

2011 ANNUAL REPORT



SERVING THE COUNTIES OF
KENOSHA • MILWAUKEE • OZAUKEE • RACINE • WALWORTH • WASHINGTON • WAUKESHA

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REGIONAL PLANNING COMMISSION**

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FIFTY-FIRST ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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October 2012

Inside Region	\$2.00
Outside Region	\$4.00

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Serving the Counties of:

KENOSHA
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October 1, 2012

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 51st annual report of the Commission, summarizes the work of the Commission in calendar year 2011 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 2011 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 2011. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

David L. Stroik
Chairman

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ABOUT THE COMMISSION

AUTHORITY

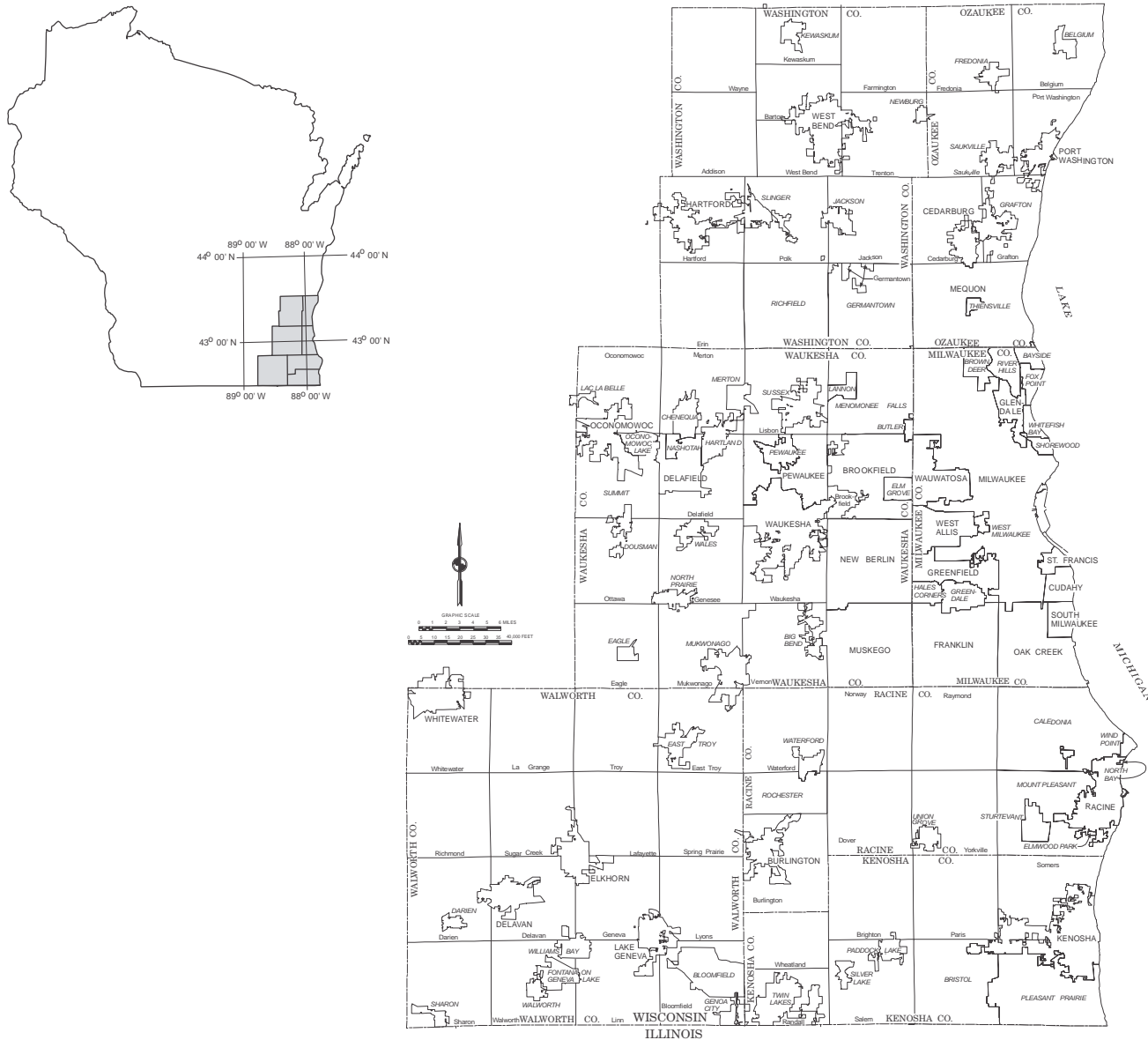
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the *Wisconsin Statutes* as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning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

AREA SERVED

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

Map 1

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$178.2 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 2011, the Commission staff totaled 71, including 64 full-time and seven part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2011 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 2011 totaled about \$8.5 million. County tax levies in 2011 totaled about \$2.3 million, or about \$1.18 per capita. The sources of this revenue for 2011 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 2011 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.

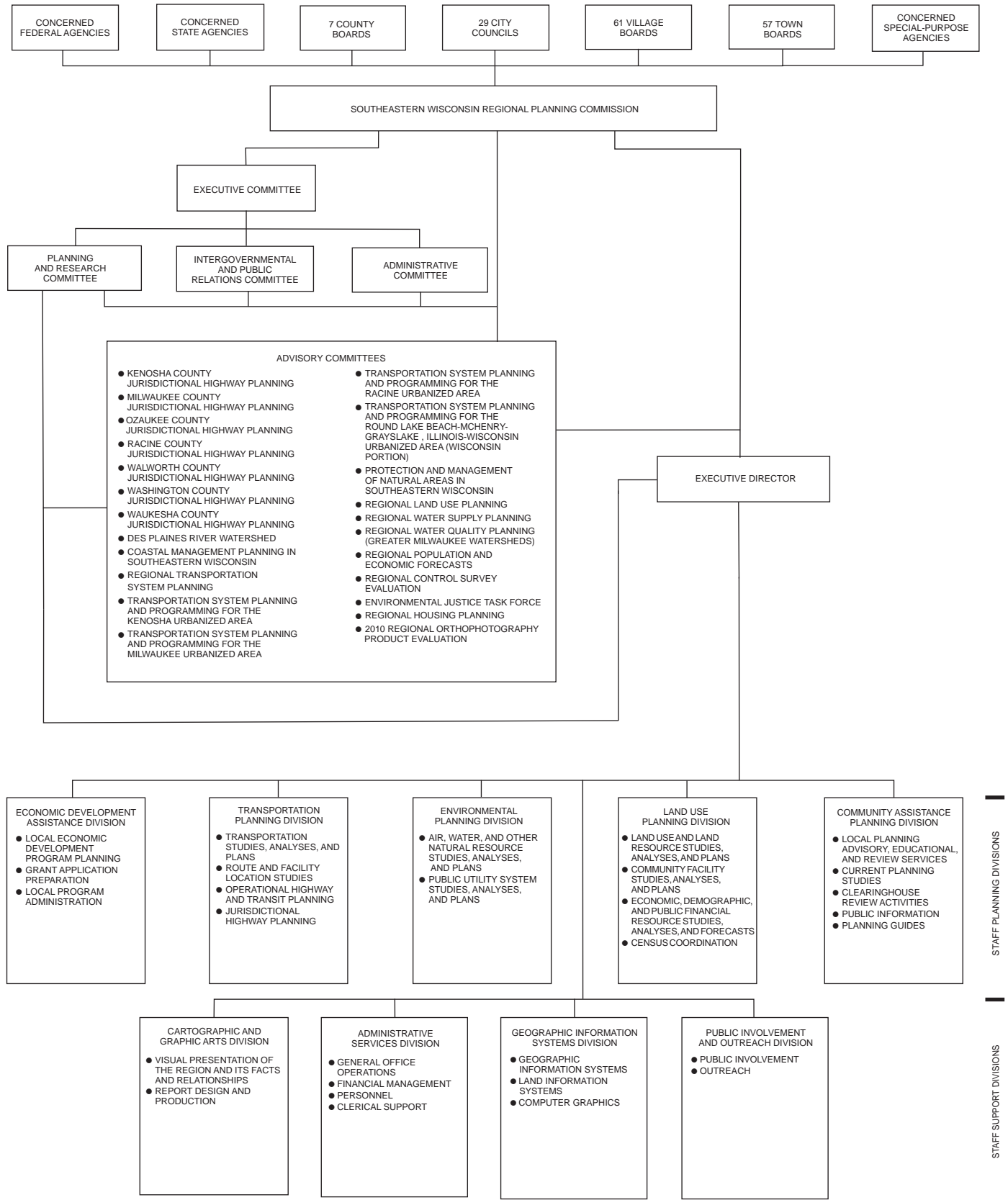
DOCUMENTATION

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: 2011



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: 1961-2011

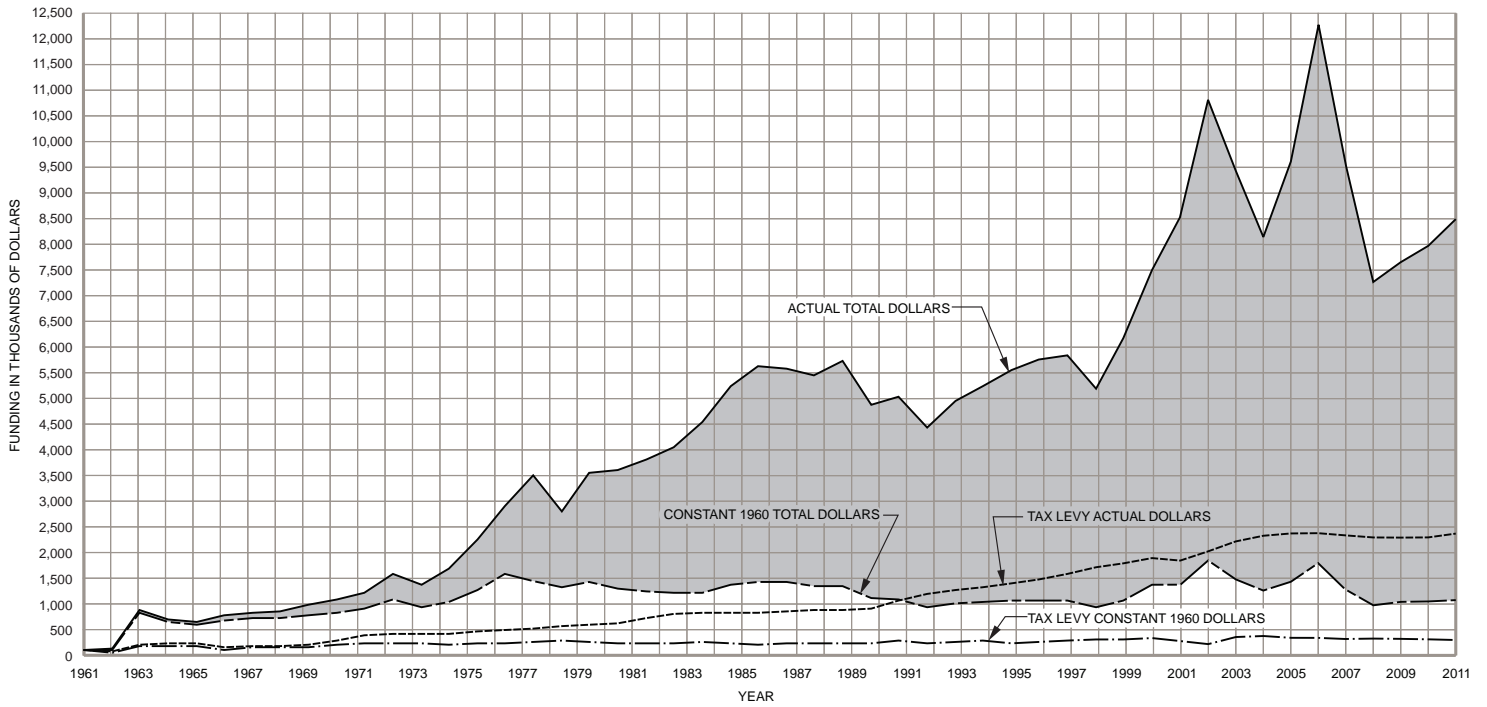


Figure 3
SOURCES OF REVENUES TREND: 1961-2011

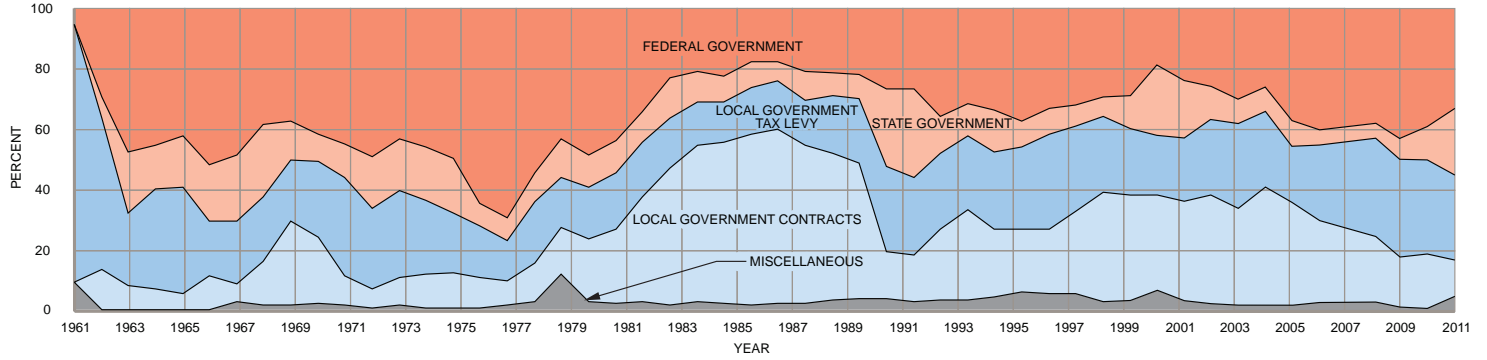
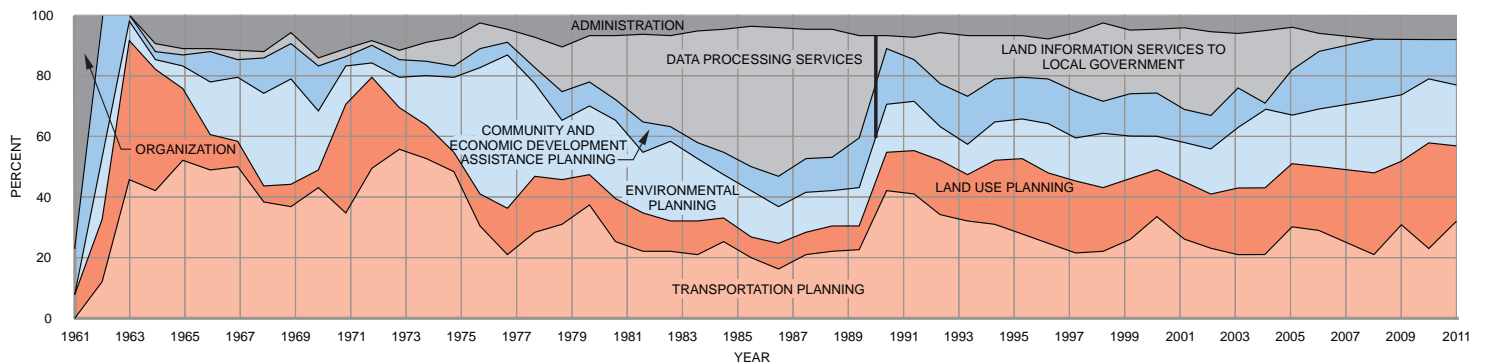


Figure 4
EXPENDITURES TREND: 1961-2011



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

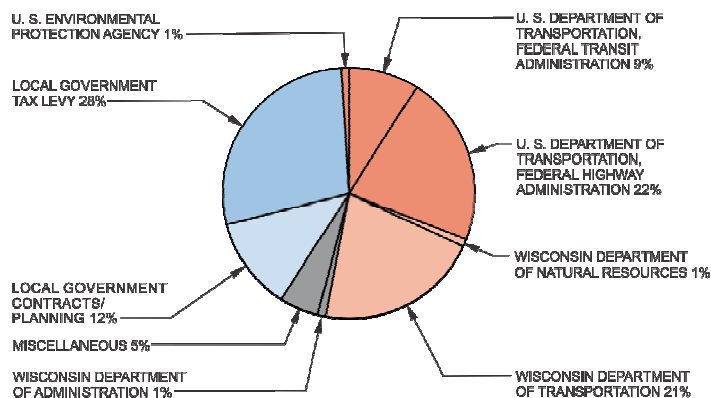
to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2011

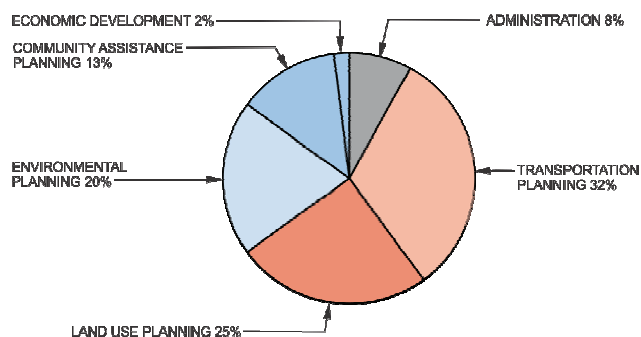
REVENUES

Federal Government	\$2,722,445	33%
State Government	1,968,503	22%
Local Government Tax Levy	2,370,245	28%
Local Government Contracts	1,010,754	12%
Miscellaneous	427,144	5%
Total	\$8,499,091	100%



EXPENDITURES

Transportation Planning	\$2,640,593	32%
Land Use Planning	2,056,780	25%
Environmental Planning	1,657,820	20%
Community Assistance Planning	1,059,693	13%
Economic Development Assistance	166,876	2%
Administration	647,927	8%
Total	\$8,229,689	100%



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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: 2011

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 2011, the adopted regional plan consisted of 31 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, 2011

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—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
	Amendment—Regional Natural Areas and Critical Species Habitat Protection and Management Plan	<i>Amendment to Planning Report No. 42, A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin</i>	December 1, 2010
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, (3rd Edition), <i>A Park and Open Space Plan for Ozaukee County</i>	September 14, 2011
	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 (2nd Edition), <i>A Jurisdictional Highway System Plan for Washington County</i>	March 4, 2009
	Amendment—Regional Transportation Plan	Memorandum Report No. 187, <i>Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan</i>	June 16, 2010
	Amendment—Walworth County	Planning Report No. 15 (2nd Edition), <i>A Jurisdictional Highway System Plan for Walworth County: 2035</i>	June 15, 2011
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	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
	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 ⁹	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Regional Water Quality Management Plan ^h	Planning Report No. 30, <i>A Regional Water Quality Management Plan for Southeastern Wisconsin</i> , Volume One, <i>Inventory Findings</i> ; Volume Two, <i>Alternative Plans</i> ; Volume Three, <i>Recommended Plan</i>	July 12, 1979
	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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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	<i>Community Assistance Planning Report No. 180, 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	<i>Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin</i>	December 5, 1990
	Amendment—Village of Mukwonago	<i>Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin</i>	December 5, 1990
	Amendment—Dousman Area	<i>Community Assistance Planning Report No. 192, (3rd Edition), 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	<i>Community Assistance Planning Report No. 181, 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
	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	<i>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</i>	December 4, 1991

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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 Manage- ment Plan, Village of Genoa City</i>	June 16, 1999
	Amendment—Oconomowoc Area	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc</i>	June 16, 1999
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Hartland</i>	June 16, 1999
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Hartford and Environs</i>	September 15, 1999
	Amendment—Eagle Lake Sewer Utility District	<i>Amendment to the Regional Water Quality Manage- ment Plan, Eagle Lake Sewer Utility District</i>	September 15, 1999
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego</i>	December 1, 1999
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Mukwonago</i>	December 1, 1999
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Racine and Environs</i>	December 1, 1999
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Burlington</i>	March 1, 2000
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Paddock Lake</i>	June 21, 2000
	Amendment—Waterford-Rochester Area	<i>Amendment to the Regional Water Quality Manage- ment Plan, Western Racine County Sewerage District</i>	June 21, 2000
	Amendment—Village of Darien	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Darien</i>	June 21, 2000
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Sussex</i>	December 6, 2000
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Waukesha</i>	February 1, 2001
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Manage- ment Plan, Town of Salem</i>	March 7, 2001
	Amendment—Northwestern Waukesha County	<i>Amendment to the Regional Water Quality Manage- ment 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 Manage- ment 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 Manage- ment 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 Manage- ment Plan, Village of Hartland and Town of Delafield</i>	June 20, 2001
	Amendment—Village of Kewaskum	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Kewaskum</i>	June 20, 2001
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Muskego</i>	June 20, 2001
	Amendment—City of St. Francis	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of St. Francis</i>	August 1, 2001
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Belgium</i>	September 12, 2001
	Amendment—Village of Jackson	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Jackson</i>	September 12, 2001
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Saukville</i>	September 12, 2001
	Amendment—City of Oconomowoc	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Oconomowoc</i>	December 5, 2001
	Amendment—Greater Kenosha Area	<i>Amendment to the Regional Water Quality Manage- ment Plan, Greater Kenosha Area</i>	December 5, 2001
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Paddock Lake</i>	December 5, 2001
	Amendment—Village of Fredonia	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Fredonia</i>	March 6, 2002
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Hartland</i>	March 6, 2002
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Manage- ment Plan, Village of Saukville</i>	March 6, 2002
	Amendment—City of Pewaukee and City of Waukesha	<i>Amendment to the Regional Water Quality Manage- ment Plan, City of Pewaukee and City of Waukesha</i>	June 19, 2002

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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, City of Burlington</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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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	Planning Report No. 50, <i>A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds</i>	December 5, 2007
	Amendment—Village of Paddock Lake Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake Sanitary Sewer Service Area</i>	March 5, 2008
	Amendment—City of Mequon Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, City of Mequon Sanitary Sewer Service Area</i>	March 5, 2008
	Amendment—Village of Jackson and Environs Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson and Environs Sanitary 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—City of Burlington Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, City of Burlington Sanitary Sewer Service Area</i>	June 18, 2008
	Amendment—City of New Berlin Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin Sanitary Sewer Service Area</i>	December 3, 2008
	Amendment—City of Muskego Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego Sanitary Sewer Service Area</i>	March 4, 2009
	Amendment—Village of Caledonia Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Caledonia Sanitary Sewer Service Area</i>	June 17, 2009
	Amendment—Village of Germantown Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Germantown Sanitary Sewer Service Area</i>	June 17, 2009
	Amendment—Village of Genoa City Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Genoa City Sanitary Sewer Service Area</i>	September 9, 2009
	Amendment—Village of Genoa City Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Genoa City Sanitary Sewer Service Area</i>	March 10, 2010
	Amendment – Village of Big Bend and Environs Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Big Bend and Environs Sanitary Sewer Service Area</i>	March 10, 2010
	Amendment – City of New Berlin Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin Sanitary Sewer Service Area</i>	December 1, 2010
	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 Sanitary Sewer Service Area</i>	June 15, 2011
	Amendment – City of Hartford	<i>Amendment to the Regional Water Quality Management Plan, City of Hartford</i>	June 15, 2011
	Amendment – City of Franklin	<i>Amendment to the Regional Water Quality Management Plan, City of Franklin</i>	June 15, 2011
	Amendment – Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	June 15, 2011
	Amendment – City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	September 14, 2011
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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
	Regional Water Supply Plan	Planning Report No. 52, <i>A Regional Water Supply Plan for Southeastern Wisconsin</i>	December 1, 2010
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 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 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

Table 1 Footnotes (continued)

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 Service Plan for Ozaukee County: 1996-2000.

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

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

Twelve 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, for the Oak Creek watershed, and the regional water supply plan.

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

During 2011, the Commission, adopted an amendment to the regional park and open space plan, an amendment to the regional transportation plan and five 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 2011, the Commission had underway a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of an update to the regional land use inventory, initiating work on a major reevaluation and extension of the regional land use plan;
- The preparation of a regional origin and destination travel survey, initiating work on a major reevaluation and extension of the regional transportation plan;
- The preparation of new short-range transit system development plans for Kenosha and Racine Counties; and the City of Waukesha.

- The preparation of an update to the regional housing plan.
- The preparation of park plans for Kenosha and Racine Counties.
- The preparation of Farmland Preservation plans for Ozaukee and Racine Counties.

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 2011, 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 2011, 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 2011.

In addition, during 2011 Commission staff began updating the regional inventories which will serve as the basis for the 2050 regional land use and transportation plans, as well as other regional and subregional planning efforts. Work was initiated on inventories of land use, population and households, environmental corridors, urban growth, and areas served by sanitary sewer.

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.

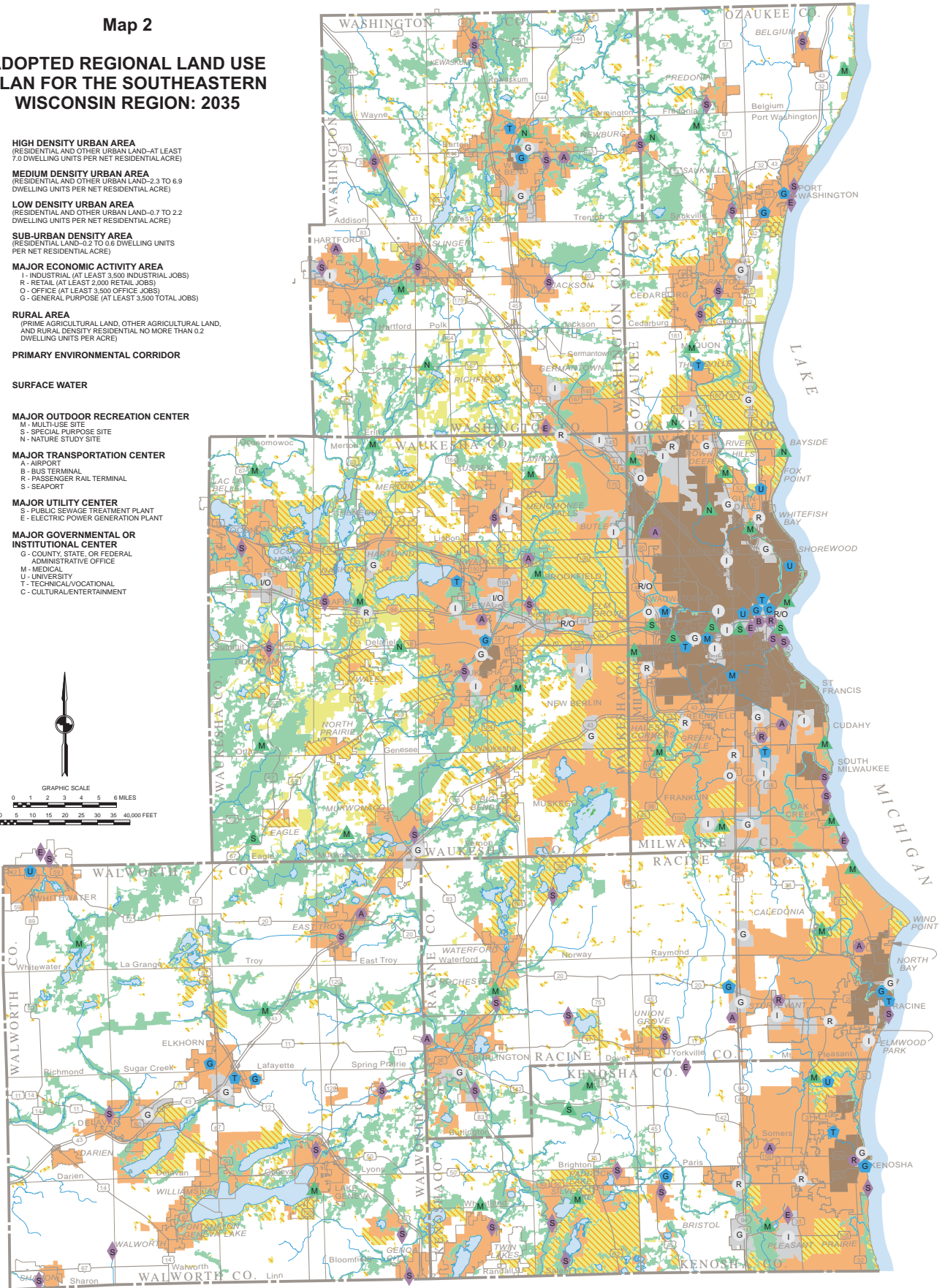
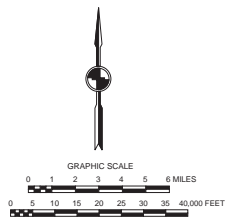
Prime Agricultural Lands and Other Rural Lands

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

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



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.

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.

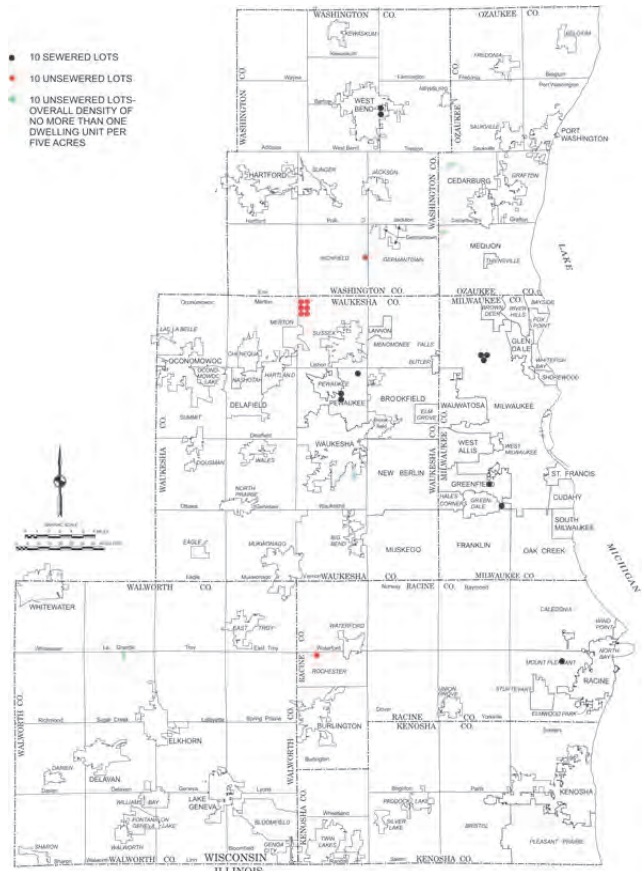
Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activity within the Region. In all, 201 residential lots were created within the Region during 2011 by subdivision plat, compared with 231 lots so created in 2010, reflecting the continuing decline in housing construction (see Table 2 and Map 3). In 2011, there were no new residential subdivisions in Kenosha County. In the other six counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2011 ranged from a low of eight lots in Walworth County to a high of 96 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

Of the residential lots created in 2011, 91 lots, or 45 percent, were to be served by public sanitary sewers; the remaining 110 lots, or 55 percent, were to be served by onsite sewage disposal systems. Of the 110 lots to be served by onsite sewage disposal systems, 25 lots, or 23 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.

Map 3

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2011



ECONOMIC AND DEMOGRAPHIC ANALYSIS

During 2011, 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.

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

Table 2

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2011

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	44	100.0	0	0.0	44	21.9
Ozaukee	0	0.0	10	100.0	10	5.0
Racine	5	35.7	9	64.3	14	6.9
Walworth	0	0.0	8	100.0	8	4.0
Washington	18	62.1	11	37.9	29	14.4
Waukesha	24	25.0	72	75.0	96	47.8
Region	91	45.3	110	54.7	201	100.0

^aOf the 110 lots to be served by onsite sewage disposal systems, 25 lots, or 23 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 10 such lots in Ozaukee County, eight lots in Walworth County, and seven lots in Waukesha County.

Table 3

REGIONAL EMPLOYMENT BY CATEGORY: 2000, 2010, AND 2011

Employment Category	Number of Jobs			2000-2010 Change		2010-2011 Change	
	2000	2010	2011 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	17,600	17,200	16,300	-400	-2.3	-900	-5.2
Construction.....	53,800	41,200	39,900	-12,600	-23.4	-1,300	-3.2
Manufacturing	224,400	157,100	164,300	-67,300	-30.0	7,200	4.6
Transportation, Communication, and Utilities	54,800	48,000	48,200	-6,800	-12.4	200	0.4
Wholesale Trade.....	64,400	55,700	55,600	-8,700	-13.5	-100	-0.2
Retail Trade	193,700	189,000	190,800	-4,700	-2.4	1,800	1.0
Services ^b	499,700	557,100	565,100	57,400	11.5	8,000	1.4
Government and Government Enterprises ^c	114,400	112,400	113,200	-2,000	-1.7	800	0.7
Total Jobs	1,222,800	1,177,700	1,193,400	-45,100	-3.7	15,700	1.3

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

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

^cExcludes armed forces.

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 2011 and previous years in order to reflect new releases of secondary source employment data as they become available.

The number of jobs in the Region in 2011 was estimated at 1,193,400, an increase of about 15,700 jobs, or 1.3 percent, from the 2010 level of 1,177,700 jobs. Year 2011 employment shows growth from the 2010 level in over half of the employment categories, including an increase in manufacturing employment by about 7,200 jobs, or 4.6 percent, from the 2010 level (see Table 3).

