago River, Eagle Spring Lake Management District, University of Wisconsin-Waukesha, Wisconsin Lutheran College, and WDNR.

The Commission completed a Staff Memorandum in 2009 for the City of Waukesha entitled “*Water Quantity, Water Quality, and Habitat Issues to be Considered in a Scope of Services for Analyses Related to Diversion of Water From, and Return Flow to, the Great Lakes Basin.*” That memorandum identified and addressed potential issues related to the return flow to the Lake

Michigan Basin that would be associated with a possible diversion of Lake Michigan water to provide the water supply for the City of Waukesha. The memorandum specifically addressed a possible return flow to Underwood Creek. Because of unacceptably high radium concentrations in water drawn from the deep aquifer, along with other water quality considerations, and the drawdown of water levels, the City has a need to develop new water supply sources. Therefore, the City is considering submitting an application to obtain water from Lake Michigan pursuant to the Great Lakes-St. Lawrence River Basin Resources Compact and the *Wisconsin Statutes*. The regional water supply plan for Southeastern Wisconsin (SEWRPC Planning Report No. 52, *A Regional Water Supply Plan for Southeastern Wisconsin*, in draft) considered a number of alternative ways the City of Waukesha could meet its needs for a sustainable water supply of appropriate quality. Although the regional water supply plan does not endorse a specific course of action with regard to the provision of the return flow to Lake Michigan, the plan does note that impacts to both the Fox River, into which treated wastewater from the City of Waukesha currently is discharged, and the Root River and/or Underwood Creek and the Menomonee River, into which that return flow to Lake Michigan could be discharged, must be evaluated. Based upon this context, the memorandum summarizes key issues to consider in terms of potential hydrological, water quality, and ecological impacts to Underwood Creek and the Menomonee River as well as the Fox River regarding the potential diversion of Lake Michigan water and its return to the Lake Michigan Basin as treated wastewater effluent.

Also in 2009, the Commission staff reviewed proposed fishway designs for several road crossings as part of the Ozaukee County Fish Passage in the Milwaukee River Watershed project funded by the National Oceanic and Atmospheric Administration (NOAA).

The Commission assisted several organizations in the development of grants to obtain funding for potential projects to promote fish passage and/or fish habitat improvement, including 1) a Milwaukee Metropolitan Sewerage District project to remove concrete to improve fish passage on the Menomonee River; 2) a WisDOT project for a proposed restoration of a reach of Honey Creek; 3) a Milwaukee Riverkeeper project to address aquatic habitat fragmentation in the Menomonee River watershed through the identification of stream passage impediments and development of recommendations to remove or retrofit those obstructions; and 4) a Groundwork Milwaukee, Inc. project for a habitat

improvement project in the Menomonee and Kinnickinnic River portions of the Milwaukee Harbor estuary.

Sewerage Facilities Planning

During 2009, 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 2009 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.

During 2009, the Commission staff continued to assist local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. A local facilities plan amendment was reviewed for the Fontana/Walworth Water Pollution Control Commission, and initial review comments were provided on a facilities plan for the Village of Jackson.

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 2009, this work effort included the following:

- Adoption by the Commission of amendments to the sanitary sewer service areas for the Village of Caledonia in Racine County, the Village of Genoa City and environs in Walworth County, the Village of Germantown in Washington County, and the Cities of Muskego and New Berlin in Waukesha County.

By the end of 2009, 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 2009, 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 30 and on Map 31. 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 2009; 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 2009, review comments were provided on 49 proposed public sanitary sewer extensions and 48 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 31.

WATER SUPPLY PLANNING

Regional Water Supply Planning Program

During 2009, the 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 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 2010.

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.

During 2009, public outreach activities were carried out for the preliminary recommended plan. These activities included holding a series of nine public informational meetings throughout the Southeastern Wisconsin Region over the period from January 12, 2009 through March 16, 2009. The purpose of these meetings was to brief residents of the Region on a preliminary recommended water supply plan for the seven-county Region and to provide an opportunity for public reaction and comment on the proposed plan. That preliminary recommended plan is shown on Map 32 and is documented in the Commission *2008 Annual Report*. In addition, at the request of the organizers, an informational program was held at the “Water-Wise Conference” held on March 7, 2009, in Waukesha County and conference attendees were given an opportunity to comment on the proposed plan. Attendance at the nine public informational meetings and at the informational sessions held at the above referenced conference totaled 181 persons. Comments on the plan were received from 160 persons, agencies, municipalities, utilities, and organizations. All the comments were considered and responses documented in a *Record of Public Comments* report dated October 2009.

During 2009, the Commission engaged the services of the University of Wisconsin Center for Economic Development to conduct a socioeconomic impact analysis of the preliminary recommended water supply plan. The preparation of the socioeconomic study was recommended by the Commission's Environmental Justice Task Force. That socioeconomic impact analysis is expected to be completed by June 2010 and the final recommended water supply plan will include consideration of the findings of that study.

Table 30

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2009

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 1986
	--	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 Silver 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
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 Sewer 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 Sewer 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, 2nd Edition, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, March 2004
	Lake Church	--	--	--

Table 30 (continued)

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
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	--	--	--
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

Table 30 (continued)

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 Sewer 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, 2nd 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 Sewer 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, December 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

Table 30 (continued)

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 Sewer Service Area for the City of West Bend and Environs, Washington County, Wisconsin, June 1998
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	--	--	--

Table 30 (continued)

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

^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.

Table 31
SANITARY SEWER EXTENSION REVIEWS: 2009

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Dodge ^a	1	--	1
Kenosha.....	8	8	16
Milwaukee.....	6	10	16
Ozaukee.....	6	4	10
Racine.....	6	3	9
Walworth.....	3	5	8
Washington.....	7	5	12
Waukesha.....	12	13	25
Total	49	48	97

^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 2009, 173 reviews of building sewer extensions were conducted by the City.

Also, in 2009 a study was completed on a technical report intended to provide information on groundwater sustainability in areas served by individual private wells. This report was prepared by the Wisconsin Geological and Natural History Survey, working in cooperation with the Commission staff and is documented in

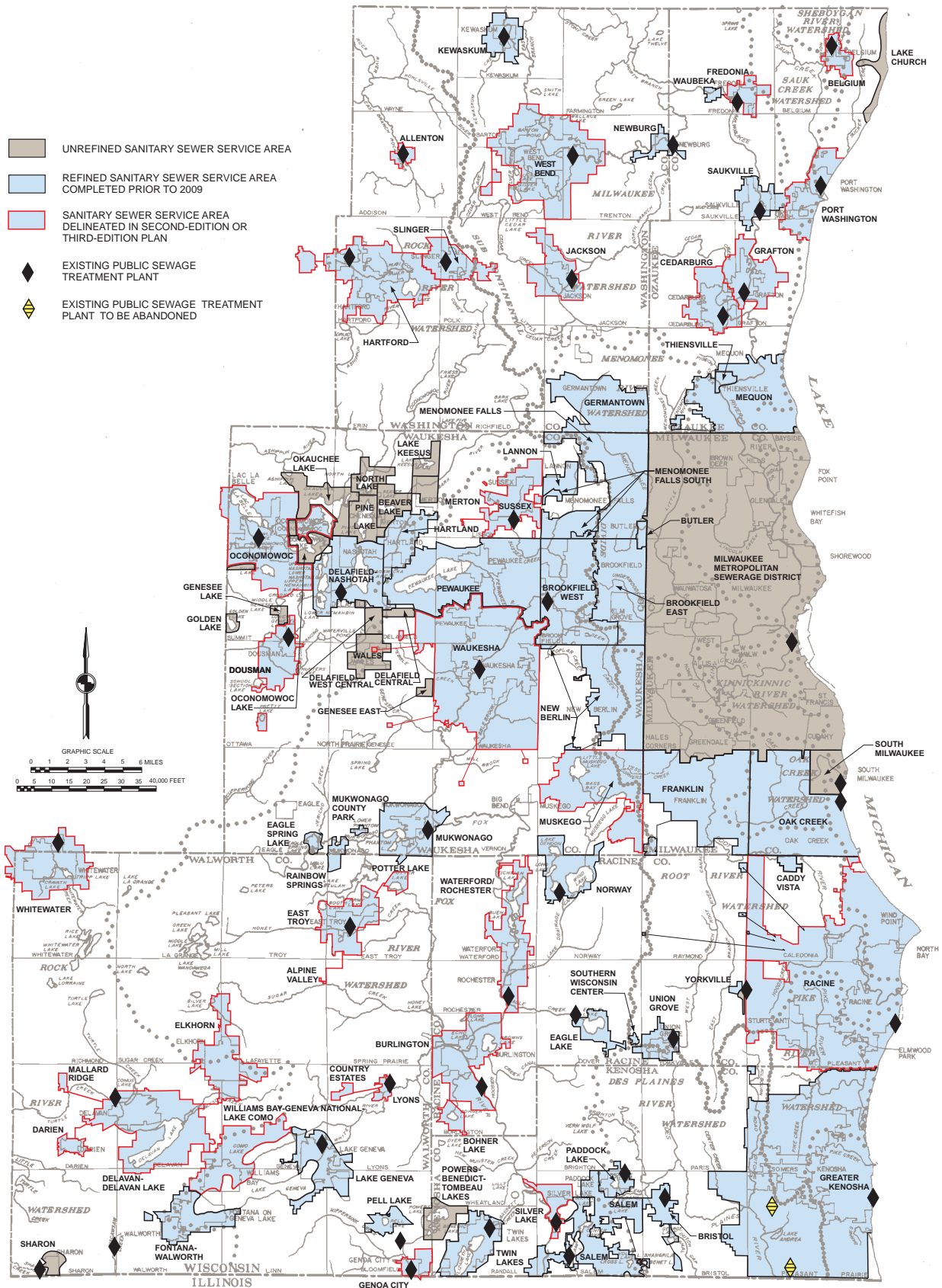
SEWRPC Technical Report No. 48, *Shallow Groundwater Sustainability Analysis Demonstration for the Southeastern Wisconsin Region*. Work was also completed on a technical report describing groundwater indices and their use in evaluating alternative water supply plans. The report was prepared by the University of Wisconsin-Milwaukee Department of Geosciences, working in cooperation with the Commission staff and is documented in SEWRPC Technical Report No. 46, *Groundwater Budget Indices and Their Use in Assessing Water Supply Plans for Southeastern Wisconsin*.

Troy Bedrock Valley Aquifer Model

During 2009, work was completed on the development of a groundwater model for a portion of the Troy Bedrock Valley, a major glacial aquifer that trends through southern Milwaukee and Waukesha Counties and across Walworth County. The Troy Bedrock Valley contains saturated sand and gravel deposits that can serve as a prolific aquifer for high-capacity wells. The area also contains environmentally significant surface water features, including streams, lakes, springs, and wetlands. The impact of existing pumping and potential increases in pumping on the surface water system is an issue to be considered in the area.

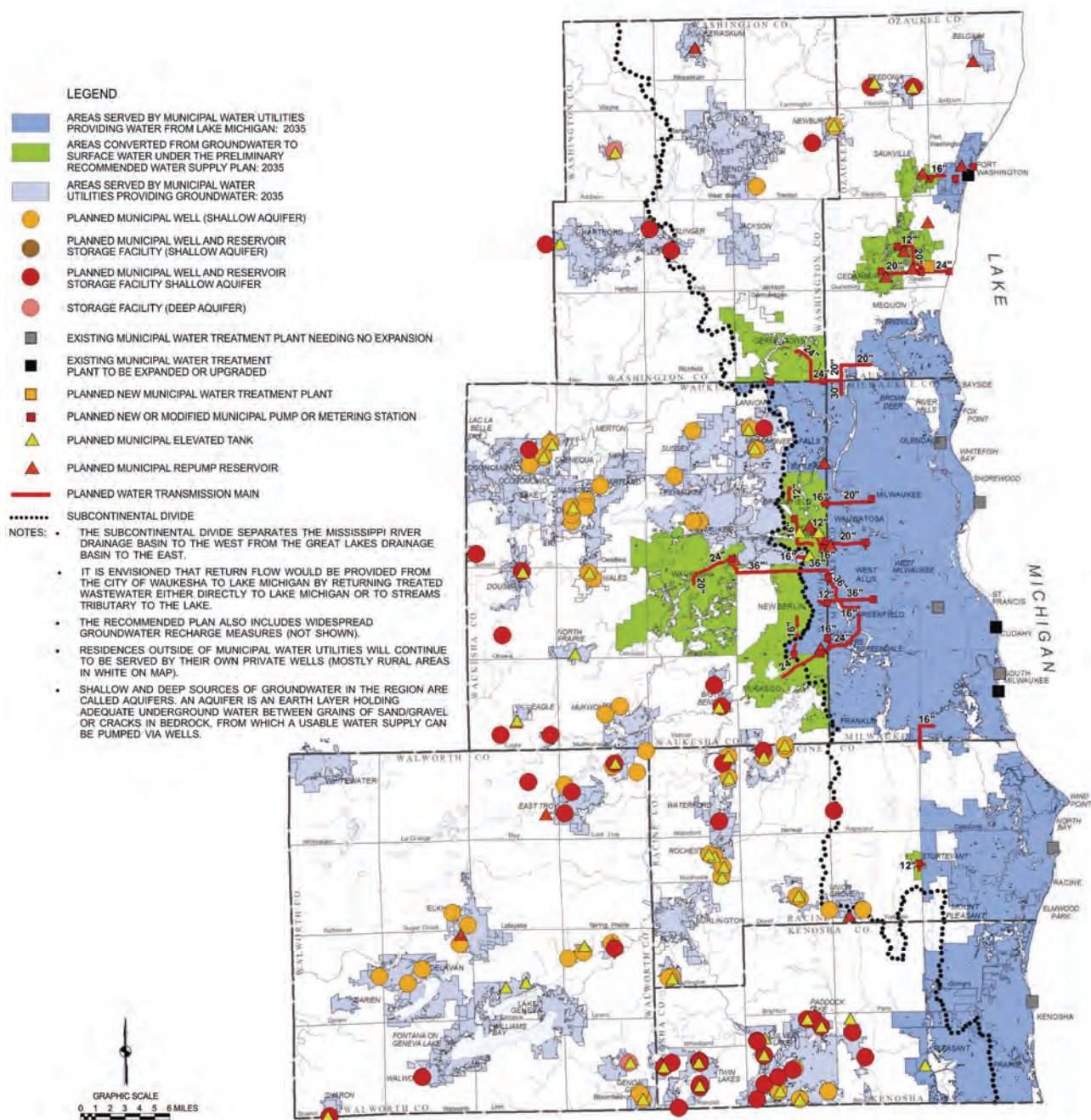
Map 31

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2009



Map 32

PRELIMINARY RECOMMENDED WATER SUPPLY PLAN FOR SOUTHEASTERN WISCONSIN



The model is intended to serve as a management tool for local communities and utilities, as well as other interested parties. The model should allow for a common basis for decision-making on the use of groundwater in the Troy Bedrock Valley study area.

The preparation of the model and report was funded by the City of Muskego, the Villages of East Troy and

Mukwonago, and the Waukesha Water Utility. The report was prepared by Ruekert & Mielke, Inc., in cooperation with the Commission staff. The Wisconsin Geological and Natural History Survey provided peer review and the modeling was coordinated with a separate, related University of Wisconsin modeling project.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2009, 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, 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 2008, hydrologic modeling was performed for the Kinnickinnic and Menomonee River watersheds and hydraulic modeling and floodplain delineations were conducted for the Kinnickinnic River and Wilson Park Creek/Edgerton Channel. In 2009, hydraulic modeling and preliminary floodplain and floodway maps were completed for Brown Deer Park Creek, Honey Creek, Lyons Park Creek, Villa Mann Creek, Villa Mann Creek Tributary, and Woods Creek. The floodplain maps were provided to the affected municipalities for review, and the MCAMLIS Steering Committee was provided with updated 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 2009 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) evaluating potential floodwater storage sites along the main stem of the Des Plaines River and several tributaries in Wisconsin. 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.

Prior to 2009, 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 2009, the Commission staff continued coordination with the County departments, WDNR, FEMA, and FEMA's consultants regarding the ongoing work on the DFIRMs for Kenosha, Racine, and Washington Counties.

Map 33 indicates the coverage of the watershed studies conducted by the Commission through 2009.

Stormwater and Floodland Management Planning

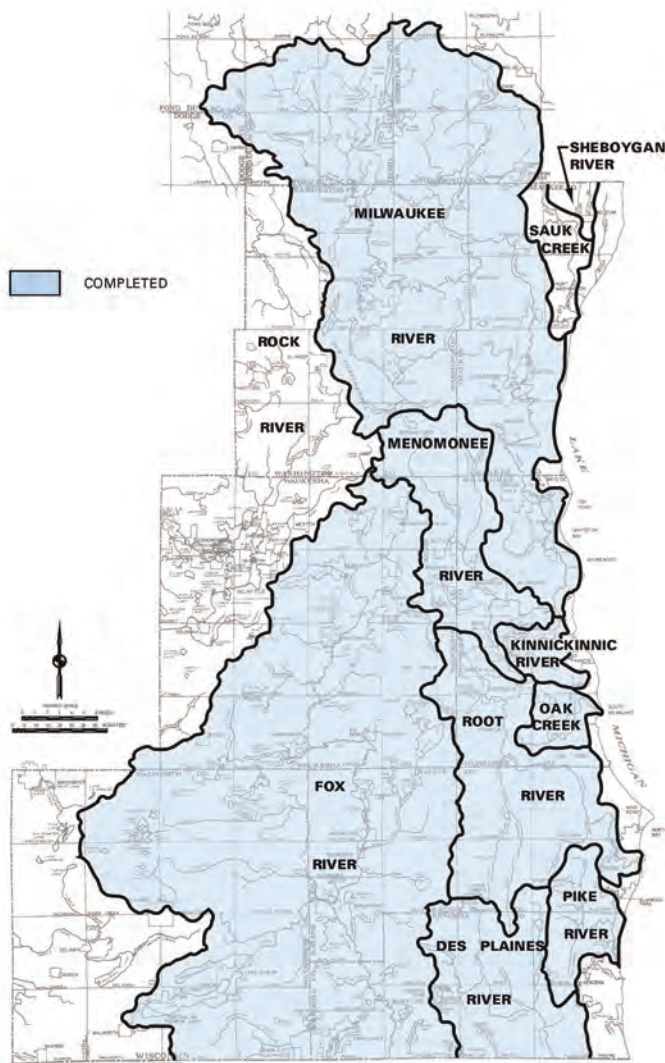
During 2009, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

The following are examples of such work:

- At the request of the Village of Paddock Lake, the Commission staff assisted the Village in preparing a hazard mitigation grant program

Map 33

**SEWRPC WATERSHED
STUDIES COMPLETED: 2009**



application to FEMA, using information developed under the Des Plaines River watershed study. The application requested funds to purchase, demolish, and remove six houses from the floodplain.

- At the request of the Town of Bristol, the Commission staff performed hydraulic analyses of alternative culvert replacements for the 144th Avenue crossing of Center Creek.

- At the request of Milwaukee County, the Commission staff assessed hydraulic and streambed and bank scour conditions relative to a proposed pedestrian/bicycle trail bridge over Southbranch Creek in the Village of Brown Deer,
- At the request of the City of Milwaukee, 1) the Commission staff performed hydraulic and scour analyses for a proposed replacement of the W. County Line Road bridge over the Little Menomonee River and 2) reviewed the hydraulic effects of removal of the Granville Road bridge over the Little Menomonee River.
- At the request of the City of Milwaukee, the Commission staff prepared the City's application for FEMA Hazard Mitigation Assistance Program grant funds to be used to prepare an update to the City's all hazards plan. Having an updated all hazards plan is essential for the City to qualify for disaster relief funds following a Presidential disaster declaration.
- At the request of the Milwaukee Metropolitan Sewerage District, the Commission staff reviewed a draft technical memorandum documenting hydrologic studies for MMSD watercourse projects along the Kinnickinnic River and Wilson Park Creek in the City of Milwaukee.
- At the request of the Village of Hales Corners, the Commission staff 1) prepared floodplain maps comparing the effective FEMA digital flood insurance rate map floodplain boundary for the North Branch of Whitnall Park Creek with the proposed boundary based on a recent study conducted by the Commission staff and 2) reviewed a letter of map revision application to FEMA for the North Branch.
- At the request of Racine County, the Commission staff reviewed a petition for a limited floodplain boundary adjustment at a property in the Tichigan Lake floodplain in the Town of Waterford.
- At the request of Waukesha County, the Commission staff 1) reviewed a proposal to fill and provide compensatory storage in the floodplain of Lower Genesee Lake in the Town of Summit and 2) reviewed a floodplain analysis for an unnamed tributary to Artesian Brook in the Village of Big Bend.

- The Commission began a floodplain study of Scuppernong Creek, as requested by Waukesha County.
- 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. Part one of the plan report was published in 2008. In 2009, work continued on delineation of the one-percent-annual-probability floodplain boundaries along Pebble Creek and Brandy Brook.
- At the request of the City of Waukesha, the Commission staff prepared a hydraulic analysis of a proposed replacement of the Madison Street bridge over Pebble Creek.
- 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 2009, data were provided for the following: 1) the Fox, Menomonee, and Root River watersheds in Kenosha, Milwaukee, Ozaukee, Racine, Washington, and/or Waukesha Counties; 2) the Mukwonago River watershed in Walworth and Waukesha Counties; 3) the Pike Creek tributary to the Pike River in the City of Kenosha; 4) Silver Lake in the Village of Silver Lake; 5) Salem Branch of Brighton Creek, Camp, Center, Hooker, Montgomery, and Silver Lakes, and Lake Shangrila in the Town of Salem; 6) the Kinnickinnic River, Lyons Park Creek, Wilson Park Creek, Villa Mann Creek, and a tributary to Villa Mann Creek in the Cities of Cudahy and/or Milwaukee; 7) the Root River in the City of Greenfield and the Village of Greendale; 8) the Menomonee River in the Cities of Milwaukee and Wauwatosa; 9) the Milwaukee River in the City of Milwaukee; 10) Grantosa Creek and Under-

wood Creek in the City of Wauwatosa; 11) Beaver Creek and Southbranch Creek in the Village of Brown Deer; 12) the Fox River in the City of Burlington; 13) Unnamed Tributary No. 18 to the Des Plaines River in the Village of Mt. Pleasant; 14) Wind Lake in the Town of Norway; 15) the Root River, the Root River Canal, the East and West Branches of the Root River Canal, and Unnamed Tributaries No. 1, 2, 2A, and 3 to the West Branch of the Root River Canal in the Town of Raymond; 16) the Oconomowoc River in the Village of Richfield; 17) Pebble Creek in the City of Waukesha; 18) Underwood Creek in the Village of Elm Grove; 19) Lower Phantom Lake in the Village of Mukwonago; 20) Pewaukee Lake and the Pewaukee River in the Village of Pewaukee; 21) Eagle Spring Lake in the Town of Eagle; and 22) Upper Middle, and Lower Genesee Lakes in the Town of Summit.

Floodplain Data Availability

The availability of flood hazard data within the Region is shown on Map 34. 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

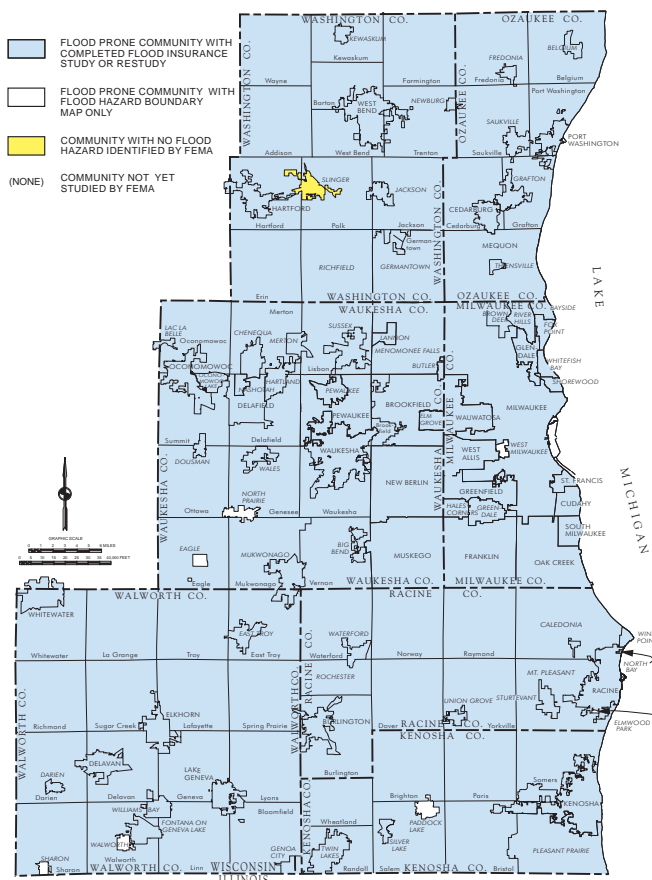
Under the National Flood Insurance Act of 1968, the Federal Emergency Management Agency was given authority to conduct studies to determine the location and extent of floodlands and the monetary damage risks related to the insurance of urban development in floodland areas. FEMA is proceeding with the conduct and periodic updating of such studies throughout the United States. While the Commission has not directly

DELINEATION OF FLOODLANDS: 2009



Map 35

STATUS OF FLOOD INSURANCE STUDIES: 2009



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 community-by-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 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 2009 is shown on Map 35.

As shown on Map 35, as of 2009, there were six villages in the Region for which FEMA had not conducted a flood insurance rate study. In one case, 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 2009, no final determination regarding the extent of the flood hazard had been made for the remaining five villages in the Region. In 2008, FEMA extended digital flood insurance rate map (DFIRM) coverage to the Cities of Cudahy and St. Francis and the Villages of Shorewood and Whitefish Bay in Milwaukee County and the Villages of Chenequa, Merton, Nashotah, and Wales in Waukesha County. In 2009, FEMA extended DFIRM coverage to the City of Elkhorn and the Villages of Darien, Fontana-on-Geneva Lake, and Genoa City in Walworth 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 2009, 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 36). The USGS assists in the funding of the stream gages, operates the gages, and annually publishes the data collected under the streamflow-monitoring program. In 2009, as in 2008, there were 37 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. 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, 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 2009 there were two gages at which water levels, but not streamflow, were continuously recorded. These included one at Geneva Lake in the City of Lake Geneva and one at Wind Lake in the Town of Norway.

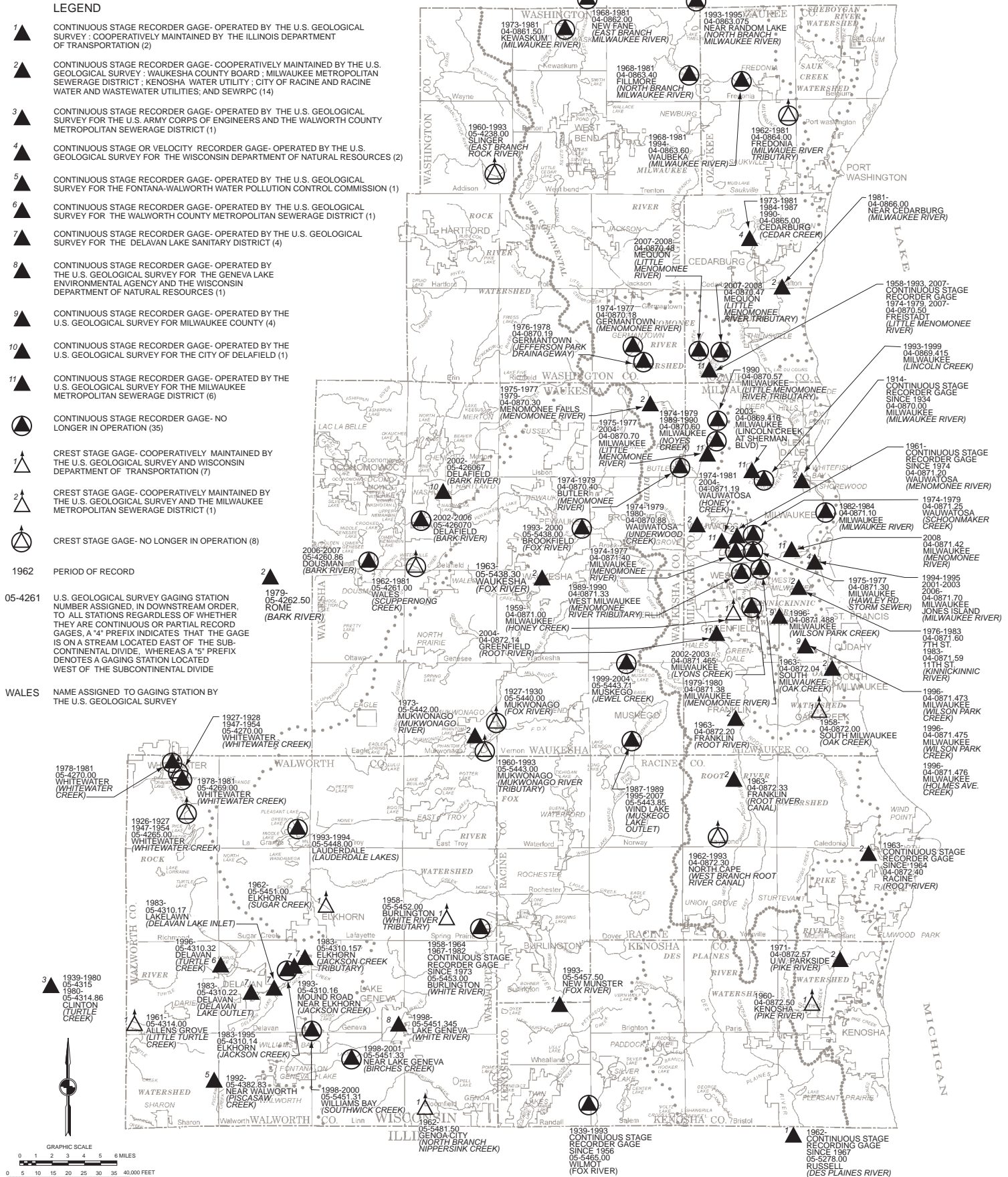
COASTAL MANAGEMENT PLANNING

During 2009, 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.

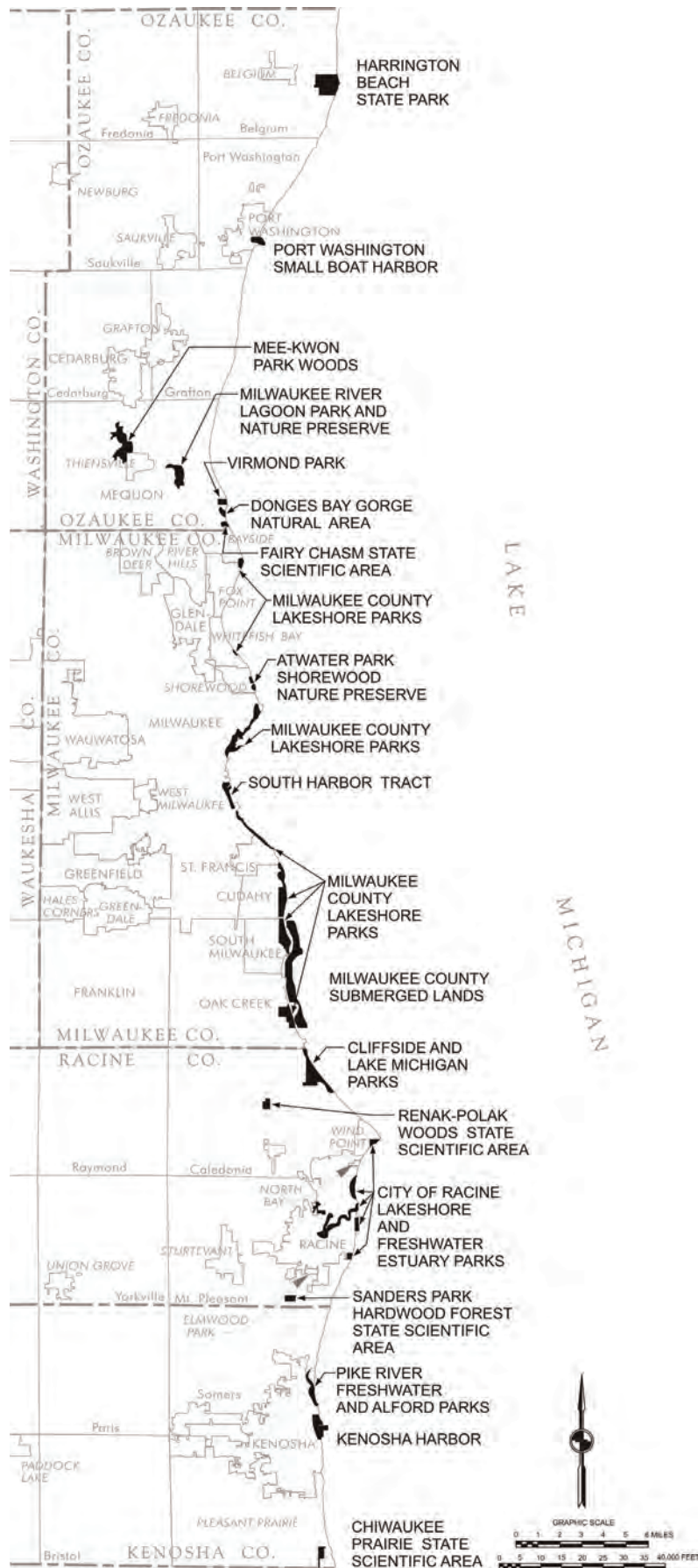
One of the continuing functions of the Commission under the coastal management program is to assist the Wisconsin Coastal Management Program in the designation of special coastal areas. In 2009, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 37. 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.

LOCATION OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2009



Map 37

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 2009



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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 2009, 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 2009 included, providing

financial support for the operation of BizStarts Milwaukee, Inc., and 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

Commission staff provide economic development-related data and information upon request. 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 2009, 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 2009:

- 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 socio-economic 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 2009, 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 communities for which profiles were maintained in 2009 are shown on Map 38.
- 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 2009, the Commission assisted local units of government in obtaining the following grant-in-aid awards:

- The Town of Wheatland received approval for a \$346,985 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 one percent annual probability (100-year) flood-plain of the Fox River.
- Kenosha County received approval for a \$2,201,985 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 one 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 2009, 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 Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP)

 PROFILE COMPLETED

NOTE: PROFILES HAVE ALSO BEEN COMPLETED FOR EACH OF THE SEVEN COUNTIES IN THE REGION.



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 one 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 one percent annual probability (100-year) floodplain of the Fox River.
- A Federal Emergency Management Agency-Flood Mitigation Assistance (FMA) grant award totaling \$93,575 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 one 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, along with a \$346,985 supplement obtained in 2009. This grant award and supplement are being used to finance the acquisition and removal of residential structures that are located in the one 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 one percent annual probability (100-year) floodplain of the Fox River.

- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$2,201,985 obtained by Kenosha County in 2009 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 one 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 2009 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 semi-annual 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 22 loans totaling \$2.49 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 \$244,500; 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 Village of Shorewood in providing assistance in the packaging, closing, and servicing of two Economic Development Master Fund program loans totaling \$135,000.
- 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 three loans totaling \$400,000 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 \$80,000.
- 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 five loans totaling \$588,400 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 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 three loans totaling \$655,400 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of two new loans totaling \$135,000; 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 five loans totaling \$429,700 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 three new loans totaling \$51,080; and 3) the servicing of 151 loans totaling \$1.27 million.

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COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division initiated work on a Regional Housing Plan in 2008. Work on the plan continued during 2009. The Division also 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 and implementing ordinances. 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 provides advisory and review services for County and local units of government.

REGIONAL HOUSING PLAN

The Commission staff initiated work on a regional housing plan in 2008. The planning effort is expected to be completed in 2012. Initial steps completed in 2008 included the preparation of a draft scope of work for the plan and establishment of a Regional Housing Plan Advisory Committee to oversee preparation of the plan. A series of 10 public informational meetings were held in mid-2009 to solicit public input regarding the scope of work and the proposed contents of the regional housing plan. A newsletter and brochure were prepared to summarize the scope of work and publicize the public informational meetings.

The Advisory Committee began meeting in early 2009, and met three times during the year. Although much of the work during 2009 focused on collecting and documenting information on existing housing and plans and regulations affecting the development of housing, the Committee also reviewed and approved the scope of work for the plan, and approved a future vision and objectives, principles, and standards to be used to guide development of the plan.

The following components of the regional housing problem were identified through input received from concerned public officials, housing advocates, home-builders, and public review of the regional housing plan scope of work:

- An imbalance between jobs and housing in sub-areas of the Region and the Region as a whole, particularly an adequate supply of affordable, or “workforce,” housing near employment centers.
- Challenges faced in sustaining the present supply of subsidized housing stock in the Region.
- A need for accessible housing stock to accommodate persons with disabilities.
- Housing discrimination.
- Concentration of low-income and minority populations in the Region’s central cities.
- The need to encourage sustainable, or environmentally responsible, residential development practices.
- The national economic recession and related housing crisis beginning in 2007, which has resulted in falling home prices, restrictions on credit for home mortgages, foreclosures and abandoned homes in many neighborhoods, and a lack of funding for affordable housing financed through tax credit programs.

The vision developed to address the regional housing problem and provide a framework for the preparation of the regional housing plan is: *“Provide financially sustainable housing opportunities for persons of all income levels, age groups, and special needs throughout the entire Southeastern Wisconsin Region.”*

Plan objectives are listed below:

- Provide decent, safe, sanitary, and financially sustainable housing for all current residents of the Region, and the Region’s anticipated future population.
- Improve links between jobs and affordable housing by providing additional affordable housing near major employment centers; increasing employment opportunities near con-

centrations of existing affordable housing; and providing improved public transit between job centers and areas with affordable housing.