Figure 6

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2011

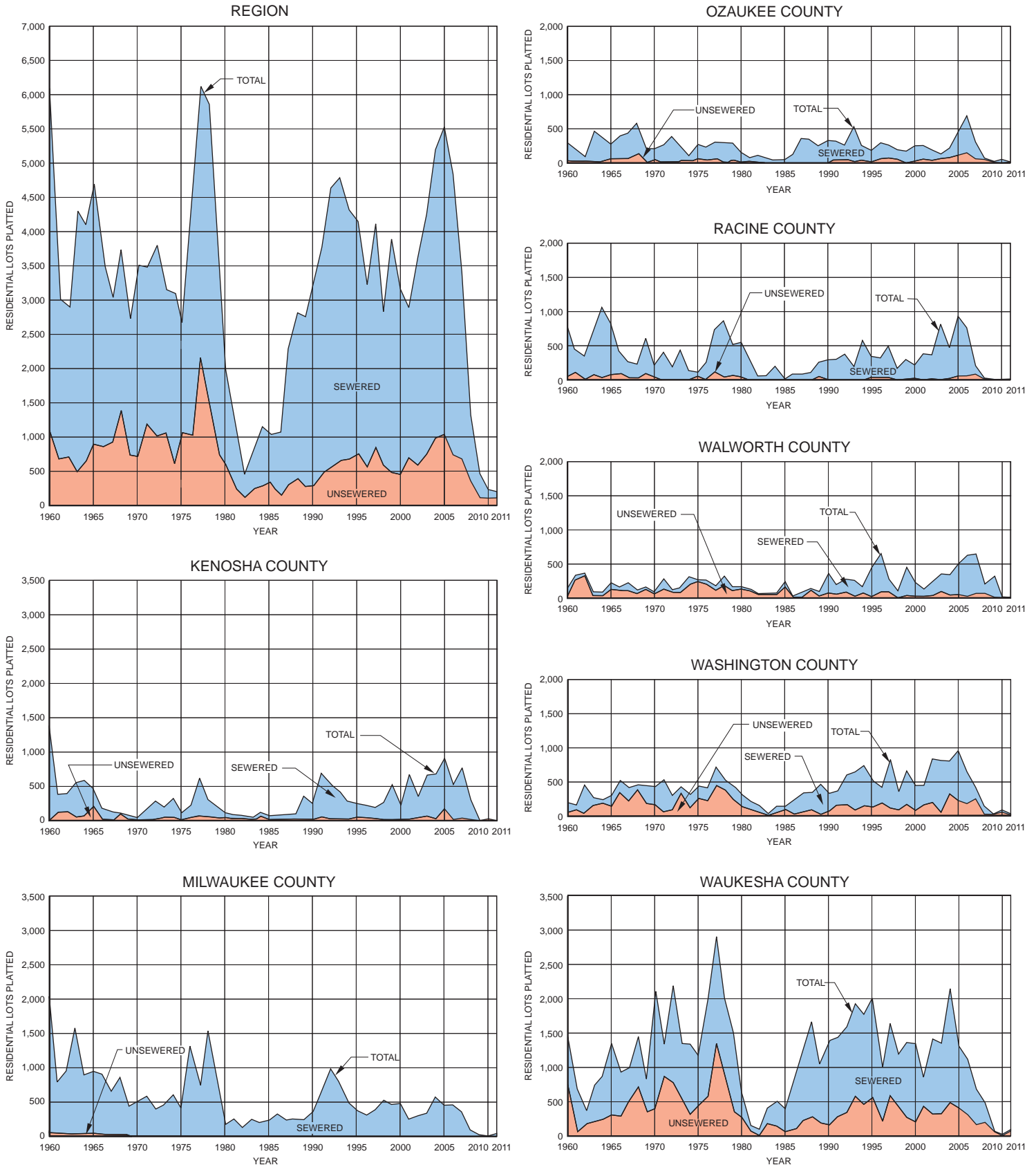


Table 4

REGIONAL EMPLOYMENT BY COUNTY: 2000, 2010, AND 2011

County	Number of Jobs			2000-2010 Change		2010-2011 Change	
	2000	2010	2011 Estimate	Number	Percent	Number	Percent
Kenosha.....	68,700	75,500	75,300	6,800	9.9	-200	-0.3
Milwaukee.....	624,600	574,500	578,900	-50,100	-8.0	4,400	0.8
Ozaukee.....	50,800	52,600	54,200	1,800	3.5	1,600	3.0
Racine.....	94,400	88,200	89,800	-6,200	-6.6	1,600	1.8
Walworth.....	51,800	53,000	53,700	1,200	2.3	700	1.3
Washington.....	61,700	64,000	65,700	2,300	3.7	1,700	2.7
Waukesha.....	270,800	269,900	275,800	-900	-0.3	5,900	2.2
Region	1,222,800	1,177,700	1,193,400	-45,100	-3.7	15,700	1.3

Estimated employment levels by county in 2011 are indicated in Table 4. All counties in the Region, except Kenosha, experienced job growth from 2010 to 2011, ranging from an increase of 700 jobs in Walworth County to an increase of 5,900 jobs in Waukesha County. Kenosha County employment in 2011 was estimated to have declined by about 200 jobs.

Comparison of Actual and Projected Employment Levels

In 2004, the Commission prepared a 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 2011 was anticipated to total 1,285,200 jobs under the high-growth scenario; 1,248,900 jobs under the intermediate-growth scenario; and 1,218,000 jobs under the low-growth scenario. The estimated 2011 level of 1,193,400 jobs is about 7 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 2011, along with the estimated change from the year 2010 Census population, are presented in Table 6.

Table 5

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2011

County	Estimated 2011 Jobs	Projected 2011 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	75,300	78,200	77,100	74,100
Milwaukee.....	578,900	620,200	604,100	587,900
Ozaukee.....	54,200	56,600	55,000	53,500
Racine.....	89,800	98,900	96,900	93,800
Walworth.....	53,700	59,500	58,500	56,400
Washington.....	65,700	70,800	68,800	67,100
Waukesha.....	275,800	301,000	288,500	285,200
Region	1,193,400	1,285,200	1,248,900	1,218,000

Table 6

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2000, 2010, AND 2011

County	Population			2000-2010 Change		2010-2011 Change	
	2000 Census	2010 Census	2011 Estimate	Number	Percent	Number	Percent
Kenosha.....	149,600	166,400	166,600	16,800	11.2	200	0.1
Milwaukee.....	940,200	947,800	948,400	7,600	0.8	600	0.1
Ozaukee.....	82,300	86,400	86,500	4,100	5.0	100	0.1
Racine.....	188,800	195,400	195,200	6,600	3.5	-200	-0.1
Walworth.....	92,000	102,200	102,500	10,200	11.1	300	0.3
Washington.....	117,500	131,900	132,200	14,400	12.3	300	0.2
Waukesha.....	360,800	389,900	390,300	29,100	8.1	400	0.1
Region	1,931,200	2,020,000	2,021,700	88,800	4.6	1,700	0.1

As indicated in Table 6, the 2011 resident population of the Region was estimated by the Department of Administration to be about 2,021,700 persons, an increase of about 1,700 persons, or about 0.1 percent, over 2010. Every county in the Region, except Racine County, was estimated to have experienced a slight population increase between 2010 and 2011, ranging from a low of about 100 persons in Ozaukee County, to a high of about 600 persons in Milwaukee County. Racine County population was estimated to have declined slightly, by about 200 persons, between 2010 and 2011.

Between the Census date of April 1, 2010, and January 1, 2011, the total population increase of about 1,700 persons is estimated to have resulted from a natural increase of about 8,400 persons and a net out-migration of about 6,700 persons. During this time, Ozaukee County and Walworth County experienced minor net in-migration, while the

remaining counties in the Region experienced net out-migration, ranging from about 100 persons in Washington County to about 4,900 persons in Milwaukee County.

Comparison of Actual and Projected Population Levels

In 2004, the Commission prepared a 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 Commission 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

Figure 7

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

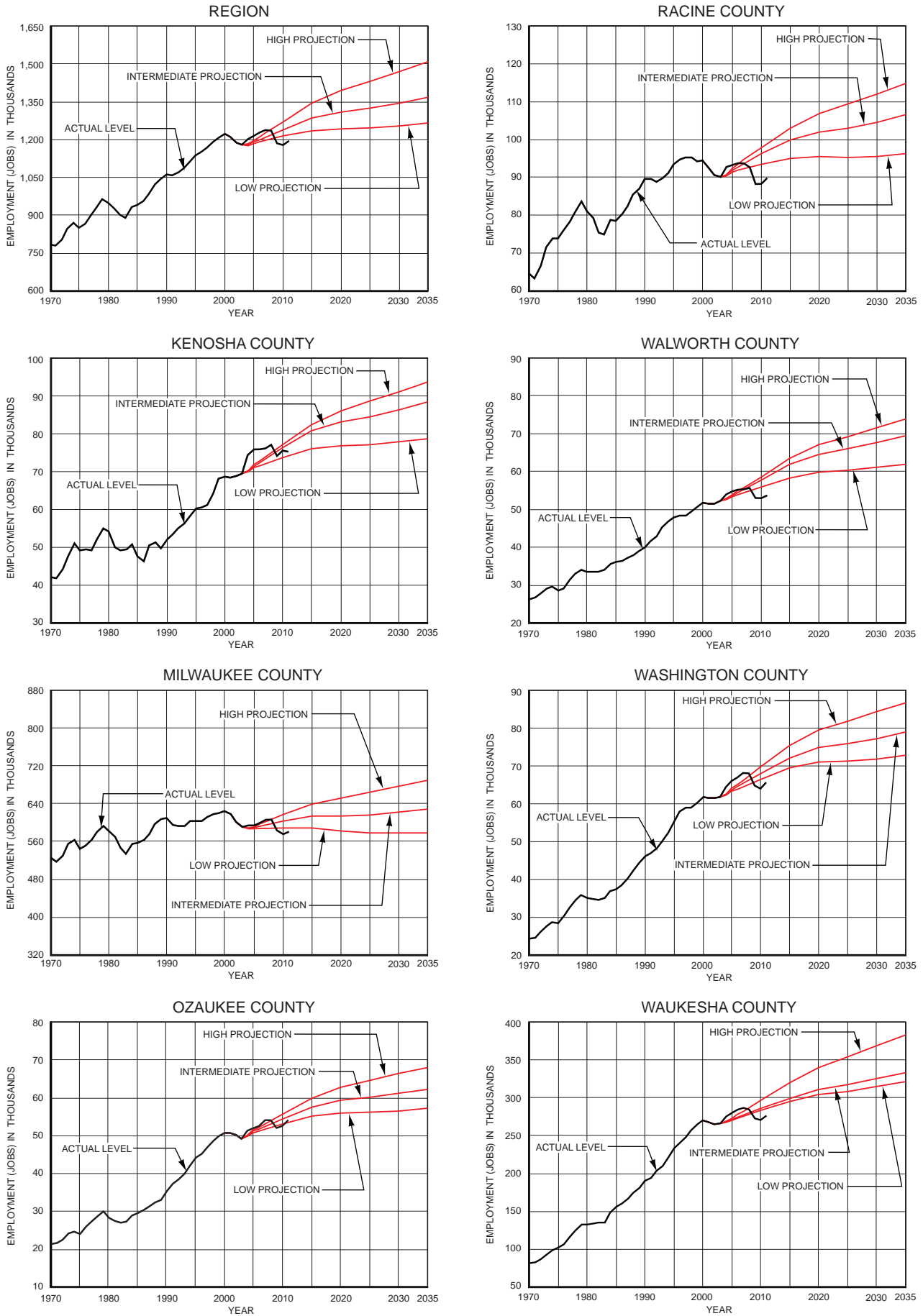


Table 7

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2011

County	2011 Population	Projected 2011 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	166,600	176,000	167,900	161,800
Milwaukee.....	948,400	983,200	956,400	921,100
Ozaukee.....	86,500	94,300	89,300	86,500
Racine.....	195,200	206,900	196,000	191,300
Walworth.....	102,500	109,700	106,700	101,600
Washington.....	132,200	139,400	133,000	128,000
Waukesha.....	390,300	414,500	394,000	381,400
Region	2,021,700	2,124,000	2,043,300	1,971,700

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 2,124,000 persons in 2011. The actual 2011 regional population level of 2,021,700 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 1,971,700 persons in 2011. The actual 2011 population level was about 3 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 2,043,300 persons in 2011. The actual 2011 population level was about 1 percent below this level (see Table 7 and Figure 8).

Monitoring Household Levels

Current Household Levels

Estimates of total housing units in the Region are based upon total housing unit counts from the year 2010 census, updated by the Wisconsin Department of Administration'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 2011 presented herein is based upon these estimates of housing units and the housing vacancy rates from the 2010 census.

As shown in Table 8, the number of households in the Region is estimated to have increased from about 800,100 in 2010 to about 802,000 in 2011, an increase of about 1,900 households, or 0.2 percent. Each county in the Region experienced at least a slight increase in households from 2010 to 2011, ranging from about 100 households in Ozaukee, Racine, and Walworth Counties, to about 800 households in Milwaukee County.

Comparison of Actual and Projected Household Levels

In conjunction with the aforementioned population projections, the Commission in 2004 prepared a 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.

Figure 8

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

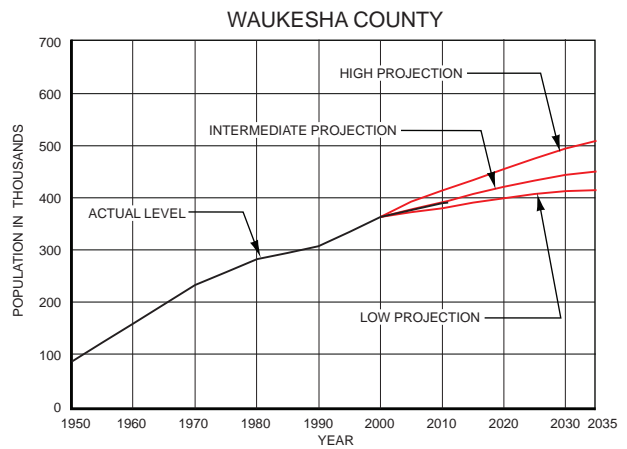
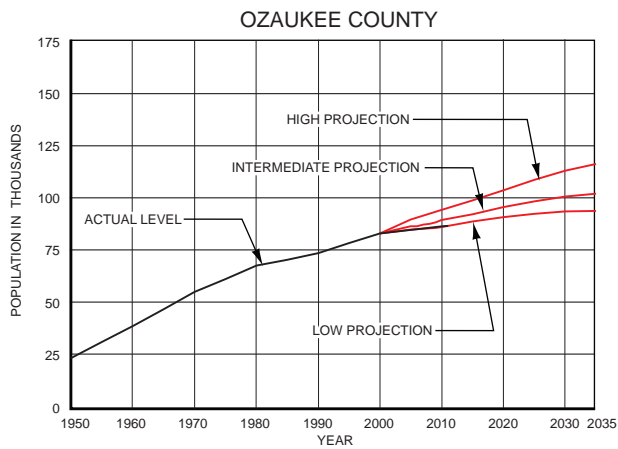
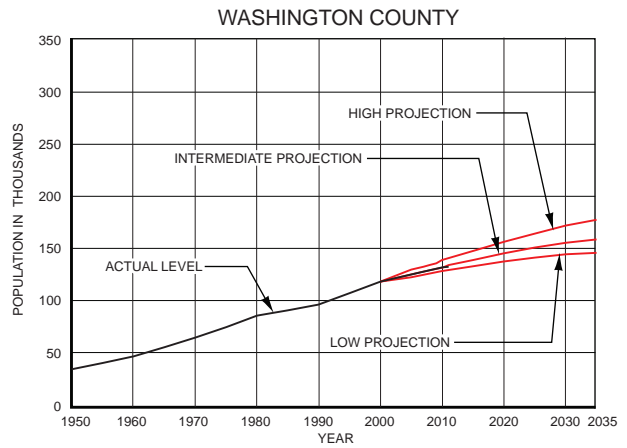
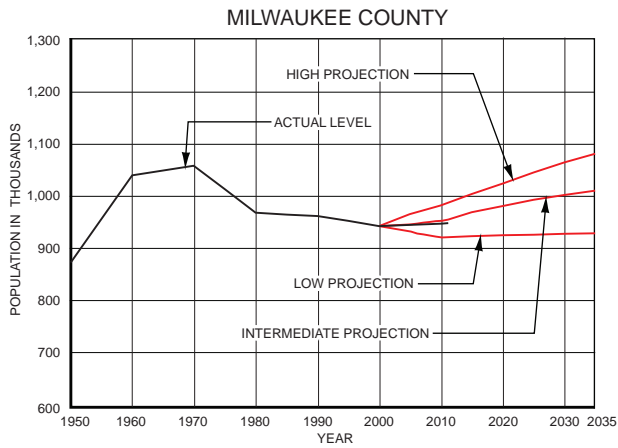
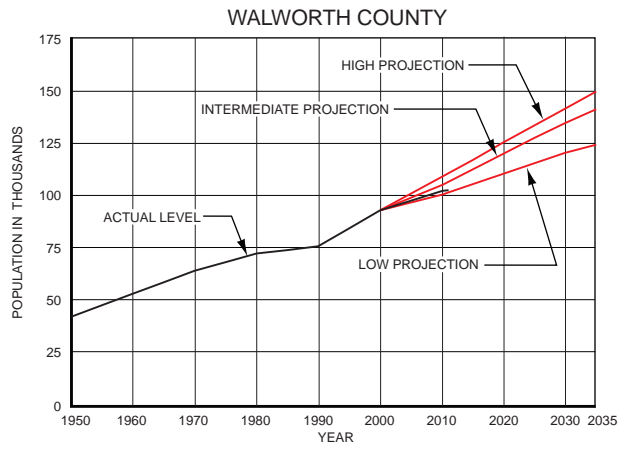
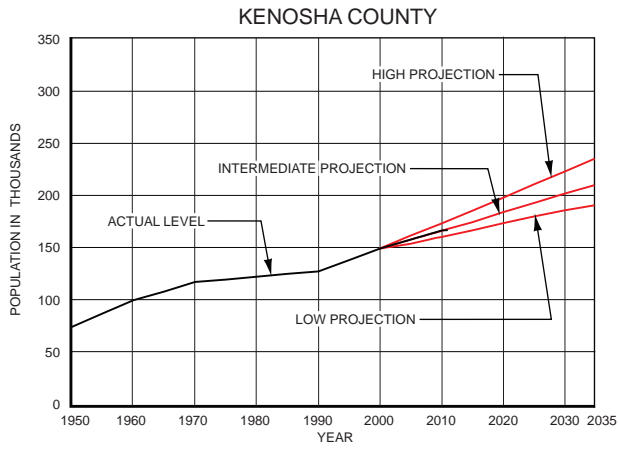
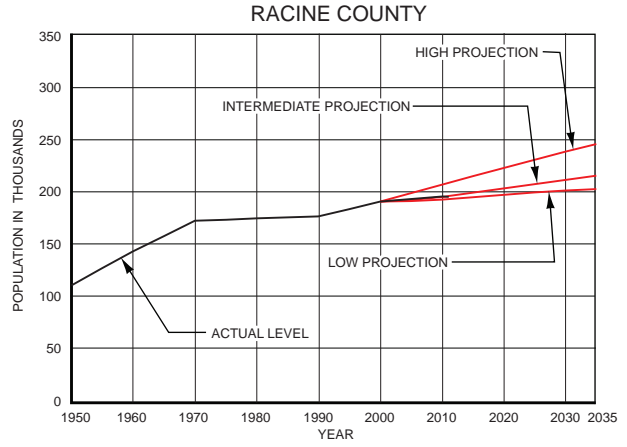
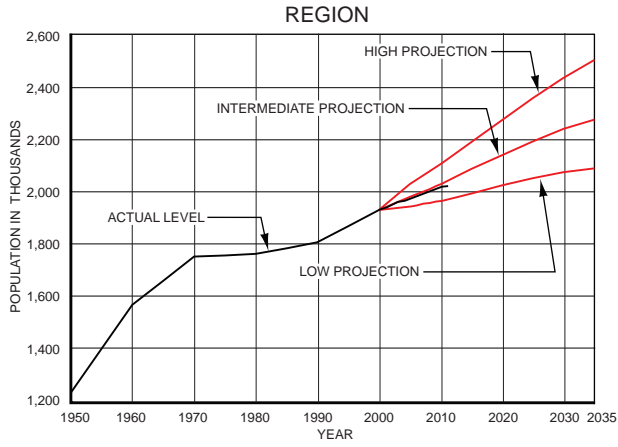


Table 8

**HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN
REGION BY COUNTY: 2000, 2010, AND 2011**

County	Households			2000-2010 Change		2010-2011 Change	
	2000 Census	2010 Census	2011 Estimate	Number	Percent	Number	Percent
Kenosha.....	56,100	62,600	62,800	6,500	11.6	200	0.3
Milwaukee.....	377,700	383,600	384,400	5,900	1.6	800	0.2
Ozaukee.....	30,900	34,200	34,300	3,300	10.7	100	0.3
Racine.....	70,800	75,700	75,800	4,900	6.9	100	0.1
Walworth.....	34,500	39,700	39,800	5,200	15.1	100	0.3
Washington.....	43,800	51,600	51,800	7,800	17.8	200	0.4
Waukesha.....	135,200	152,700	153,100	17,500	12.9	400	0.3
Region	749,000	800,100	802,000	51,100	6.8	1,900	0.2

Table 9

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2011

County	2011 Households	Projected 2011 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	62,800	67,500	64,400	62,000
Milwaukee.....	384,400	406,800	395,700	381,200
Ozaukee.....	34,300	36,500	34,600	33,500
Racine.....	75,800	79,600	75,300	73,500
Walworth.....	39,800	42,300	41,200	39,200
Washington.....	51,800	54,000	51,500	49,600
Waukesha.....	153,100	159,900	152,000	147,000
Region	802,000	846,600	814,700	786,000

Under the high-growth scenario, it was anticipated that there would be 846,600 households in the Region in 2011. The 2011 regional household level of 802,000 is about 5 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 786,000 households in the Region in 2011. The 2011 regional household level is about 2 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 814,700 households in the Region in 2011. The 2011 regional household level is about 2 percent below this level (see Table 9 and Figure 9).

Census Coordination

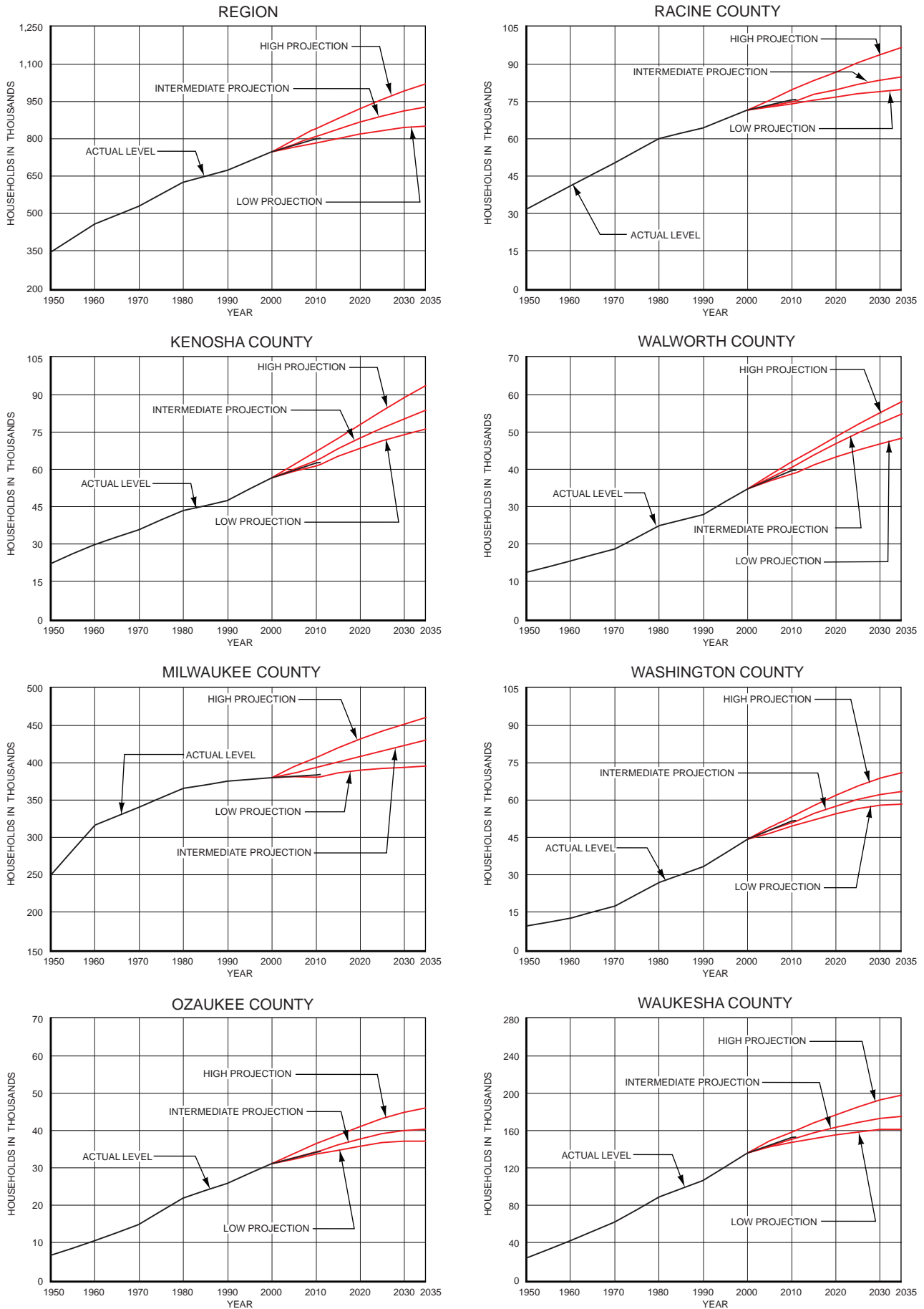
During 2011, the Commission continued to participate in the U.S. Census Bureau State Data Center Program, a nationwide program under which

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

Figure 9

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



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

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 2011, the Commission staff completed work on an update and extension of the park and open space plan for Ozaukee County, and initiated work on updating park and open space plans for Kenosha, Racine, and Walworth Counties.

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 as an amendment to the regional park and open space plan in September

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 (3rd Edition), A Park and Open Space Plan for Ozaukee County, June 2011; 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, 2011

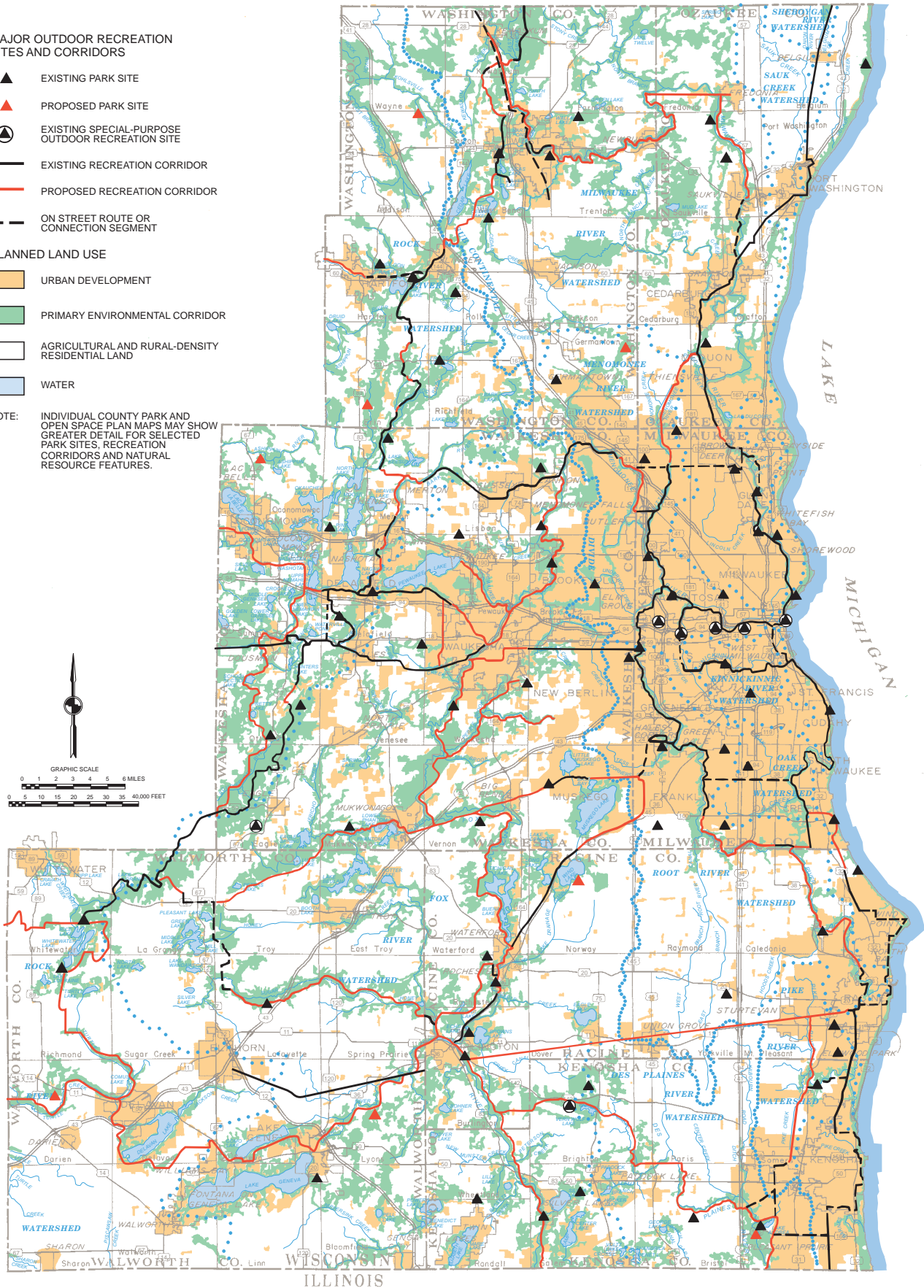
MAJOR OUTDOOR RECREATION SITES AND CORRIDORS

- ▲ 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.



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 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.

As of the end of 2011, 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 2005, the Commission staff began work on an update to the regional natural areas and critical species habitat protection and management plan for Southeastern Wisconsin. This update was conducted to permit consideration of changes which have occurred with respect to population growth, land use development, climate change, and discernible changes to the fauna and flora populations and their associated habitat conditions, since the original plan

was completed. The update amendment to the original plan was completed in 2010. As a result of these updates, the total number of identified natural areas has increased from 447 to 494 sites, and the total number of identified critical species habitat areas has increased from 142 to 271 sites. The distribution of these sites within the Region is shown on Map 5. During 2011, the update amendment to the original plan was endorsed/adopted by Ozaukee, Racine, and Walworth Counties; the City of Delavan; the Villages of Fredonia, Rochester, Slinger, and Sturtevant; and the Towns of East Troy, Kewaskum, LaFayette, and Troy. In addition, during 2011 there were several additions made to the original natural area sites. The Wisconsin Department of Natural Resources acquired one parcel encompassing 0.4 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County, and five acres of the Jackson Swamp in Washington County. The Waukesha County Land Conservancy acquired six acres of the Genesee Lake Road Bog; seven acres of the Genesee Lake Road Tamaracks; and 75 acres of the CTH ZC Lowlands.

The plan update recommends that each of the 765 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 amended plan further recommends that 677 sites, or 88 percent of the total, be placed in public or private protective conservation ownership and that the other 88 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 recommended means for preservation, is presented in the amendment to SEWRPC Planning Report No. 42.

DATA PROVISION AND TECHNICAL ASSISTANCE

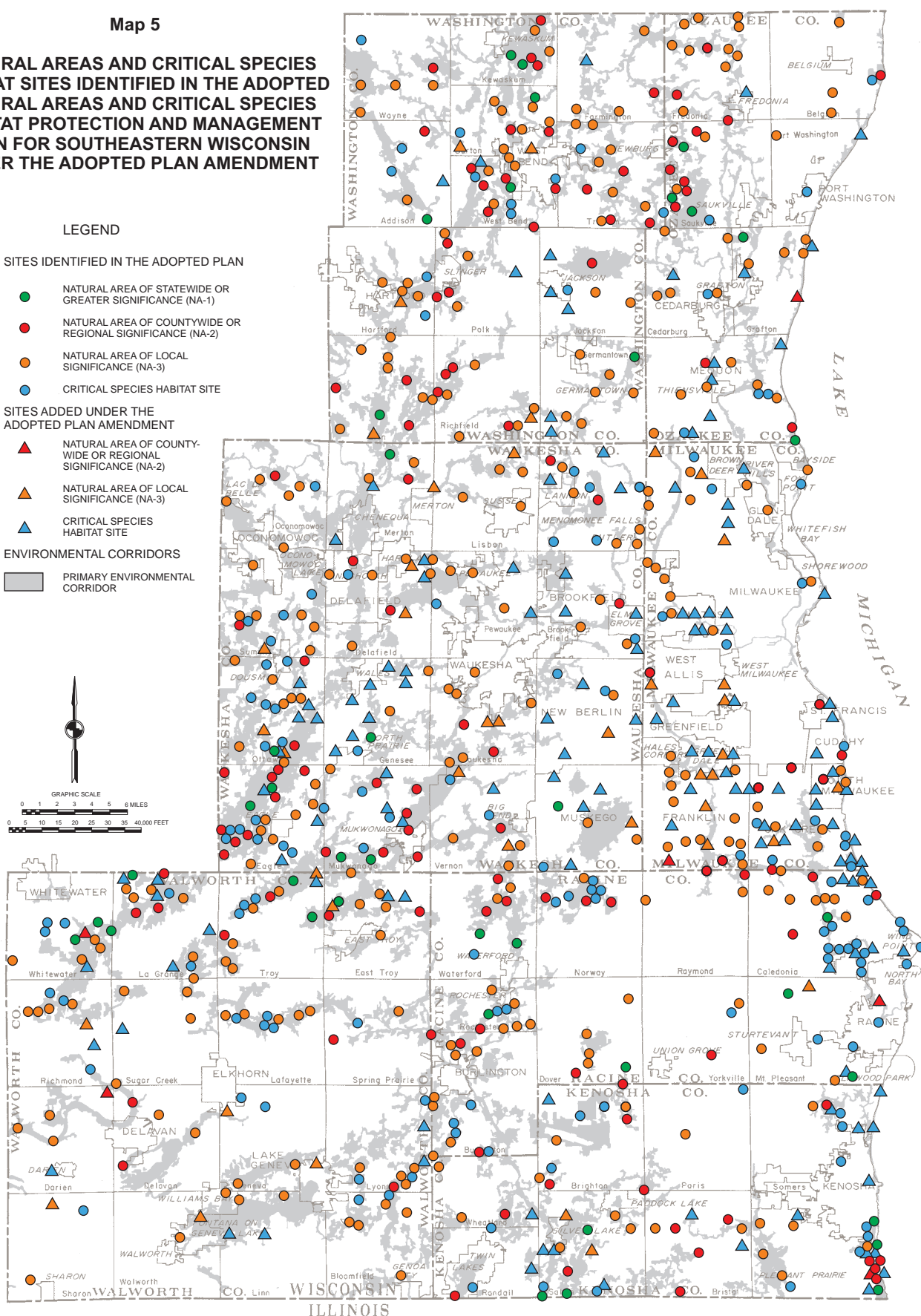
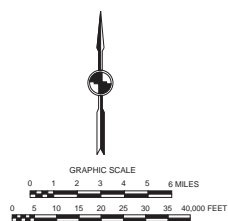
Economic and Demographic Data

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

Map 5

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

- LEGEND**
- SITES IDENTIFIED IN THE ADOPTED PLAN**
- NATURAL AREA OF STATEWIDE OR GREATER SIGNIFICANCE (NA-1)
 - NATURAL AREA OF COUNTYWIDE OR REGIONAL SIGNIFICANCE (NA-2)
 - NATURAL AREA OF LOCAL SIGNIFICANCE (NA-3)
 - CRITICAL SPECIES HABITAT SITE
- SITES ADDED UNDER THE ADOPTED PLAN AMENDMENT**
- ▲ NATURAL AREA OF COUNTY- WIDE OR REGIONAL SIGNIFICANCE (NA-2)
 - ▲ NATURAL AREA OF LOCAL SIGNIFICANCE (NA-3)
 - ▲ CRITICAL SPECIES HABITAT SITE
- ENVIRONMENTAL CORRIDORS**
- PRIMARY ENVIRONMENTAL CORRIDOR



agencies, and school districts in the conduct of special data acquisition activities and in the analysis of data.

During 2011, the Division continued to respond to data 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 2011 in performing the data provision and technical assistance function:

- Provided mapping and tabular census data on households with no vehicles available to the City of Milwaukee for use in a study of potential post office closures.
- Provided 2010 census data on population by race and ethnicity for the Kettle Moraine School District and surrounding communities to the district for use in a study of equal employment opportunities.
- Provided digital census tract map files and data files regarding the minority population and persons in poverty to the Milwaukee County Transit System for its use in preparing an equity evaluation for a Title VI submission to the Federal Transit Administration.
- Provided 2000 and 2010 census data on population by age and gender for the Town of Vernon and Waukesha County to the Town for recreational facilities planning.

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 2011, the Division responded to 122 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 2011 include the following:

- Provided information to the City of Brookfield on recommendations from the regional plan for the protection of

environmental corridors for use in a grant application for continued acquisition within the City greenway system.

- Provided maps and other information on the recommended regional bikeway system to staff at the Mequon Nature Preserve.
- Provided GIS map files of natural areas and critical species habitat sites, along with GIS map files for the year 2035 regional land use plan, to the Wisconsin Department of Natural Resources.
- Provided a digital file of the land use plan map from the Racine County comprehensive plan to the Wisconsin Department of Transportation for use in on-going highway projects.
- Provided information on existing and planned trails in Kenosha County compiled as part of the Multi-Jurisdictional Comprehensive Plan for Kenosha County in response to a request from Lake County, Illinois.

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 2011, the Commission fulfilled a total of 120 requests for such information. Most of this work effort may be divided into the following categories:

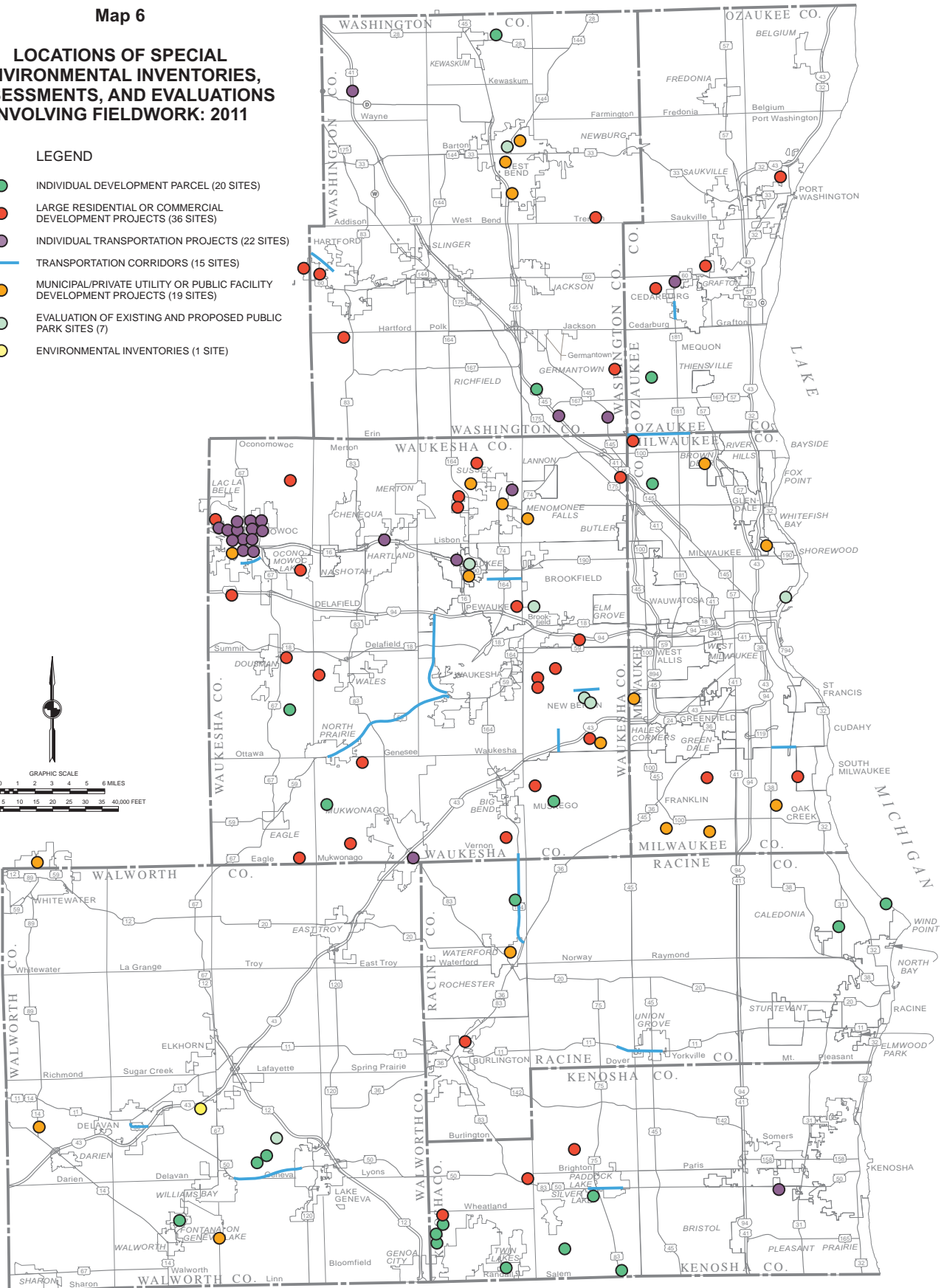
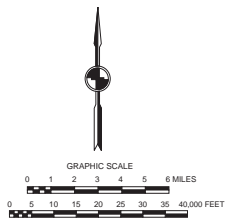
- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2011, 20 such requests were fulfilled for sites located throughout the 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

Map 6

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2011

LEGEND

- INDIVIDUAL DEVELOPMENT PARCEL (20 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (36 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (22 SITES)
- TRANSPORTATION CORRIDORS (15 SITES)
- MUNICIPAL/PRIVATE UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (19 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (7)
- ENVIRONMENTAL INVENTORIES (1 SITE)



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 2011, such requests were fulfilled for a total of 36 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 2011, 37 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, the Milwaukee

County Department of Transportation and Public Works, the Washington County Highway Department, the Waukesha County Department of Public Works, the City of Milwaukee Department of Public Works, the City of New Berlin, the City of Oconomowoc, the City of Pewaukee, and the Town of Lisbon (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 2011, 19 such requests were fulfilled in Milwaukee, Racine, Walworth, 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 2011, seven such requests were fulfilled in Milwaukee, Walworth, Washington, 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 2011, one such request was fulfilled in Walworth County (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 2011 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 2011, 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; and traffic volumes. In 2009, as part of the review, update, and reaffirmation of the year 2035 regional transportation plan, the Division reviewed transportation system performance with respect to pavement and bridge condition; traffic congestion; vehicle traffic crashes; arterial highway and transit travel times; transportation air pollutant emissions; and transit service reliability. These transportation system performance measures will be updated as part of a plan update (every four years) and a major plan reevaluation (every 10 years).

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 2011 totaled about 1,378,670. This represents an increase of 970, or about 0.01 percent, compared to the 2010 level of 1,377,700 (see Table 10). Increases in personal-use vehicle availability in 2011 occurred in all counties in

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.*

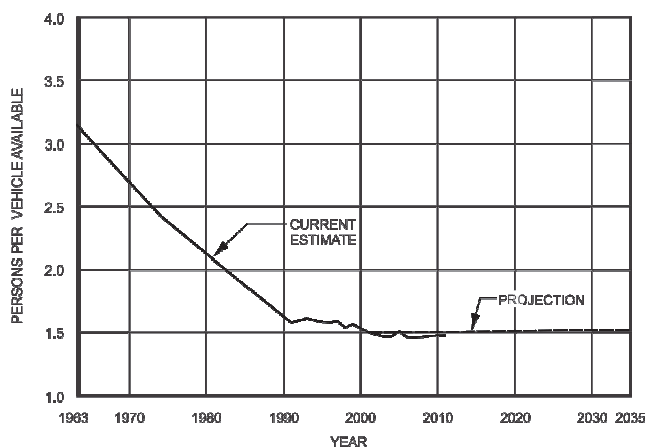
Table 10

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2010	2011
Kenosha	37,240	51,100	119,720	120,050
Milwaukee	316,350	392,000	546,310	544,540
Ozaukee	16,780	28,030	69,560	70,280
Racine	52,040	73,350	146,880	146,840
Walworth	22,220	33,450	83,750	84,230
Washington	18,340	30,390	104,460	105,420
Waukesha	69,390	114,450	306,970	307,310
Total	532,360	722,770	1,377,660	1,378,670

^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

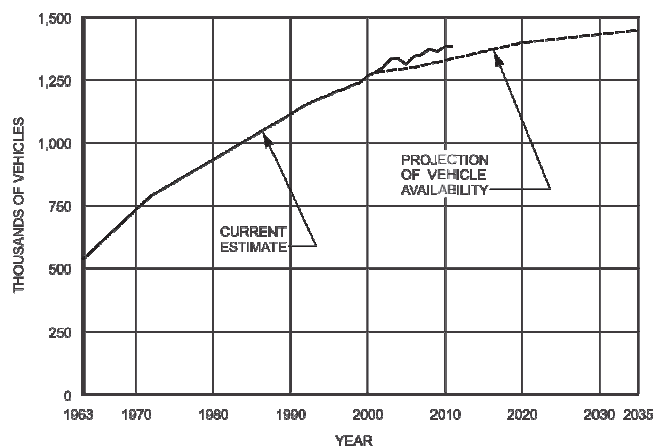
PERSONS PER PERSONAL-USE VEHICLE^a

^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.

the Region with the exception of Milwaukee and Racine Counties. Over the past 50 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 2011 was 2.0 percent.

The number of persons per personal-use vehicle within the Region was estimated to be 1.47 in 2011, the same as the 1.47 estimated for 2010, as shown in Figure 10. The number of persons per personal-use vehicle has been relatively stable for over a decade,

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.

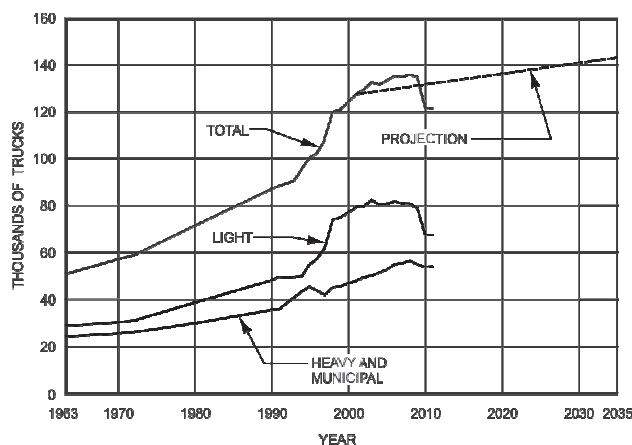
with minor fluctuations up and down annually. The forecast of the number of persons per personal-use vehicle expects long term stability as well. The forecast of total personal-use vehicle availability developed under the long-range regional transportation system plan, is shown in Figure 11, along with historic annual personal-use vehicle availability. The 2011 forecast personal-use vehicle availability level was 1,333,300 under the adopted regional transportation system plan. The estimated 2011 regional personal-use vehicle availability level of 1,378,700 was 45,400 vehicles, or about 3.4 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	2010	2011
Kenosha.....	4,370	4,490	10,170	10,230
Milwaukee.....	25,910	26,710	42,160	42,230
Ozaukee	2,270	2,550	5,650	5,750
Racine.....	5,670	6,460	13,690	13,710
Walworth.....	4,190	4,840	10,220	10,130
Washington.....	3,210	4,080	10,000	10,090
Waukesha.....	7,780	10,280	29,560	29,480
Total	53,400	59,410	121,450	121,620

^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**

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

The number of commercial and municipal trucks available in the Region during 2011 totaled about 121,620, an increase of about 170, or about 0.1 percent, above the 2010 level of 121,450 trucks (see Table 11 and Figure 12). In 2011, increase in commercial motor-truck availability occurred in all counties within the Region with the exception of Walworth and Waukesha Counties. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 56 percent of all commercial trucks in 2010, and 55 percent of all commercial trucks in 2011. The number of light commercial trucks available in 2011 totaled about 67,280, a decrease of 190, or about 0.2 percent, from the 2010 level of 67,470. The number of heavy trucks and municipal trucks totaled 54,340 in 2011, an

increase of about 360 trucks, or about 0.7 percent from the 2010 level of 53,980. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2011 was 1.7 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2011 through 10 intracounty systems and five intercounty systems (see Table 12 and Figures 13 and 14). As shown in Table 12, the total reported ridership on public transit services in the Region increased from 43.0 million revenue passengers in 2010 to 43.5 million revenue passengers in 2011, an increase of about 1 percent.

Intracounty Bus Services**City of Kenosha**

Ridership on the fixed-route public transit system serving the City of Kenosha decreased during 2011 (see Figure 15) to approximately 1,427,900 revenue passengers, about 3 percent less than the 2010 ridership of about 1,469,500 revenue passengers. The transit system provides fixed-route service within the City and environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service during 2011 totaled about 983,300, representing a decrease of about 3 percent from the 1,044,500 vehicle-miles operated during 2010. The basic cash fare for the Kenosha system increased to \$1.50 per one-way trip in 2011. The fare for the street car service increased from \$0.25 per one-way trip in 2010 to \$1.00 per one-way trip in 2011.

Table 12
REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP

Transit Services	Revenue Passengers ^a					
	1963	1972	1991	2010	2011	Percent Change 2010-2011
Bus Systems						
Intracounty						
City of Kenosha.....	1,876,000	503,000	1,128,000	1,469,500	1,427,900	-4.9
Milwaukee County	88,546,000	52,141,000	53,025,000	38,641,600	38,952,200	0.8
City of Racine.....	2,907,000	526,000	1,829,000	1,152,800	1,248,500	8.3
City of Waukesha.....	451,000	227,000	434,000	531,400	601,900	13.3
Subtotal	93,780,000	53,397,000	56,416,000	41,795,300	42,230,500	1.0
Intercounty						
Kenosha-Racine-Milwaukee Counties.....	230,000 ^b	153,000	82,000	76,100	82,900	8.9
Ozaukee-Milwaukee Counties	127,000	64,000	--	113,600	113,900	0.3
Washington-Milwaukee Counties	--	--	--	111,200	127,600	14.7
Waukesha-Milwaukee Counties	534,000 ^b	240,000	290,000	582,900	518,600	-11.0
Western Kenosha County	--	--	--	14,400	15,000	4.2
Subtotal	891,000	457,000	372,000	898,200	858,000	-4.5
Total Bus Systems	94,671,000	53,854,000	56,788,000	42,693,500	43,070,100	0.9
Shared-Ride Taxi Systems - Intracounty						
City of Hartford.....	--	--	8,000	20,600	21,000	1.9
Ozaukee County	--	--	--	74,600	79,900	7.1
City of Port Washington	--	--	--	19,200	20,173	1.5
Washington County	--	--	--	94,000	99,600	6.0
City of West Bend.....	--	--	--	120,400	123,000	2.2
City of Whitewater.....	--	--	38,000	29,700	32,800	10.4
Subtotal	--	--	46,000	358,500	376,500	5.0
Region Total	94,671,000	53,854,000	56,834,000	43,052,000	43,466,600	0.9

^a The ridership figures shown in this table reflect transit revenue passengers as reported to the Wisconsin Department of Transportation by each transit operator. Since 1978, the annual revenue ridership figures reported to the State by the urban bus systems have included transfer trips made by passengers using a transit pass instead of a transfer slip to transfer between bus routes. The bus ridership figures shown here are somewhat higher than the estimates of linked transit passenger trips shown in Figure 13 and reported in other published Commission documents and reports. Linked passenger trips approximate the number of one-way trips made on the transit system between specific origins and destinations with transit passengers being counted only once for each origin and destination. Transfers between bus routes are not counted as they are a continuation of a single trip. By way of comparison with the transit revenue passengers shown in this table, the Commission estimated the total annual linked transit passenger trips in the Region at about 35,476,200 in 2011, about 34,237,200 in 2010, and about 48,350,000 in 1991.

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 individuals 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 2011, about 22,800 one-way trips were made on the paratransit service, a decrease of about 15 percent from the 26,800 one-way trips made on the service during 2010.

HISTORICAL ANNUAL TREND IN TRAVEL BY PUBLIC TRANSIT IN THE REGION

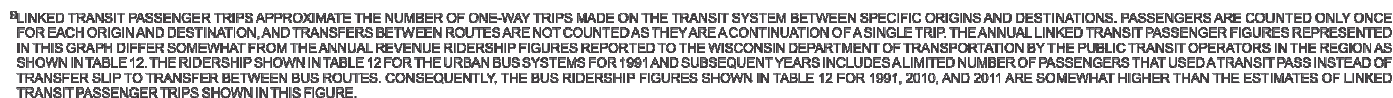


Figure 14

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

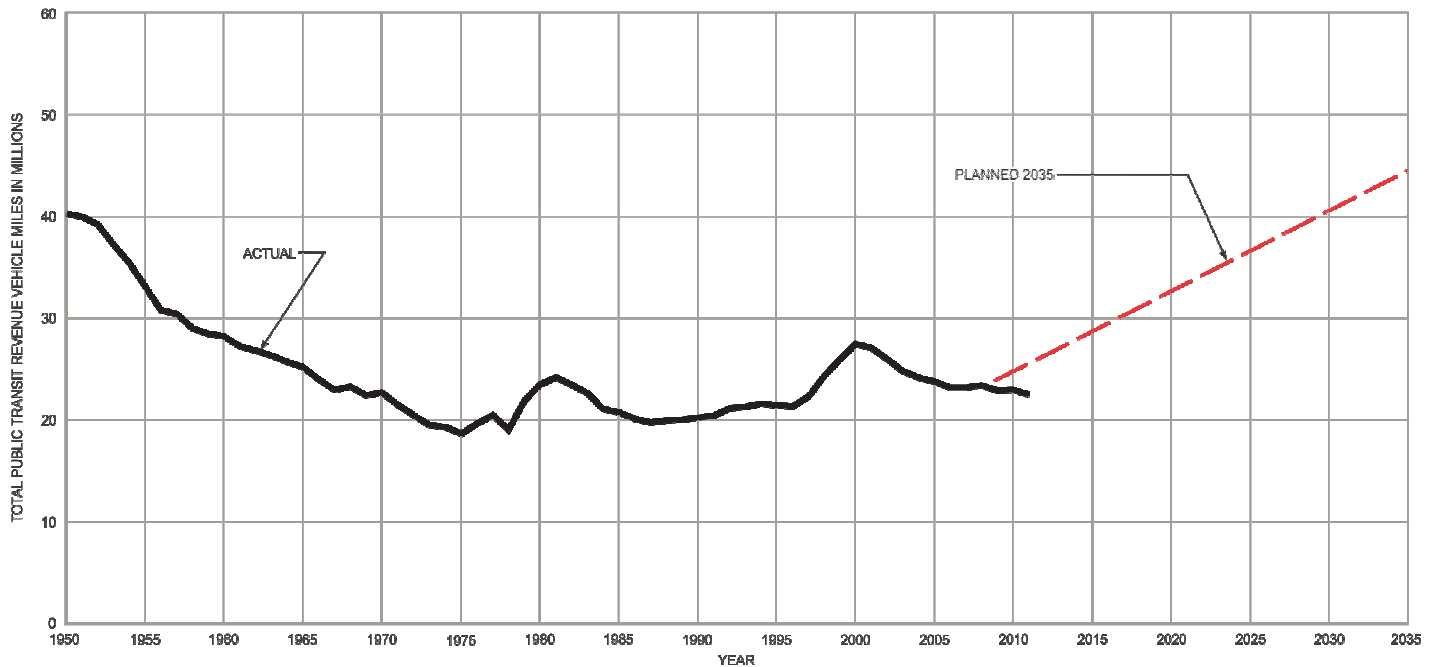
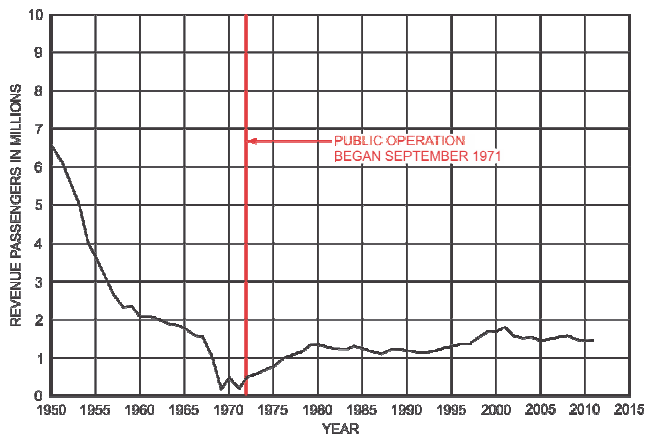


Figure 15

TRANSIT REVENUE RIDERSHIP CITY OF KENOSHA TRANSIT SYSTEM

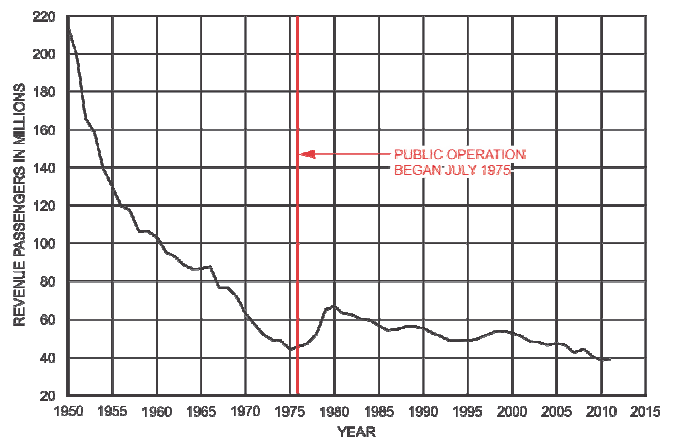


2011. Fares for freeway flyer bus service also remained at \$3.25 per one-way trip, along with the price of an adult weekly bus pass at \$17.50 during 2011.

During 2011, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2010, to either the Milwaukee central business district or the University of Wisconsin-

Figure 16

TRANSIT REVENUE RIDERSHIP MILWAUKEE COUNTY TRANSIT SYSTEM

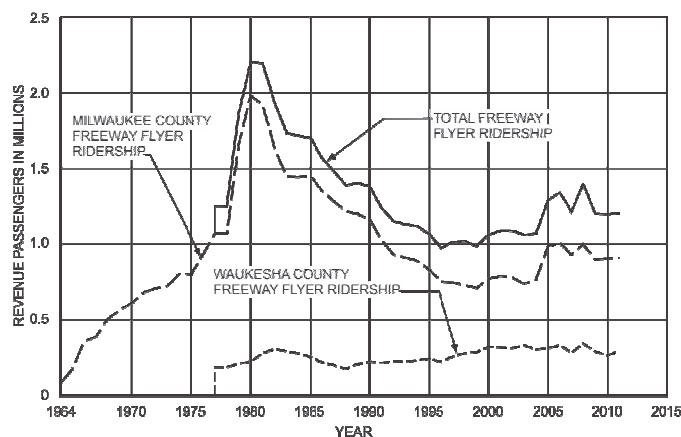


Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 908,000 revenue passengers in 2011, down 2 percent over the 930,200 revenue passengers carried in 2010 (see Figure 17).

To comply with Federal regulations implementing the requirements of the American's with Disabilities Act (ADA) of 1990, the Milwaukee County Transit System

Figure 17

FREEWAY FLYER RIDERSHIP: MILWAUKEE AND WAUKESHA COUNTY TRANSIT SYSTEMS



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 2011, about 876,500 one-way trips were made on the Transit Plus paratransit service, a decrease of about 21 percent from the 1,106,700 one-way trips made on the service during 2010. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2011.

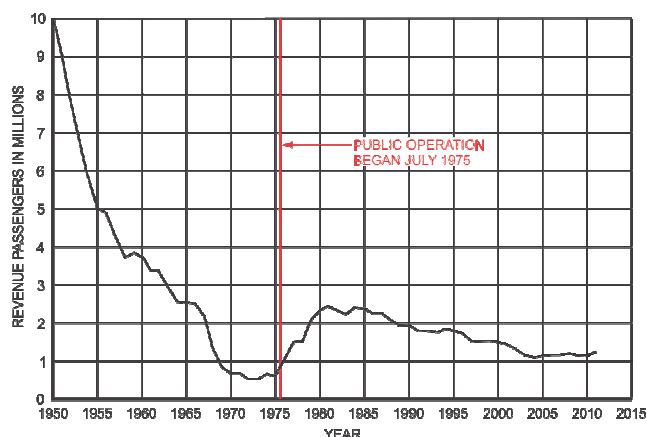
To assist in the public operation of the system, the Commission, at the request of Milwaukee County, has prepared a short-range transit system development plan for the Milwaukee County Transit System. The plan is the first transit system development plan prepared by the Commission for Milwaukee County and recommends service changes and capital improvements for the transit system for a five-year planning period. The recommendations are described in a later section of this *Annual Report*.

City of Racine

During 2011, ridership on the public transit system serving the City of Racine and environs increased by about 8 percent from approximately 1,152,800 revenue

Figure 18

TRANSIT REVENUE RIDERSHIP CITY OF RACINE TRANSIT SYSTEM



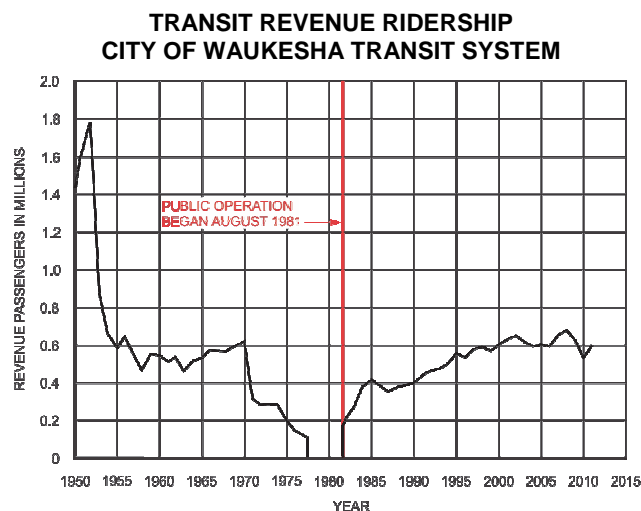
passengers in 2010 to about 1,248,500 revenue passengers in 2011 (see Figure 18). The total number of bus-miles operated in revenue service decreased by about 1 percent, from about 1,131,000 bus-miles in 2010 to about 1,120,000 bus-miles in 2011. The adult base cash fare increased to \$2.00 per one-way trip in 2011.

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 2011, about 31,500 one-way trips were made on the paratransit service, an increase of about 4 percent from the 30,200 one-way trips made on the service in 2010.

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

Figure 19



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.

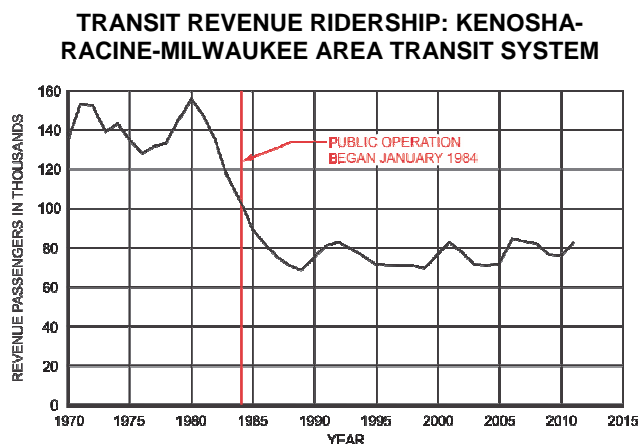
During 2011, the Commission continued work on a Racine County Transit Plan that will provide recommendations for service changes and capital improvements for a five-year planning period. That effort is described in a later section of this *Annual Report*.

City of Waukesha

During 2011, the fixed-route public transit system serving the City of Waukesha carried approximately 601,900 revenue passengers, an increase of about 13 percent from the 531,400 revenue passengers carried on the system during 2010 (see Figure 19). The number of bus-miles operated in revenue service during 2011 totaled about 705,100 an increase of about 4 percent from about 675,400 bus-miles operated in 2010. Adult base cash fares remained at \$2.00 per trip in 2011.

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

Figure 20



system. During 2011, disabled individuals made about 18,400 one-way trips on the paratransit service, about 9 percent less than the 20,200 trips made in 2010.

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.

During 2011, the Commission continued to work on a City of Waukesha Transit Operations Analysis and Service Change Plan that will provide recommendations for service changes and capital improvements over a five-year planning period. That effort is described in a later section of this annual report.

Intercounty Bus Services

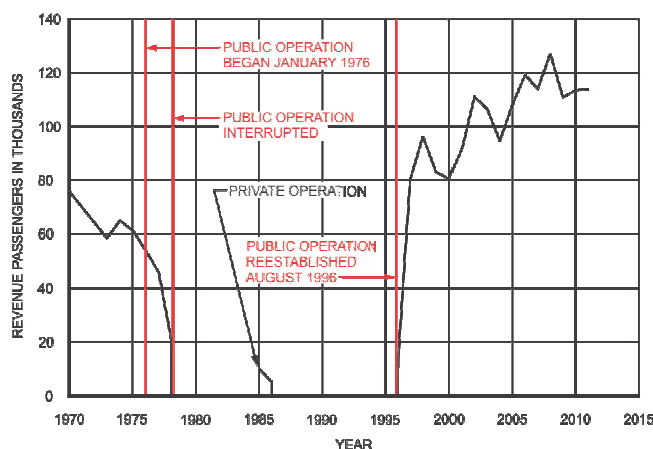
Kenosha-Racine-Milwaukee Service

During 2011, 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.

Ridership on the service approximated 82,900 revenue passengers during 2011, an increase of about 9 percent from about 76,100 revenue passengers in 2010 (see Figure 20). The number of bus-miles operated in

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 1986 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.

revenue service decreased by about 5 percent in 2011 to 265,000 bus-miles, from about 253,700 bus-miles in 2010. Fares for the rapid commuter bus service ranged from \$1.25 to \$4.25 per one-way trip during 2011, the same as in 2010.

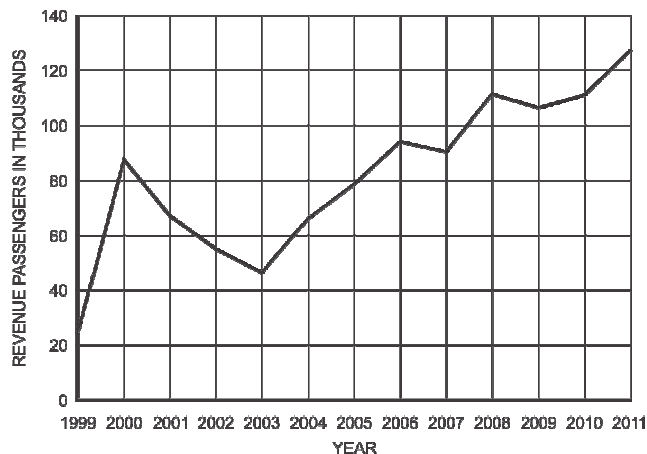
Ozaukee County

Ridership increased during 2011 on the commuter-oriented rapid bus service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2011, a total of about 113,900 revenue passengers were carried on the Ozaukee County commuter bus service, nearly the same as the 2010 level of about 113,600 revenue passengers (see Figure 21). Fares for the bus service remained at \$3.25 per one-way trip. The transfer fee for connecting with the County's shared-ride taxi system remained at \$1.00 per trip. The County's commuter bus operated a total of about 179,100 revenue vehicle-miles in 2011, a decrease of about 1 percent from the 180,300 vehicle-miles operated in 2010. The County contracted with the Milwaukee County Transit System to operate the rapid bus service using buses owned by Ozaukee County.

The implementation of the Ozaukee County commuter bus service was guided by a transit service plan

Figure 22

TRANSIT REVENUE RIDERSHIP WASHINGTON COUNTY EXPRESS BUS SYSTEM



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*.

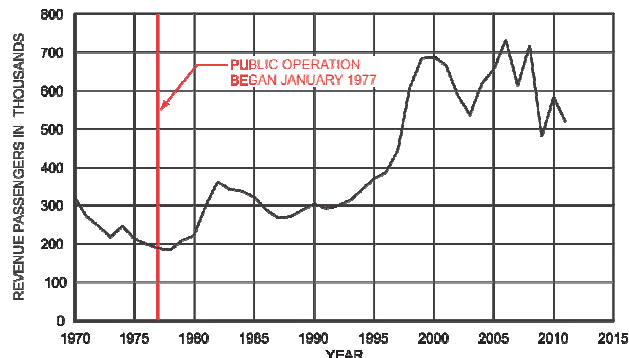
Washington County

During 2011, about 127,600 revenue passengers were carried on the Washington County commuter bus service, an increase of about 15 percent from the 111,200 revenue passengers carried on the service during 2010 (see Figure 22). The County's commuter bus system operated a total of about 254,400 revenue vehicle-miles in 2011, up 0.3 percent from the 253,600 vehicle-miles operated in 2010. The fare on the County commuter bus service remained at \$3.25 in 2011. The transfer fee for connecting with the County's shared-ride taxi system remained at \$1.00 per trip.

The County contracts with Riteway Bus Service, Inc., for the operation of the express bus service. The institution of the 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 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.

Figure 23

TRANSIT REVENUE RIDERSHIP WAUKESHA COUNTY TRANSIT SYSTEM



Waukesha County

During 2011, total ridership on the Waukesha County transit system decreased from about 582,900 revenue passengers in 2010 to about 518,600 revenue passengers in 2011 (see Figure 23), an 11 percent decrease. The number of bus-miles operated in revenue service also decreased from about 699,100 bus-miles in 2010 to about 661,100 bus-miles in 2011, or by about 5 percent. Waukesha County contracts with Wisconsin Coach Lines, Inc.; the Milwaukee County Transit System; and the City of Waukesha Metro Transit System for the operation of the routes comprising the Waukesha County system. The County also contracts for the administration and management of the transit system, using the staff of the City of Waukesha Metro Transit System.

Adult cash fares on the Waukesha County transit system local bus Route 10, operated by the Milwaukee County Transit System, remained at \$2.25 per one-way trip in 2011. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee remained at \$3.60 per trip in 2011. The fares charged on the routes operated by Wisconsin Coach Lines, Inc., remained the same in 2011, with adult cash fares ranging from \$3.25 to \$4.00 per one-way trip.

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 2011.

As shown in Figure 17, total ridership on freeway flyer routes operated by Waukesha County in 2011 was about 297,600 revenue passengers, an increase of

about 12 percent from the estimated 266,700 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2010.

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—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, Transit Express. During 2011, about 8,300 one-way trips were made on the County's paratransit service, a decline of about 2 percent from the 8,500 one-way trips made on the services during 2010.

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*.