- Maintain and expand the stock of subsidized housing in the Region to meet the anticipated need for such housing.
- Provide accessible housing choices throughout the Region, including near major employment centers.
- Eliminate housing discrimination in the Region.
- Reduce economic and racial segregation in the Region.
- Encourage the use of environmentally responsible residential development practices throughout the Region.
- Encourage neighborhood design principles that provide housing in a physical environment that is healthy, safe, convenient, and attractive.

Sub-regional housing analysis areas were identified to facilitate the collection of data and the analyses necessary to develop plan recommendations. The delineation of the analysis areas was related to clusters of existing and anticipated future urban development. The intent was to permit sub-regional analyses of housing characteristics in the Region, such as the availability of affordable housing near major employment centers and the availability of transit linking affordable housing to major employment centers. The housing analysis areas are shown on Map 39 and listed in Table 32.

Work during 2010 will include gathering information on existing housing and on County and local comprehensive plans and zoning and subdivision ordinances that affect housing; an analysis of the cost of developing new housing; and analyses relating to housing discrimination and the need for accessible housing units.

PROJECT PLANNING SERVICES

Project planning services generally involve the conduct for member units of government of detailed planning studies resulting in the preparation of County

and local plans or plan implementation ordinances. During 2009, the Commission's project planning efforts included the following:

Comprehensive Plans

Commission work efforts in this regard were focused on completing multi-jurisdictional comprehensive plans for Kenosha, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties and the 93 cities, villages, and towns cooperating with the counties to prepare multi-jurisdictional comprehensive plans (63 percent of local governments in the Region are part of a County-local multi-jurisdictional planning process). Map 40 shows the status of comprehensive planning in the Region at the end of 2009. Comprehensive planning activity during 2009 included the following:

- Commission staff continued work on a multi-jurisdictional comprehensive plan for Kenosha County. The participating local governments are the City of Kenosha; the Villages of Bristol, Pleasant Prairie, and Silver Lake; and the Towns of Brighton, Bristol, Paris, Salem, Somers, and Wheatland. The Village of Bristol, which was incorporated in late 2009 from a portion of the Town of Bristol, joined the multi-jurisdictional planning effort following its incorporation. 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 work.

A draft of the multi-jurisdictional plan was completed and approved by the MJAC during 2009. Open houses and public hearings on the multi-jurisdictional plan will be held in early 2010 in those communities planning to adopt the multi-jurisdictional plan as the Town or Village comprehensive plan (the Villages of Bristol and Silver Lake and the Towns of Brighton, Bristol, Paris, and Somers). The County Board will also hold an open house and public hearing on the plan. Adoption of the plan by the County, Village, and Town Boards is expected to occur in March and April of 2010.

SEWRPC staff continued work on separate comprehensive plan reports for the Towns of Salem and Wheatland, which will be based on the information in the multi-jurisdictional plan.

SUB-REGIONAL HOUSING ANALYSIS AREAS IN THE SOUTHEASTERN WISCONSIN REGION

SUB-REGIONAL HOUSING ANALYSIS AREA
BOUNDARY AND IDENTIFICATION
NUMBER (SEE TABLE 32)

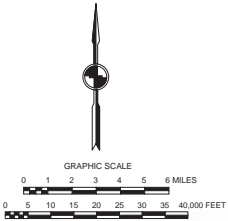


Table 32

**LOCAL GOVERNMENTS BY SUB-REGIONAL HOUSING
ANALYSIS AREA IN THE SOUTHEASTERN WISCONSIN REGION**

Analysis Area	Local Government	County ^a	Analysis Area	Local Government	County ^a
1	Village of Belgium	Ozaukee	14	City of Milwaukee	Milwaukee
	Village of Fredonia	Ozaukee		Near North Comprehensive Plan Area	
	Town of Belgium	Ozaukee		West Comprehensive Plan Area	
	Town of Fredonia	Ozaukee		Fond du Lac/North Comprehensive Plan Area	
2	City of Port Washington	Ozaukee		Washington Park Comprehensive Plan Area	
	Village of Saukville	Ozaukee		Near West Comprehensive Plan Area	
	Town of Port Washington	Ozaukee		Menomonee Valley Comprehensive Plan Area	
	Town of Saukville	Ozaukee	15	City of Milwaukee	Milwaukee
3	City of Cedarburg	Ozaukee		Northeast Comprehensive Plan Area	
	Village of Grafton	Ozaukee		Downtown Comprehensive Plan Area	
	Town of Cedarburg	Ozaukee	16	City of Milwaukee	Milwaukee
	Town of Grafton	Ozaukee		Near South Comprehensive Plan Area	
4	City of Mequon	Ozaukee		Southeast Comprehensive Plan Area	
	Village of Thiensville	Ozaukee		Southwest Comprehensive Plan Area	
5	Village of Kewaskum	Washington	17	City of Greenfield	Milwaukee
	Town of Farmington	Washington		City of Wauwatosa	Milwaukee
	Town of Kewaskum	Washington		City of West Allis	Milwaukee
6	City of West Bend	Washington		Village of Greendale	Milwaukee
	Village of Newburg	Washington		Village of Hales Corners	Milwaukee
	Town of Barton	Washington		Village of West Milwaukee	Milwaukee
	Town of Trenton	Washington	18	City of Cudahy	Milwaukee
	Town of West Bend	Washington		City of St. Francis	Milwaukee
7	Town of Addison	Washington		City of South Milwaukee	Milwaukee
	Town of Wayne	Washington	19	City of Franklin	Milwaukee
8	Village of Jackson	Washington		City of Oak Creek	Milwaukee
	Town of Jackson	Washington	20	Village of Butler	Waukesha
9	City of Hartford	Washington		Village of Lannon	Waukesha
	Village of Slinger	Washington		Village of Menomonee Falls	Waukesha
	Town of Hartford	Washington	21	City of Brookfield	Waukesha
	Town of Polk	Washington		Village of Elm Grove	Waukesha
10	Village of Germantown	Washington		Town of Brookfield	Waukesha
	Town of Germantown	Washington	22	City of New Berlin	Waukesha
11	Village of Richfield	Washington		City of Muskego	Waukesha
	Town of Erin	Washington	24	Village of Sussex	Waukesha
12	City of Glendale	Milwaukee		Town of Lisbon	Waukesha
	City of Whitefish Bay	Milwaukee	25	City of Oconomowoc	Waukesha
	Village of Bayside	Milwaukee		City of Delafield	Waukesha
	Village of Brown Deer	Milwaukee		Village of Chenequa	Waukesha
	Village of Fox Point	Milwaukee		Village of Hartland	Waukesha
	Village of River Hills	Milwaukee		Village of Lac La Belle	Waukesha
	Village of Shorewood	Milwaukee		Village of Merton	Waukesha
	City of Milwaukee	Milwaukee		Village of Nashotah	Waukesha
13	Northwest Comprehensive Plan Area	Milwaukee			

Table 32 (continued)

Analysis Area	Local Government	County ^a
25 (continued)	Village of Oconomowoc Lake	Waukesha
	Town of Delafield	Waukesha
	Town of Merton	Waukesha
	Town of Oconomowoc	Waukesha
	Town of Summit	Waukesha
26	City of Pewaukee	Waukesha
	City of Waukesha	Waukesha
	Village of Pewaukee	Waukesha
	Town of Waukesha	Waukesha
27	Village of Big Bend	Waukesha
	Village of Mukwonago	Waukesha
	Village of North Prairie	Waukesha
	Village of Wales	Waukesha
	Town of Genesee	Waukesha
	Town of Mukwonago	Waukesha
28	Town of Vernon	Waukesha
	Village of Dousman	Waukesha
	Village of Eagle	Waukesha
	Town of Eagle	Waukesha
29	Town of Ottawa	Waukesha
	Village of Caledonia	Racine
	Village of Elmwood Park	Racine
	Village of Mt. Pleasant	Racine
	Village of Sturtevant	Racine
30	Village of Wind Point	Racine
	City of Racine ^b	Racine
	Village of North Bay	Racine
31	Village of Rochester	Racine
	Village of Union Grove	Racine
	Village of Waterford	Racine
	Town of Dover	Racine
	Town of Norway	Racine
	Town of Raymond	Racine
	Town of Waterford	Racine
	Town of Yorkville	Racine
32	City of Burlington	Racine
	Town of Burlington	Racine
33	Village of Pleasant Prairie	Kenosha
	Town of Somers	Kenosha

Analysis Area	Local Government	County ^a
34	City of Kenosha	Kenosha
35	Village of Paddock Lake	Kenosha
	Village of Silver Lake	Kenosha
	Village of Twin Lakes	Kenosha
	Town of Brighton	Kenosha
	Town of Bristol	Kenosha
	Town of Paris	Kenosha
	Town of Randall	Kenosha
	Town of Salem	Kenosha
	Town of Wheatland	Kenosha
36	Village of East Troy	Walworth
	Town of East Troy	Walworth
	Town of Spring Prairie	Walworth
	Town of Troy	Walworth
37	City of Whitewater	Walworth
	Town of La Grange	Walworth
	Town of Richmond	Walworth
	Town of Whitewater	Walworth
38	City of Delavan	Walworth
	City of Elkhorn	Walworth
	City of Lake Geneva	Walworth
	Village of Darien	Walworth
	Village of Genoa City	Walworth
	Village of Sharon	Walworth
	Town of Bloomfield	Walworth
	Town of Darien	Walworth
	Town of Delavan	Walworth
	Town of Geneva	Walworth
	Town of Lafayette	Walworth
	Town of Linn	Walworth
39	Town of Lyons	Walworth
	Town of Sharon	Walworth
	Town of Sugar Creek	Walworth
	Village of Fontana on Geneva Lake	Walworth
	Village of Walworth	Walworth
	Village of Williams Bay	Walworth
	Town of Walworth	Walworth

^aAnalysis areas extend into the adjacent county where a local government boundary crosses a county boundary.

^bThe area of the City of Racine containing Johnson Park is included in Sub Analysis-Area 29.

COMPREHENSIVE PLAN STATUS IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 2009



Information, including digital copies of all maps and chapters produced as part of the multi-jurisdictional plan, was provided to the City of Kenosha and Village of Pleasant Prairie. The Village of Pleasant Prairie adopted a comprehensive plan, based on the multi-jurisdictional plan, in December 2009. The City of Kenosha and Towns of Salem and Wheatland are expected to adopt plans in early 2010.

- Commission staff worked closely with Ozaukee County staff in early 2009 and preceding years to complete the 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.

A Multi-Jurisdictional Comprehensive Plan for Ozaukee County was adopted by the Ozaukee County Board of Supervisors on April 2, 2008. SEWRPC continued to work with the County and participating local governments to complete local comprehensive plans during 2008 and early 2009. Following adoption of the last local plan in April 2009, SEWRPC staff prepared a County plan amendment document including the adopted local land use plan maps and a revised County land use plan map that reflected the maps adopted by local governments. The County Board adopted the amendment by ordinance on May 6, 2009. SEWRPC completed publication work on the plan in June 2009. Work on the plan is now complete.

- The Multi-Jurisdictional Comprehensive Plan for Washington County was completed in early 2008 and was adopted by the Washington County Board of Supervisors on April 15, 2008. SEWRPC completed publication work on the multi-jurisdictional plan report in 2009. Eleven local governments participated in the multi-jurisdictional planning process. The Town of Germantown adopted the multi-jurisdictional plan as the Town comprehensive plan in May 2008. SEWRPC staff prepared separate comprehensive plan reports for the remaining 10 communities during 2008 and 2009. The Town of Barton adopted its comprehensive plan in

April 2008. The Town of Erin adopted its local plan in June 2008. SEWRPC staff worked with the Town for much of 2009 to update the Town zoning map for inclusion in the adopted comprehensive plan report. The report was published in December 2009.

Comprehensive plan reports were completed and adopted by the Towns of Addison, Hartford, Kewaskum, Polk, Trenton, and Wayne and by the Village of Kewaskum during 2009. Adoption of the Town of Farmington comprehensive plan will be considered by the Town Board in early 2010.

- Commission staff completed work on a multi-jurisdictional comprehensive plan for Walworth County in 2009. The participating local units of government included the Towns of Darien, Delavan, East Troy, Geneva, Lafayette, LaGrange, Richmond, Sharon, Spring Prairie, Sugar Creek, Troy, Walworth, and Whitewater. Work was 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. Work during 2009 included the following:
 - A draft comprehensive plan was completed, including an appendix for each of the 13 participating towns. Each appendix summarizes the key features of the multi-jurisdictional plan as related to each town, documenting individual town policies that differ from the multi-jurisdictional plan or other policies which a town wished to emphasize.
 - The Commission worked with the County and participating towns in conducting open houses and public hearings on the proposed multi-jurisdictional comprehensive plan and documented the results. The Commission staff also worked with the County in conducting an open house and public hearing on the proposed plan and documented the results.
 - The Walworth County Board of Supervisors and the town boards of each of the 13 participating towns adopted the comprehensive plan by ordinance.

- Commission staff continued to work closely with Racine County staff during 2009 to complete a Racine County multi-jurisdictional comprehensive plan. All 17 local units of government in Racine County participated in the planning process. Work was carried out under the guidance of the Racine County Multi-Jurisdictional Advisory Committee (MJAC). SEWRPC work on the plan during 2009 included the following:

- Completion of a draft plan for review by the public and participating communities. The Commission staff assisted Racine County and the participating communities in conducting open house/public hearing meetings on the proposed plan. Open house/public hearing meetings were held in each participating local government and by the Racine County Economic Development & Land Use Planning Committee.
- Following the open house/public hearing meetings, the Racine County multi-jurisdictional comprehensive plan was adopted as the local comprehensive plan by the City of Burlington; the Villages of Caledonia, Elmwood Park, Mt. Pleasant, North Bay, Rochester, Sturtevant, Union Grove, Watertown, and Wind Point; and the Towns of Burlington, Dover, Norway, Raymond, Watertown, and Yorkville; and the Racine County Board. The plan was also endorsed by the City of Racine.
- The Commission staff completed work on a separate comprehensive plan report for the City of Racine as part of the multi-jurisdictional effort. Public open house/hearing meetings were held and the City comprehensive plan was adopted by the City Common Council in November 2009.

- The Commission staff continued to serve on the Waukesha County Comprehensive Development Plan Advisory Committee. Twenty-eight of the 37 cities, towns, and villages in the County participated in the multi-jurisdictional planning process. The process was led by Waukesha County staff. Work on the County plan was completed in 2009, and the plan was adopted by

the Waukesha County Board on February 24, 2009. At the request of County staff, SEWRPC staff published the plan report. SEWRPC staff also provided information to participating local governments, on request, to assist in completing local comprehensive plans and plan reports.

City, Town, and Village Park and Open Space Plans

The Commission staff also continued to assist local units of government in the preparation of city, town, and village park and open space plans. In addition to addressing outdoor recreation needs, such plans refine and detail the open space preservation recommendations of the regional land use plan and the regional park and open space plan, including recommendations pertaining to the preservation of environmental corridors and natural areas. Such plans incorporate the recommendations of the regional bicycle facilities plan, integrating those recommendations into recreation corridor systems as appropriate. Each plan is documented in a report published as a SEWRPC community assistance planning report. Due to work on comprehensive plans and the regional housing plan, work on local park plans during 2009 was limited to development of a scope of work for an update to the City of Brookfield park and open space plan. Work on the plan is scheduled to begin in 2010.

Zoning and Land Division Ordinances and Maps

- During 2009, work was completed on updated zoning maps for the Towns of Erin, Jackson, and Polk, and a draft zoning map was prepared for review by the Village of Kewaskum.
- Continued work with the City of Cudahy to update the City zoning map and to develop an amendment to the City zoning ordinance to help implement the City's comprehensive plan.
- Worked with the Town of Wayne to revise zoning ordinance requirements for conservation subdivisions, lot averaging, and conventional subdivisions to help preserve farmland in the Town. Amendments to minimum lot size requirements in the Town zoning ordinance were also prepared, and adopted by the Town, to help implement the Town comprehensive plan. Commission staff also prepared an updated zoning map for the Town.

- Worked with the Village of Wales to complete work on a comprehensive update to the Village zoning code, which was adopted by the Village Board in early 2009. SEWRPC also reviewed and commented on a draft zoning map prepared for the Village by a private consultant, which was adopted as part of the new zoning code. SEWRPC published copies of the ordinance for the Village following its adoption.

Other Project Planning Efforts

At the request of the City of Waukesha, Commission staff served on an Ad Hoc Housing Mix Committee to complete a study and study report on the City's current mix of single-family, two-family, and multi-family housing structures and develop a housing structure mix recommendation to guide future residential development in the City. Commission staff provided data and recommendations and attended Plan Commission and Common Council meetings to answer questions about the study and report, which was adopted by the Common Council in 2009.

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 community comprehensive, land use, and neighborhood plans, cooperative boundary agreements, and park plans for conformity with the regional plan. During 2009, the Commission staff reviewed and provided comments on a draft of the Town of Salem Coordinated Land Use Plan and on draft comprehensive plan reports for the Cities of Brookfield and Elkhorn; the Villages of Big Bend, Eagle, Hartland, Pleasant Prairie, and Wales; and the Town of Eagle. Commission staff also reviewed and provided comments on the draft Town of Jackson land use plan map, prepared as part of the Town comprehensive plan, and also assisted the Town by preparing a display-size digital version of the map for use at public meetings. The Commission staff also provided review comments related to boundary agree-

ments between the Village of Caledonia and the Town of Raymond and between the Town of Summit and adjacent communities.

The Commission staff routinely reviews proposed subdivision plats and certified survey maps (CSMs) for Kenosha, Racine, and Walworth Counties, as well as a number of cities and villages in the Region. During 2009, the staff reviewed a total of 14 subdivision plats and seven CSMs and provided related review comments to the concerned county or local government. Plats and CSMs submitted to the Commission are reviewed against all regional plan elements, including the high-way right-of-way recommendations of the regional transportation system plan. Commission staff review of proposed subdivision plats and certified surveys thus represents another way in which the Commission helps county and local units of government implement the regional plan.

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 2009 included the following:

- Reviewed proposed zoning regulations for private tennis courts and provided comments to the Town of Polk.
- Provided information regarding a proposed State law regarding wind energy systems to the Town of Polk, Village of Wales, and City of West Allis.
- Provided information regarding the recommended ownership and management of common waste treatment systems to the Town of Cedarburg.
- Reviewed a draft Applied Facility Improvement Ordinance prepared by UW-Extension and provided comments on the draft.
- Provided digital copies of illustrations developed for the Commission's Rural Cluster Development Guide for inclusion in a book on sustainable design being published by the Princetown Architectural Press.