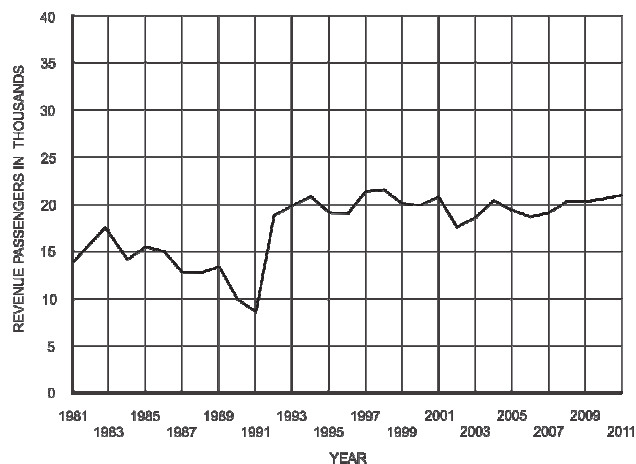
Western Kenosha County

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 2011, the service carried about 15,000 revenue passengers and operated about 238,100 revenue-miles.

Figure 24

TRANSIT REVENUE RIDERSHIP CITY OF HARTFORD TRANSIT SYSTEM



This compares to about 14,400 revenue passengers carried, and 285,500 revenue-miles operated during 2010. During 2010 and 2011, 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

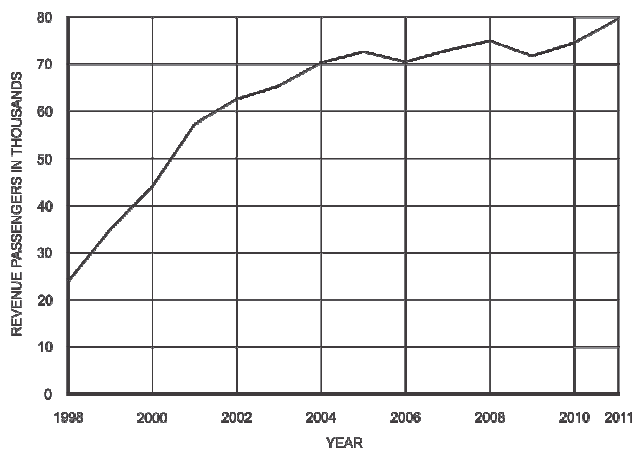
Publicly-operated transit service was also provided during 2011 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. In 2011 the Hartford taxicab service carried approximately 21,000 revenue passengers, about the same level as 2010 (see Figure 24). The service operated about 55,200 total vehicle-miles, slightly more than the 52,700 total vehicle-miles operated during 2010. Base adult cash passenger fares increased to \$3.00 per one-way trip during 2011.

Ozaukee County

During 2011, about 79,900 revenue passengers were carried on the Ozaukee County taxicab system, an increase of about 7 percent from 2010 when 74,600 revenue passengers were carried (see Figure 25). The system operated a total of about 963,800 total vehicle-miles, an 8 percent increase from the 895,000 total vehicle-miles in 2010. Fares for the service increased from 2010 when the base adult cash fare ranged from

Figure 25

TRANSIT REVENUE RIDERSHIP OZAUKEE COUNTY TAXI SYSTEM



\$2.75 per trip for travel within one zone, to \$6.50 per trip for cross-county travel encompassing four or more zones. The 2011 fares ranged from \$4.00 to \$8.75 respectively. 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 taxicab system.

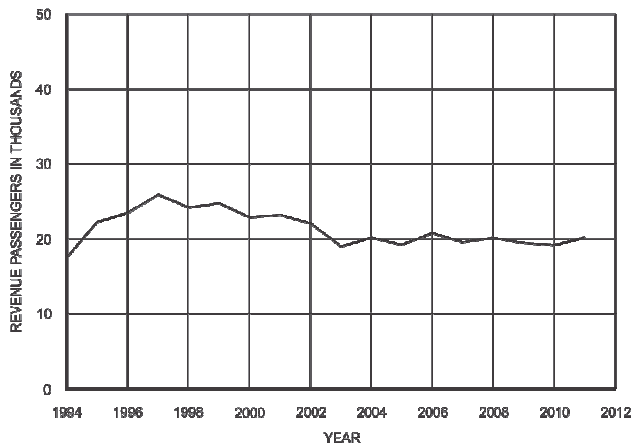
The creation of the Ozaukee County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1995 at the request of the County and described in the Commission's *1995 Annual Report*. Work on a new, updated plan for the County was completed in 2002. The new plan 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 2011, the City of Port Washington taxicab service carried approximately 20,200 revenue passengers, representing an increase of about 5 percent from the 19,200 revenue passengers carried in 2010 (see Figure 26). In 2011, the taxi service operated about 82,600 total vehicle-miles, down 6 percent from 87,500 vehicle-miles operated during 2010. The base adult cash fare remained at \$3.25 per one-way trip in 2011.

Figure 26

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



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

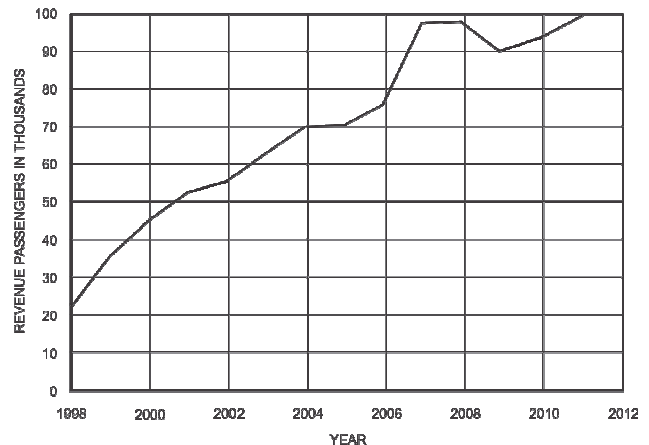
Washington County

During 2011, about 99,600 revenue passengers were carried on the Washington County taxi system, about 6 percent more than the 94,000 revenue passengers carried in 2010 (see Figure 27). The system operated about 1,342,400 total vehicle miles in 2011, up about 3 percent from the 1,298,500 miles in 2010. Fares for the service remained the same as in 2010. The base adult cash fare ranged from \$4.00 per trip, for trips five miles or less, to \$8.75 per trip, for cross-county trips over 20 miles. 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

Figure 27

**TRANSIT REVENUE RIDERSHIP
WASHINGTON COUNTY TAXI SYSTEM**



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.

City of West Bend

During 2011, the City of West Bend taxicab service carried approximately 123,000 revenue passengers, about 2 percent more than the 120,400 revenue passengers carried in 2010 (see Figure 28). The total vehicle-miles of service decreased by about 9 percent from the 383,800 operated during 2010, to 349,800 operated in 2011. The base adult cash fare remained at \$3.50 in 2011.

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 F.D.S. Enterprises, Inc.

Figure 28

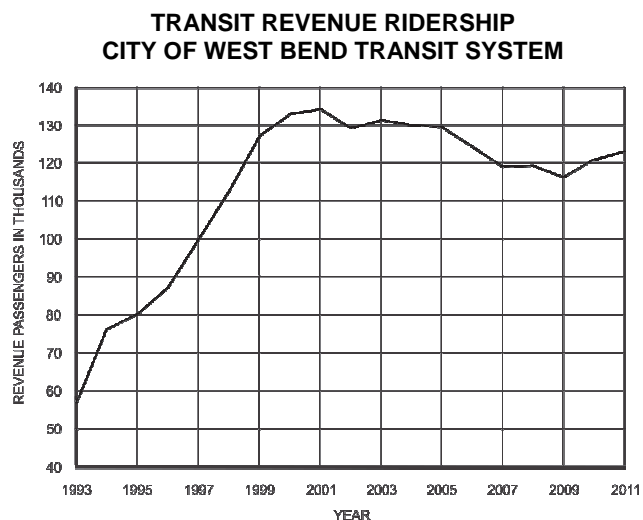
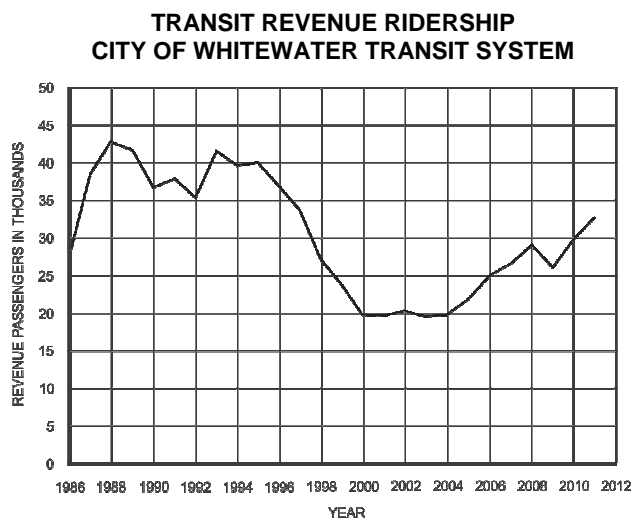


Figure 29



City of Whitewater

The shared-ride public taxicab system serving the City of Whitewater is operated on a contract basis by Brown Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 32,800 revenue passengers in 2011, an increase of about 10 percent from the 29,700 revenue passengers carried in 2010 (see Figure 29). It operated about 72,400 total vehicle-miles during 2011, about 2 percent less than the 73,800 total vehicle-miles operated in 2010. During 2011, 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.

Of the 54 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 carpools. Nine of the 54 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 2011 at all park-ride lots and transit stations by patrons of freeway flyer bus service

and carpools. The total number of spaces available at park-ride lots in the Region was 7,460 in 2011, including 6,795 at park-ride lots served by transit, and 665 at the lots not served by transit.

Of the 6,795 spaces available at the 40 park-ride lots served by transit, 2,823 spaces were used on an average weekday during 2011, a utilization rate of about 42 percent. Of the 665 spaces available at the lots not served by transit, 257 spaces were utilized during 2011, a utilization rate of about 39 percent. Six lots had utilization rates of 100 percent or higher, indicating they were at or over their capacity.

Public Transit Operating Assistance

Information on transit operating assistance in the Region is shown in Table 14. Because 2011 year-end financial data for most transit systems were not available at the time data were compiled for this *2011 Annual Report*, such information is reported for calendar years 2009 and 2010. Transit operating subsidies approximated \$140.8 million during 2010 in the Region, compared with about \$143.5 million in 2009.







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 muni-







Map 7

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

EXISTING 2011

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



Source: SEWRPC

Table 13

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2011

Number on Map 7	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2011	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	10	17
3	IH 43 and STH 32-CTH H (Port Washington)	X			50	20	40
4	Wal-Mart (Saukville)	X		X	50	16	32
5	IH 43 and CTH V (Grafton)	X			85	26	31
6	IH 43 and CTH C (Grafton)	X			65	77	118
7	<u>Milwaukee County</u> STH 100 and N. 85th Street (Milwaukee)		X		100	-- ^a	-- ^a
8	Kohl's (Brown Deer)	X		X	130	138	106
9	Brown Deer (River Hills)	X			360	76	21
10	W. Good Hope Road (Milwaukee)	X			135	42	31
11	Timmerman Field (Milwaukee)	X			140	8	6
12	North Shore (Glendale)	X			195	91	47
13	W. Watertown Plank Road (Wauwatosa)	X			240	98	41
14	State Fair Park (Milwaukee)	X			285	195	68
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		X	55	-- ^a	-- ^a
18	W. Holt Avenue (Milwaukee)	X			235	78	33
19	Whitnall (Hales Corners)	X			360	196	54
20	W. Loomis Road (Greenfield)	X			410	78	19
21	Southridge (Greendale)	X		X	170	61	36
22	W. College Avenue (Milwaukee)	X			650	284	44
23	Mitchell Airport Amtrak Station (Milwaukee)	X			280	171	61
24	W. Ryan Road (Oak Creek)	X			305	178	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	69
27	IH 94 and STH 11 (Mount Pleasant)		X		60	47	78
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	10	25
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	43	123
33	USH 41 and CTH K (Addison)		X		50	14	28
34	USH 45 and Paradise Drive (West Bend)	X			100	107	107
35	Washington County Fair Park (Polk)	X		X	100	17	17
36	STH 60 and CTH P (Jackson)		X		30	5	17
37	Pioneer Road and Mayfield Road (Richfield)	X			30	59	197
38	USH 41 and Lannon Road (Germantown)	X			100	125	125
39	<u>Waukesha County</u> Pilgrim Road (Menomonee Falls)	X			70	38	54
40	STH 67 and Lang Road (Oconomowoc)		X		35	4	11
41	Collins Street Parking Lot (Oconomowoc)	X		X	-- ^b	-- ^a	-- ^a
42	STH 16 and CTH P (Oconomowoc)	X			45	15	33
43	STH 16 and CTH C (Nashotah)	X			60	13	22
44	STH 67 and CTH DR (Summit)	X			100	57	57
45	IH 94 and CTH C (Delafield)		X		30	21	70
46	IH 94 and STH 83 (Delafield)	X			200	69	35
47	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	74	30
48	IH 94 and CTH F (Pewaukee)		X		85	28	33
49	Goerke's Corners (Brookfield)	X			315	238	76
50	Waukesha Metro Transit System Downtown Transit Center (Waukesha)	X		X	-- ^b	-- ^a	-- ^a
51	IH 43 and Moorland Road (New Berlin)	X			175	35	20
52	IH 43 and CTH Y (New Berlin)		X		45	16	36
53	IH 43 and STH 164 (Big Bend)	X			145	67	46
54	IH 43 and STH 83 (Mukwonago)	X			165	66	40
--	Total	--	--	--	7,460	3,080	41

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

Table 14

PUBLIC TRANSIT OPERATING ASSISTANCE WITHIN THE REGION: 2009-2010

Transit Services	Public Transit Operating Assistance (dollars)							
	2009 Actual/Estimated				2010 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Bus Systems								
Intracounty								
City of Kenosha	2,419,100	1,812,300	1,742,400	5,973,800	2,320,000	1,667,000	1,484,600	5,471,600
Milwaukee County	26,705,000	67,281,300	23,584,400	117,570,700	25,950,300	72,975,700	16,497,100	115,423,100
City of Racine	2,497,500	1,850,500	1,314,100	5,662,100	2,576,600	1,813,900	1,560,000	5,950,500
City of Waukesha.....	524,500	2,171,000	1,068,300	3,763,800	591,300	2,360,700	1,232,700	4,184,700
Subtotal	32,146,100	73,115,100	27,709,200	132,970,400	31,438,200	78,817,300	20,774,400	131,029,900
Intercounty								
Kenosha-Racine-Milwaukee Counties.....	- -	681,400	208,400	889,800	- -	702,500	236,400	938,900
Ozaukee-Milwaukee Counties	77,200	487,400	352,800	917,400	103,000	507,800	258,800	869,600
Washington-Milwaukee Counties.....	206,600	487,200	116,500	810,300	200,100	460,400	95,900	756,400
Waukesha-Milwaukee Counties.....	548,600	2,009,100	735,600	3,293,300	481,800	1,819,400	209,900	2,511,100
Western Kenosha County.....	440,600	90,500	17,700	548,800	473,500	106,200	37,700	617,400
Subtotal	1,273,000	3,755,600	1,431,000	6,459,600	1,258,400	3,596,300	838,700	5,693,400
Total Bus Systems	33,419,100	76,870,700	29,140,200	139,430,000	32,696,600	82,413,600	21,613,100	136,723,300
Shared-Ride Taxi Systems - Intracounty								
City of Hartford.....	24,300	19,500	115,300	159,100	82,700	64,600	1,900	149,200
Ozaukee County	100,200	632,000	457,600	1,189,800	133,600	658,600	424,000	1,216,200
City of Port Washington	24,100	16,700	180,100	220,900	103,500	71,900	31,600	207,000
Washington County	408,900	964,000	230,600	1,603,500	415,400	990,800	197,300	1,603,500
City of West Bend.....	379,400	341,300	38,100	758,800	379,400	341,300	38,100	758,800
City of Whitewater.....	23,000	19,400	98,800	141,200	69,900	59,100	3,400	132,400
Subtotal	959,900	1,992,900	1,120,500	4,073,300	1,184,500	2,186,300	696,300	4,067,100
Region Total	34,379,000	78,863,600	30,260,700	143,503,300	33,881,100	84,599,900	22,309,400	140,790,400

Transit Services	Public Transit Operating Assistance per Ride (dollars)							
	2009 Actual/Estimated				2010 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Bus Systems								
Intracounty								
City of Kenosha	\$ 1.63	\$ 1.22	\$1.18	\$ 4.03	\$ 1.58	\$ 1.13	\$1.01	\$ 3.72
Milwaukee County	\$ 0.66	\$ 1.66	\$0.58	\$ 2.90	\$ 0.67	\$ 1.89	\$0.43	\$ 2.99
City of Racine	\$ 2.19	\$ 1.62	\$1.16	\$ 4.97	\$ 2.24	\$ 1.57	\$1.35	\$ 5.16
City of Waukesha.....	\$ 0.84	\$ 3.46	\$1.70	\$ 6.00	\$ 1.11	\$ 4.44	\$2.32	\$ 7.87
Subtotal	\$ 0.73	\$ 1.67	\$0.63	\$ 3.03	\$ 0.75	\$ 1.89	\$0.50	\$ 3.14
Intercounty								
Kenosha-Racine-Milwaukee Counties.....	- -	\$ 8.93	\$2.73	\$11.66	- -	\$ 9.23	\$3.11	\$12.34
Ozaukee-Milwaukee Counties	\$ 0.70	\$ 4.39	\$3.18	\$ 8.27	\$ 0.91	\$ 4.47	\$2.27	\$ 7.65
Washington-Milwaukee Counties.....	\$ 1.94	\$ 4.57	\$1.10	\$ 7.61	\$ 1.80	\$ 4.14	\$0.86	\$ 6.80
Waukesha-Milwaukee Counties.....	\$ 1.14	\$ 4.18	\$1.54	\$ 6.86	\$ 0.83	\$ 3.12	\$0.36	\$ 4.31
Western Kenosha County.....	\$43.62	\$8.96	\$1.76	\$54.34	\$32.88	\$ 7.38	\$2.62	\$42.88
Subtotal	\$ 1.62	\$ 4.79	\$1.83	\$ 8.24	\$ 1.40	\$ 4.00	\$0.94	\$ 6.34
Total Bus Systems	\$ 0.75	\$ 1.72	\$0.66	\$ 3.13	\$ 0.77	\$ 1.93	\$0.50	\$ 3.20
Shared-Ride Taxi Systems - Intracounty								
City of Hartford.....	\$ 1.20	\$ 0.96	\$5.68	\$ 7.84	\$ 4.01	\$ 3.14	\$0.09	\$ 7.24
Ozaukee County	\$ 1.40	\$8.80	\$6.37	\$16.57	\$ 1.79	\$ 8.83	\$5.68	\$16.30
City of Port Washington	\$ 1.24	\$ 0.86	\$9.23	\$11.33	\$ 5.39	\$ 3.74	\$1.65	\$10.78
Washington County	\$ 4.54	\$10.70	\$2.56	\$17.80	\$ 4.42	\$10.54	\$2.10	\$17.06
City of West Bend.....	\$ 3.27	\$ 2.94	\$0.33	\$ 6.54	\$ 3.15	\$ 2.83	\$0.32	\$ 6.30
City of Whitewater.....	\$ 0.88	\$ 0.74	\$3.79	\$ 5.41	\$ 2.35	\$ 1.99	\$0.12	\$ 4.46
Subtotal	\$ 2.79	\$ 5.79	\$3.26	\$11.84	\$ 3.30	\$ 6.10	\$1.94	\$11.34
Region Total	\$ 0.76	\$ 1.75	\$0.68	\$ 3.19	\$ 0.79	\$ 1.97	\$0.51	\$ 3.27

cipalities 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

highways 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.

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 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 2009 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. 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.

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)

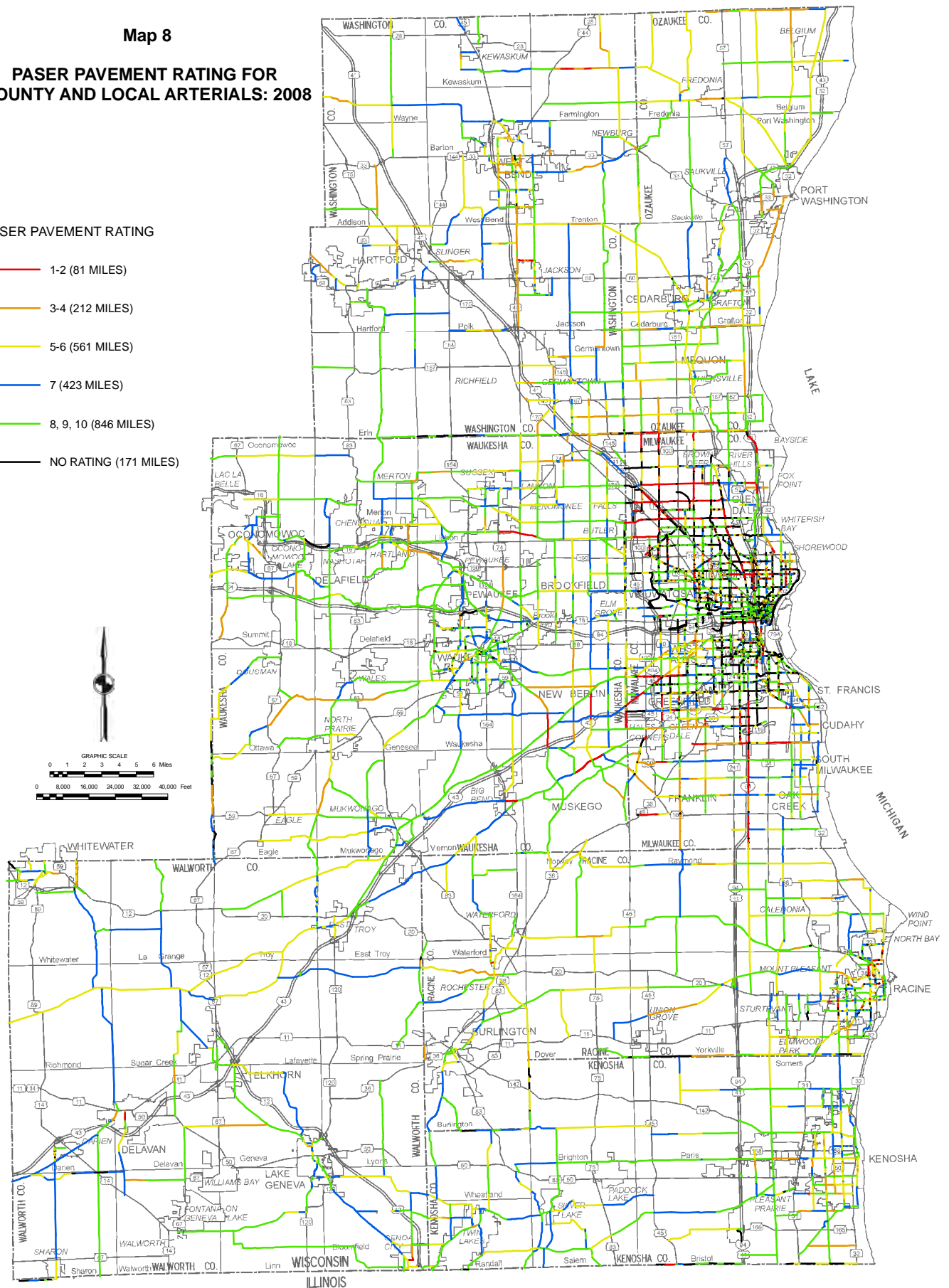


Table 15

**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	- -

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 increased 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 increased 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 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.

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)

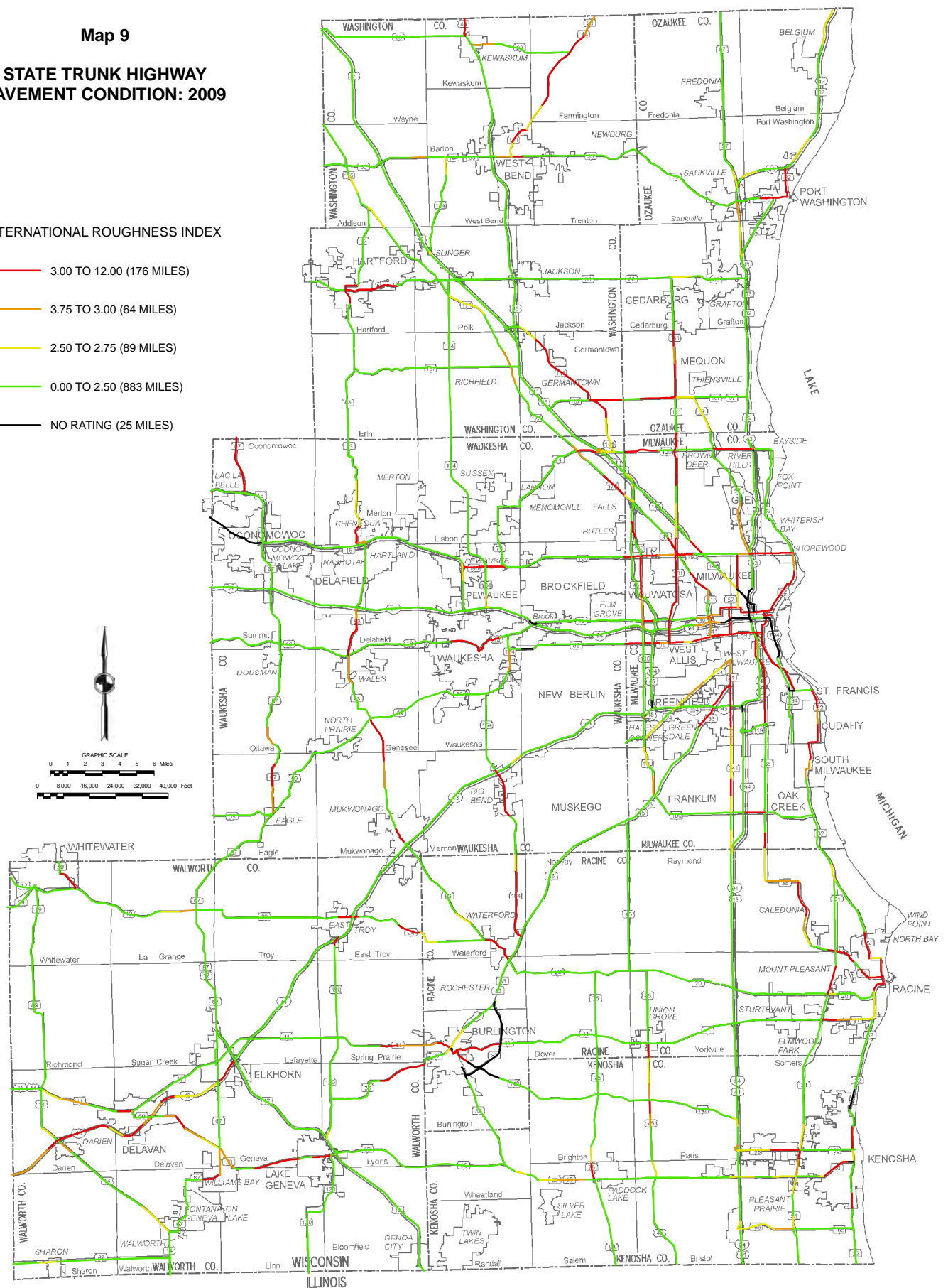


Table 16

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

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 vehicular crashes, or approximately one-third of all crashes, resulted in either injury or death. Less than one third of 1 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.

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.

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 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.

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 2011:

- At the request of local municipalities, Commission staff provided year 2035 forecasts in support of engineering studies throughout the Region.

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

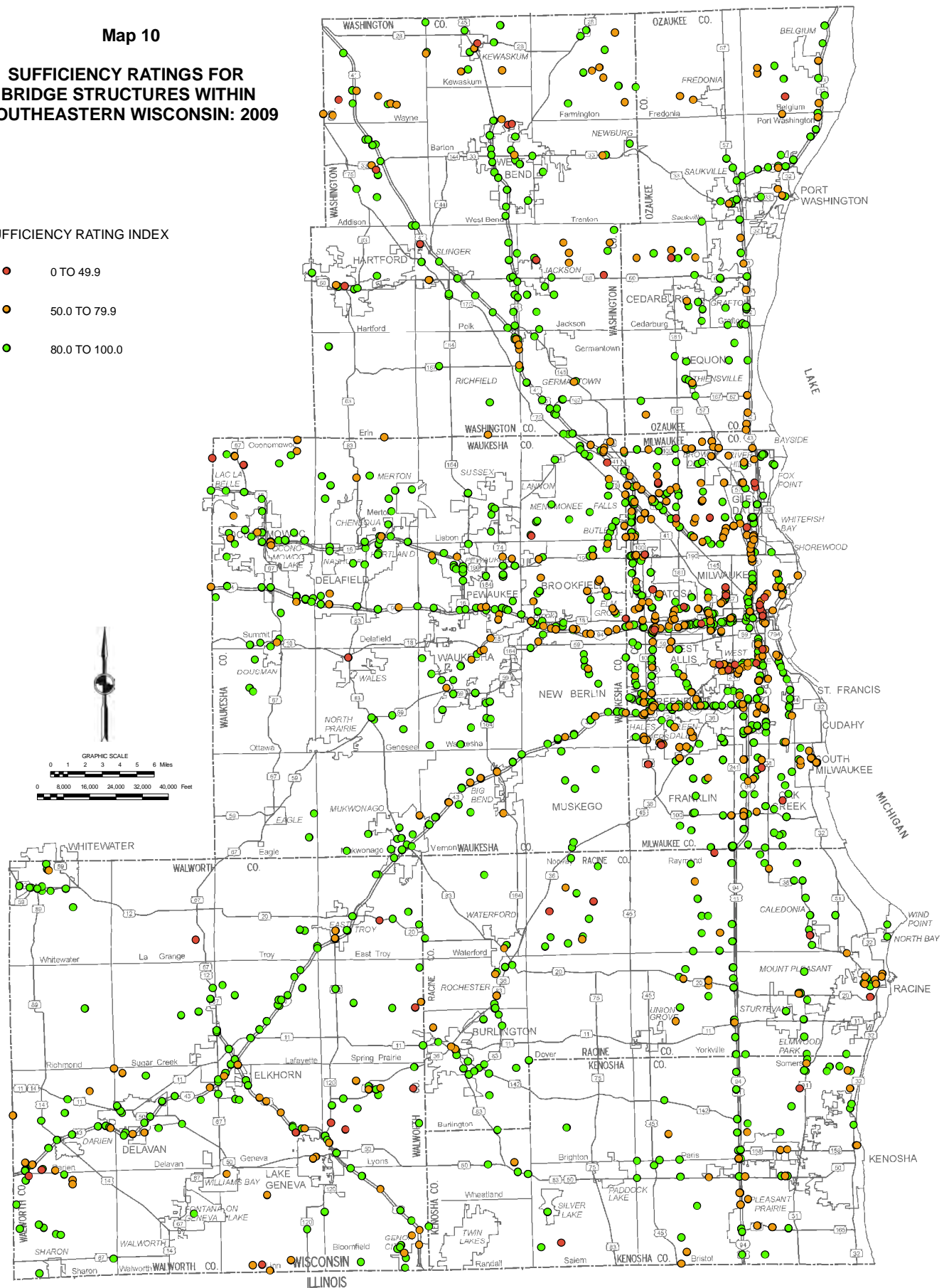


Table 18

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

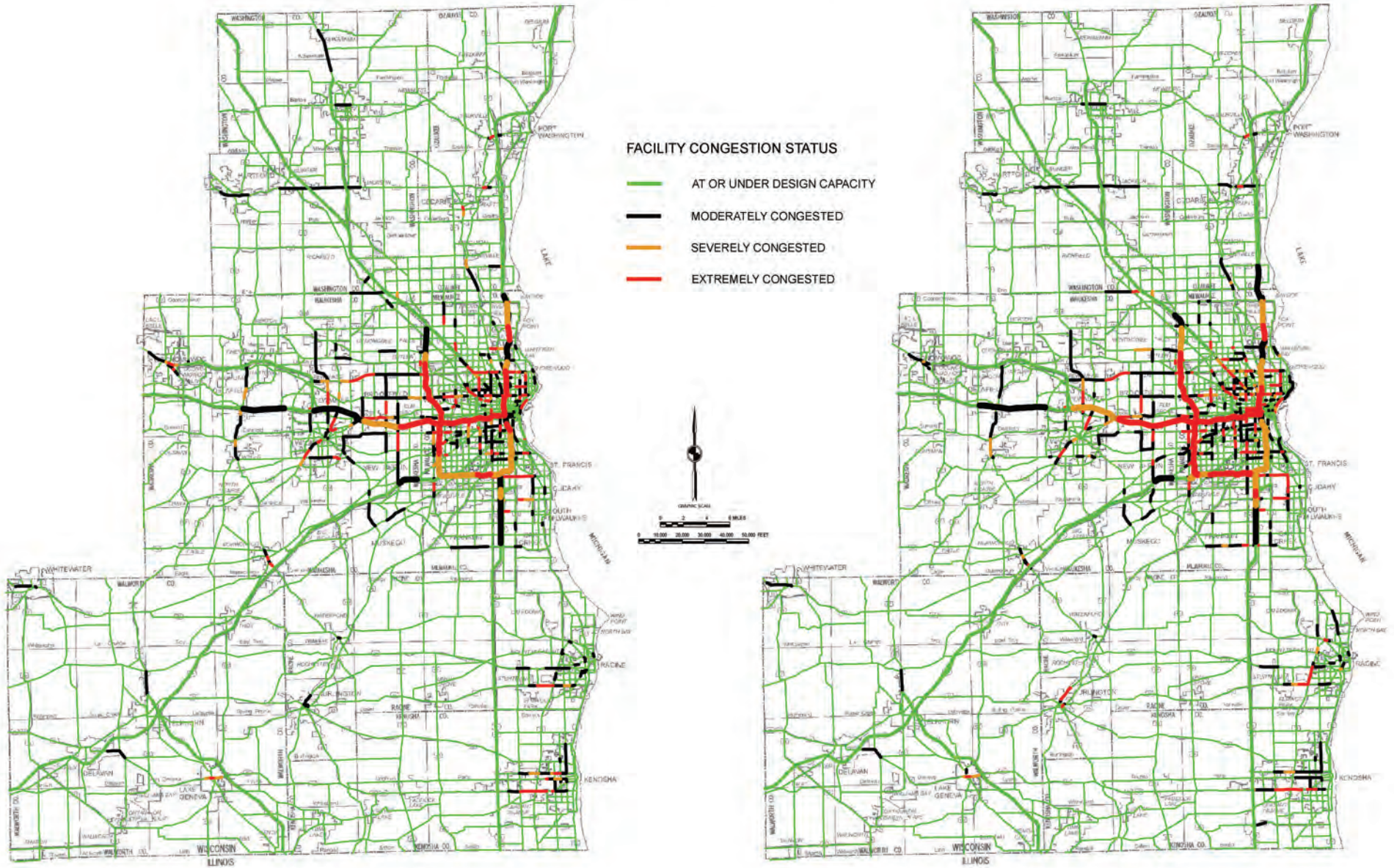


Table 20

**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

**ESTIMATED 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**

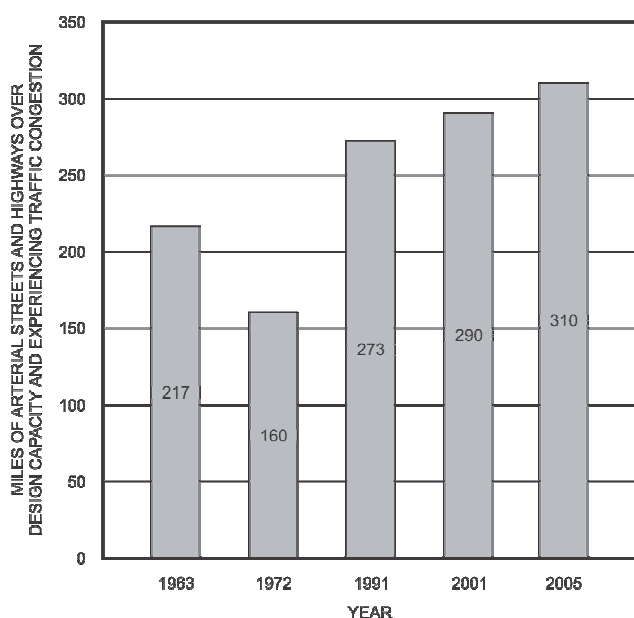
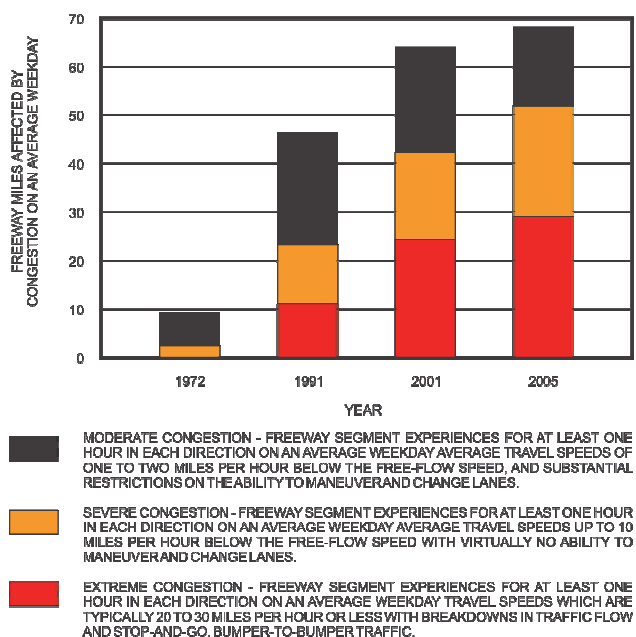


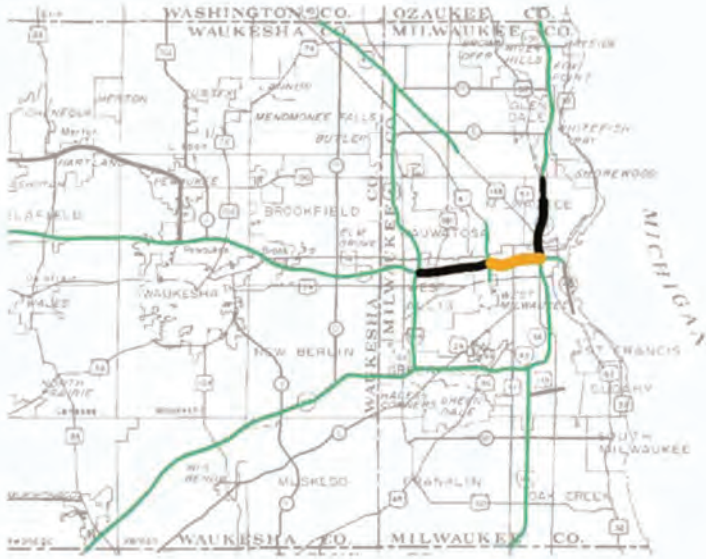
Figure 31

**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

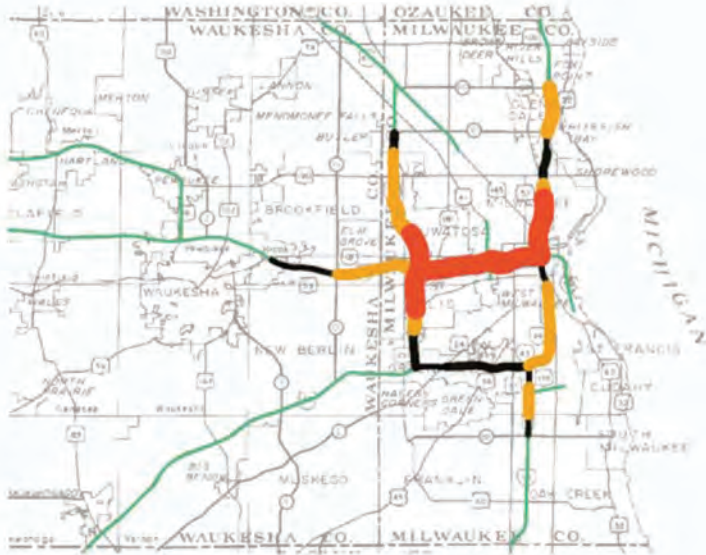
1972



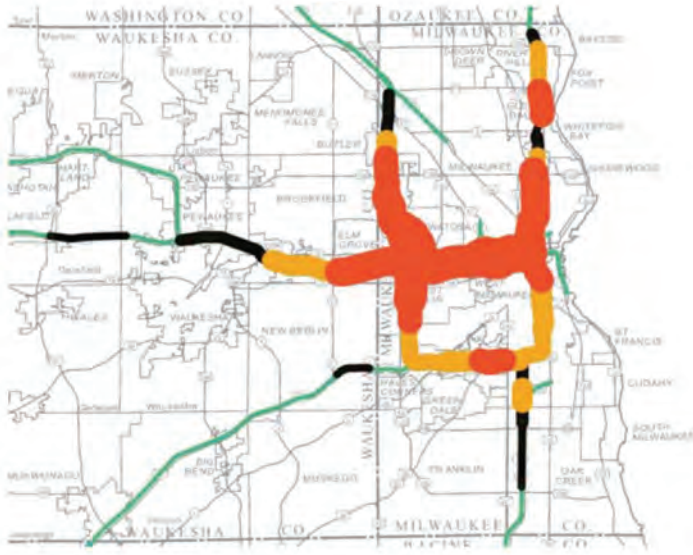
1980



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

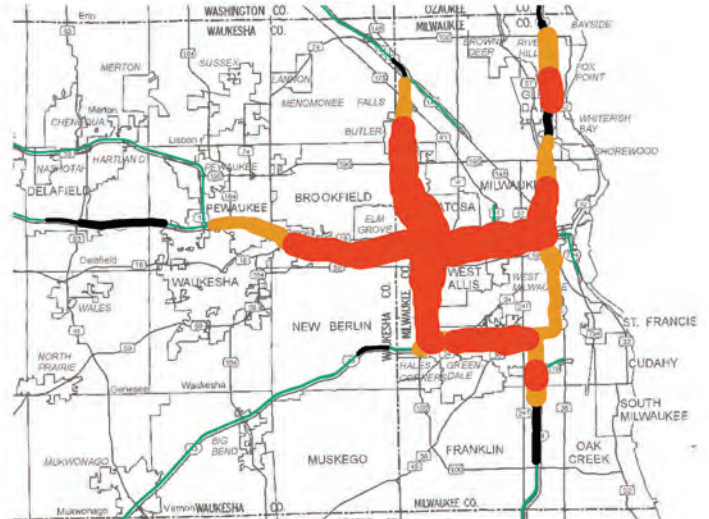


Table 22

**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

- The Commission staff, at the request of the Wisconsin Department of Transportation, prepared year 2035 forecasts and attendant origin/destination trip tables for various scenarios in support of the Department's microsimulation modeling of the Zoo Interchange alternatives being considered during the preliminary engineering study of the interchange.
- Commission staff, continued a study of the potential extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100. The study was requested by Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee.
- Commission staff attends and participates in Technical Advisory Committees and Operational Planning meetings in support of various transportation projects within southeastern Wisconsin.
- 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 2010 by agencies and organizations within the Milwaukee urbanized area.

*Staffing of the Southeastern
Wisconsin Regional Transit Authority*

From 2006 to 2009, Commission staff served 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 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 numerous activities to support and assist the RTA in making its recommendations. A more detailed discussion of the activities performed as staff to the RTA can be found in the Commission Annual Reports from 2006 to 2009.

The final report of the RTA to the Governor and State Legislature as required by the State Statute that created the RTA, 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:

Map 13

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

2001

2005

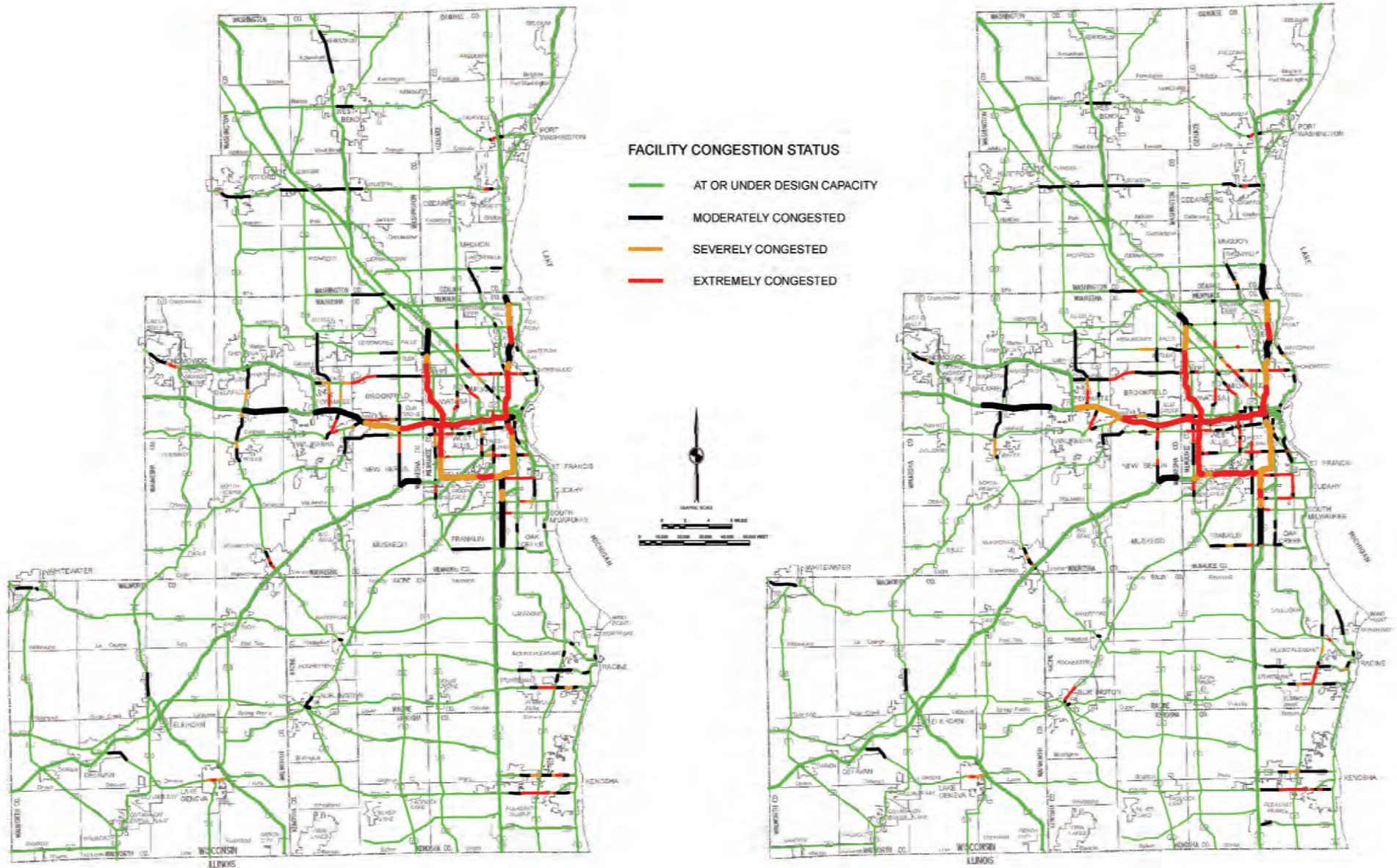


Table 23

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

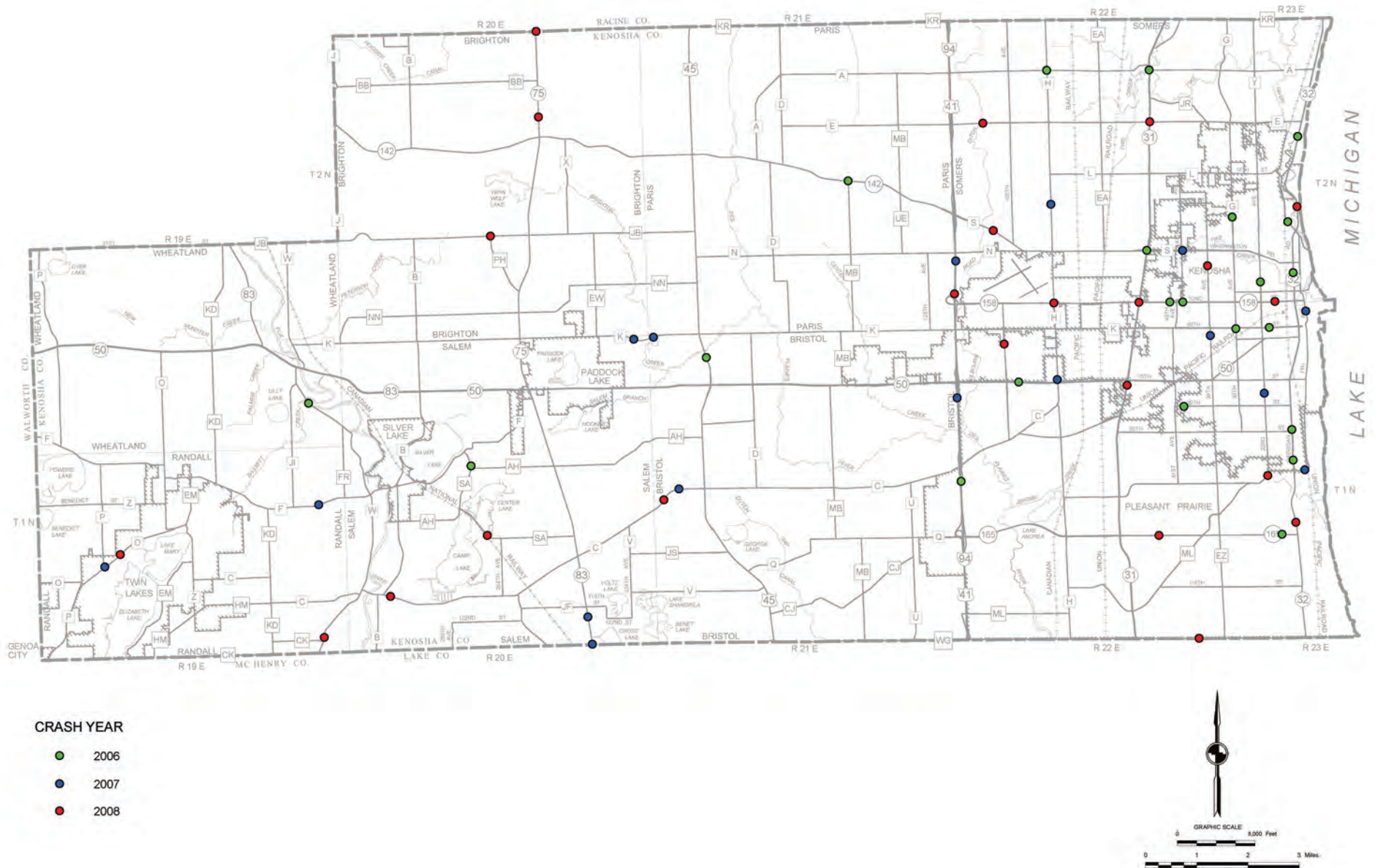
County	Crashes ^a											
	County Highways and Local Streets/Roads			Non-Freeway State and United States Highways			Interstate and Non-Interstate Freeways			Total		
	Fatal	Injury	Total (Including Property Damage)	Fatal	Injury	Total (Including Property Damage)	Fatal	Injury	Total (Including Property 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.

1. That it continue as the permanent RTA for southeastern Wisconsin, to initially include the Counties of Kenosha and Milwaukee, and the urbanized area of Racine, which is currently defined as the area east of IH 94 in Racine County, with enabling legislation to provide a mechanism whereby other urbanized areas and/or counties may be added at some future date.
2. That the RTA 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

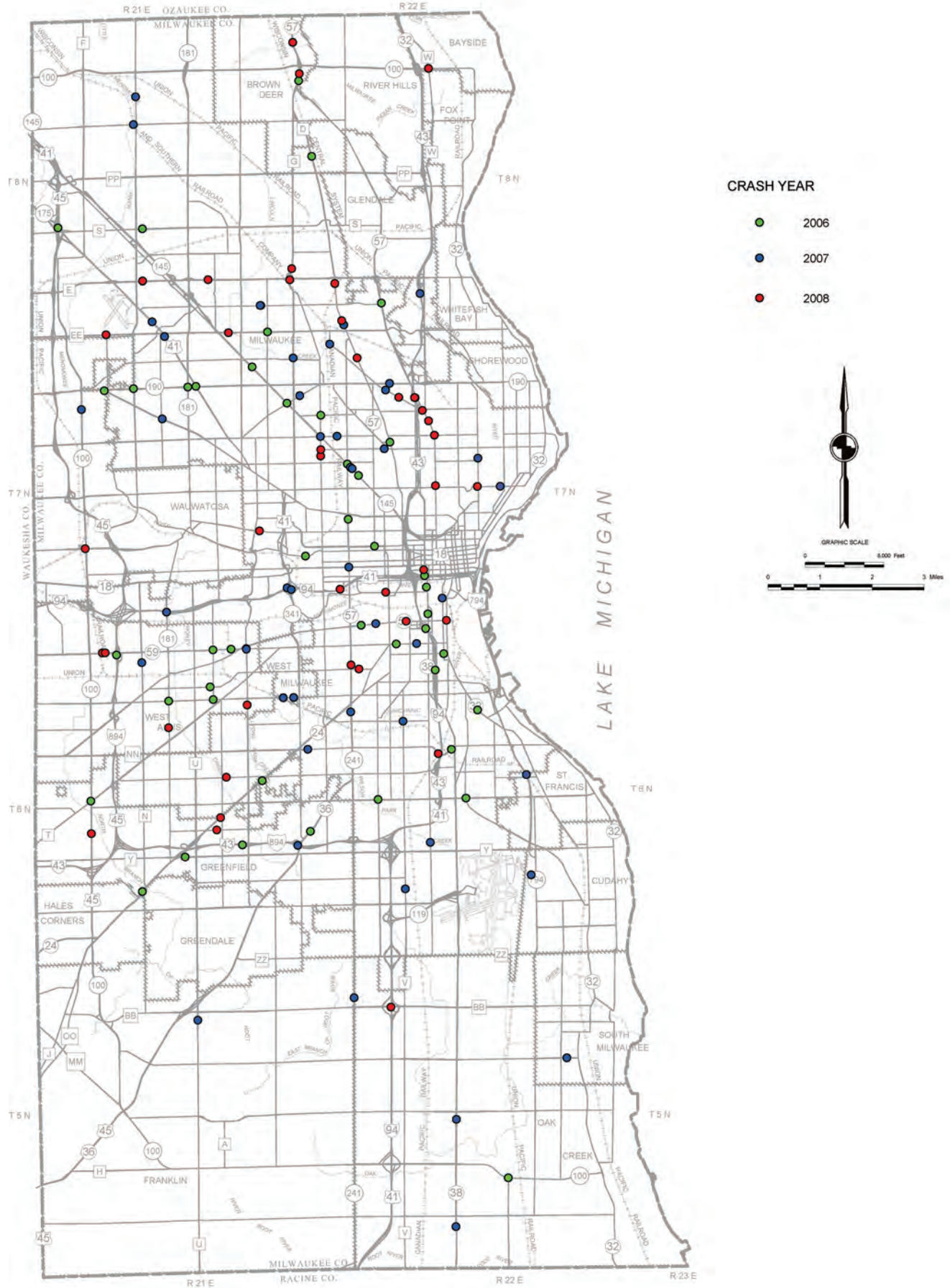
Map 14

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



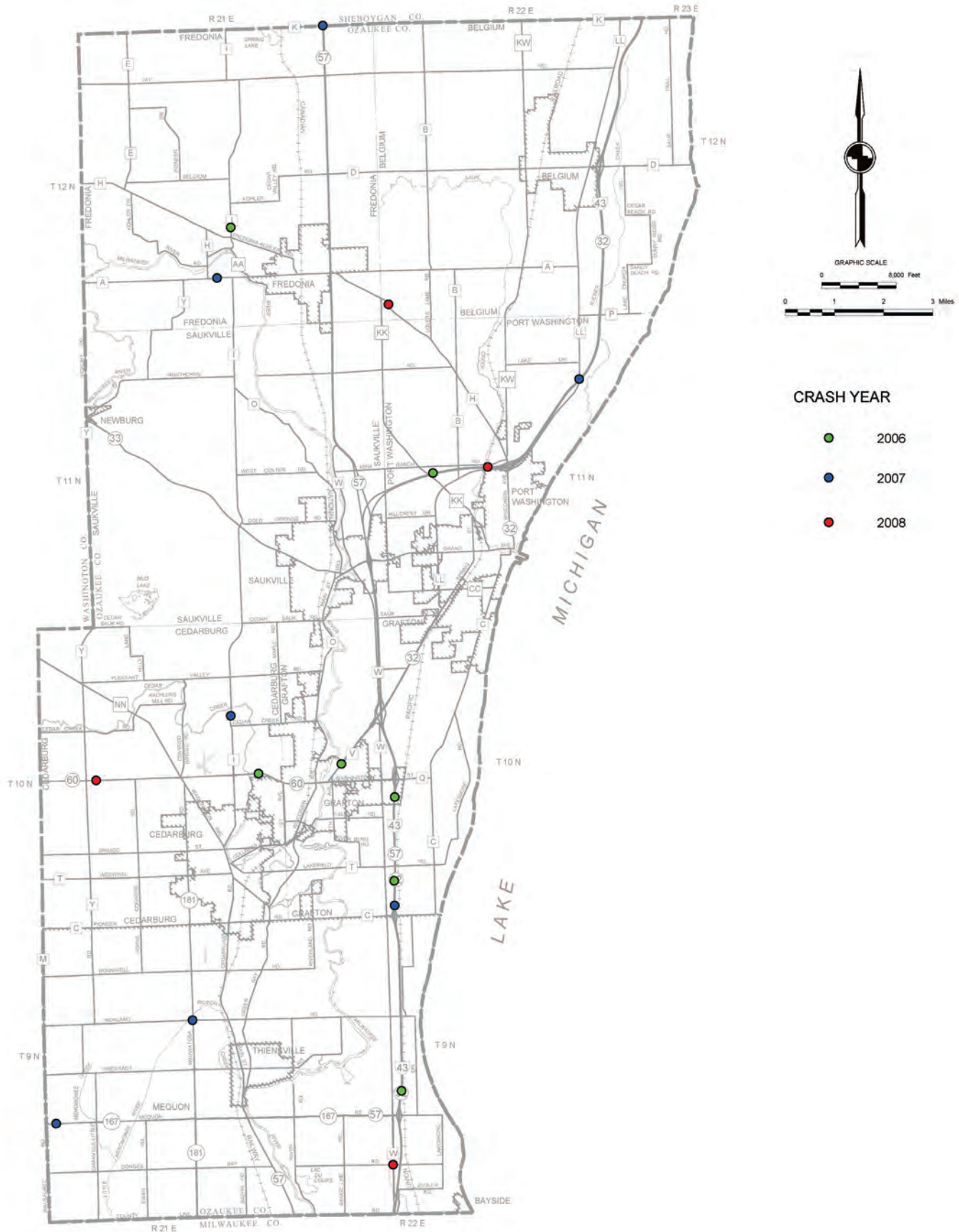
Map 14 (continued)

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



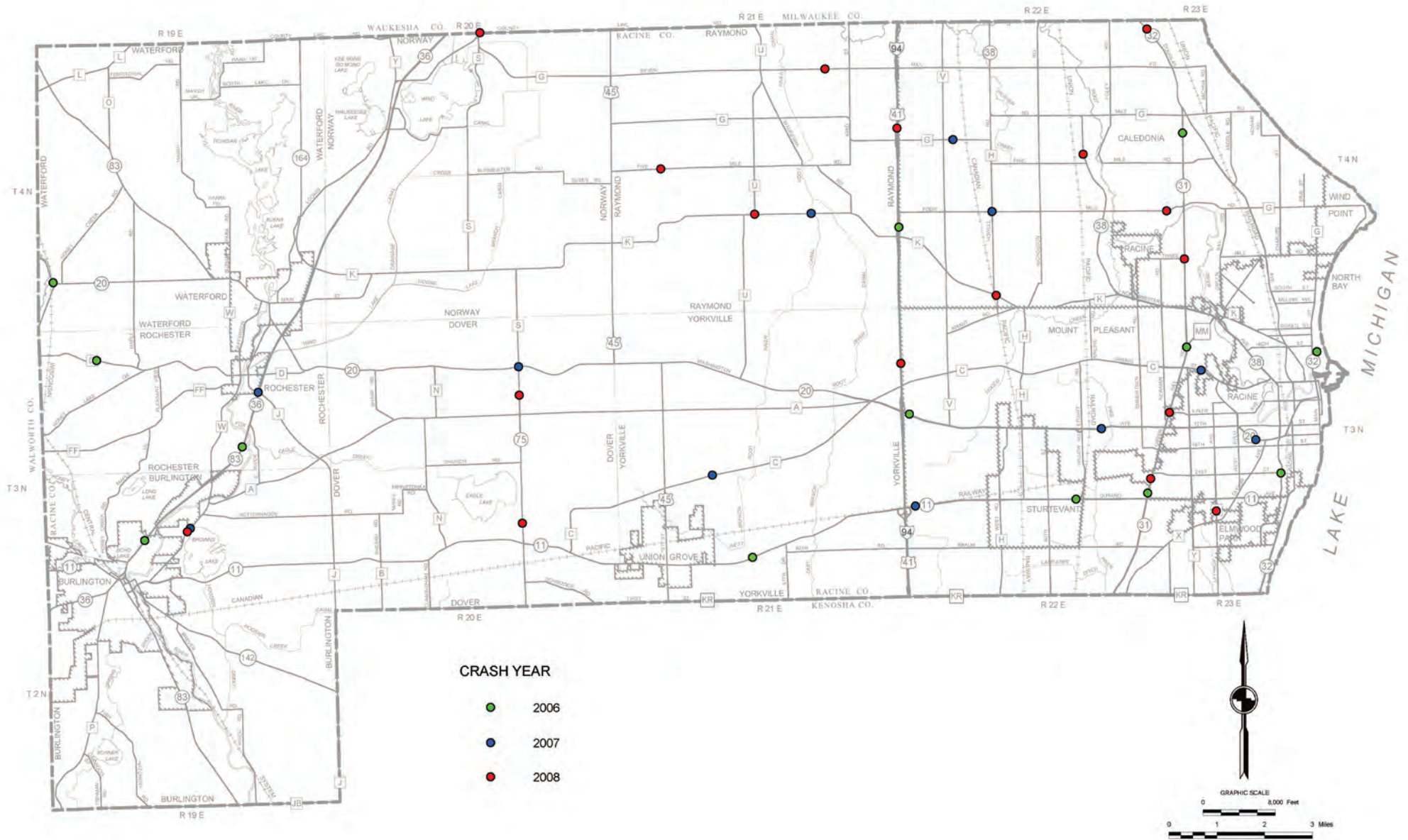
Map 14 (continued)

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

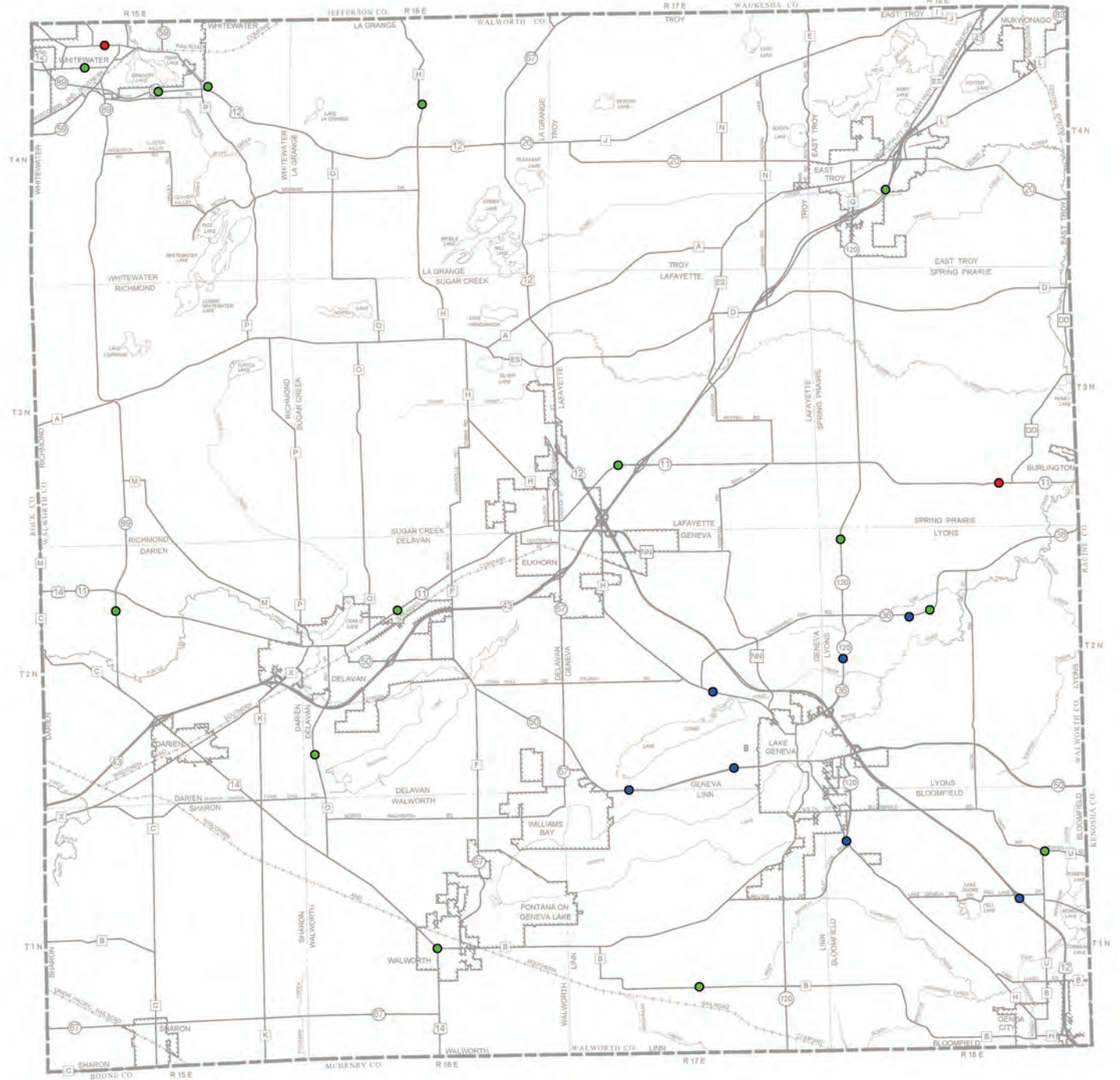


Map 14 (continued)

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



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

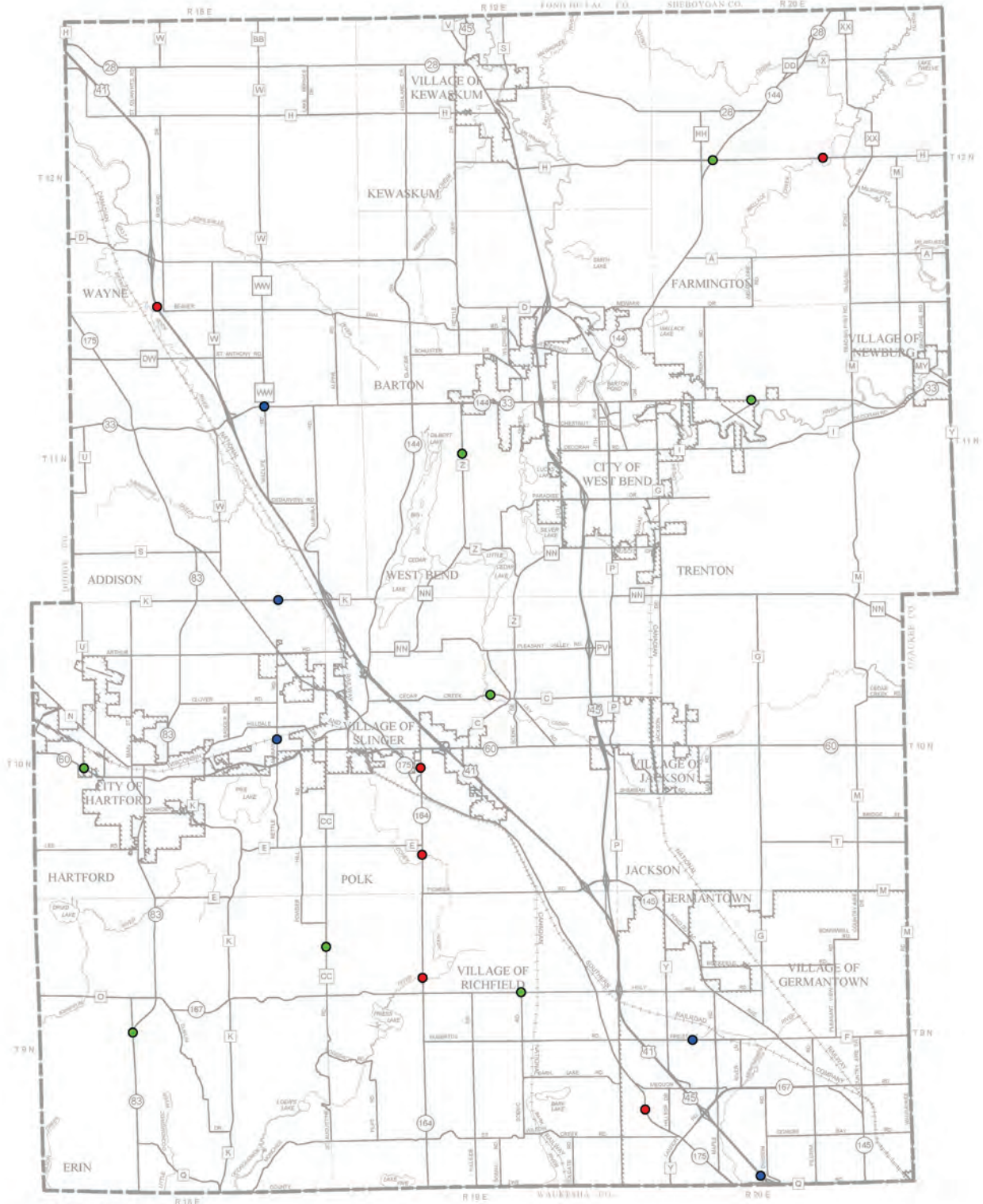


CRASH YEAR



Map 14 (continued)

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



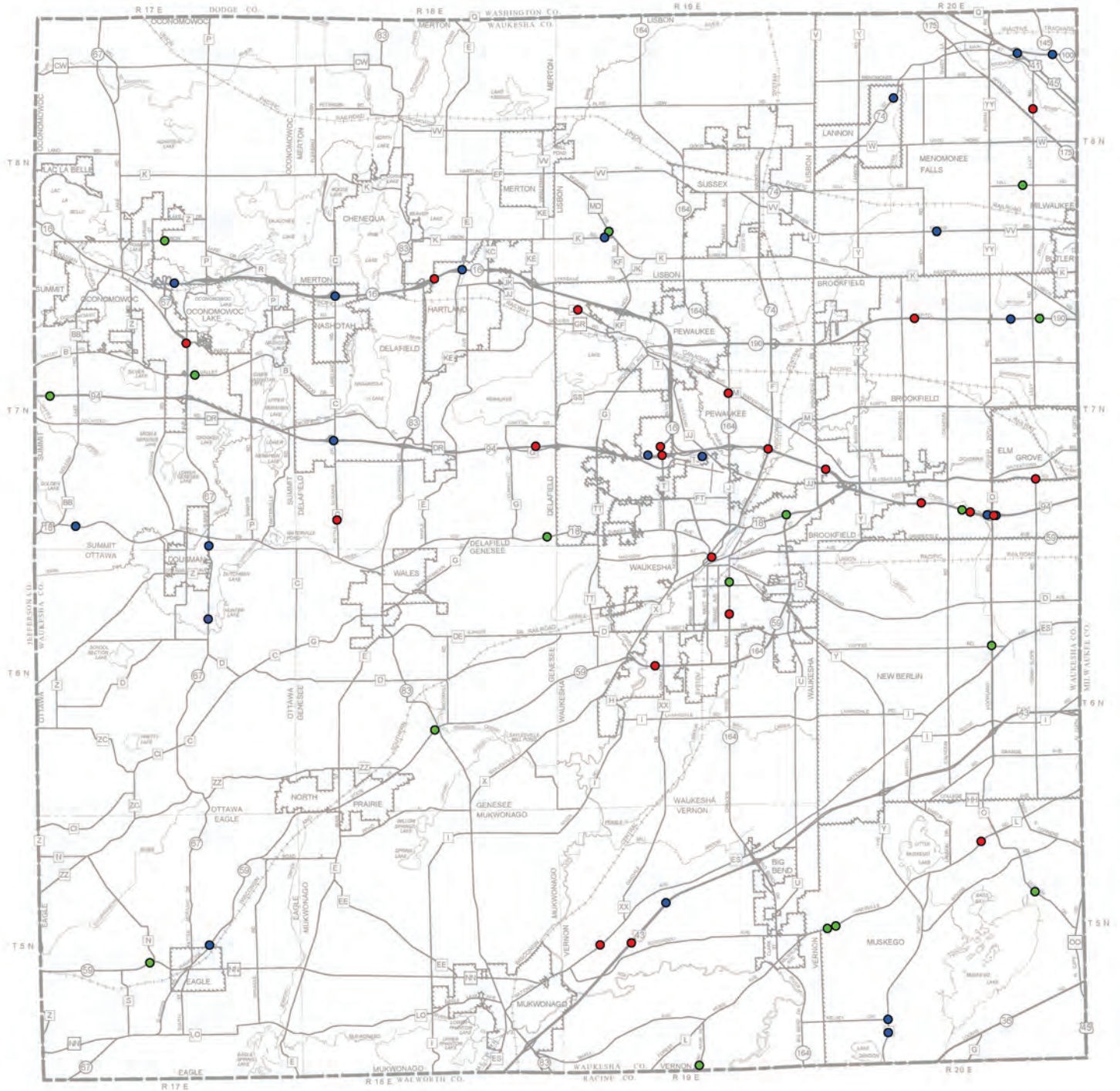
CRASH YEAR

- 2006
- 2007
- 2008



Map 14 (continued)

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



CRASH YEAR

- 2006
- 2007
- 2008

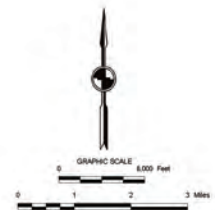


Table 24**COMPARISON OF TRANSIT CRASHES AND PASSENGER INJURIES: 2006, 2007, AND 2008**

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.