- Provided digital files of maps produced as part of the Land Evaluation and Site Assessment (LESA) analysis of agricultural lands conducted as part of the Ozaukee County multi-jurisdictional comprehensive planning process to the Ozaukee Washington Land Trust for use in the land trust's planning activities.
- Provided a series of maps of planned land use and existing natural resource features covering the Village of Greendale to the Village for use in the preparation of a comprehensive plan.
- Provided sample zoning regulations for upland conservancy zoning district regulations to the Town of West Bend.
- Provided tabular data to the Town of Bristol relating to existing and planned land uses, developed as part of the Kenosha County multi-jurisdictional comprehensive plan, for use in the Town's revised incorporation petition to the Wisconsin Department of Administration.
- Provided digital data on year 2007 existing land uses, developed as part of the Kenosha County multi-jurisdictional comprehensive plan, to the consultant assisting the Village of Twin Lakes with an update to the Village comprehensive plan.

PUBLIC INVOLVEMENT AND OUTREACH DIVISION

BACKGROUND AND DIVISION FUNCTIONS

In mid-2009, the Commission established a Division of Public Involvement and Outreach. This was undertaken to complement and expand upon the long-term relationship which the Commission has maintained with the University of Wisconsin-Extension. The establishment of this division is a means to further advance the Commission's ongoing progress in public involvement and outreach, and address the associated growing workload, while connecting with potentially underserved populations as well as traditional audiences. Quality public involvement and outreach, which includes educating key audiences, is viewed to be a shared responsibility across the agency. The Division of Public Involvement and Outreach will with the Commission staff at times take the lead or assume a coordinating role.

There four elements of the work of public involvement and outreach:

- Outreach—To build awareness and inform constituents regarding the Commission's purpose, activities, and opportunities available, often using broad-reaching means like the media, mass distributions, and large events.
- Public Involvement—Targeted at key individuals and organizations, to encourage participation in the Commission's planning efforts and recommendations in a well-understood and collaborative way that may utilize committees, task forces, and other groups.
- Education—Generally formalized and targeted events or materials reaching ages from youth through adults, which better equip audiences to process and act upon Commission recommendations based upon the facts they have learned.

Organizational Assistance and Support—Spanning the interrelated thrusts of public outreach, involvement, and education—as well as agency internal and public external applications—to help streamline, consoli-

date, ensure accuracy and understandability, and continuously update points of contact and resources available for or from the Commission.

FORMAL PRESENTATIONS, EDUCATION, AND COORDINATION EFFORTS

During 2009, the Division's work in formal settings or in established relationships involving presentations, other educational work and coordination, and briefings on Commission activities, included the following:

- Contributions occurred relative to formal Commission public informational meetings and open houses, including work on attendant announcements as appropriate, paid advertisements and/or summary materials, for the Regional Water Supply Plan, Transportation Improvement Program for South-eastern Wisconsin: 2009-2012, Regional Natural Areas and Critical Species Habitat Plan Update, Regional Housing Study, American Recovery and Reinvestment Act Funding for Transportation Projects in the Milwaukee Urbanized Area, the Racine County Public Transit Plan, and Milwaukee County Transit Development Plan.
- Commission staff worked with the Urban Economic Development Association of Wisconsin in the planning and conduct of the Association's 8th Annual Community Development Summit in Milwaukee. The theme for this event attended by some 170 community and regional leaders was "Regional Transit: Get On Board." In preparation for the Summit, assistance was provided to the Association in service on the Summit Planning Committee and the Program and Sponsorship Subcommittees. During the event, an exhibit was displayed and staffed to help explain the interrelationships and importance of Commission planning for public transit. Post-summit cooperative work continued with the associated Coalition for Advancing Transit.

- A presentation on the newly initiated Regional Housing Study was given to Hispanic Round-table representatives in the City of Racine to help cultivate awareness and potential future involvement. In a separate meeting, the Round-table was updated and provided an opportunity for questions and comments on several Commission planning activities, including the KRM Commuter Link project, Racine County Public Transit Plan, and the need for dedicated transit funding.
- With emphasis on the preliminary recommended Regional Water Supply Plan, a presentation on Commission planning activities was given to program managers of the Waukesha Workforce Development Center. An update was also given on the anticipated start-up of a Waukesha Transit Development Plan.
- Commission staff continued their work with Repairers of the Breach homeless center staff and clients in the City of Milwaukee to again conduct a Saturday morning “living room” session which allowed some 50 attendees to be updated, ask individual questions, and make comments regarding the Milwaukee County Transit Development Plan. The session supplemented a round of public informational meetings which had been conducted in other Milwaukee locations. Comments were taken to help guide the planning process. In particular, attendees expressed interest and discussed dedicated funding for transit to help enable a return to previously higher levels of service.
- A presentation on the Regional Water Supply Study and preliminary recommended plan was given to program managers of Potawatomi Bingo Casino in Milwaukee to help inform possible relationships to tribal enterprises.
- Background information on the transit funding crisis and an update on the Milwaukee County Transit Development Plan were presented to the membership and staff coordinators of the 9 to 5 National Association of Working Women, Milwaukee Chapter.
- Cooperative assistance was provided to the Soil and Water Conservation Society, Wisconsin Chapter, in staffing an exhibit at Wisconsin Farm Technology Days in Dodge County. The event provided an opportunity to share regional water supply planning in conjunction with a groundwater flow model. In latter 2009, service also began on the Society’s Wisconsin Chapter Board with Commission staff representing greater southeastern Wisconsin.
- The Commission continued work with the Chicago Metropolitan Agency for Planning and the Delta Institute as part of the inter-regional Lake Michigan Watershed Academy. In 2009, Public Involvement and Outreach and Environmental Division staff together helped plan and teach a webinar on incorporating environmental considerations in transportation planning.
- Presentations by Public Involvement and Outreach and Environmental Division staff were given at the inter-organizational State of Lake Michigan conference held in conjunction with the Great Lakes Beach Association in Milwaukee during 2009. The Division presented “The Human Dimension” regarding the land-water connection in watershed management and decision support tools.
- Commission assistance was again provided to the Milwaukee Metropolitan Sewerage District to help plan and conduct Clean Rivers, Clean Lakes VI, the sixth annual such watershed planning conference held in Milwaukee. This event drew some 250 water resource group representatives and interested citizens.
- 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 2009, 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. Among the approximate 50 tour participants were attendees of Milwaukee public and private schools.

- Educational sessions were conducted for 10 groups of Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organisms and learn about the impact of land use and roadways on the aquatic environment. This annual event has taught almost 3,000 youth and their leaders over the years, some 200 during 2009.
- 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 the preparation of riparian buffer guidance. 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 level.
- Commission staff assistance continued on the Board of the Wisconsin Association of Floodplain, Stormwater, and Coastal Management via service as Awards Committee Chair involving administration of the Association's awards recognition program for meritorious resource management.

ORGANIZATIONAL NETWORKING AND PARTNERSHIP BUILDING

The Commission has historically provided outreach to, and extended invitations to meet with, some 80 groups and organizations representing central city, minority, and low-income interests. Thereby, important information has been provided to sometimes under-represented constituents and important feedback has resulted to benefit plans under preparation.

Examples of such organizational outreach and feedback were given above.

Starting in mid-2009, the Division began focusing its outreach efforts as part of a broader strategy of organizational networking and partnership building. These efforts are built upon targeting key organizational entities within the seven county Region and, more specifically, those entities that serve selected and targeted populations. Selected populations encompass community-based organizations; central city businesses; local governmental entities; youth serving agencies; and citizen-based and neighborhood-focused entities. Targeted populations include designated low income areas; areas predominantly serving communities of color and targeted ethnicities; organizations serving individuals with disabilities; and communities/neighborhoods where the issues of transportation, land use, and environmental emphasis may have unique and/or significant impact on long term planning.

As a result of the above, the Division representatives attended and participated in approximately 225 organizational events and activities that were conducted by approximately 130 organizations (i.e., community-based organizations, government agencies, business support networks, and citizen engagement entities) within the Region.

The following organizational entities were engaged multiple times (e.g. monthly status report on Commission projects; topic presentations; group and individual question and answer sessions; or informational meeting updates regarding upcoming/ on-going Commission plans and studies):

- The Urban Economic Development Association of Wisconsin
- The African American Chamber of Commerce
- The Community Brainstorming Forum
- The Lindsay Heights Neighborhood Association
- The Southeastern Wisconsin Minority Business Development Committee
- The Social Development Commission
- Riverworks Development Corporation
- Repairers of the Breach

- Milwaukee and the Racine-Kenosha Urban Leagues
- Milwaukee and Waukesha Housing Trust Fund Advisory Councils
- Groundwork Milwaukee
- Aurora Family Services
- The Halifax Institute
- The Community Planning Council
- The Nonprofit Center of Milwaukee
- Fighting Back – Milwaukee, Inc.
- The North Avenue and Center Street Marketplace Business Improvement Districts
- The Labor Development Committee of Racine and Kenosha
- University of Wisconsin School of Public Health and the School of Urban Planning
- Milwaukee Asset Building Coalition

Ties with the above organizational entities will continue to be developed in 2010 and beyond to strengthen the Commission's public involvement and outreach efforts.

ENVIRONMENTAL JUSTICE TASK FORCE

The Commission maintains among its advisory committees an Environmental Justice Task Force which is staffed in large measure by the Public Involvement and Outreach Division. This 15 member advisory body is intended to be broadly representative of minority, low income, and special needs populations from across the Southeastern Wisconsin Region, and in 2009, met five times.

The primary role of the Environmental Justice Task Force is to enhance the consideration and integration of environmental justice throughout the regional planning process. The specific purposes of the Task Force are:

1. To further facilitate the involvement of, and help ensure the full and fair participation of, low-income, minority and disabled individuals and communities at all stages in relevant areas of regional planning, as determined in consultation with them;

2. To make recommendations on, and help monitor, issues and analyses potentially relevant to the needs and circumstances of low-income, minority and disabled communities in the region;
3. To help identify potential benefits and adverse effects of regional planning programs and activities with respect to minority, low-income and disabled populations;
4. To advise and recommend methods to prevent the denial of, reduction in, or significant delay in the receipt of benefits, and/or to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority, low-income and disabled populations; and
5. To enhance awareness, understanding, appreciation, support, and implementation of planning recommendations and benefits, with emphasis on the needs of minority, low-income, and disabled populations.

All meetings of the Task Force have been held in locations that are physically accessible to persons with disabilities and served by public transportation. Non-members are also able to attend meetings and comment, as all meetings are open to the public and provide reasonable comment opportunity.

Environmental Justice Task Force agenda items during 2009 included the following subjects:

- Best environmental justice practices;
- Public involvement and outreach, and plan evaluation applications;
- Current SEWRPC planning efforts and schedules;
- The conduct and findings of the Regional Water Supply Study;
- Socio-Economic Impact Analysis of the Regional Water Supply Plan;
- Scope of Work reviews for proposed studies;

- Public transit planning, the Regional Transit Authority, and current funding crisis affecting public transit;
- American Recovery and Reinvestment Act transportation funding for the Milwaukee urbanized area;
- Regional Housing Plan objectives, public involvement and outreach, and review of plan chapters;
- Environmental justice representation on SEWRPC advisory committees;
- Discussion of land use strengths, weaknesses, opportunities, and threats in Southeastern Wisconsin; and
- Outcomes of public information meetings relative to water supply, housing, and socio-economic impact studies.

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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 2009, 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 2009, 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 41 and in Table 33, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2009 had been relocated, monumented, and coordinated, representing 100 percent of all such corners in the Region. Map 42 shows those areas of the Region for which, as of the end of 2009, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 33, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region. Map 43 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 33 and 34 and on Map 45. Map 44 shows those areas of the Region for which, as of the end of 2009, large-scale cadastral (parcel) maps had been prepared to Commission-recommended

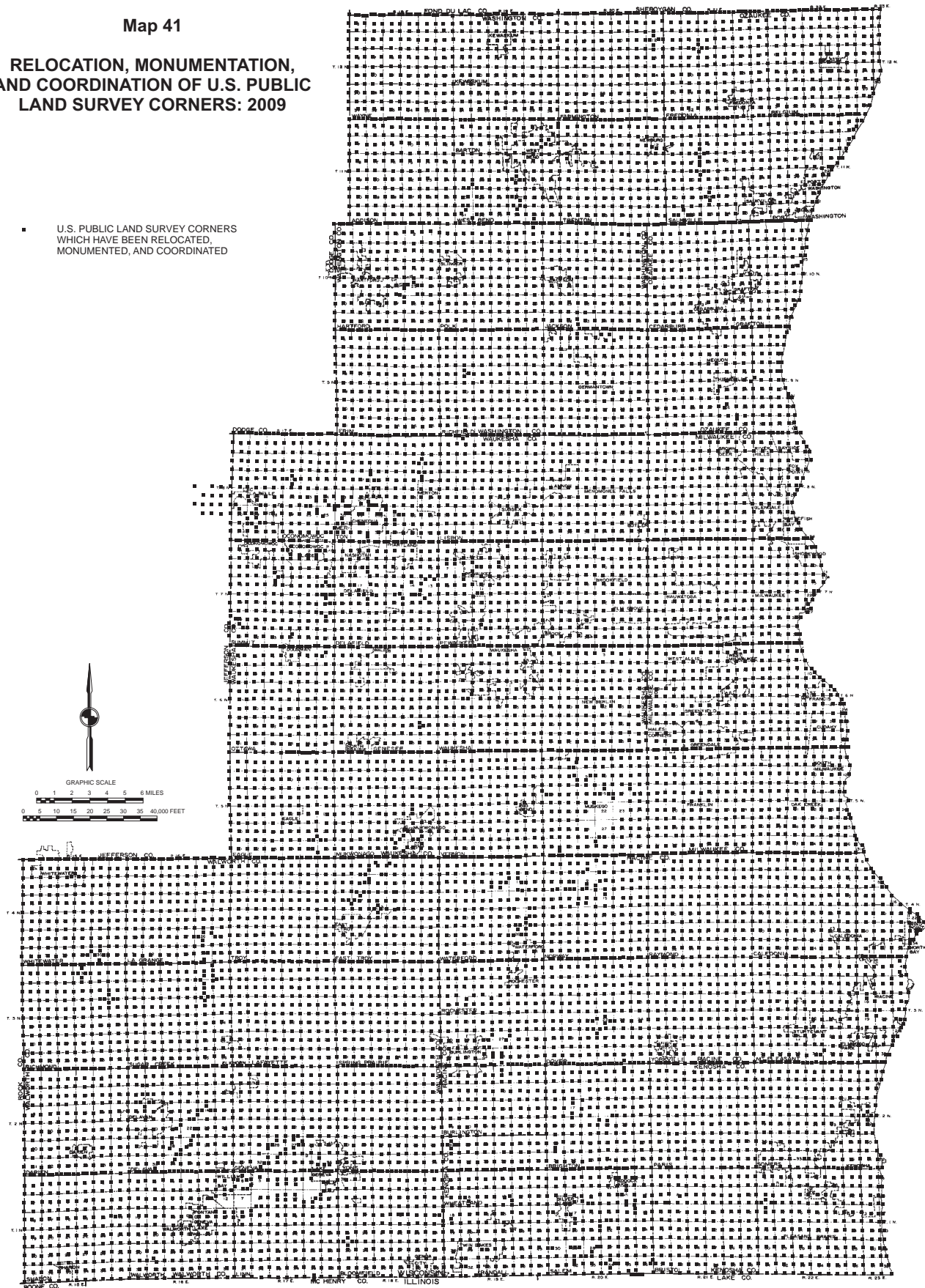
RELOCATION, MONUMENTATION,
AND COORDINATION OF U.S. PUBLIC
LAND SURVEY CORNERS: 2009

Table 33

**RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND
SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2009**

County	Estimated Total Corners ^a	Number of U.S. Public Land Survey Corners Which Have Been Relocated, Monumented, and Coordinated							
		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.

County	Total Area (square miles)	Area (square miles) of Large-Scale Topographic Mapping Completed						
		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 46.

DATUM TRANSFORMATION

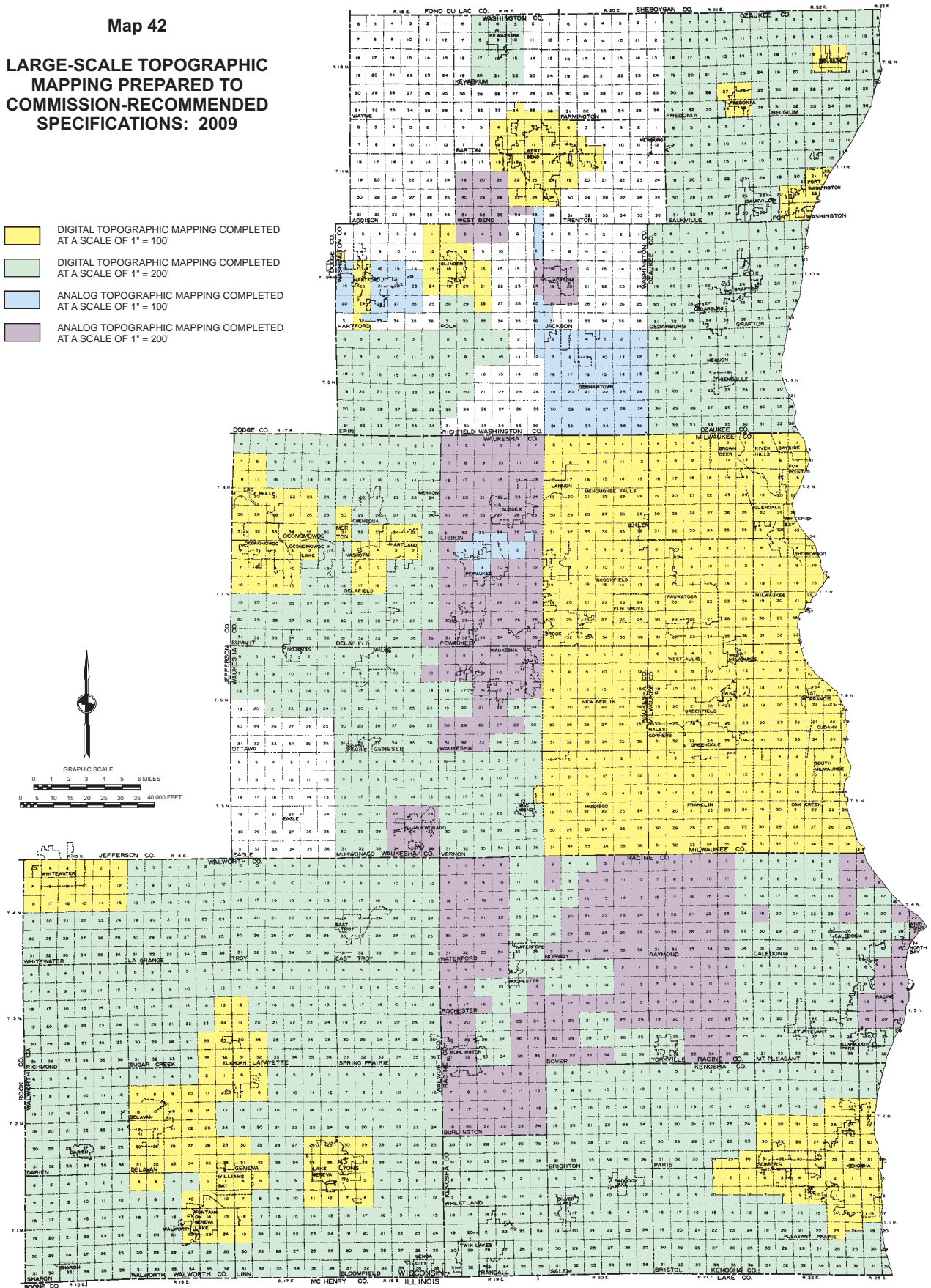
The Commission-recommended horizontal control survey network within the Region is referenced to the North American Datum of 1927 (NAD 27), a datum based upon the Clarke Spheroid of 1866, a spheroid