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.

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 Kenosha-Racine-Milwaukee (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. The Governor vetoed the creation of the Milwaukee County Transit Authority.

Staffing of the Southeastern Regional Transit Authority

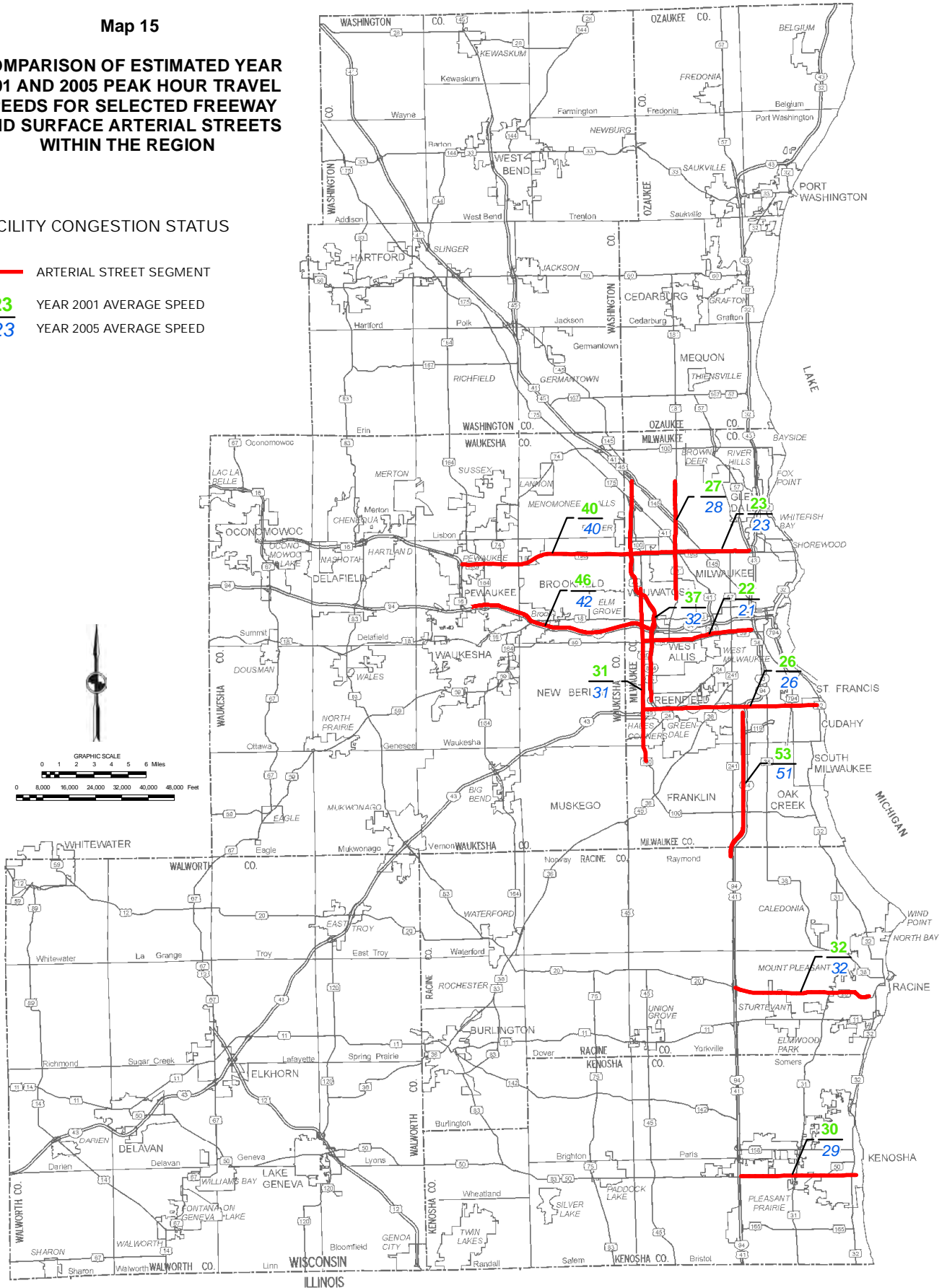
In 2011, the Commission staff continued to serve as staff to the Southeastern Regional Transit Authority (SERTA) created by the Governor and Wisconsin State Legislature in the 2009-2011 State budget to create, construct, and manage a Kenosha-Racine-Milwaukee (KRM) commuter rail line. The State provided the SERTA Board of Directors 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, although SERTA never enacted a vehicle rental fee. SERTA was also 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 was the sole authority permitted to apply to the Federal Transit Administration (FTA) for approval to advance the KRM commuter rail project to preliminary engineering and potentially obtain a Federal discretionary grant, with the application to be submitted by June 29, 2010. This application was submitted by SERTA to the FTA on June 24, 2010, but was withdrawn on July 26, 2011, following action by the Governor and Wisconsin State Legislature to dissolve SERTA. SERTA began meeting in November 2009, with formal meetings continuing through July 2011, and SERTA was officially dissolved on September 28, 2011 with the repeal of *Wisconsin*

Map 15

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

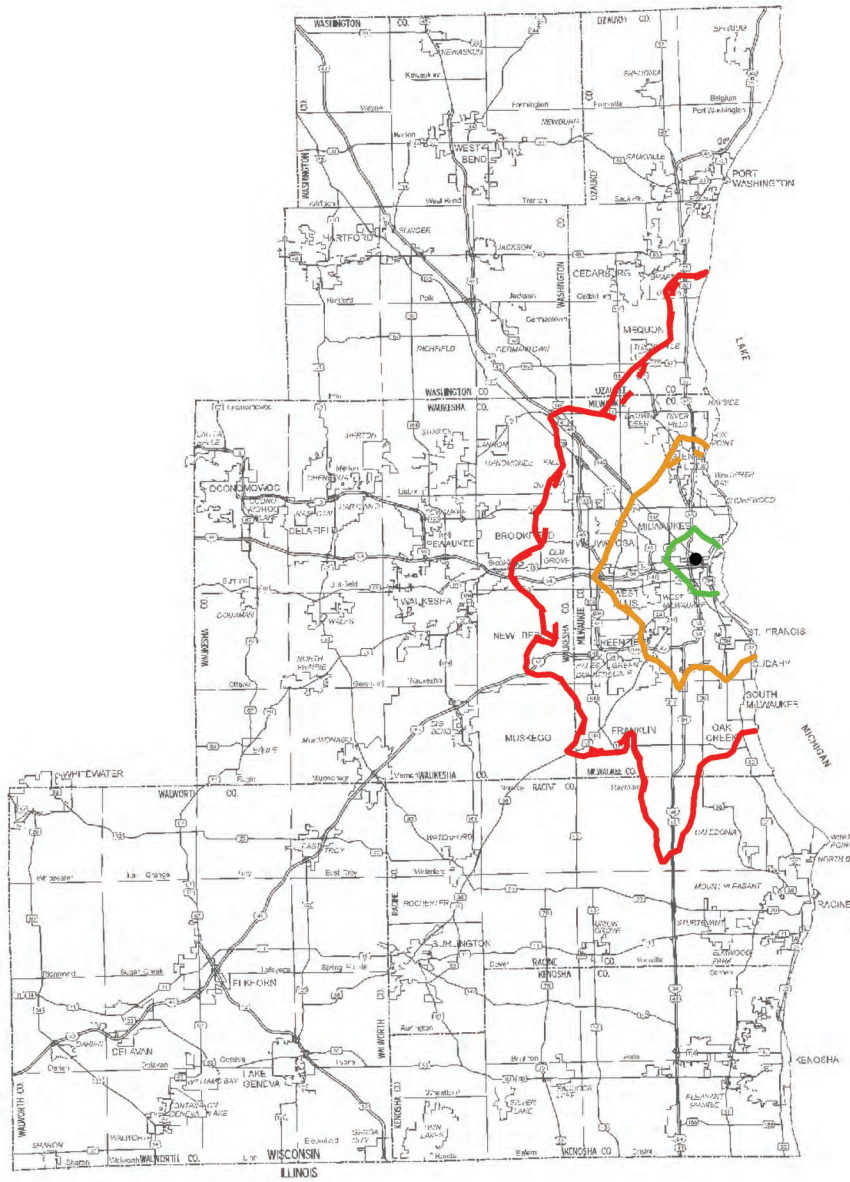
FACILITY CONGESTION STATUS

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

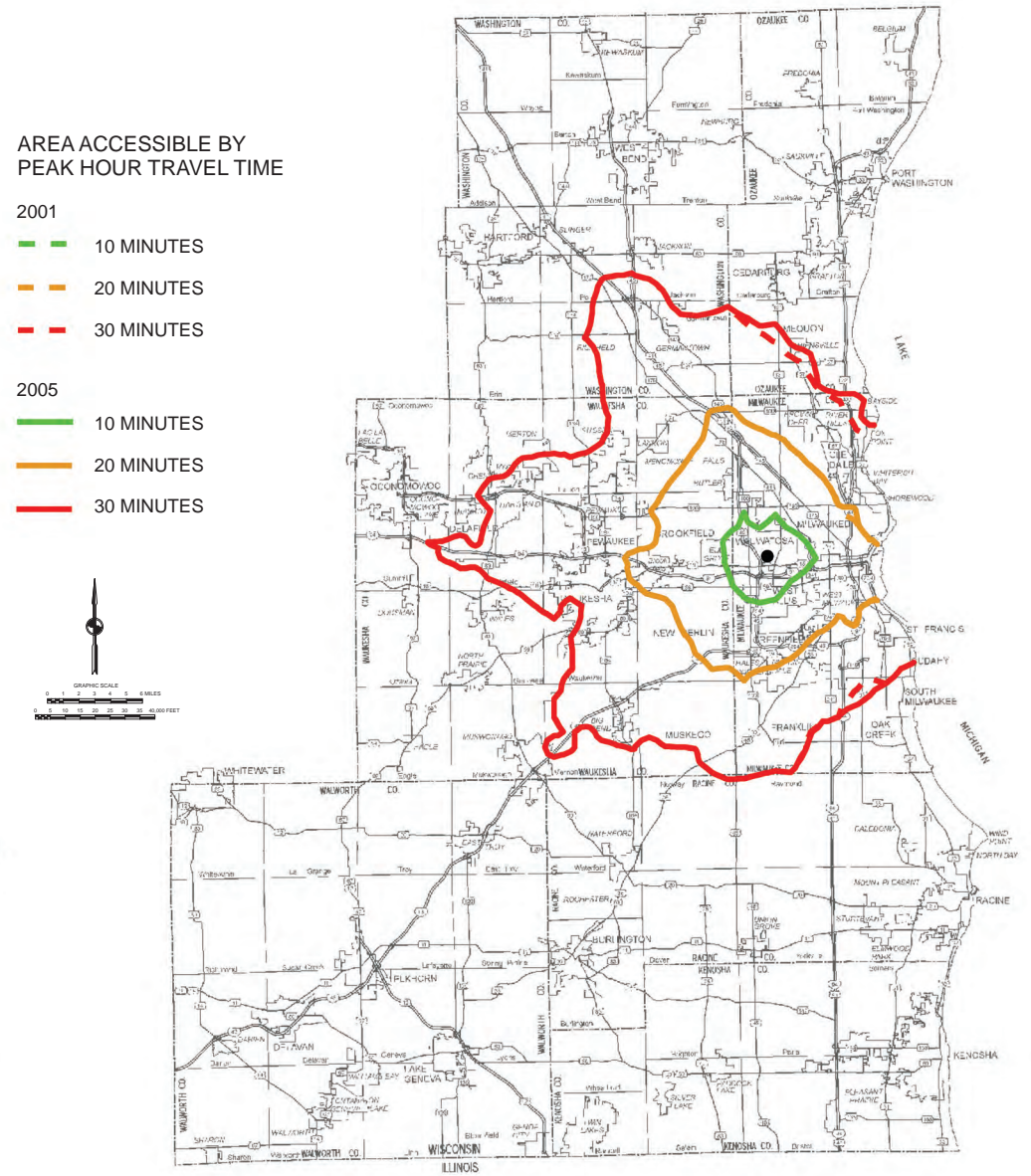


ESTIMATED PEAK HOUR ARTERIAL STREET AND HIGHWAY TRAVEL TIME CONTOURS: YEARS 2001 AND 2005

MILWAUKEE CENTRAL BUSINESS DISTRICT



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

**ESTIMATED 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.

Statute 59.58(7) in the 2011-2013 Wisconsin State budget. The Commission staff served as temporary staff to SERTA and 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 maintained 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 on State and Federal funding, and the financial crisis facing the Region's existing transit systems, particularly the Milwaukee County Transit System. Staff also

provided information on how the funding sources for a KRM commuter rail line could potentially impact funding of existing transit systems. Staff also provided a breakdown of estimated capital and operating and maintenance costs for KRM, as well as information on the expansion and improvements proposed for the transit systems in Kenosha, Racine, and Milwaukee Counties, and their integration with a KRM commuter rail line.

- Provided regular briefings to the Board on the work being performed for the KRM 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 requesting entry into preliminary engineering. Staff assisted with the preparation of the "New Starts" application, which was submitted by SERTA to the FTA on June 24, 2010. Subsequent to the submittal, staff worked with the consultant for the KRM project—AECOM, Inc.—to respond to questions and requests for additional information from FTA staff and the consultants hired by the FTA to review specific aspects of the "New Starts" application. The responses and additional information were provided to the FTA in October 2010. The "New Starts" application was withdrawn on July 26, 2011, in anticipation of the dissolution of SERTA.

- Provided information to the Board on the potential funding needs for a vehicle rental fee, including to fund the local share of preliminary engineering on the KRM project, to hire permanent SERTA staff, to retain a communications consultant, and to fund the capital and operating and maintenance costs for a KRM commuter rail line. Staff also researched how much revenue may be raised in each individual county—Kenosha, Racine, and Milwaukee—and what proportion may be expected to be generated from residents in the three-county area compared to residents outside the three-county area. The SERTA board did not choose to enact a vehicle rental fee during its existence.
- Provided briefings and information to the Board in relation to efforts by members of the Wisconsin State Legislature, the SERTA Board, and various transit advocates in southeastern Wisconsin, to attempt to address the financial crisis facing the Region's existing transit systems. One such effort was an attempt to pass proposed regional transit authority legislation, which would have provided dedicated local funding for the existing transit systems in southeastern Wisconsin. This proposed legislation was considered but not passed by the Wisconsin State Legislature in April 2010.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

During 2011, 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 2011:

- Commission staff completed work on the short-range (five-year) transit development plan for the Milwaukee County Transit System (MCTS). The final plan was approved by the Milwaukee County Public Transit Planning Advisory Committee, whose members were appointed by the Milwaukee County Executive, in October 2010. This report is documented in SEWRPC

Community Assistance Planning Report No. 279, *Milwaukee County Transit System Development Plan*, October 2010.

The final recommended transit system development plan for the MCTS would restore the service which was eliminated over the last several years and would focus on transit improvements that would make public transit in Milwaukee County more competitive with travel by private automobile and increase transit ridership by improving both the convenience and speed of transit service. The plan proposes to expand existing transit service by about 22 percent. Dedicated local funding such as a 0.5 percent sales tax will be necessary to implement this service expansion. The specific improvements to MCTS bus services that are recommended under the plan include:

New Local Bus Routes and Adjustments to the Alignments of Existing Local Bus Routes. The plan proposes to extend or add several bus routes to provide an east-west route to serve the commercial and office development along Brown Deer Road; better transit service coverage in north-central and western Milwaukee County; an extension of local bus service to the Village of Hales Corners; and an extension of local bus service to industrial and office parks in Franklin and Oak Creek.

Elimination of Bus Turn-back Points Along Local Routes. The plan proposes the elimination of bus turn-back points along local routes where some buses turn around before reaching the terminus of the route thereby providing less frequent service at the ends of the route.

Extension of Service Hours for Local Bus Routes on Weekdays and Weekends. Service hours for selected local bus routes would be extended under the plan to cover 20 hours a day on weekdays and weekends. Weekday schedules would be extended for two routes, and Saturday and Sunday schedules would be lengthened on the 15 highest-ridership local routes, and on the five routes converted to express service.

Increases in Service Frequency on Local Bus Routes. Under the plan, the frequency of service would be increased on the 15 highest-ridership

local routes, in addition to the five routes which are to be converted to express service. The plan recommends that “headways”, or the amount of time between bus arrivals at a stop, should be no more than 10 minutes during weekday peak periods; no more than 20 minutes during weekday off-peak periods; and no more than 30 minutes on weekends.

Upgrades to Freeway Flyer Service. The plan proposes upgrading freeway flyer service to ensure a minimum of 10 bus trips over each freeway flyer route during weekday morning and afternoon peak periods.

New Express Bus Service. The plan recommends converting local bus service to express bus service over parts of five local routes serving high ridership corridors in order to improve transit travel times. The three express routes recommended under the plan include: Route 10/30X running from the Milwaukee Regional Medical Center in Wauwatosa to the University of Wisconsin-Milwaukee (UWM) over portions of Route Nos. 10 and 30; Route 18/23X operating between Summit Place (S. 70th Street and W. Greenfield Avenue) and Midtown Center (N. 60th Street and Fond du Lac Avenue) over portions of Route Nos. 18 and 23; and Route 27X extending from the Bayshore Town Center to Wal-Mart over Route No. 27. A possible fourth express bus route could be Route 11X running from the near north side at W. Capitol Drive and Holton Street through downtown to Milwaukee County’s General Mitchell International Airport. All routes would operate between 5:00 a.m. and 1:00 a.m. seven days a week, with frequent service (seven to 10 minutes during weekday peak periods, nine to 16 minutes during weekday off-peak periods, and 10 to 20 minutes on weekends). See map 18.

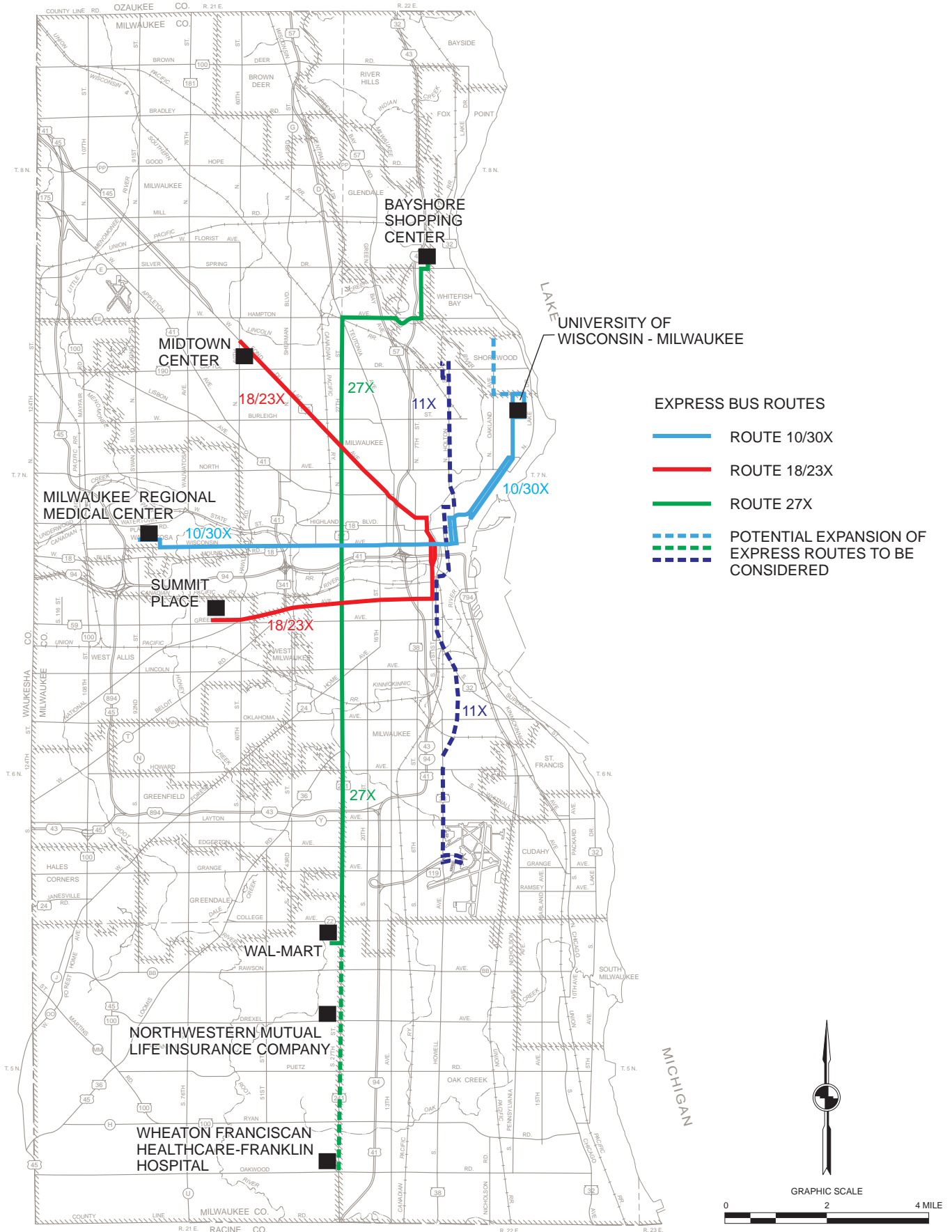
Passenger Fares. The plan also proposes that increases in passenger fares for both bus and for paratransit services be limited to an increase of no more than the rate of overall price inflation over the planning period. Adult cash bus fare would be increased by \$0.25 from \$2.25 to \$2.50 per trip, the weekly pass price would rise by \$1.00 from \$17.50 to \$18.50, and fares for people with disabilities using Transit Plus would be increased by \$0.50 from \$3.25 to \$3.75 per trip.

The increases allow fares to keep pace with increases in operating expenses.

Operating and Capital Costs. Factors affecting costs and funding for the transit system were analyzed by Commission staff along with projections for the next several years. The recommended plan will require total annual operating assistance of approximately \$160.4 million in the fifth year of the planning period. The total cost of capital investments over the five-year planning period was estimated at about \$113.5 million, with the County’s share estimated at about \$19.6 million. An analysis of the capital and operating funding required for the recommended plan clearly indicated that the current local property tax levy funding would be inadequate to improve and expand the system. A 0.5 percent sales tax would be sufficient to address the backlog in bus replacement needs and expand transit services as proposed under this plan. In the absence of local dedicated funding, the continued reduction in transit service and increases in transit fares well beyond the rate of general price inflation may be expected. Moreover, a reduction in transit service may be expected when the transit system replaces up to 198 buses over the next few years. The reduction could be as high as 25 to 35 percent if all 198 buses need to be replaced. Fewer replacement buses may be needed if the size of the bus fleet is reduced by future service reductions.

- Commission staff continued work on the Racine County Transit Plan: 2012-2016. 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 2011, staff worked with staff from the City and County of Racine to develop alternatives for the City, County, and inter-county public transit service.
- Commission staff continued work on the Kenosha County Transit Development Plan. The

EXPRESS BUS ROUTES PROPOSED UNDER THE RECOMMENDED PLAN



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 operating in 2007. During 2011, staff completed a performance evaluation of the Western Kenosha County Transit services and compiled a record of public comments for three public meetings held in April of 2011 to solicit comments on unmet transit service needs. Commission staff also met with drivers from Kenosha Area Transit and the Kenosha Achievement Center to solicit their report on potential transit service improvements.

- The Commission also initiated work on the City of Waukesha Transit Operations Analysis and Service Changes Plan: 2012-2016. The plan will review the operations of the Waukesha Metro Transit system and propose alternative transit service changes. During 2011, staff completed an evaluation of the existing transit System and began work on alternative service changes.

Transportation Improvement Programming

In February 2011, 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: 2011-2014*. 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 2011-2014 TIP identifies all highway and public transportation projects in the two areas of the Region, the Milwaukee area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth area, programmed for

implementation during the four-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The 2011-2014 TIP was amended nine times during 2011, adding or revising a total of 110 projects. The total potential investment in transportation improvements and services over the programming period is about \$3.17 billion. Of this total, \$1.81 billion, or about 50 percent, is proposed to be provided in Federal funds; \$1.14 billion, or about 36 percent, in State funds; and \$453 million, or about 14 percent, in local funds. Proposed expenditures for 2012 total about \$894 million. A cost summary for these projects is shown in Table 26.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 32 reflects graphically the proposed expenditures in 2012 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 55 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 expenditures for highway improvement to increase present highway capacities total approximately \$309 million, or 35 percent of total expenditures. This compares to the \$254 million

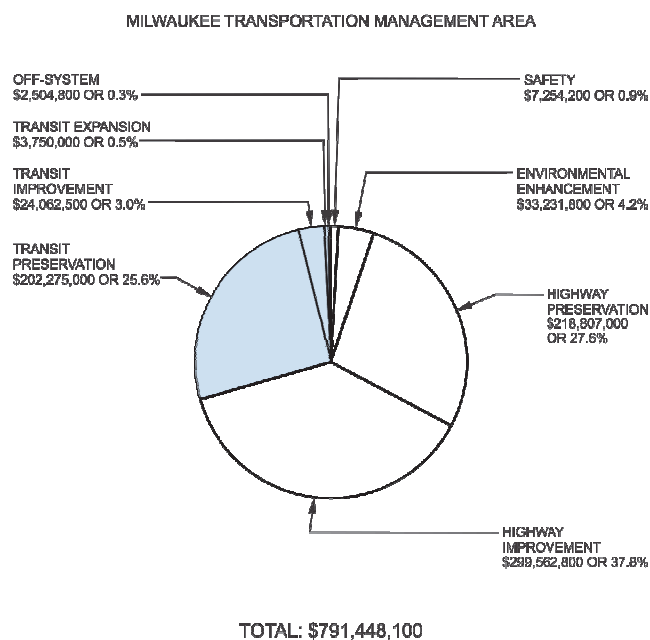
Table 26

**COST SUMMARY OF PROJECTS WITHIN 2012 OF THE 2011 THROUGH 2014 TRANSPORTATION
IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE**

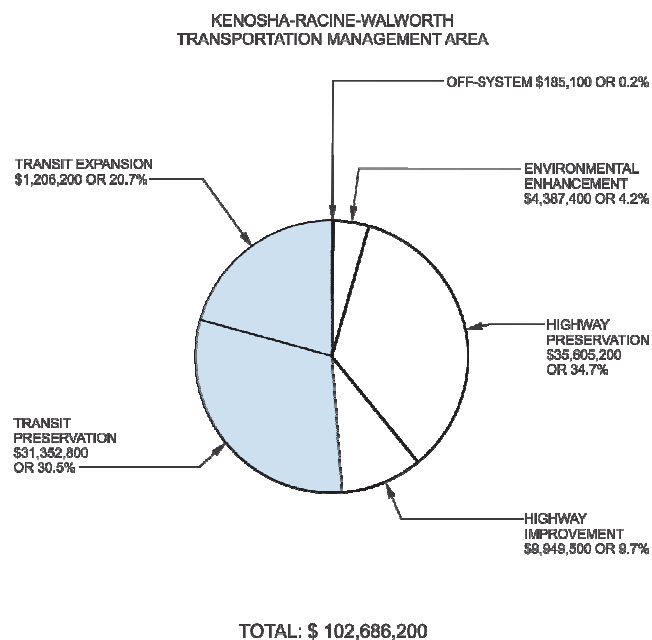
Transportation Management Area	Proposed 2012 Expenditures
Milwaukee Area	
Milwaukee County	
Federal.....	\$277,847,900
State.....	283,199,400
Local	77,702,100
Total	638,749,400
Ozaukee County	
Federal.....	10,387,900
State.....	2,577,100
Local	1,967,400
Total	14,932,400
Washington County	
Federal.....	12,688,800
State.....	6,413,800
Local	3,352,000
Total	22,454,600
Waukesha County	
Federal.....	49,887,000
State.....	42,651,000
Local	22,773,700
Total	115,311,700
Milwaukee Area Subtotal	
Federal.....	350,811,600
State.....	334,841,300
Local	105,795,200
Total	\$791,448,100
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal.....	\$31,515,200
State.....	8,849,800
Local	15,819,700
Total	56,184,700
Racine County	
Federal.....	20,732,700
State.....	14,129,700
Local	5,465,800
Total	40,328,200
Walworth County	
Federal.....	1,642,000
State.....	4,340,400
Local	190,900
Total	6,173,300
Kenosha-Racine-Walworth Area Subtotal	
Federal.....	53,889,900
State.....	27,319,900
Local	21,476,400
Total	\$102,686,200
Region Total	
Federal.....	\$404,701,500
State	362,161,200
Local	127,271,600
Total	\$894,134,300

Figure 32

DISTRIBUTION OF EXPENDITURES IN 2011 OF THE 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY



NOTE: FOR 2012, NO EXPENDITURES ARE EXPECTED TO BE INCURRED FOR HIGHWAY EXPANSION.



NOTE: FOR 2012, NO EXPENDITURES ARE EXPECTED TO BE INCURRED FOR HIGHWAY EXPANSION OR SAFETY OR TRANSIT IMPROVEMENT.

programmed for expenditures on highway preservation, or about 28 percent of total expenditures. No funds in the 2011-2014 TIP, as amended, are programmed in 2012 for highway expansion.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 32 percent of programmed resources for 2012. Of the total programmed resources for public transit, 83 percent is for preservation, 8 percent is for service improvement, and 9 percent is for service expansion.

LONG-RANGE PLANNING

Regional Transportation System Plan

In June 2006 the Commission published and formally adopted the year 2035 regional transportation system plan, the fifth generation of such plans in the Region. The adopted regional transportation plan is documented

in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. 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 year 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 year 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 elements of the plan. Arterial street and highway improvement and expansion were only then considered to address any residual congestion—highway traffic volumes and congestion which would not be expected to be alleviated by the recommended public transit, bicycle and pedestrian, transportation systems management, and travel demand management improvements.

Since its adoption in 2006, the year 2035 regional transportation system plan has been amended on four occasions:

- In 2007, the year 2035 regional transportation system plan was amended at the request of the then Southeastern Wisconsin Regional Transit Authority following a completion of a corridor study to incorporate the recommendations of the Kenosha-Racine-Milwaukee commuter rail study, as shown on Map 19.
- In 2009, the Commission adopted the new Washington County jurisdictional highway system plan as an amendment to the regional transportation system plan. 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 described in the Commission's *2009 Annual Report*.

- In June 2010, the Commission completed an interim review, update, and reaffirmation of the year 2035 regional transportation system plan, as documented in SEWRPC Memorandum Report No. 197, *Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan*. This interim review, update and reaffirmation included an assessment of the implementation to date of the regional transportation plan, a review of the forecasts underlying the plan, and a monitoring of transportation system performance. The review also examined whether it remains reasonable for the recommendations in the year 2035 plan to be accomplished over the next 30 years, given implementation of the plan to date and available and anticipated funding. The review and update also provided amendments to the year 2035 plan.
- In September 2011, the 2035 Regional Transportation System Plan was amended at the request of the Wisconsin Department of Transportation to incorporate the improvement from six to eight traffic lanes of STH 100 (North 108th Street/North Mayfair Road) between IH 94 and Watertown Plank Road based on the conclusions of the preliminary engineering and environmental impact analysis for the reconstruction of the Zoo interchange.

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—as amended 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, as amended, also recommends development of high-speed rail, 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 19 displays the

Map 19

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

RAPID/EXPRESS BUS ROUTE

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

FIXED GUIDEWAY ROUTE

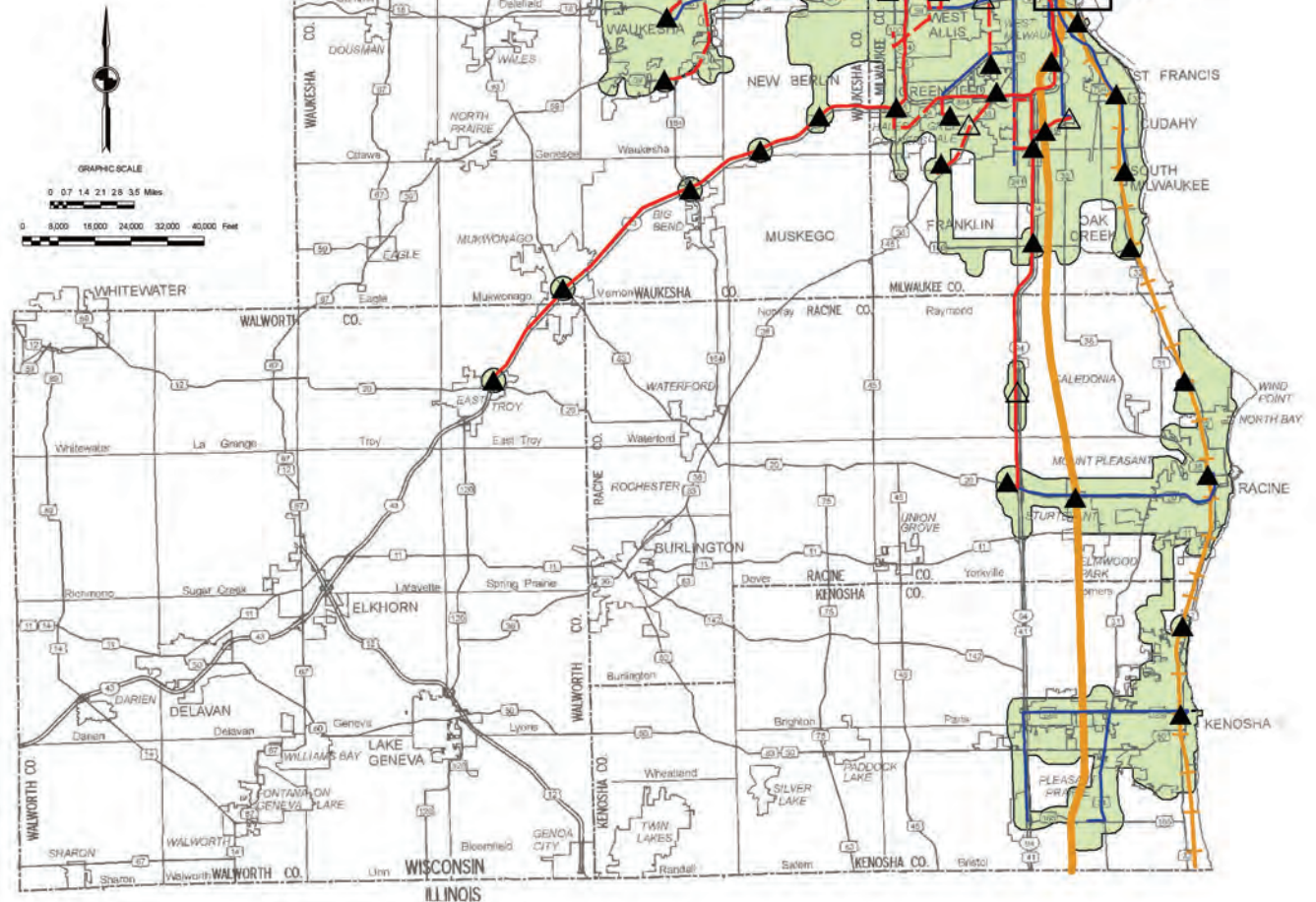
- HIGH SPEED RAIL
- + + + COMMUTER RAIL
- - - STREETCAR

TRANSIT STATIONS

- ▲ WITH PARKING
- △ WITHOUT PARKING

SERVICE AREA

- WALK ACCESS
TRANSIT
SERVICE AREA



proposed transit system coverage for each of the four transit system components described below:

- High Speed Rail is recommended to operate between Chicago, Milwaukee, and Minneapolis-St. Paul that would be developed and overseen by the Wisconsin Department of Transportation.
- Rapid transit would primarily consist of buses operating 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. In addition, the recommended rapid service also includes a commuter rail line connecting Milwaukee, Racine, and Kenosha, as well as the Chicago area through existing Chicago-Kenosha Metra commuter rail. The commuter rail would operate similar to the bus rapid transit service, providing service at convenient frequencies in both directions throughout the day and evening with stops spaced about three to five miles apart.
- Express transit 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. The recommended express service also includes the City of Milwaukee downtown streetcar line.
- Local transit 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 high speed rail, and 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 20 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 2011, there were two efforts underway in southeastern Wisconsin considering an upgrade to fixed guideways. The City of Milwaukee, as the potential transit operator of the streetcar line and having completed corridor planning examining transit alternatives, and concluding that they will be implementing the streetcar alternative, has applied for Federal funding for the streetcar project, to advance it to preliminary engineering. Advancement of the commuter rail line connecting Kenosha, Racine, and Milwaukee areas to preliminary engineering was being considered.

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 amended 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 3,600-mile surface arterial street system is resurfaced, reconstructed, or constructed. The amended plan also recommends expanding the existing 238 miles of off-street bicycle paths in 2011 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 21.

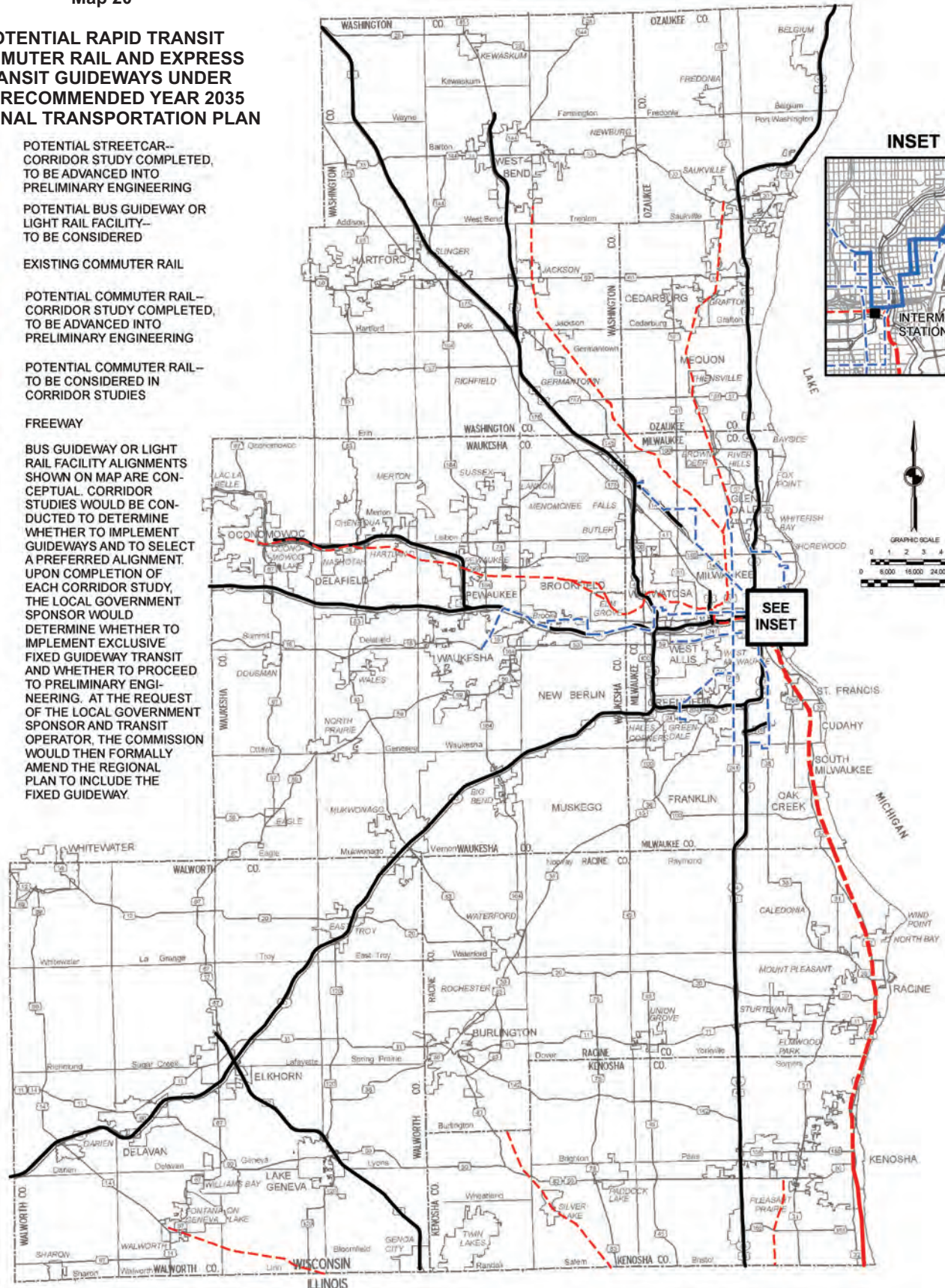
The pedestrian facilities portion of the bicycle and pedestrian facilities element is a policy, rather than a system, plan. It recommends that southeastern Wisconsin units of government adopt and follow a set of recommended standards and guidelines with regard to the development of those facilities.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

Map 20

**POTENTIAL RAPID TRANSIT
COMMUTER RAIL AND EXPRESS
TRANSIT GUIDEWAYS UNDER
THE RECOMMENDED YEAR 2035
REGIONAL TRANSPORTATION PLAN**

- POTENTIAL STREETCAR--
CORRIDOR STUDY COMPLETED,
TO BE ADVANCED INTO
PRELIMINARY ENGINEERING
- - - POTENTIAL BUS GUIDEWAY OR
LIGHT RAIL FACILITY--
TO BE CONSIDERED
- EXISTING COMMUTER RAIL
- - - POTENTIAL COMMUTER RAIL--
CORRIDOR STUDY COMPLETED,
TO BE ADVANCED INTO
PRELIMINARY ENGINEERING
- - - POTENTIAL COMMUTER RAIL--
TO BE CONSIDERED IN
CORRIDOR STUDIES
- FREEWAY

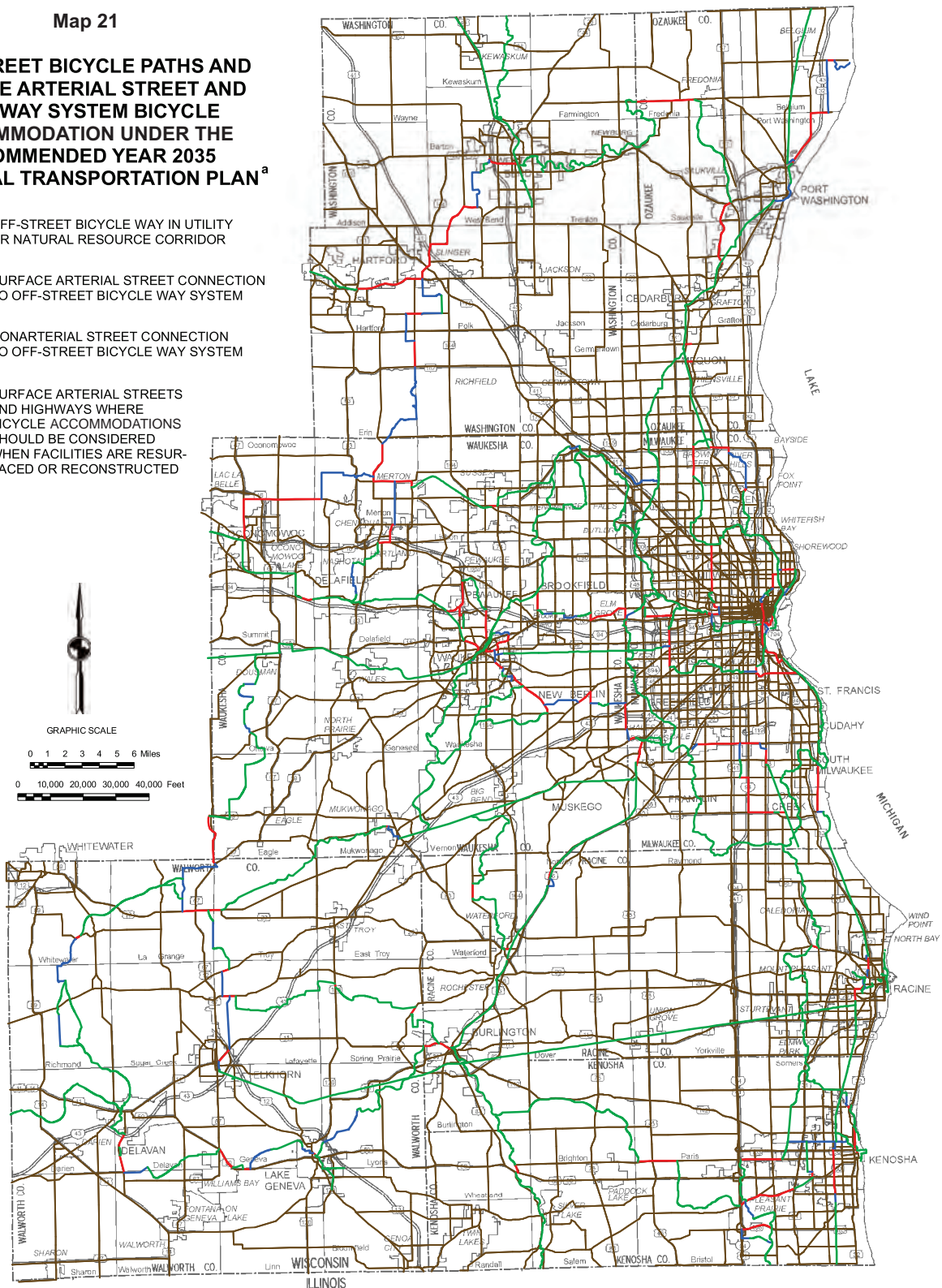
NOTE: BUS GUIDEWAY OR LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE LOCAL GOVERNMENT SPONSOR WOULD DETERMINE WHETHER TO IMPLEMENT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



Map 21

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

- OFF-STREET BICYCLE WAY IN UTILITY
OR NATURAL RESOURCE CORRIDOR
- SURFACE ARTERIAL STREET CONNECTION
TO OFF-STREET BICYCLE WAY SYSTEM
- NONARTERIAL STREET CONNECTION
TO OFF-STREET BICYCLE WAY SYSTEM
- SURFACE ARTERIAL STREETS
AND HIGHWAYS WHERE
BICYCLE ACCOMMODATIONS
SHOULD BE CONSIDERED
WHEN FACILITIES ARE RESUR-
FACED OR RECONSTRUCTED



^aDuring the preparation of the Walworth County Comprehensive plan in 2009, the Towns of LaFayette, Richmond, Spring Prairie, Troy, and Whitewater indicated opposition to segments of the off-street bicycle path system proposed in the regional transportation plan. In some cases, the affected town prefers not to have a bike trail. In others, the affected town questions the proposed location of the trail, but may not object to having a trail if the location is changed. The Walworth County Comprehensive plan noted the objections of the affected towns, and explained that the plan does not establish a definite location or layout for the trails shown. Prior to construction, trail location will have to be determined with more specificity. Moreover, it was recommended that the rights-of-way or easements for the trails will not be acquired by eminent domain proceedings or by dedications required as a condition of plat approval or as a condition of any other zoning action. Local municipalities shall have final approval of any bike trail plan. Further, it was agreed that the review and update of the Walworth County Park and Open Space Plan to be conducted in 2011 will reexamine and amend the proposed off-street bicycle trails in Walworth County, specifically addressing the concerns of the five towns. The Walworth County Board of Supervisors Parks Committee has recommended that the off-street bicycle paths concerned be removed from the County Park and Open Space Plan. The updated County plan will be used to amend the regional transportation plan, as that plan undergoes a major review and reevaluation beginning in 2011.

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 maintaining the regional traveler information system which allows 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 traffic 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 81 park-ride lots including the existing 55 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

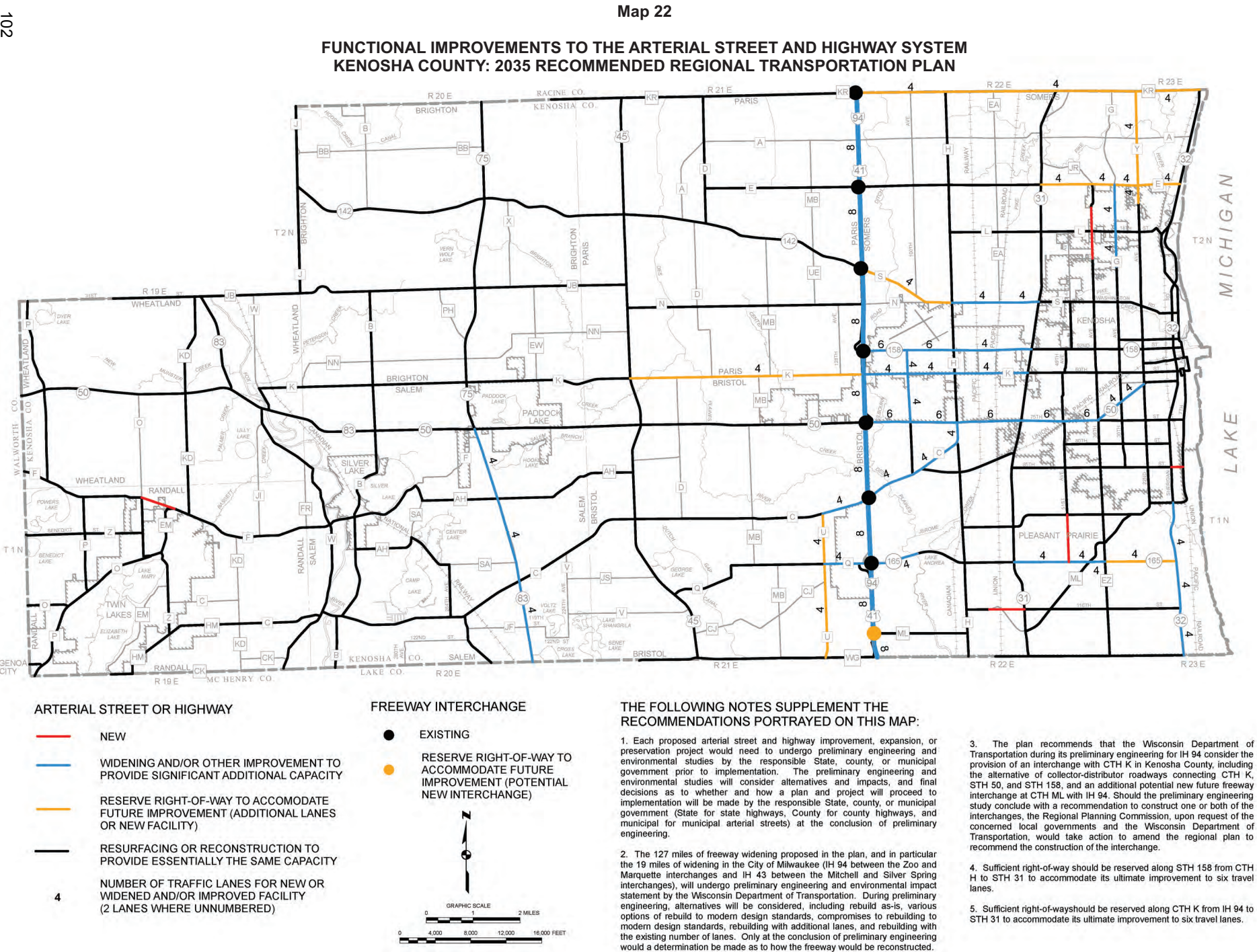
The arterial street and highway element of the year 2035 transportation plan, as amended, totals 3,652 route miles. Highway improvements were recommended to address the residual congestion which may not be expected to be alleviated by recommended land use, public transit, bicycle and pedestrian facilities, systems management, and travel demand management measures in the recommended plan.

Approximately 3,228 miles, or 88 percent of these route miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 344 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 80 route miles, or 2 percent, are proposed new arterial facilities. Thus, the amended 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 22 displays, by County, the arterial street and highway system preservation, improvement, and expansion measures recommended under the amended plan. Each proposed arterial street and highway improvement, and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and the responsible government entity will make the final decision on whether and how a planned project will proceed to implementation.

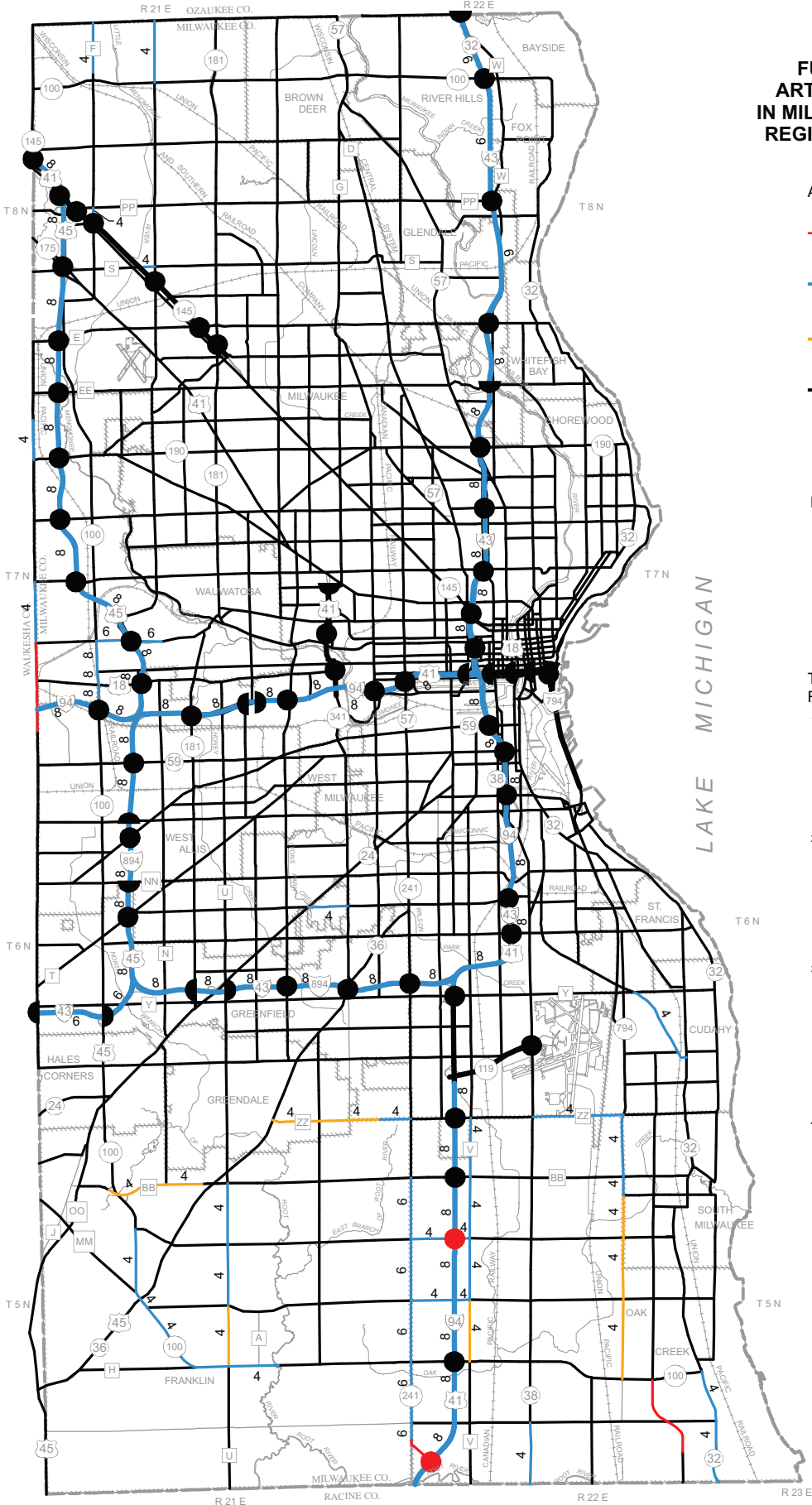
Evaluation of the Recommended Transportation Plan

The year 2035 regional transportation plan, as adopted by the Commission in 2006, contains an evaluation of



Map 22 (continued)

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



ARTERIAL STREET OR HIGHWAY

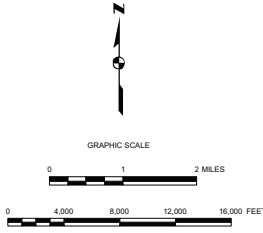
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

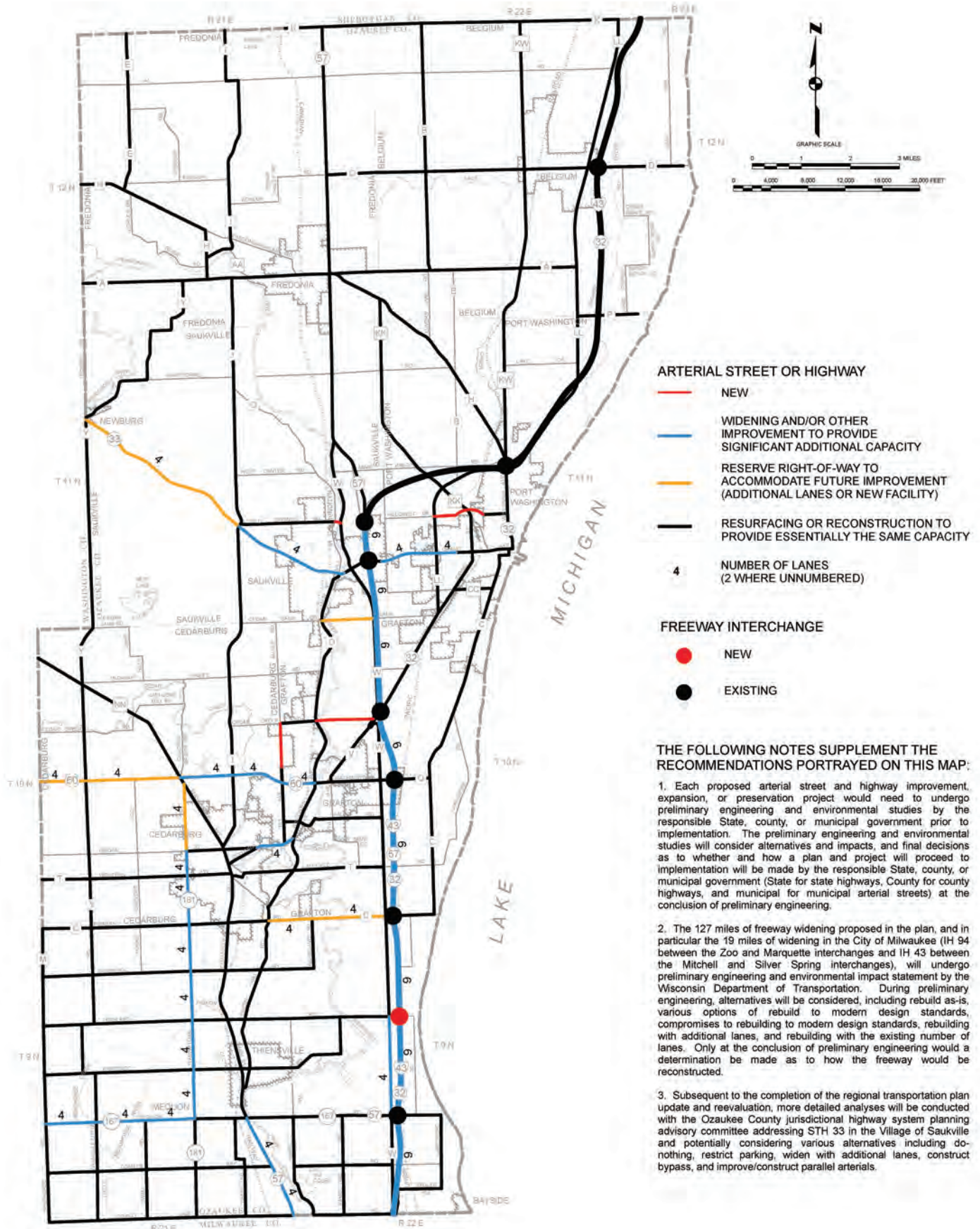
- NEW
- HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

- Each proposed arterial street and highway improvement, expansion, or 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.
- 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.
- The plan also provides further recommendations with respect to freeway half-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) combining selected half-interchanges into one full interchange. (For example, STH 100 and S. 124th Street with IH 43.)
 - Retain all other existing half-interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
- 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.