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

Map 42

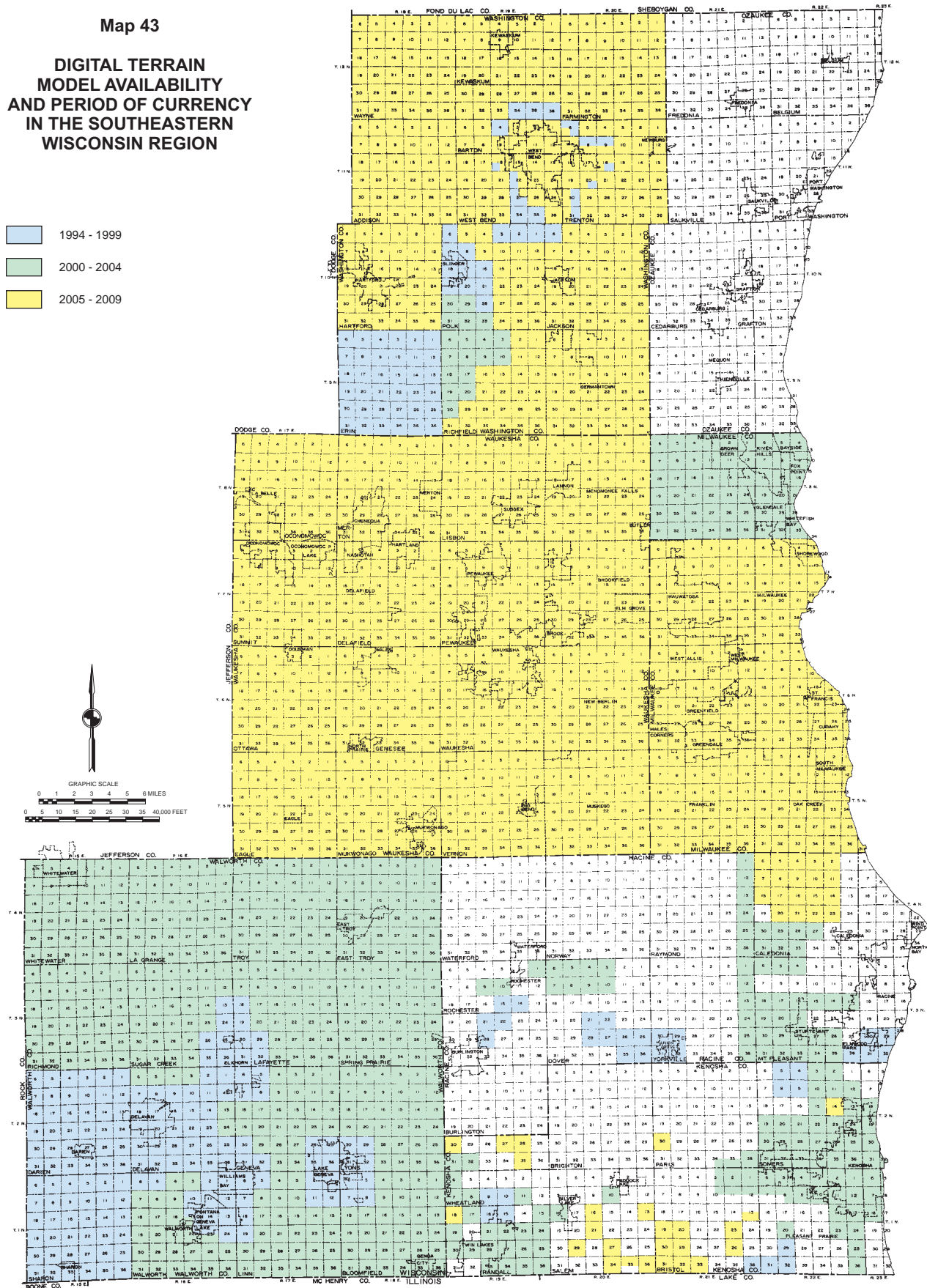
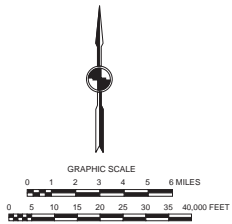
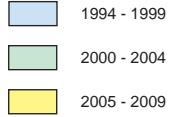
LARGE-SCALE TOPOGRAPHIC MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS: 2009

- DIGITAL TOPOGRAPHIC MAPPING COMPLETED
AT A SCALE OF 1" = 100'
- DIGITAL TOPOGRAPHIC MAPPING COMPLETED
AT A SCALE OF 1" = 200'
- ANALOG TOPOGRAPHIC MAPPING COMPLETED
AT A SCALE OF 1" = 100'
- ANALOG TOPOGRAPHIC MAPPING COMPLETED
AT A SCALE OF 1" = 200'





Map 43

**DIGITAL TERRAIN
MODEL AVAILABILITY
AND PERIOD OF CURRENCY
IN THE SOUTHEASTERN
WISCONSIN REGION**



Map 44

LARGE-SCALE CADASTRAL MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS UNDER PROGRAMS ADMINISTERED BY THE COMMISSION: 2009

-  DIGITAL CADASTRAL MAPPING COMPLETED
AT A SCALE OF 1" = 100'
-  DIGITAL CADASTRAL MAPPING COMPLETED
AT A SCALE OF 1" = 200'

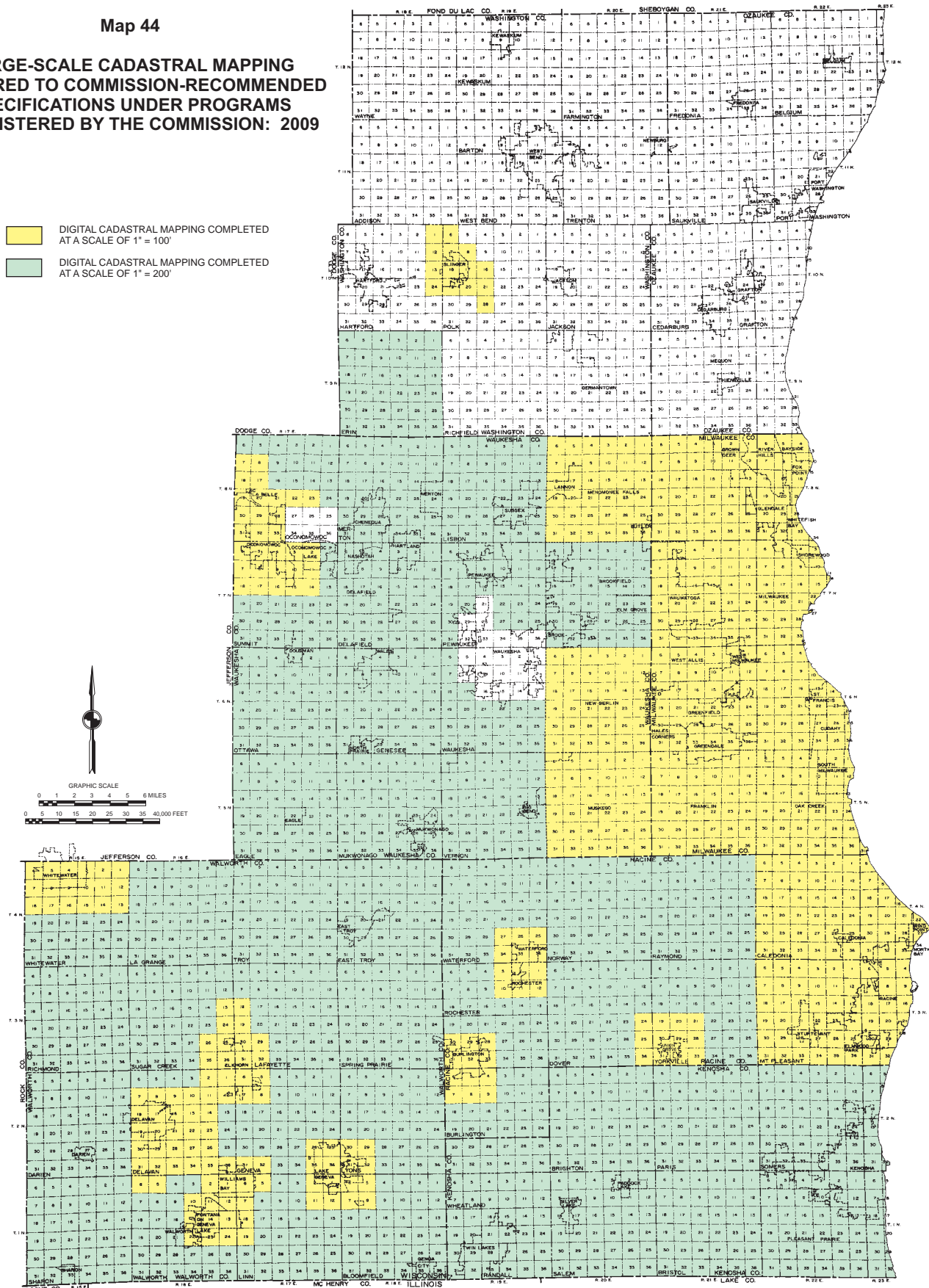
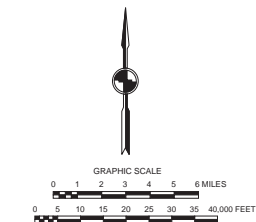


Figure 33

RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION			
U. S. PUBLIC LAND SURVEY CORNER	161 15 21 22	T 5 N, R 21 E, MILWAUKEE	COUNTY, WISCONSIN
HORIZONTAL CONTROL SURVEY BY:	AERO-METRIC ENGINEERING, INC.		YEAR: 1993
VERTICAL CONTROL SURVEY BY:	AERO-METRIC ENGINEERING, INC./SEWRPC		YEAR: 1993/1999
STATE PLANE COORDINATES OF:	SECTION CORNER		
NORTH	329,685.22		
EAST	2,533,357.57		
ELEVATION OF STATION:	761.697		
HORIZONTAL DATUM:	WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE NORTH AMERICAN DATUM OF 1927		
VERTICAL DATUM:	NATIONAL GEODETIC VERTICAL DATUM OF 1929		
CONTROL ACCURACY:	THETA ANGLE: +01:22:03		
HORIZONTAL:	THIRD ORDER, CLASS I		
VERTICAL:	SECOND ORDER, CLASS II		
<p>LOCATION SKETCH:</p>			
<p>SURVEYOR'S AFFIDAVIT:</p> <p>STATE OF WISCONSIN) SS MILWAUKEE COUNTY)</p> <p>Engineer, following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1944 by the Milwaukee County Highway Department following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1915 by the Milwaukee County Highway Department following highway reconstruction; replacing a cut limestone monument set to mark this corner in 1878 by Jonathan C. Crouse, Surveyor; replacing in turn a wood post set to mark this corner in June 1836 by Eliza Dwellie, Deputy United States Surveyor, in the conduct of the original United States Public Land Survey; that I referenced the same as shown hereon; and that this record is correct and complete to the best of my knowledge and belief.</p> <p>DATE OF SURVEY: 7 May 1992 REVISED: 30 September 1999 12 March 2001</p> <p>As Milwaukee County Surveyor, I hereby certify that I set a concrete monument with SEWRPC brass cap to mark this corner; replacing a cast iron plug with cross set in the concrete pavement to mark this corner in November 1957 by Laverne E. Cook, S-998, State Highway Commission of Wisconsin Project; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1944 by the Milwaukee County Highway Department following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1915 by the Milwaukee County Highway Department following highway reconstruction; replacing a cut limestone monument set to mark this corner in 1878 by Jonathan C. Crouse, Surveyor; replacing in turn a wood post set to mark this corner in June 1836 by Eliza Dwellie, Deputy United States Surveyor, in the conduct of the original United States Public Land Survey; that I referenced the same as shown hereon; and that this record is correct and complete to the best of my knowledge and belief.</p> <p>REGISTERED LAND SURVEYOR</p> <p>S - 157</p> <p>FORM PREPARED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION</p>			

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,

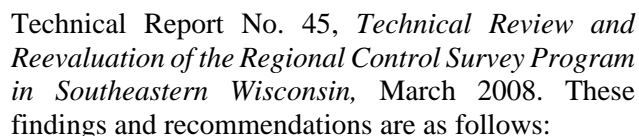
PS, PE, a consulting geodetic engineer for development of operational computation systems that would permit the ready and reliable bidirectional transformation of coordinates between the two horizontal and two vertical datums concerned. The computational systems were documented in SEWRPC Technical Report 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 Commission-recommended 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

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



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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 2010, 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 2009, under the requirements of this legislation, the Division received, indexed, and filed 902 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 2009 the remaining 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 72,472.

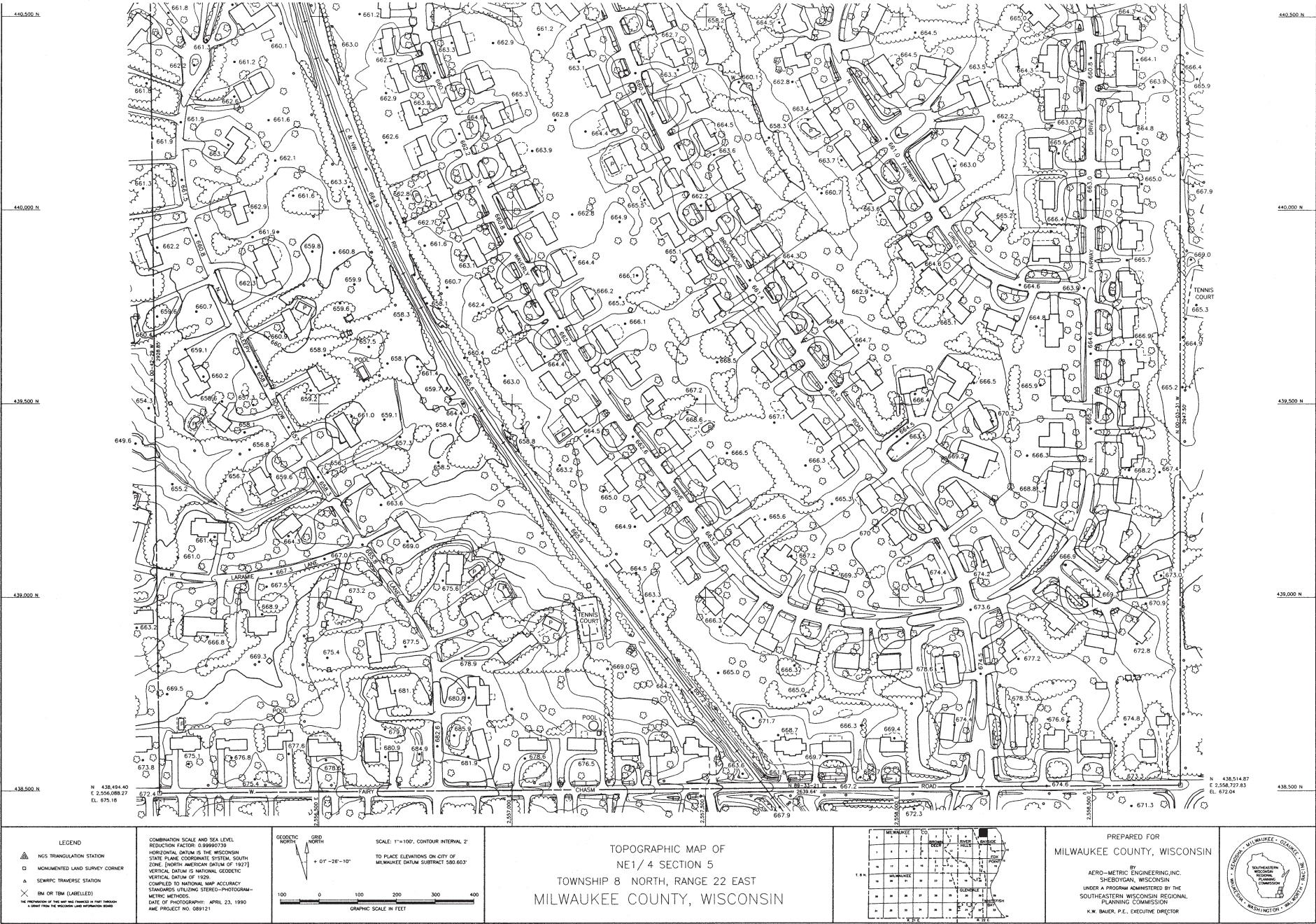
During 2009 the Commission assisted the Milwaukee County Automated Mapping Land Information System (MCAMLIS) staff with the initiation and completion of a program to produce digital scans of the hardcopies of the 72,472 plats of survey that have been filed with the Milwaukee County Surveyor since December 31, 2009. The purpose and intent of this project was to create a single database and to allow the digital images of the plats of survey to be accessed by the public through the MCAMLIS portion of the Milwaukee County website. The work involved coordination of plat of survey file management with a disadvantaged business enterprise located in Milwaukee County under contract to MCAMLIS.

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.

REGIONAL LAND INFORMATION WEBSITE

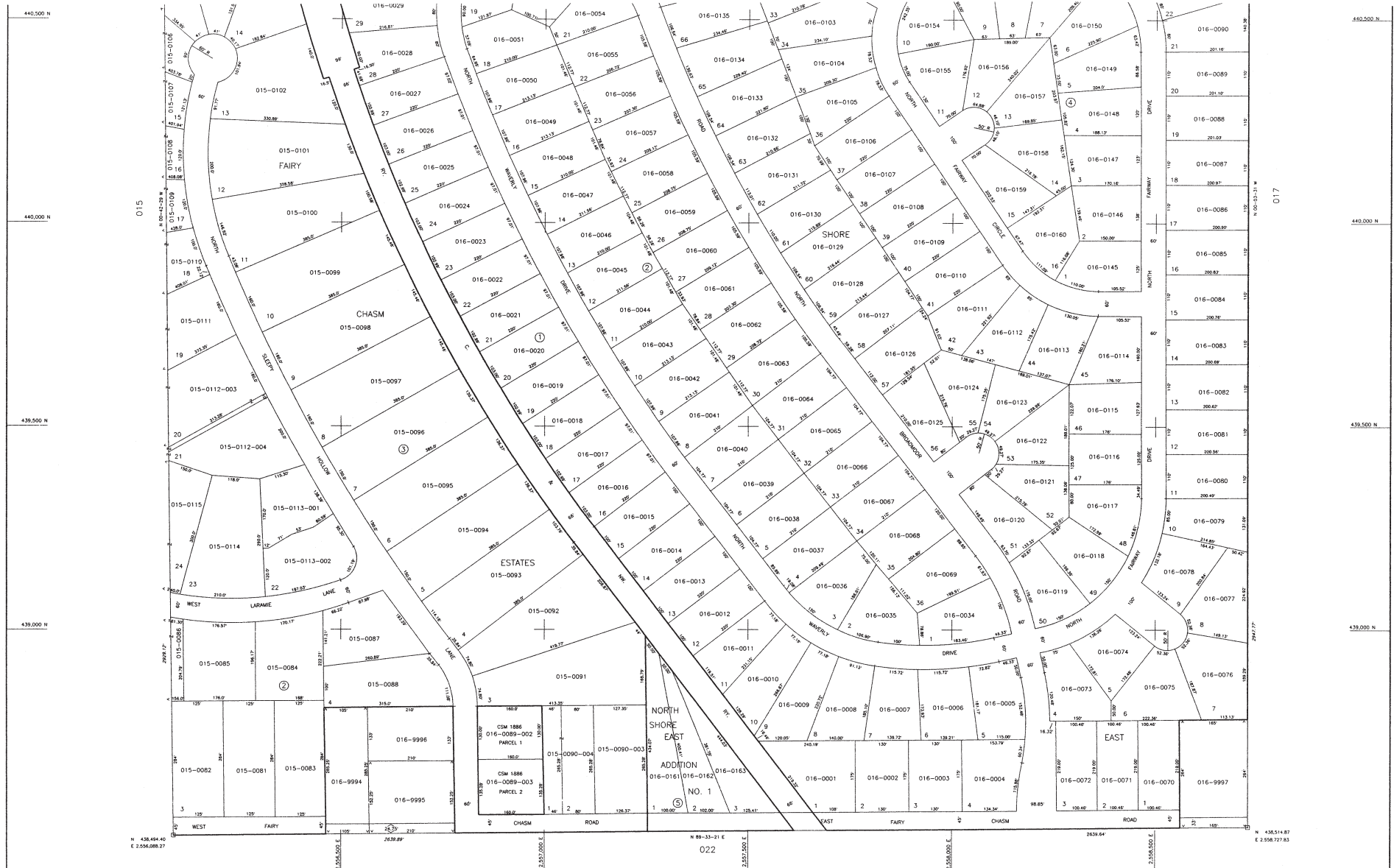
In 2003, the Commission completed the development of an internet site which provides access to land survey and control survey documents, aerial orthophotography, and planning related mapping for the Southeastern Wisconsin Region. The land survey and control survey

Map 45
TYPICAL TOPOGRAPHIC MAP



Map 46

TYPICAL CADASTRAL MAP



<p>LEGEND</p> <p>□ MONUMENTED U.S.P.L.S. CORNER</p> <p>--- U.S.P.L.S. SECTION LINE</p> <p>--- U.S.P.L.S. QUARTER SECTION LINE</p> <p>26.818' GROUND LEVEL DISTANCE IN FEET</p> <p>26.818' GRID LEVEL DISTANCE IN FEET</p>	<p>COMBINATION SCALE AND SEA LEVEL REDUCTION FACTOR 0.99999738</p> <p>HORIZONTAL DATUM IS BASED ON THE WISCONSIN STATE PLANE COORDINATE SYSTEM, 1983 EPOCH, NORTH AMERICAN DATUM OF 1927.</p> <p>COMPILED FROM RECORDED SUBDIVISION PLATS, CERTIFIED SURVEY MAPS, RECORDED LEGAL DESCRIPTIONS, PUBLIC AND PRIVATE SURVEY RECORDS, AND LAND RECORDS OBTAINED FROM MILWAUKEE COUNTY REGISTER OF DEEDS OFFICE, SUPERVISOR'S OFFICE, AND MUNICIPAL LAND RECORDS OFFICES.</p> <p>DATE OF ORIGINAL MAP: WINTER 1993 DATE OF LATEST REVISION: DECEMBER 21, 1991</p>	<p>CADASTRAL MAP OF NE 1/4 SECTION 5 TOWNSHIP 8 NORTH, RANGE 22 EAST MILWAUKEE COUNTY, WISCONSIN</p> <p>SCALE: 1"=100'</p> <p>GRAPHIC SCALE IN FEET</p>		<p>PREPARED FOR MILWAUKEE COUNTY, WISCONSIN BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION K.W. BAUER, P.E., EXECUTIVE DIRECTOR</p>	
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documents—see samples shown in Figures 33 and 34—are updated on the internet site as new or revised data becomes available. In 2009, 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 <http://maps.-sewrpc.org/regionallandinfo/>.

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 2009, a total of 250 prints of aerial photographs and seven large-scale topographic maps of portions of the Region were reproduced, along with two base maps.

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2009, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

TECHNICAL REPORTS

- No. 48, *Shallow Groundwater Quantity Sustainability Analysis Demonstration for the Southeastern Wisconsin Region*, November 2009, 38 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 181, 2nd Edition, *A Lake Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin*, July 2009, 206 pages
- No. 285, *A Multi-Jurisdictional Comprehensive Plan for Ozaukee County: 2035*, April 2008, amended May 2009, 860 pages
- No. 287, *A Multi-Jurisdictional Comprehensive Plan for Washington County: 2035*, April 2008, 923 pages
- No. 288, *A Multi-Jurisdictional Comprehensive Plan for Walworth County: 2035*, November 2009, 576 pages

- No. 289, *A Comprehensive Plan for the Town of Addison: 2035, Washington County, Wisconsin*, June 2009, 289 pages
- No. 291, *A Comprehensive Plan for the Town of Erin: 2035, Washington County, Wisconsin*, December 2009, 271 pages
- No. 293, *A Comprehensive Plan for the Town of Hartford: 2035, Washington County, Wisconsin*, April 2009, 284 pages
- No. 294, *A Comprehensive Plan for the Town of Kewaskum: 2035, Washington County, Wisconsin*, October 2009, 261 pages
- No. 295, *A Comprehensive Plan for the Town of Polk: 2035, Washington County, Wisconsin*, September 2009, 283 pages
- No. 296, *A Comprehensive Plan for the Town of Trenton: 2035, Washington County, Wisconsin*, April 2009, 287 pages
- No. 297, *A Comprehensive Plan for the Town of Wayne: 2035, Washington County, Wisconsin*, March 2009, 281 pages
- No. 298, *A Comprehensive Plan for the Village of Kewaskum: 2035, Washington County, Wisconsin*, November 2009, 323 pages
- No. 301, *A Multi-Jurisdictional Comprehensive Plan for Racine County: 2035*, November 2009, 657 pages
- No. 302, *A Lake Management Plan for Elizabeth Lake and Lake Mary, Kenosha County, Wisconsin, Volume One, Inventory Findings*, July 2009, 178 pages
- No. 302, *A Lake Management Plan for Elizabeth Lake and Lake Mary, Kenosha County, Wisconsin, Volume Two, Alternative and Recommended Plans*, July 2009, 128 pages
- No. 305, *A Comprehensive Plan for the City of Racine: 2035*, November 2009, 216 pages

ANNUAL REPORTS

- *2008 Annual Report*, October 2009, 226 pages

MEMORANDUM REPORTS

- No. 155, 2nd Edition, *An Aquatic Plant Management Plan for Little Muskego Lake, Waukesha County, Wisconsin*, February 2009, 109 pages

- No. 174, *An Aquatic Plant Management Plan for Pleasant Lake, Walworth County, Wisconsin*, December 2009, 114 pages
- No. 175, *An Aquatic Plant Management for Lake Wandawega, Walworth County, Wisconsin*, April 2009, 71 pages
- No. 176, *A Lake Protection Plan for Upper Nemahbin Lake, Waukesha County, Wisconsin*, December 2009, 215 pages
- No. 185, *Community-Based Wireless Plan Implementation: Town of Wayne, Washington County, Wisconsin*, January 2009, 26 pages
- No. 186, *Assessment of Conformity of the Year 2035 Regional Transportation System Plan and the Year 2009-2012 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Non-attainment Area*, March 2009, 191 pages
- No. 187, *Regional Wireless Plan Implementation: Broadband Public Safety Communications Demonstration Project, Kenosha County, Wisconsin*, May 2009, 63 pages
- No. 188, *Troy Bedrock Valley Aquifer Model, Waukesha and Walworth Counties, Wisconsin*, November 2009, 48 pages
- No. 189, *Proposed North Lake Boat Launch Site Wetland Delineation, Waukesha County, Wisconsin*, July 2009, 123 pages

NEWSLETTERS

- *Milwaukee County Transit System Development Plan: 2009-2013, Transit Service Improvement*, January 2009, 8 pages
- *Natural Areas and Critical Species Habitat Plan Update for Southeastern Wisconsin*, April 2009, 20 pages
- *Year 2035 Regional Housing Plan for Southeastern Wisconsin*, April 2009, 8 pages

- *Racine County Transit Plan: 2011-2015*, October 2009, 4 pages

OTHER

- *Amendment to the Regional Water Quality Management Plan, City of Muskego*, March 2009, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Caledonia*, June 2009, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Germantown*, June 2009, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Genoa City*, September 2009, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of New Berlin*, December 2009, 4 pages
- *Record of Public Comments, Milwaukee County Transit System Development Plan, Volume 2, Alternative Improvement Plans, Comments Received January 9 Through March 16, 2009*, April 2009, 39 pages
- *Record of Public Comments, A Regional Water Supply Plan For Southeastern Wisconsin, January 12, 2009 Through March 16, 2009*, June 2009, 49 pages
- *Record of Public Informational Meetings and Public Comments, Update to the Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin, April 15, 2009 Through May 15, 2009*, October 2009, 97 pages
- *Transportation Improvement Program for Southeastern Wisconsin: 2009-2012*, March 2009, 249 pages

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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 spatially-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. In 1987, the Commission acquired GIS software to support map digitization, map production, and map-related analytical functions. The GIS software provides the ability to integrate diverse spatial data sets and to generate new information from the analysis of multiple layers of geographically-referenced data. These operations are especially valuable to the Commission in conducting areawide planning activities.

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 2009, the GIS Division assisted with the following:

- Began digital data collection for the 2005 Regional Vegetation Inventory and 2005 Regional Wildlife Habitat Inventory
- Initiated preliminary work on the 2010 Regional Land Use 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 and sewer service area projects
- 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 years, 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, 2005
- Wildlife Habitat: 1985, 2005
- 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.

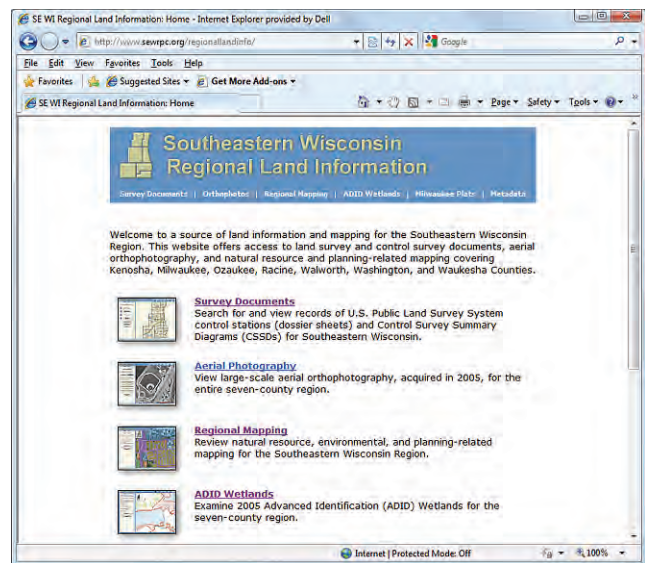
Planning is underway for the next regional orthophotography project to be conducted in 2010. The Commission staff is preparing specifications and discussing budget and funding options with project participants. The 2010 project will include an option for counties and participating municipalities to “buy up” to higher resolution orthophotography and to obtain accompanying digital elevation mapping.

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 35). The Southeastern Wisconsin Regional Land Information website (<http://maps.sewrpc.org/regionalland-info/>) is a cooperative effort between the 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

Figure 35
REGIONAL LAND INFORMATION WEBSITE



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 quarter-section 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 regional land information website displays year 2005 orthophotography. 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 three years of 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 planning-oriented 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.

The Commission provides assistance to the seven counties in the execution of their land information

activities. In 2009, the Commission carried out the following work efforts 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, completed a project that

acquired color orthophotography, new digital terrain model files, and new and updated digital topographic mapping for all of Milwaukee County. While most of this project was finished in 2007, the final portion, covering the newly-reconstructed Marquette Interchange, was completed in 2009 with the delivery of final digital terrain model files and topographic map files for an approximately three-square-mile area.

- 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.
- The Commission assisted Walworth County with map maintenance services in 2009. Under an agreement with the County, the Commission staff performed regular updates to the County's digital zoning map.

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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 2009 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 2009, 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 2009, the Division distributed a total of 11,870 copies of Commission publications. These included

the following: one prospectus, 93 planning reports, 50 amendments to planning reports, 163 technical reports, 1,338 community assistance planning reports, 306 memorandum reports, 474 annual reports, 9,417 newsletters, 26 transportation improvement programs, one planning guide, and two lake use reports. In addition, the Division distributed 250 aerial photographs, seven topographic maps, and two base maps.

APPENDICES

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Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2009

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
*** Robert W. Pitts	2012
** Adelene Greene, Secretary	2010
* Anita M. Faraone	2010
MILWAUKEE COUNTY	
*** Brian Dranzik	2014
** John Rogers	2014
* John F. Weishan, Jr.	2010
OZAUKEE COUNTY	
** Thomas H. Buestrin	2014
*** William E. Johnson	2012
* Gustav W. Wirth, Jr.	2014
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	2014
* Nancy L. Russell, Treasurer	2012
WASHINGTON COUNTY	
* John M. Jung	2014
** Daniel S. Schmidt	2010
*** David L. Stroik, Chairman	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

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

ADMINISTRATIVE COMMITTEE

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

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

James T. Dwyer, Chairman
Anita M. Faraone
John M. Jung
Michael J. Miklasevich
Nancy L. Russell
David L. Stroik
John F. Weishan, Jr.
Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
Gregory L. Holden, Vice-Chairman
Brian Dranzik
Anita M. Faraone
Susan S. Greenfield
William E. Johnson
John M. Jung
Mary A. Kacmarcik
Michael J. Miklasevich
Robert W. Pitts
Nancy L. Russell
David L. Stroik
Anselmo Villarreal
Paul G. Vrakas
John F. Weishan, Jr.

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Appendix B

COMMISSION ADVISORY COMMITTEES: 2009

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
Wayde B. Buck Airport Director, Kenosha Regional Airport
John B. Capelle Director of Community Development,
City of West Bend
Justin Drew City Planner, City of Hartford
Thomas J. Gorlinski Former Supervisor, Kenosha County Board
David M. Greene Director, Bureau of Aeronautics,
Wisconsin Department of Transportation
N. David Mann Vice President and General Manager,
Batten Airport, Racine
Keith Markano Airport Manager, Waukesha County-Critics 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

Paul M. Roback Community Resource Development Educator,
University of Wisconsin Extension,
Ozaukee County
Douglas Seymour Director of Community Development,
City of Oak Creek
Albert Stanek Chief 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,
Chairman Kenosha County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
David E. Cox Administrator, Village of Twin Lakes
David DeVito Chairman, Town of Brighton
Colleen Fisch Chairman, Town of Bristol
Virgil Gentz Chairman, Town of Paris
William M. Glembocki Chairman, Town of Wheatland
Barry S. Goad President, Village of Genoa City
Marlene P. Goodson President, Village of Paddock Lake
Richard Gossling Chairman, Town of Bristol
Dwayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Roger Johnson President, Village of Silver Lake
Michael M. Lemens Director of Engineering, City of Kenosha
Dwight E. McComb Planning and Program
Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
George E. Melcher Director, Department of Planning and
Development, Kenosha County
James M. Smith Chairman, Town of Somers
Michael Spence Village Engineer, Village of Pleasant Prairie
Robert Stoll Chairman, Town of Randall
Linda S. Valentine Chairperson, 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
John M. Bennett City Engineer, City of Franklin
Curt Bolton City Engineer,
City of Greenfield

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

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
E. Craig Faucett City Engineer,
City of Cudahy
Dwayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
William A. Kappel Director of Public Works,
City of Wauwatosa
Mary Jo Lange Director of Public Works, Village of Whitefish Bay
Michael G. Lewis City Engineer, City of West Allis
Jeffery J. Mantes Commissioner of Public Works,
City of Milwaukee
Michael J. Martin Director of Public Works, Village of Hales Corners
Andrew Pederson Village Manager, Village of Bayside
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Susan E. Robertson Village Manager, Village of Fox Point
Wayne St. John Director of Public Works, City of Oak Creek
Chris Swartz Village Manager, Village of Shorewood
Carl J. Tisonik Director of Public Works, Village of Greendale
Thomas W. Tollaksen Village Manager, Village of River Hills
Russell Van Gompel Village Manager, Village of Brown Deer
Kyle E. Vandercar City Engineer, City of South Milwaukee

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow Highway Commissioner,
Chairman Ozaukee County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Lester A. Bartel, Jr. Chairman, Town of Grafton
Bill Cording Clerk, Village of Newburg
Karl V. Hertz President, Village of Thiensville
William Hoppe City Engineer, City of Mequon
Dwayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
James Kadow Chairman, Town of Saukville
Frederick Kaul Chairman, Ozaukee County Public Works Committee
Francis J. Kleckner Chairman, Town of Belgium
Richard Mueller Chairman, Town of Fredonia
Dave Murphy Director of Public Works/
Village Engineer, Village of Grafton
Gregory P. Myers Mayor, City of Cedarburg
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Lee E. Schlenvogt Chairman, Town of Port Washington
Donald J. Schommer President, Village of Belgium
Joseph Short President, Village of Fredonia
David Valentine Chairman, Town of Cedarburg
Robert Vanden Noven City Engineer/Public Works Director,
City of Port Washington
Roy Wilhelm Director of Public Works,
Village of Saukville

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

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Chairman Racine County
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Wisconsin Department of Transportation

**RACINE COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE
(continued)**

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Tom Brandemuehl Superintendent of Public Works,
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Wisconsin Department of Transportation
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Edward Vander Veen Chairman, Town of Sharon
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Public Works Committee
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Craig Workman Director of Public Works,
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JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

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Chairman Washington County
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Secretary Wisconsin Regional Planning Commission
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Richard L. Bertram Chairman, Town of Barton
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**WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE
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Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
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Gordon Carlson Supervisor, Town of Genesee
Harlan E. Clinkenbeard Planner, City of Pewaukee
Paul G. Day Interim Director of Public Works, City of Waukesha
David Dubey Chairman, Town of Mukwonago
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Richard Lartz President, Village of Nashotah
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Development Engineer,
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Federal Highway Administration
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Jack Nissen President, Village of Dousman
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Neil Palmer President, Village of Elm Grove
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PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA**

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Secretary Wisconsin Regional Planning Commission
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Sandra K. Beaupre..... Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Michael A. Hayek..... Village Engineer, Village of Caledonia
Mark C. Janiuk..... 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
Peter T. McMullen..... Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton..... Environmental Protection Specialist, Region V,
U.S. Environmental Protection Agency
Michael Pjevach..... President, Wisconsin Coach Lines, Inc.
George Poirier..... Wisconsin Division Administrator
Federal Highway Administration
U.S. Department of Transportation
William H. Shalk..... President, Village of Wind Point
Marisol Simón..... Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Audrey Viau..... President, Village of Elmwood Park

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Secretary Wisconsin Regional Planning Commission
Sandra K. Beaupre..... Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Leonard Brandrup..... Director, Department of Transportation
City of Kenosha
Ronald L. Bursek..... Director of Intergovernmental Relations,
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Dewayne J. Johnson..... Director, Southeast Region,
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Jeffrey B. Labahn..... Director, Department of City Development,
City of Kenosha
Michael M. Lemens..... Director, Engineering Division,
Public Works Department,
City of Kenosha
Peter T. McMullen..... Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton..... Environmental Protection Specialist,
Region V,
U.S. Environmental Protection Agency
Michael J. Pjevach..... President, Wisconsin Coach Lines, Inc.
George Poirier..... Wisconsin Division Administrator, Federal
Highway Administration, U.S. Department
Of Transportation
Michael R. Pollocoff..... Administrator, Village of Pleasant Prairie
Marisol Simón..... Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Gary A. Sipsma..... Highway Director,
Kenosha County

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

Brian Dranzik..... Commissioner, Southeastern Wisconsin Regional
Chair Planning Commission; Fiscal and Policy
Administrator, Department of
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Milwaukee County
John M. Bennett..... City Engineer, City of Franklin
Rollin Bertran..... Director of Highway Operations, Milwaukee County
Scott Brandmeier..... Director of Public Works and Village Engineer,
Village of Fox Point
Allison M. Bussler..... Director of Public Works, Waukesha County
Robert R. Dreblow..... Highway Commissioner, Ozaukee County
Thomas M. Grisa..... Director of Public Works, City of Brookfield
Anita Gulotta-Connelly..... Managing Director, Milwaukee County
Transit System

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

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
William A. Kappel..... Director of Public Works, City of Wauwatosa
Michale G. Lewis..... City Engineer, City of West Allis
Michael J. Maierle..... Manager of Long-Range Planning, Department
of City Development, City of Milwaukee
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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
Jack Takerian..... Interim Director,
Milwaukee County Department
of Transportation and Public Works,
Mayor's Office, City of Milwaukee
Scott K. Walker..... Milwaukee County Executive

Nonvoting Technical Staff Members

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Sandra K. Beaupre..... Director, Bureau of Planning,
Division of Transportation
Investment Management,
Wisconsin Department of Transportation
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
George Poirier..... Wisconsin Division Administrator, Federal
Highway Administration, U.S. Department of Transportation
Marisol Simón..... Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL TRANSPORTATION SYSTEM PLANNING**

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
John M. Bennett..... City Engineer, City of Franklin
Scott Brandmeier..... Director of Public Works and Village Engineer,
Village of Fox Point
Allison Bussler..... Director of Public Works,
Waukesha County
Shane Crawford..... Public Works Director, Walworth County
Brian Dranzik..... Fiscal and Policy Administrator, Department of
Transportation and Public Works, Milwaukee County
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Jon Edgren..... Highway Commissioner, Washington County
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Anita Gullota-Connelly..... Managing Director,
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William Kappel..... Director of Public Works, City of Wauwatosa
Michael M. Lemens..... Director of Engineering, City of Kenosha
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U.S. Environmental Protection Agency
U.S. Department of Transportation
Dwight E. McComb..... Planning and Program Development
Engineer, U.S. Department of Transportation,
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Department of Natural Resources
John H. Melby, Jr. Director, Bureau of Air Management,
Wisconsin Department of Natural Resources
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**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL TRANSPORTATION SYSTEM PLANNING
(continued)**

Sheri Schmit Systems Planning Group Manager
Southeast Region, Wisconsin Department of Transportation
Marisol Simón Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Jack Takerian Director, Milwaukee County Department
Of Transportation and Public Works
Wallace Thiel Village Administrator, Village of Hartland
Vacant City of Milwaukee
Vacant City of Milwaukee
Willie Wade Liaison to the Environmental Justice Task Force

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Thomas P. Huber State Bicycle and Pedestrian
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Department of Transportation
Richard A. Jones Director of Public Works, City of Racine
James W. Kavemeier Parks System Manager, Waukesha County
Department of Parks and Land Use
Vivian M. Keller Public Policy Consultant
Jaclyn D. Lawton Environmental Coordinator,
Federal Highway Administration
Randal LeClaire Traffic Engineer, City of Kenosha
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City of Milwaukee
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Steve Mokrohisky Deputy Chief of Staff, Milwaukee County
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Ice Age Trail Committee
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Wisconsin Department of Transportation
Mark A. Piotrowicz Assistant Director of Community Development,
City of West Bend
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Linda Roessl President, Bay View Bicycle Club
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Paul S. Sandgren Forest Superintendent, Kettle Moraine
State Forest, Southern Unit
Karen Springob Project Engineer, City of Brookfield
Robert Wagler Safety Specialist Senior,
City of Milwaukee Police Department
William R. Waldron Planning Analyst, Milwaukee County
Department of Parks, Recreation and Culture

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WATERSHED COMMITTEE**

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Chairman Development, Kenosha County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Julie A. Anderson Director, Planning and
Development, Racine County
Randall S. Blankenhorn Executive Director, Chicago
Metropolitan Agency for Planning
John F. Burke Manager, Halter Wildlife Area
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Kenosha County Board Supervisor
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Jeffrey B. Labahn Director of City Development,
City of Kenosha
Patricia A. Morton Director, Mukwonago River Project
The Nature Conservancy
Douglas J. Noble Supervisor, Kenosha County Board of Supervisors

**DES PLAINES RIVER
WATERSHED COMMITTEE
(continued)**

Michael R. Pollocoff Administrator, Village of Pleasant Prairie
Edward St. Peter General Manager, City of Kenosha Water Utility
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Management Commission

**TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON
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Chairman University of Wisconsin-Milwaukee
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Vice-Chairman Milwaukee County Department of
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Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
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Port Washington Yacht Club
E. Craig Faucett Director of Engineering, City of Cudahy
Scott A. Huebner Mayor, City of Port Washington
Steve Keith Acting Director of Environmental Service,
Milwaukee County
Jeffrey J. Mantes Commissioner of Public Works,
Department of Public Works,
City of Milwaukee
Tamara Mayzik Administrative Coordinator, City of South Milwaukee
Gloria L. McCutcheon District Director, Southeast Region,
Wisconsin Department of Natural Resources
C. William Nelson Member, Great Lakes
Sports Fisherman's Club
Eric Reinelt Municipal Port Director, Port of Milwaukee
Susan E. Robertson 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**

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Michael Ballweg Crops and Soils Agent,
University of Wisconsin-Extension,
Sheboygan County
John R. Behrens Commissioner-Secretary, Silver Lake
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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. Holschbach Director, Ozaukee County Planning,
Resources, and Land Management Department
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William A. Kappel Director of Public Works, City of Wauwatosa
Stevan Keith Sustainability and Environmental Engineer,
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
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City of Milwaukee
Lynn Mathias County Land Conservationist
Fond du Lac County
J. Scott Mathie Director of Government Affairs, Metropolitan Builders
Association of Greater Milwaukee
James L. McNelly Regional Water Leader, Wisconsin
Department of Natural Resources
Charles S. Melching Associate Professor, Civil and Environmental
Engineering, Marquette University

**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,
Natural Resources Conservation Service
Cheryl Nenn Interim Executive Director,
Milwaukee Riverkeeper
Jeffrey S. Nettesheim Director of Utilities,
Village of Menomonee Falls
Judith A. Neu City Engineer, City of West Bend
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
Parks and Land Use Department
Peter G. Swenson Branch Chief, NPDES Programs Branch,
U.S. Environmental Protection Agency
Sam Tobias Director of Planning and Parks,
Fond du Lac County
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Planning and Resources Department,
Sheboygan County
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City of Cedarburg

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Department of Parks, Recreation and Culture
Martha L. Brown Deputy Commissioner, Department of
City Development, City of Milwaukee
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City of West Bend
Krista Chapdelaine Water Resources Planner
Milwaukee Metropolitan Sewerage District
Harlan E. Clinkenbeard Planner,
City of Pewaukee,
and Planner, Town of Somers
Michael P. Cotter Director, Walworth County Land Use and
Resource Management Department
Steven Crandell Director of Community Development,
City of Waukesha
Henry Elling Town Manager/Planner, Town of Summit
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Development, City of Greenfield
Daniel F. Ertl Director of Community Development,
City of Brookfield
Robert Greenstreet Planning Director, Department of
City Development, City of Milwaukee
Gregory I. Igl District Conservationist,
Elkhorn Service Center
U.S. Natural Resources
Conservation Service
Jeffrey B. Labahn Director of City Development, City of Kenosha
Peter T. McMullen Program and Planning Analyst,
Wisconsin Department of Natural Resources
Paul E. Mueller Administrator, Washington County
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 Seymour Director of Community Development,
City of Oak Creek
Dale R. Shaver Director, Waukesha County Parks
and Land Use Department
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City of West Allis
Andrew T. Struck Director,
Ozaukee County Planning and Parks Department
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City of Port Washington
and Supervisor, Town of Summit
Nancy L. Welch Director of Community Development,
City of Wauwatosa

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Division of Transportation
Investment Management,
Wisconsin Department of Transportation
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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
Richard Nestor Senior Economist,
We Energies
David Peterson Lead Economist, Division of Research
and Policy, Wisconsin Department of Revenue
Andrew T. Struck Director,
Ozaukee County Planning and Parks Department
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**

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Chairman Director, Greene Field Station;
Member, State of Wisconsin
Natural Areas Preservation Council
Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
Secretary Regional Planning Commission
Fay U. Amerson Urban Conservation Specialist, Walworth County
Dr. Philip J. Arnholt Professor of Science, Biology
Department, Concordia University
Susan Black Parks Director,
Milwaukee County Department of
Parks, Recreation and Culture
Dr. Owen D. Boyle Regional Ecologist,
Wisconsin Department
of Natural Resources
Gerald H. Emmerich, Jr. Member, Board of Directors,
Land Trust of Walworth County
Shawn Graff Executive Director, The Ozaukee
Washington Land Trust
Duane Grimm Waukesha County Park System Manager
Andrew A. Holschbach Land Conservation Director,
Ozaukee County
Signe L. Holtz Director, Bureau of Endangered Resources,
Wisconsin Department of Natural Resources
B. Martinus Johnson Wildlife Manager, Wisconsin
Department of Natural Resources
Marlin P. Johnson Associate Professor Emeritus,
Field Station Manager, Department of Biological
Sciences, University of Wisconsin Waukesha Center;
Vice President, Waukesha County Land Conservancy
Mary J. Lichter Parks Director, Kenosha County Parks
James P. Morrissey Land/Facilities Supervisor, Wisconsin
Department of Natural Resources
Paul E. Mueller Administrator, Washington County
Land Use and Park Department
Dr. Patricia Nagai Horticulture Educator,
UW Extension Service, Racine County
Kevin L. Shafer, P.E. Executive Director, Milwaukee
Metropolitan Sewerage District
Dr. Stephen L. Solheim Associate Professor, Department of
Biological Sciences, University of
Wisconsin-Whitewater

**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**

Dr. Kurt W. Bauer Executive Director Emeritus, Southeastern Wisconsin
Chairman Regional Planning Commission
Robert P. Biebel Special Projects Environmental Engineer,
Secretary Southeastern Wisconsin
Regional Planning Commission
Julie A. Anderson Director, Racine County
Planning and Development
Kenneth R. Bradbury Hydrogeologist/Professor
Wisconsin Geological
and Natural History Survey
Thomas J. Bunker Representative, Water and
Wastewater Utility, City of Racine
Douglas S. Cherkauer Professor of Hydrogeology,
University of Wisconsin–Milwaukee
Lisa Conley Representative, Town and
Country Resource Conservation
and Development, Inc.
Michael P. Cotter Director, Walworth County
Land Use and Resource
Management Department
Charles A. Czarkowski Regional Water Program Expert,
Wisconsin Department of
Natural Resources, Southeast Region
Daniel S. Duchniak General Manager,
Waukesha Water Utility,
City of Waukesha
Charles P. Dunning Hydrologist, U.S. Geological Survey
Franklyn A. Ericson Manager,
Worldwide S/H/E/Q Operations,
S. C. Johnson & Son, Inc.
David Ewig Water Superintendent,
City of Port Washington
Thomas M. Grisa 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
Management Department
Eric J. Kiefer Manager,
North Shore
Water Commission
Terrence H. Kiekhaefer 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,
City of Milwaukee
Mark Lurvey Agricultural Business Operator,
Lurvey Turf Nursery
J. Scott Mathie 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
Planning and Parks Department
Jeffrey Musche Administrator/Clerk, Town of Lisbon
Michael P. Rau President, City Water, LLC
Edward St. Peter General Manager,
Water Utility, City of Kenosha
Dale R. Shaver Director, Waukesha County
Department of Parks and Land Use
James Surfus Senior Environmental Engineer,
MillerCoors, LLC
Jack H. Takerian Interim Director, Milwaukee County
Department of Transportation
and Public Works
Daniel S. Winkler Director of Public Works and Utilities,
City of Lake Geneva
Steven N. Yttri General Manager, Water and Sewer Utility,
City of Oak Creek

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Regional Planning Commission
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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 Manager,
Village of Elm Grove
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Barry Gatz Network Supervisor, CenturyTel
Michael E. Klasen Director of Regulatory Affairs, SBC
J. Michael Long Attorney at Law, Murn and Martin, SC
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Time Warner Telecom
Jeff Mantes Commissioner, Department of Public Works,
City of Milwaukee
George E. Melcher Director, Department of Planning and
Development, Kenosha County
Paul E. Mueller Administrator, Washington County
Planning and Parks Department
Rob N. Richardson Director, Racine County Information Systems
Steven L. Ritt Attorney at Law,
Michael Best & Friedrich
James W. Romlein Managing Director, MV Labs, LLC
Bennett Schliesman Director, Kenosha County Emergency
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 Director of Workforce Development,
Chairman Kenosha County; Commissioner, Southeastern
Wisconsin Regional Planning Commission
Ness Flores Attorney, Flores & Reyes Law Offices
Joette Heckenbach COPE Services
Nancy Holmlund President, Wisdom Interfaith Coalition
Darryl Johnson Executive Director,
Riverworks Development Corporation
Lo Neng Kiatoukaysy 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,
City of Milwaukee Housing Authority
Brian Peters Housing Policy Advocates,
IndependenceFirst
Guadalupe "Wally" Rendon Member Education/Outreach Representative,
Racine Educator's Credit Union;
Former Racine Police Officer
Yolanda Santos Adams Director, League of
United Latin America Citizens
Jackie Schellinger Indian Community School
Theresa Schuerman Walworth County Bilingual
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 ON
THE REVIEW AND REEVALUATION OF
REGIONAL CONTROL SURVEY PROGRAM
(continued)**

Harold S. Charlier Executive Director, Wisconsin
Society of Land Surveyors
Michael R. Duckett President, Duckett Group; Executive
Director, Southeast Wisconsin
Professional Baseball Park District
John T. Ellingson Wisconsin State Geodetic Advisor,
U.S. Department of Commerce,
National Oceanic and Atmospheric
Administration, National Geodetic Survey
Thomas M. Grisa Director of Public Works, City of Brookfield
Gregory G. High Director, Architectural, Engineering and
Environmental Services, Public
Works Department, Racine County
Marcia G. Lindholm Civil Engineer Senior, City of
Milwaukee Department of Public Works
Cecil F. Mehring Former Manager of Planning and
Engineering Services, Public Works
Department, Racine County
George E. Melcher Director, Department of Planning and
Development, Kenosha County
Robert W. Merry Chief Technical Officer, Aero-Metric, Inc.
Kent B. Pena State GIS Coordinator, USDA
Natural Resources Conservation Service
Glen R. Schaefer Geodetic Engineer, Wisconsin
Department of Transportation
Daniel R. Talarczyk Survey Services Supervisor,
Milwaukee Metropolitan Sewerage District
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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)**

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Secretary Wisconsin Regional Planning Commission
Sandra K. Beaupre Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
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Roger Johnson President, Village of Silver Lake
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Wisconsin Department of Natural Resources
Cheryl L. Newton Environmental Protection Specialist,
Region V, U.S. Environmental Protection Agency
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Marisol Simón Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Gary A. Sipsma Director, Division of Highway, and
Highway Commissioner, Department of
Public Works, Kenosha County

**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)**

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Robert Stoll Chairman, Town of Randall
Linda S. Valentine Chairperson, Town of Salem

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County Research Park
Julie Anderson Planning Director, Racine County
Planning and Development
David Cappon Executive Director, City of
Waukesha Housing Authority
Michael Cotter Director, Land Use & Resource
Management, Walworth County
Kalan R. Haywood, Sr. President, Vanguard Group, LLC
Joe Heck Assistant Director, Racine
Department of City Development
Rob Henken President, Public Policy Forum, Milwaukee
Michael Hoeft City Planner, City of Waukesha
Gary Koppelberger City Administrator, City of Hartford
Jeff Labahn Director of City Development,
City of Kenosha
J. Scott Mathie Vice President of Government
Affairs, Metropolitan Builders
Association, Pewaukee
George E. Melcher Director, Kenosha County
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 Executive Director, City of
Milwaukee Housing Authority
Brian Peters Housing Policy Advocate, IndependenceFirst;
Member of EJTF, Milwaukee
Kim Plache Senior Community Relations
Officer, Milwaukee
Office of WHEDA
Maria Prioletta Housing Development Director, Milwaukee
Department of City Development
Martrio "Marty" Reed Shorewest Realtors, Milwaukee
Welford Sanders Executive Director, M.L. King Economic
Development Corporation
Mary Kay Schleiter Associate Professor,
Department of Sociology-Anthropology,
University of Wisconsin-Parkside
Kori Schneider-Peragine Senior Administrator,
Community and Economic
Development, 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, Ozaukee County
Planning and Parks Department
Scott Thistle President, Brookstone Home
Builders, Waukesha
Rev. James C. Thomas Retired, Board of Ezekiel Community
Development Corporation
John F. Weishan, Jr. Supervisor, Milwaukee County Board

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Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2009

EXECUTIVE DIVISION

Kenneth R. Yunker, PE
Executive Director

Philip C. Evenson, AICP
Special Projects Advisor

Debra D'Amico
Executive Secretary

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

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson, AICP
Chief Community
Assistance Planner

Richard R. Kania, AICP, RLA
Benjamin R. McKay
Principal Planners

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. Gorseger
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
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
Senior Engineer

Kjirstin N. Roberts
Engineer

Victor T. Helin
Travel Demand Modeler

Reginald L. Mason
Xylia N. Rueda
Research Analysts

PUBLIC INVOLVEMENT AND OUTREACH DIVISION

Stephen P. Adams
Public Involvement and
Outreach Manager

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, PE, CFM
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, PE
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

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Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2009

(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

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981, December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1978-1982, December 1977
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
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Overall Work Program—1988, Southeastern Wisconsin Regional Planning Commission, November 1987
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Overall Work Program—1992, Southeastern Wisconsin Regional Planning Commission, December 1991
Overall Work Program—1993, Southeastern Wisconsin Regional Planning Commission, December 1992
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Overall Work Program—1996, Southeastern Wisconsin Regional Planning Commission, December 1995
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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
Overall Work Program—2010, Southeastern Wisconsin Regional Planning Commission, December 2009

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

Study Design for the Areawide Water Quality Planning and Management Program
or Southeastern Wisconsin: 1975-1977*
Study Design for the Milwaukee Harbor Estuary Comprehensive Water Resources Planning Program,
September 1981
Study Design for the Continuing Regional Land Use-Transportation Study: 1992-2000, February 1993
Waukesha County Development Plan Study Design, May 1993
Upland Environmental Corridor Protection Study Design, September 1995*

PLANNING REPORTS

- 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*
 - Volume 2 - Alternative and Recommended Plans, May 1978*

PLANNING REPORTS—continued

- No. 26 - A Comprehensive Plan for the Menomonee River Watershed
Volume 1 - Inventory Findings and Forecasts, October 1976*
Volume 2 - Alternative Plans and Recommended Plan, October 1976*
- 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*
Volume 2 - Alternative and Recommended Plans, December 1987*
- No. 38 - A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987
- No. 38 - 2nd Edition, A Regional Airport System Plan for Southeastern Wisconsin: 2010, November 1996*
- 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

PLANNING GUIDES

- 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*

PLANNING GUIDES—continued

- No. 5 - Floodland and Shoreland Development Guide, November 1968*
- No. 6 - Soils Development Guide, August 1969*
- No. 7 - Rural Cluster Development Guide, December 1996*

TECHNICAL REPORTS

- 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*
- No. 6 - Planning Law in Southeastern Wisconsin, October 1966*
- 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

TECHNICAL REPORTS—continued

- 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
- No. 31 - Costs of Urban Nonpoint Source Water Pollution Control Measures, June 1991*
- No. 32 - General Mitchell International Airport Enplaning Passenger Survey Findings: 1989, August 1990
- No. 33 - Integration of the Computer-Assisted Management and Planning System with a Parcel-Based Land Information System: A Demonstration Project in Kenosha County, September 1992
- No. 34 - A Mathematical Relationship between NAD27 and NAD83(91) State Plane Coordinates in Southeastern Wisconsin, December 1994
- No. 35 - Vertical Datum Differences in Southeastern Wisconsin, December 1995
- No. 36 - Lake Michigan Shoreline Recession and Bluff Stability in Southeastern Wisconsin: 1995, December 1997
- No. 37 - Groundwater Resources of Southeastern Wisconsin, June 2002*
- No. 39 - Water Quality Conditions and Sources of Pollution in the Greater Milwaukee Watersheds, November 2007
- No. 40 - Rainfall Frequency in the Southeastern Wisconsin Region, April 2000
- No. 41 - A Regional Aquifer Simulation Model for Southeastern Wisconsin, June 2005
- No. 42 - Municipal Fiscal Capacity Analysis for Southeastern Wisconsin, July 2005
- No. 43 - State-of-the-Art of Water Supply Practices, July 2007
- No. 44 - Water Supply Law, April 2007
- No. 45 - Technical Review and Revaluation of the Regional Control Survey Program in Southeastern Wisconsin, March 2008
- No. 47 - Groundwater Recharge in Southeastern Wisconsin Estimated by a GIS - Based Water – Balanced Model, July 2008
- No. 48 - Shallow Groundwater Quantity Sustainability Analysis Demonstration for the Southeastern Wisconsin Region, November 2009

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973
- No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond: 1990, January 1974
- No. 3 - Racine Area Transit Development Program: 1975-1979, June 1974
- No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974
- No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975
- No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975*
- No. 7 - Kenosha Area Transit Development Program: 1976-1980, March 1976*
- No. 8 - Analysis of the Deployment of Paramedic Emergency Medical Services in Milwaukee County, April 1976*
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- 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. 168 -Sectoral Cellular Wireless Network Plan Milwaukee North Shore Communities, August 2006
- No. 169 -An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, May 2008
- No. 170 -Land Evaluation and Site Assessment (LESA) Analysis of Farmlands in Ozaukee County, Wisconsin, January 2008
- 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. 174 -An Aquatic Plant Management Plan for Pleasant Lake, Walworth County, Wisconsin, December 2009
- No. 175 -An Aquatic Plant Management Plan for Lake Wandawega, Walworth County, Wisconsin, April 2009
- No. 176 -A Lake Protection Plan for Upper Nemahbin Lake, Waukesha County, Wisconsin, December 2009
- 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
- No. 185 Community Based Wireless Plan Implementation: Town of Wayne, Washington County, Wisconsin, January 2009
- No. 186 Assessment of Conformity of the Year 2035 Regional Transportation System Plan and the Year 2009-2012 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Non-attainment Area, March 2009
- No. 187 Regional Wireless Plan Implementation Broadband Public Safety Communications Demonstration Project, Kenosha County, Wisconsin, May 2009
- No. 188 Troy Bedrock Valley Aquifer Model, Waukesha and Walworth Counties, Wisconsin, November 2009
- No. 189 Proposed North Lake Boat Launch Site Wetland Delineation, Waukesha County, Wisconsin, July 2009

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 Milwaukee	Town of Mt. Pleasant		
	Town of Yorkville		

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County	No. FX-34, Lilly Lake*
No. FX-40, Benedict Lake	No. FX-17, Marie Lake*
No. FX-12, Camp Lake	No. FX-13, Powers Lake*
No. FX-27, Center Lake	No. FX-11, Silver Lake*
No. FX-35, Cross Lake	No. FX-45, Voltz Lake
No. FX-45, Dyer Lake*	
No. FX-7, Elizabeth Lake	
Racine County	No. FX-29, Long Lake*
No. FX-25, Bohner Lake	No. FX-6, Waterford-Tichigan Lakes*
No. FX-15, Browns Lake	No. FX-276, Waubeesee Lake
No. FX-9, Eagle Lake	No. FX-5, Wind Lake*
No. FX-42, Echo Lake*	
No. FX-32, Kee Nong Go-Mong Lake	

LAKE USE REPORTS-FOX RIVER WATERSHED—continued

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)

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

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*

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

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-16, West Bend Pond

TECHNICAL RECORDS

Volume 1-No. 1, October-November 1963*

Regional Planning in Southeastern Wisconsin

by Kurt W. Bauer, Executive Director

The SEWRPC Land Use-Transportation Study

by J. Robert Doughty, Study Director

Home Interview Sample Selection-Part I

by Kenneth J. Schlager, Chief Systems Engineer

Truck and Taxi Sample Selection

by Thomas A. Winkel, Urban Planning Supervisor

A Backward Glance: Early Toll Roads in Southeastern Wisconsin

by Richard E. Rehberg, Editor

TECHNICAL RECORDS—continued

Volume 1-No. 2, December 1963-January 1964

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

Volume 1-No. 4, April-May 1964*

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

TECHNICAL RECORDS—continued

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

Volume 2-No. 1, October-November 1964*

- Simulation Models in Urban and Regional Planning
by Kenneth J. Schlager, Chief Systems Engineer

Volume 2-No. 2, December 1964-January 1965

- 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

Volume 2-No. 5, June-July 1965

- 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

TECHNICAL RECORDS—continued

Volume 2-No. 6, August-September 1965

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

Volume 3-No. 4, September 1971

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

TECHNICAL RECORDS—continued

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

TECHNICAL RECORDS—continued

Volume 4-No. 4, February 1984

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

Volume 4-No. 5, December 1989

Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. Kendzioriski, 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.

Volume 4-No. 6, December 1993*

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

ANNUAL REPORTS

1961,* 1962,* 1963, 1964, 1965, 1966, 1967, 1968, 1969,* 1970, 1971, 1972,* 1973, 1974, 1975, 1976, 1977,
1978,* 1979,* 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994,
1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, and 2008

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

CONFERENCE PROCEEDINGS—continued

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

NEWSLETTERS

SEWRPC Newsletter, Volume 2 through Volume 42, Number 4
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
Year 2035 Regional Land Use and Transportation System Plans for Southeastern
Wisconsin, Number 5
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
Milwaukee County Transit System Development Plan: 2009-2013, Transit Service Improvement
Natural Areas and Critical Species Habitat Plan Update for Southeastern Wisconsin
Year 2035 Regional Housing Plan for Southeastern Wisconsin
Racine County Transit Plan: 2011-2015

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*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1983-1987, December 1982*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1984-1988, December 1983*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1985-1989, December 1984*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1986-1990, December 1985*

TRANSPORTATION IMPROVEMENT PROGRAMS—continued

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1988-1992, December 1987*

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991

A Transportation Improvement Program for Southeastern Wisconsin: 1993-1998, December 1992

A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994

A Transportation Improvement Program for Southeastern Wisconsin: 1997-1999, September 1996

A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000, November 1997

A Transportation Improvement Program for Southeastern Wisconsin: 2000-2002, February 2000

A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004, February 2002

A Transportation Improvement Program for Southeastern Wisconsin: 2004-2006, December 2003

A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007, January 2005

A Transportation Improvement Program for Southeastern Wisconsin: 2007-2010, December 2006

A Transportation Improvement Program for Southeastern Wisconsin: 2009-2012, March 2009

OTHER

Twenty-Five Years of Regional Planning, December 1985

Economic Development Planning Staff Memorandum No. 94-01, Southeastern Wisconsin Region Industrial/Business Park Directory: July 1994, August 1994

Scope of Work for a Detailed Planning Study of Commuter Rail and Bus Alternatives in the Kenosha-Racine-Milwaukee Corridor, July 1998

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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Appendix E

DAVID L. SCRIMA, S.C.
CERTIFIED PUBLIC ACCOUNTANTS
328 WEST SUNSET DRIVE
WAUKESHA, WISCONSIN 53189

TELEPHONE
(262) 542-8401
FAX 542-8713

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, 2009, 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 Government Auditing Standards, 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, 2009, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

In accordance with Government Auditing Standards, we have also issued our report dated March 22, 2010, 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, Audits of States, Local Governments, and Non-Profit Organizations, 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.

The Commission has not presented a Management's Discussion and Analysis, which accounting principles generally accepted in the United States of America has determined is necessary to supplement, although not required to be part of the financial statements.



David L. Scrima, S.C.
Waukesha, Wisconsin
March 22, 2010

Southeastern Wisconsin Regional Planning Commission

Balance Sheet - All Fund Types

December 31, 2009

	Governmental Fund Types				
	General	Special Revenue	Debt Service	2009 Total	2008 Total
<u>Assets</u>					
Pooled cash and cash equivalents	\$ 2,246,928	\$	\$	\$ 2,246,928	\$ 2,372,442
Grants receivable	23,432	1,598,421		1,621,853	974,658
Interest receivable	8,753			8,753	3,568
Prepaid expense	160,835			160,835	104,408
Property and equipment	3,552,347			3,552,347	3,735,438
Deferred bond expenses			68,442	68,442	74,786
Due from other funds	1,571,205			1,571,205	491,685
Restricted assets:					
Cash with bond trustee			2,038,129	2,038,129	2,175,160
Total Assets	<u>\$ 7,563,500</u>	<u>\$ 1,598,421</u>	<u>\$ 2,106,571</u>	<u>\$ 11,268,492</u>	<u>\$ 9,932,145</u>
<u>Liabilities</u>					
State sales tax	\$ 48	\$	\$	\$ 48	\$ 75
Accounts payable	78,694	58,611		137,305	261,189
Vacation accrual	222,342			222,342	206,162
Deferred revenue	443,533			443,533	241,841
Sick pay accrual	357,254			357,254	237,280
Due to other funds		1,539,810	31,395	1,571,205	491,685
Accrued payroll and taxes	157,882			157,882	143,498
Deposits and advance rents	3,333		2,038,129	2,041,462	2,178,493
General long-term debt	2,235,000			2,235,000	2,365,000
Accrued interest payable			37,047	37,047	24,532
Total Liabilities	<u>3,498,086</u>	<u>1,598,421</u>	<u>2,106,571</u>	<u>7,203,078</u>	<u>6,149,755</u>
<u>Fund Equity</u>					
Investments in fixed assets - net of debt	1,317,347			1,317,347	1,370,438
Fund Balances - designated	1,302,878			1,302,878	1,302,878
- undesignated	1,445,189			1,445,189	1,109,074
Total Fund Equity	<u>4,065,414</u>			<u>4,065,414</u>	<u>3,782,390</u>
Total Liabilities and Fund Equity	<u>\$ 7,563,500</u>	<u>\$ 1,598,421</u>	<u>\$ 2,106,571</u>	<u>\$ 11,268,492</u>	<u>\$ 9,932,145</u>

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, 2009

	Governmental Fund Types			
	General	Special Revenue	2009	2008
<u>Revenues</u>				
Contributions from counties	\$ 2,370,245	\$	\$ 2,370,245	\$ 2,370,245
Grant revenues		3,651,069	3,651,069	3,203,752
Service grants	695,549	480,901	1,176,450	1,254,548
Pass-through grants	271,207	80,529	351,736	251,150
Interest on invested funds	23,698		23,698	82,867
Other income	19,127		19,127	29,809
Rental income	70,089		70,089	69,415
Total Revenues	3,449,915	4,212,499	7,662,414	7,261,786
<u>Expenditures</u>				
Salaries and fringe benefits	3,208,987	1,961,832	5,170,819	5,140,660
Office and other expenses:				
Technical consultants	40,337	197,703	238,040	436,845
Technical consultants - pass-through	143,443	720,337	863,780	321,488
Office supplies	51,882	7,596	59,478	82,017
Insurance, audit, legal fees	79,434	1,399	80,833	65,573
Library acquisition and dues	35,532	540	36,072	48,817
Printing and graphics supplies	34,602	454	35,056	123,290
Postage expense	25,641	1,487	27,128	24,952
Travel expense	30,875	13,290	44,165	62,095
Telephone expense	32,919		32,919	32,090
Building usage	212,334	1,156	213,490	191,810
Building maintenance	156,641		156,641	176,608
Other operating expenses	29,349	17,521	46,870	22,379
Software and equipment maintenance	182,925	8,800	191,725	129,714
Capital outlay	30,823		30,823	144,627
Interest expense	98,460		98,460	99,747
Total Expenditures	4,394,184	2,932,115	7,326,299	7,102,712
Excess (Deficit) Revenues Over Expenditures	(944,269)	1,280,384	336,115	159,074
Indirect Expense Allocation	1,280,384	(1,280,384)		
Fund Balance - beginning of year	2,411,952	-0-	2,411,952	2,657,878
Transfer - amount transferred to trustee				(405,000)
Fund Balance - end of year	\$ 2,748,067	\$ -0-	\$ 2,748,067	\$ 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
Statement of Revenues, Expenditures and Changes
in Fund Balance - Budget and Actual - All Governmental Fund Types
For the Year Ended December 31, 2009

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	\$ 2,370,245	\$ 2,370,245	\$
Grant revenues	4,375,770	4,827,519	451,749
Pass-through grants		351,736	351,736
Interest on invested funds		23,698	23,698
Other income		19,127	19,127
Rental income	70,090	70,089	(1)
Total Revenues	6,816,105	7,662,414	846,309
Expenditures			
Salaries and fringe benefits	5,370,310	5,161,334	208,976
Office and other expenses:			
Technical consultants	244,727	238,040	6,687
Technical consultants - pass-through		863,780	(863,780)
Office supplies	65,000	59,478	5,522
Insurance, audit, legal fees	73,500	80,833	(7,333)
Library acquisition and dues	35,000	36,072	(1,072)
Printing and graphics supplies	145,000	35,056	109,944
Postage expense	35,000	27,128	7,872
Travel expense	60,000	44,165	15,835
Telephone expense	40,000	32,919	7,081
Building usage	161,500	213,490	(51,990)
Building maintenance	150,000	156,641	(6,641)
Other operating expenses	25,000	46,870	(21,870)
Unemployment compensation expense	5,000	9,485	(4,485)
Software and equipment maintenance	146,600	191,725	(45,125)
Capital outlay	145,500	30,823	114,677
Interest expense	113,968	98,460	15,508
Total Expenditures	6,816,105	7,326,299	(510,194)
Excess Revenues Over Expenditures	\$ -0-	336,115	\$ 336,115
Fund Balance - beginning of year		2,411,952	
Fund Balance - end of year		\$ 2,748,067	

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, 2009

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, 2009

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Budget

The Commission's annual budget is prepared principally on the cash 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 basis. 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, 2009 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, 2009

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.

	2009	2008
Land	\$ 335,300	\$ 335,300
Land improvements	213,655	213,655
Building and improvements	3,287,879	3,287,879
Office furniture	250,931	249,842
Computers and related equipment	298,788	294,665
Office equipment	352,768	371,360
Automobiles	174,845	172,296
Field equipment	43,293	43,293
	4,957,459	4,968,290
Less: Depreciation	(1,405,112)	(1,232,852)
Net Book Value	\$ 3,552,347	\$ 3,735,438

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2009

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, 2009 was \$3,395,888, the employer's total payroll was \$3,459,132.

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, 2009 and 2008 were \$358,920 and \$366,418, 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, 2009

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	\$ 1,044,042
Temporary cash investments	<u>1,202,886</u>
	<u>\$ 2,246,928</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 0.21% as of December 31, 2009.

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:

Equipment replacement	\$ 175,000
Errors and Omissions Insurance	300,000
Building Improvement & Maintenance	197,878
Program Development Fund	<u>630,000</u>
	<u>\$ 1,302,878</u>

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:

	<u>Principal</u>	<u>Interest</u>
2010	\$ 135,000	\$ 108,136
2011	140,000	101,948
2012 and thereafter	1,960,000	545,938
Total	<u>\$ 2,235,000</u>	<u>\$ 756,022</u>

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 trustee \$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, 2009

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. Management monitors, regularly, the financial condition of the banking institution, and tries to keep this potential risk to a minimum.



KENNETH R. YUNKER, PE
EXECUTIVE DIRECTOR

W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WISCONSIN
53187-1607
PHONE: (262) 547-6721
FAX: (262) 547-1103
WWW.SEWRPC.ORG