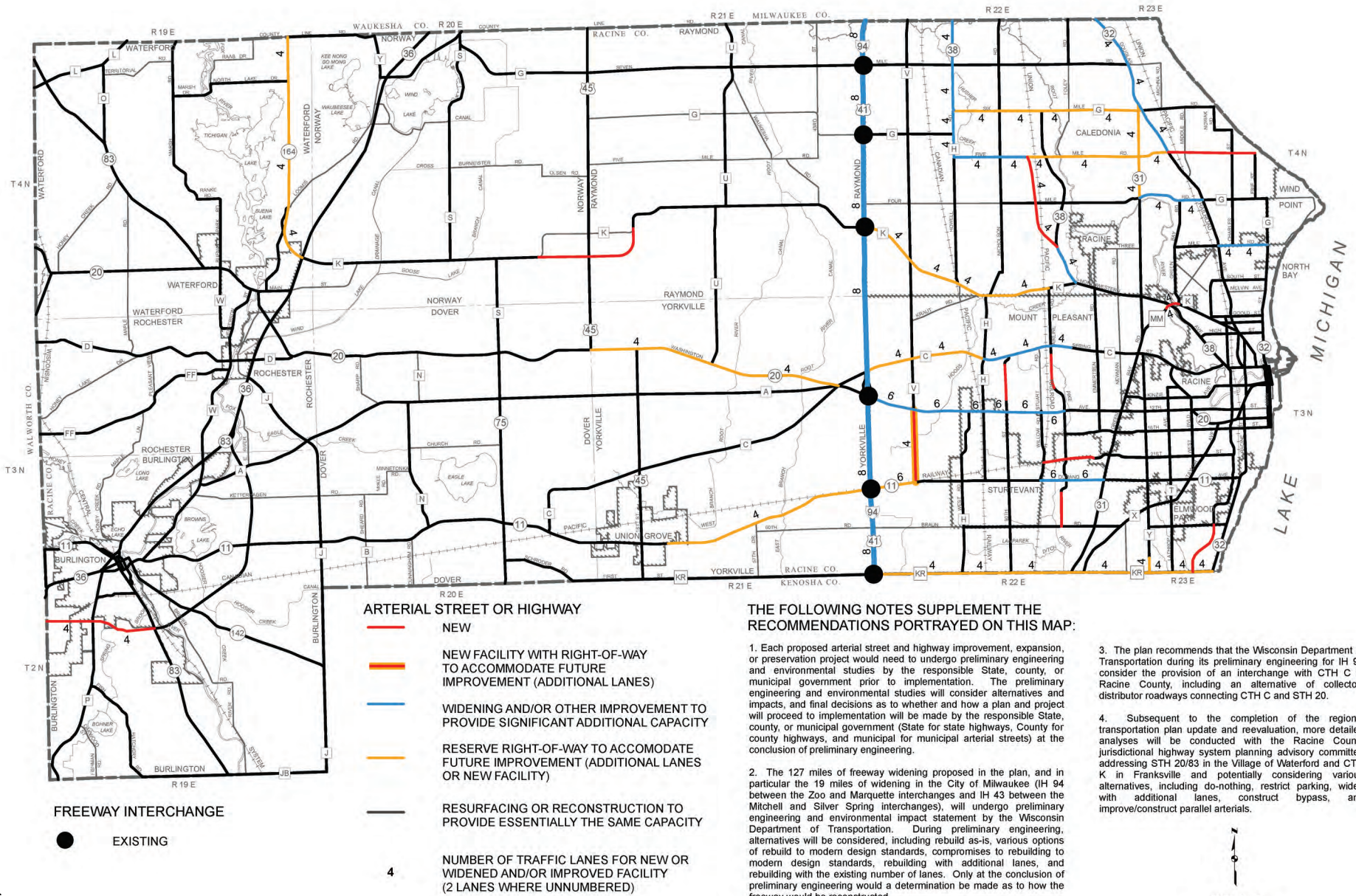


FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN
OZAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION PLAN

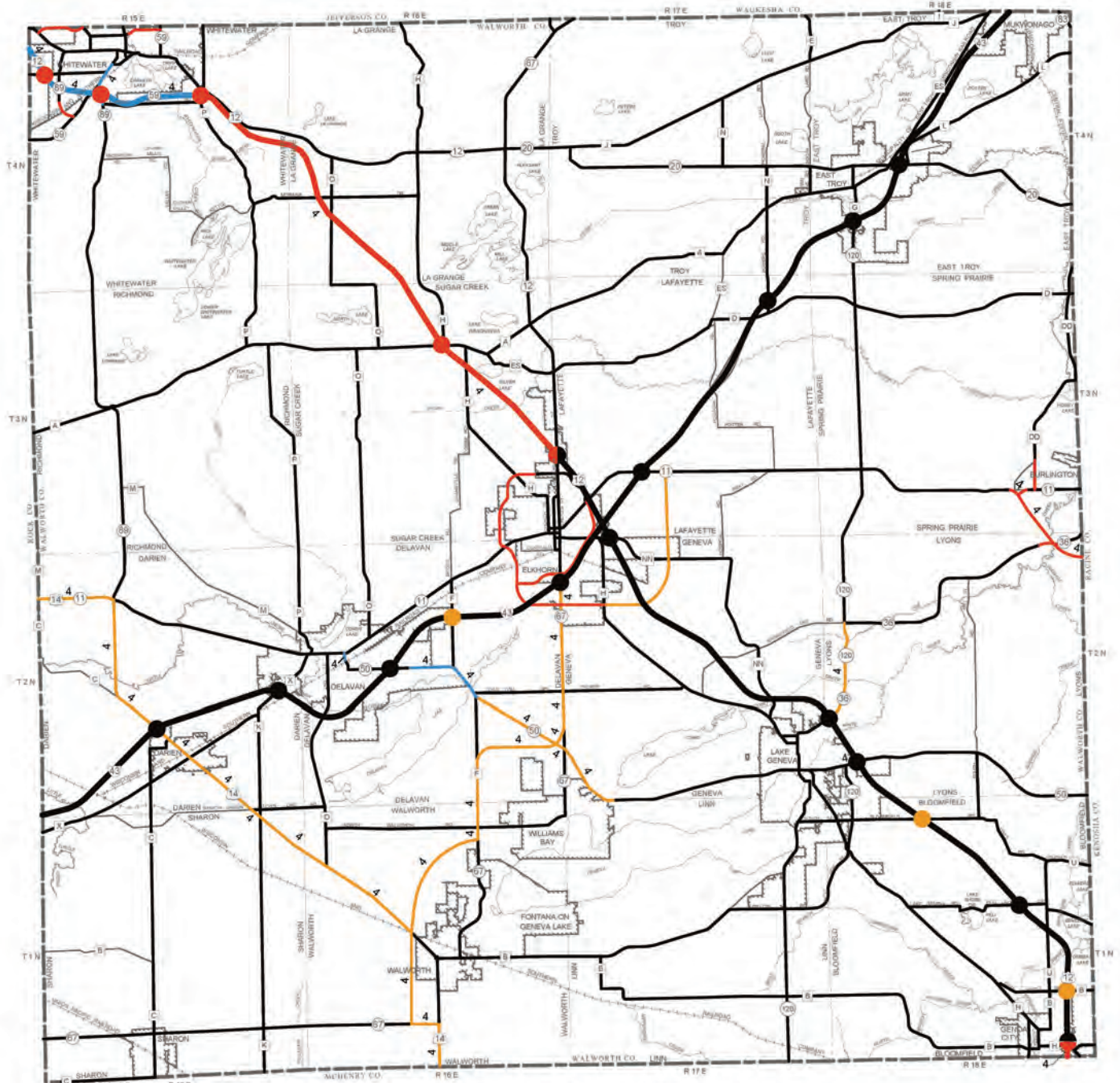


Map 22 (continued)

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



FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN
WALWORTH COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION 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 LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

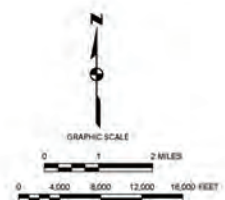
FREEWAY INTERCHANGE

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

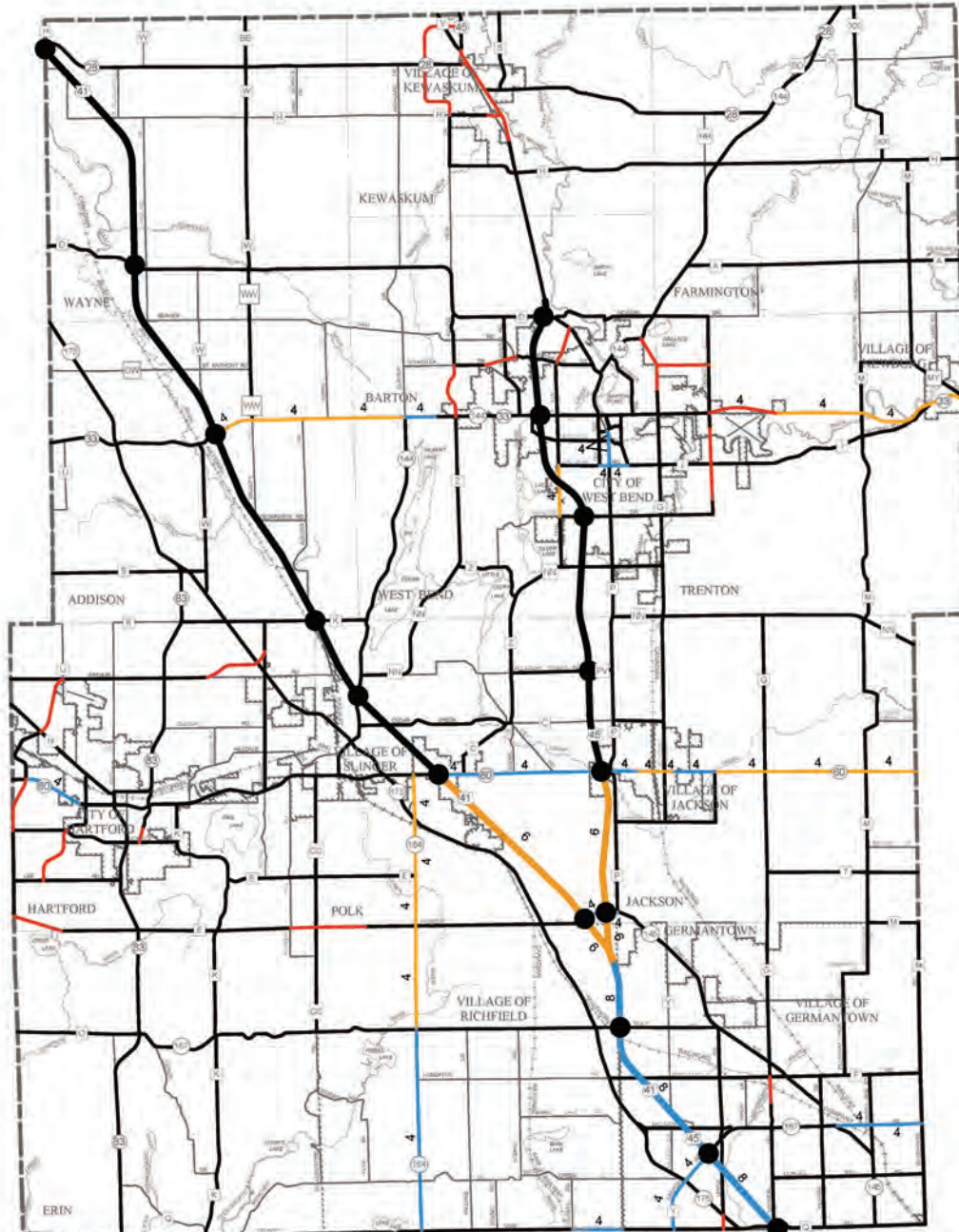
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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.



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



ARTERIAL STREET OR HIGHWAY

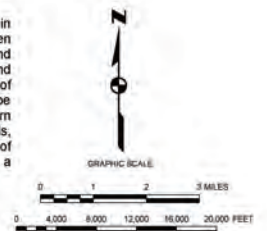
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

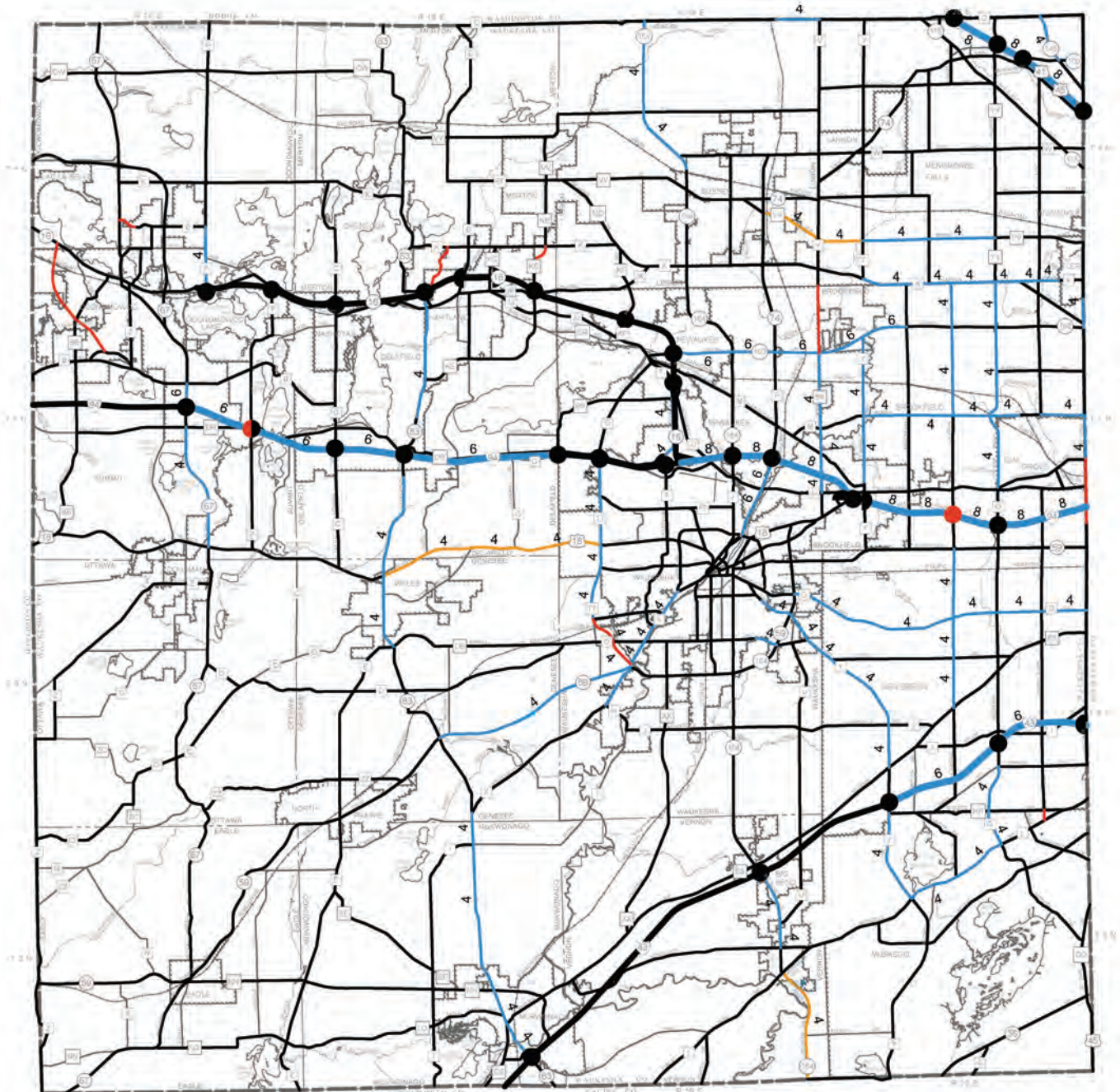
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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.



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

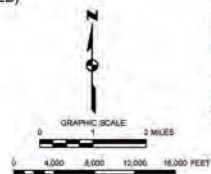


ARTERIAL STREET OR HIGHWAY

- 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 LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 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, expansion, or 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 freeway half-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; 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 analysis 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 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 23 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.

New Travel Survey for Southeastern Wisconsin

In 2011, the Commission initiated a comprehensive travel survey to assist in the reevaluation of the existing regional transportation system plan and to aid in the design of a sixth-generation transportation system plan to serve transportation needs beyond the year 2035 to the year 2050. The information obtained from the survey will be used to estimate the current travel habits and patterns of the population of the Region, identify trends in those travel habits and patterns, and assist in the development of mathematical models to project future travel behavior in the Region. Information collected as part of the new travel survey will be compared to data obtained during similar surveys conducted by the Commission in 1963, 1972, 1991, and in 2001. Such a comparison will allow the identification of long term trends in travel characteristics and patterns. The survey consists of five major elements:

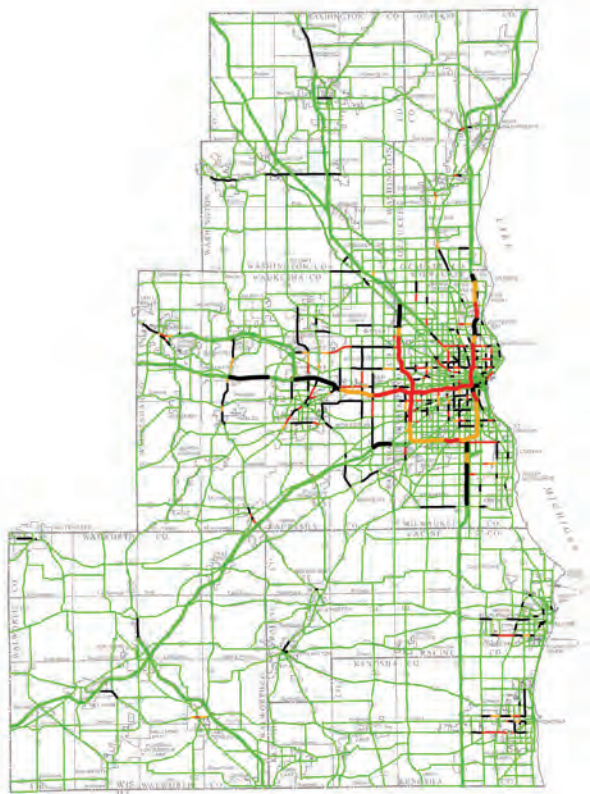
- A resident household travel survey, where all individuals of surveyed households report their travel for one weekday
- A group-quartered travel survey, where individuals living in group-quartered facilities, such as dormitories and nursing homes, are asked to report their travel for one weekday
- An external travel survey, where vehicles and bus, train, ferry, and airline passengers crossing the regions boundaries are surveyed
- A public transit travel survey, where riders of transit are surveyed about transit usage
- A commercial truck travel survey, where commercially owned trucks report their travel for one weekday

In 2011, two major elements of the survey, the resident household travel survey and the group quartered resident travel survey, were completed, and a third element, the external travel survey, was partially completed.

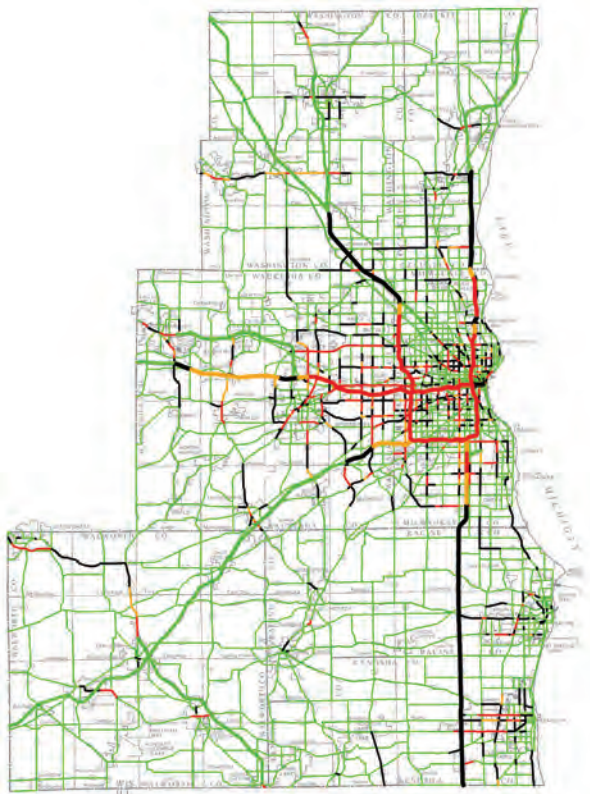
Map 23

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

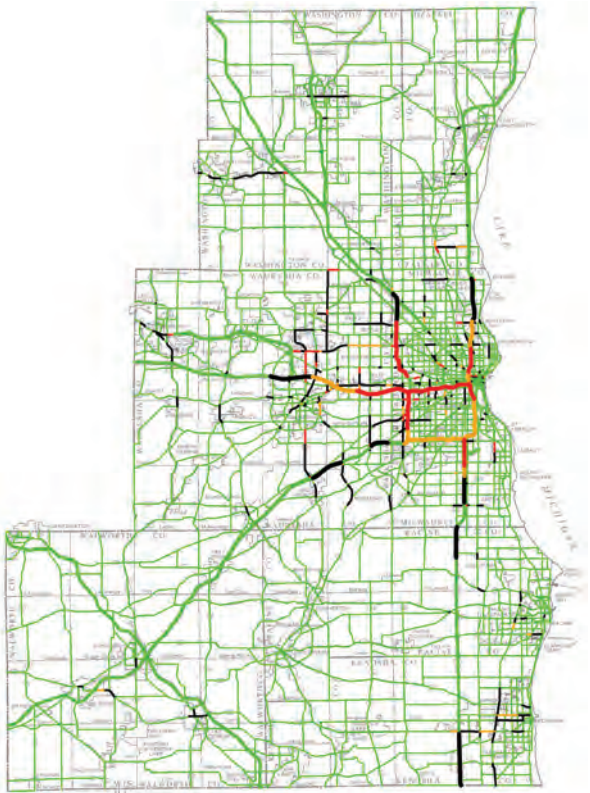
2001



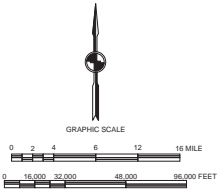
TSM PLAN



TSM PLUS HIGHWAY PLAN



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



Household Travel Survey

Travel by members of the Region's households is estimated to represent about 85 percent of the total travel in the Region. One of the more important uses of the household travel survey will be the identification of current travel patterns and travel pattern trends for major subareas of the Region.

The household travel survey was conducted by telephone, mail-out/mail-back, and online survey methods during the spring and fall of 2011. Travel data for over 17,000 of the Region's households was collected, providing data on approximately 116,000 internal personal trips. Geocoding of the data was started in December 2011 and is expected to be completed in 2012.

Survey data will be tabulated and analyzed in 2012-2013. Analysis of this survey data will, for example, permit establishing the trends in suburb-to-suburb travel and assist in identifying the need for, and location of, suburb-to-suburb and reverse commute transit and highway facilities.

Group Quartered Travel Survey

While representing less than 1 percent of total travel within southeastern Wisconsin, a survey of travel by group quartered residents was necessary to capture their unique travel habits and patterns.

A survey of group quartered residents was conducted in conjunction with the household travel survey in the fall of 2011. Approximately 1,000 samples were obtained. Survey data will be electronically encoded, tabulated, and analyzed in 2012.

Screenline Traffic Counts

The collection of traffic count and classification data for the Milwaukee-Racine, Racine, Kenosha-Racine, and Kenosha screenlines was completed during the months of June through August of 2011. With regard to the Milwaukee screenline, a portion of the traffic count and classification data was collected during the summer of 2011 and will be completed during the summer of 2012. The screenline data will be used to validate the accuracy of the travel survey data.

External Travel Survey

External travel is estimated to represent about 6 percent of the total travel in the Region. The external travel

survey of motorists was conducted for 17 of the 38 external survey sites during the months of March and April 2011, and will be completed in spring of 2012. For those sites surveyed in 2011, about 8,500 usable auto and truck surveys were completed and returned by motorists crossing the boundaries of the Region. There are two methods that will be used to distribute the survey questionnaires. At 31 of the 38 sites surveyed, motorists are stopped at the Region boundary and handed a questionnaire requesting that they complete it and return it by mail. At the remaining seven survey sites—freeways and higher speed, higher volume arterial facilities—video cameras will be deployed in the spring of 2012 to capture the rear license plate and a questionnaire and letter mailed to the owner of Wisconsin vehicles requesting that the data be furnished by the driver and returned by mail. Traffic count and vehicle classification information was also collected for the external cordon survey sites in the spring of 2011.

In addition to the external travel survey of motorists, in September 2011, the Commission conducted external travel surveys of bus, train, ferry, and airline passengers. In total approximately 1,400 samples were obtained.

Survey data and count and classification data will be tabulated and analyzed in 2012 and 2013.

Preparation of New County Jurisdictional Highway System Plans

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 year 2035 regional land use plan.

New Jurisdictional Highway System Plan for Walworth County Completed

At the request of Walworth County, the Commission completed a new jurisdictional highway system plan for Walworth County in 2011. The new plan is set forth in SEWRPC Planning Report No. 15 (Second Edition) titled, *A Jurisdictional Highway System Plan for Walworth County*.

The new plan is 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 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 Walworth 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 Walworth 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 Walworth County to the design year 2035. The preparation of the jurisdictional plan was guided by a 32-member Walworth County Jurisdictional Highway Planning Committee. The Committee included 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.

In October 2010, the Walworth County Jurisdictional Highway Planning Advisory Committee adopted an update of the Walworth County jurisdictional highway system plan to the design year 2035, and in May 2011, the plan was adopted by the Walworth County Board of Supervisors. In June 2011, the Southeastern Wisconsin Regional Planning Commission adopted the new plan as an amendment to the regional transportation system plan.

Map 24 displays the updated year 2035 Walworth County jurisdictional highway system plan. Map 25 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 26 displays the recommended functional, or capacity, improvements recommended under the updated year 2035 Walworth County jurisdictional highway system plan.

Air Transportation Planning

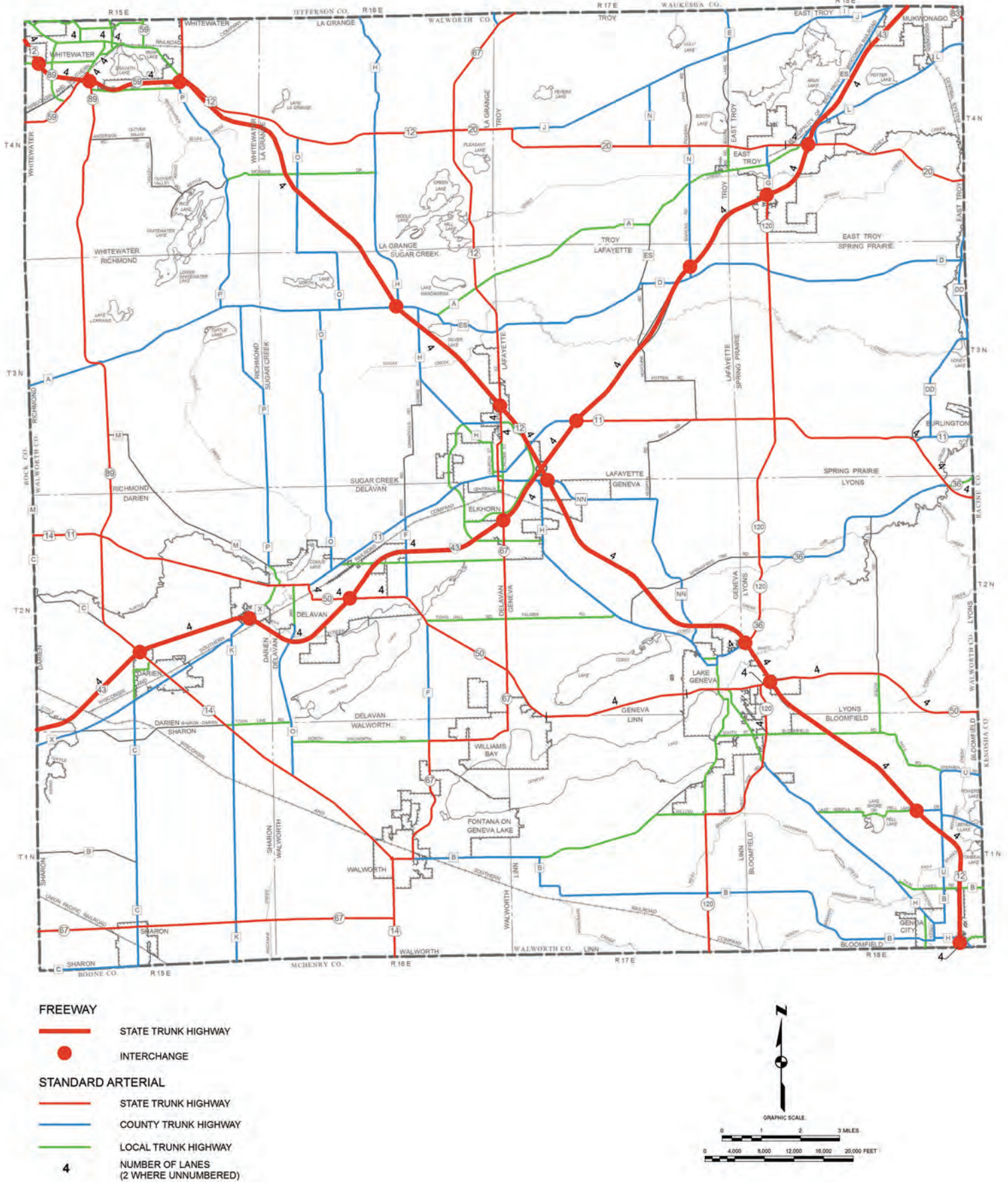
The Commission monitors aviation activities within and surrounding the Region and provides technical assistance for airport master planning activities that implement the regional airport system plan. The adopted regional airport system plan is described in SEWRPC Planning Report No. 38 (2nd Edition), *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 2011, total aircraft operations at Mitchell International totaled about 173,000, representing about a 10 percent decrease from 2010. The 2011 total is about 35 percent below the 267,700 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2010 to 2011, the number of air carrier enplaning and deplaning passengers at Mitchell International decreased by about 326,000, to about 9,522,000 passengers, or about 3 percent below the 2010 level of about 9,848,000 passengers. The 2011 level compared well with the 9,064,000 passengers forecast for that year under the adopted regional airport system plan.

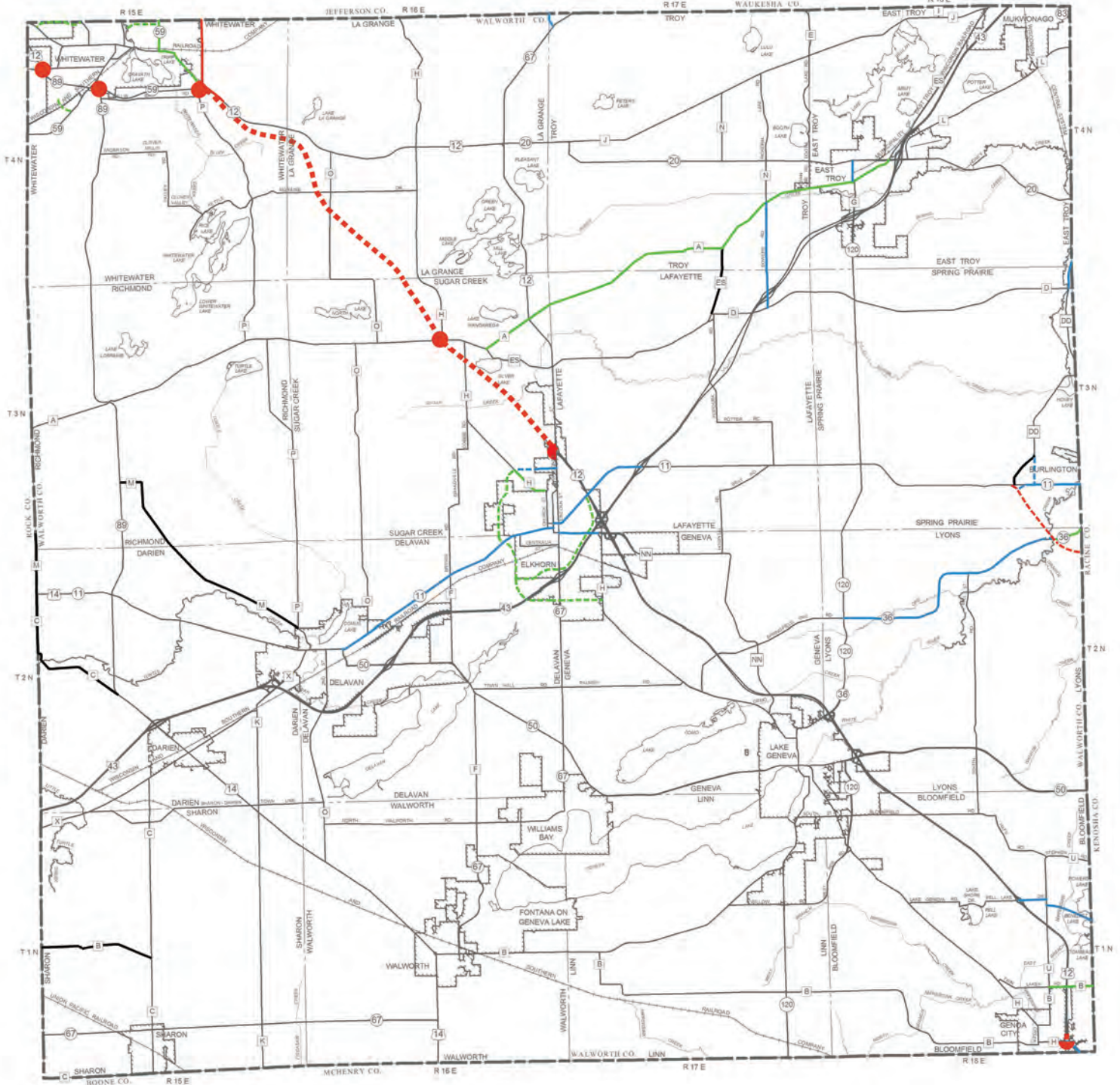
General aviation activity can be measured in terms of the total number of general aviation aircraft operations—that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports.

FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



Map 25

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

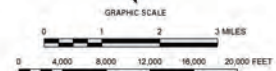


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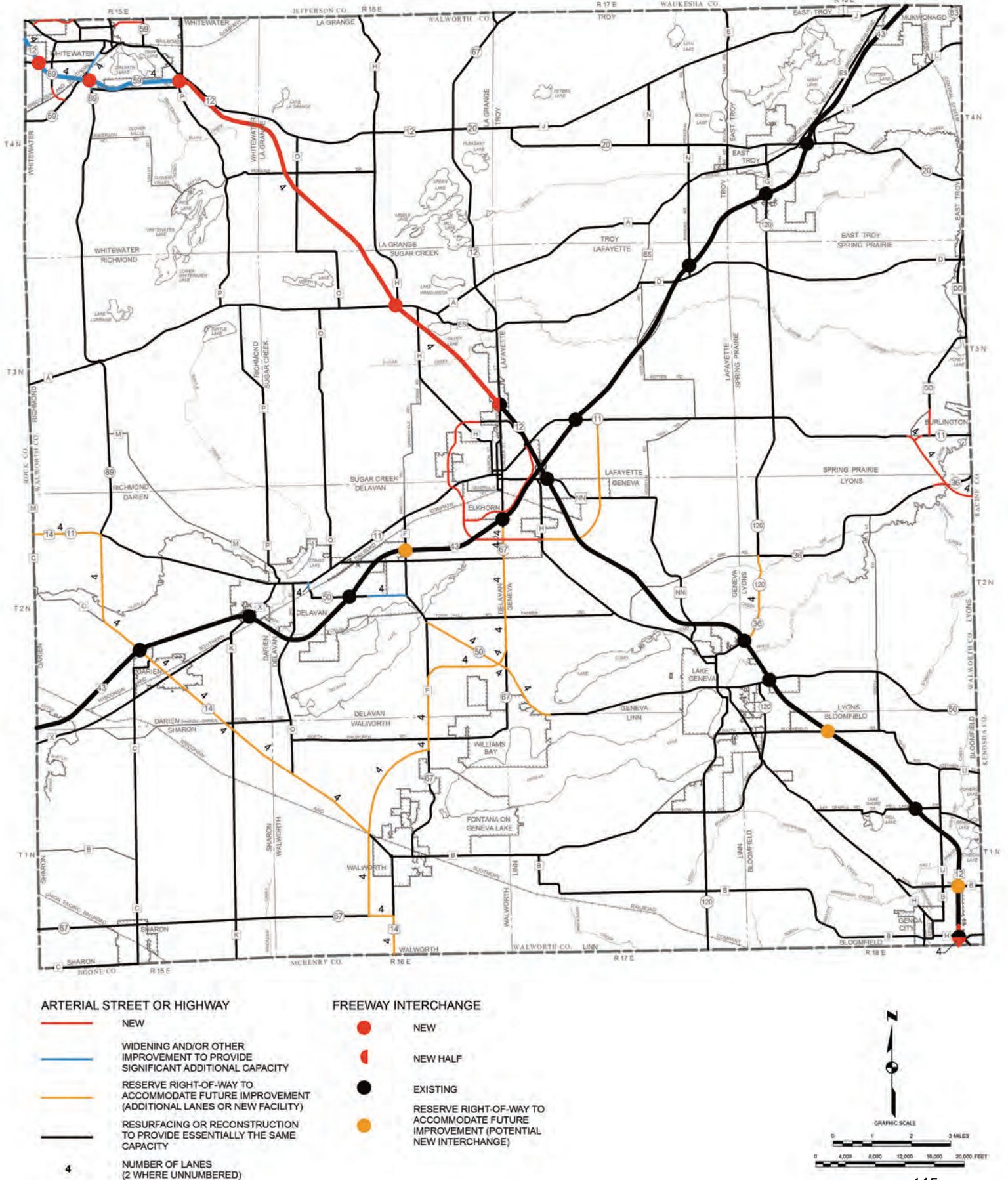
- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

NEW FACILITY:

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE FINAL RECOMMENDED
YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



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 56,500 total operations during 2011, representing about a 4 percent decrease from the 58,800 total operations in 2010. At Kenosha Regional Airport, there were about 47,100 total operations during 2011, representing about a 10 percent decrease from the 52,500 total operations in 2010. At Lawrence J. Timmerman Airport, there were about 28,100 total operations during 2011, representing about a 10 percent decrease from the 32,600 total operations in 2010. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 14,400 general aviation operations reported for 2011, representing about a 4 percent decrease from the 15,000 general aviation operations reported for 2010.

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, 2011, rail freight service was being provided within Southeastern Wisconsin over a total of about 492 miles of active main line as shown on Map 27.

Intercity passenger train service in the Region is provided by Amtrak between Chicago and Min-

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

Kenosha-Racine-Milwaukee (KRM) Commuter Rail

During 2011, Commission staff continued to act as project manager and staff for the Kenosha-Racine-Milwaukee (KRM) Commuter Rail. A “New Starts” application requesting entry into preliminary engineering was submitted by the Southeastern Regional Transit Authority (SERTA) to the Federal Transit Administration (FTA) on June 24, 2010. However, when the Governor and Wisconsin State Legislation acted to dissolve SERTA in the 2011-2013 Wisconsin State budget, this application was with-drawn. The dissolution of SERTA resulted in the indefinite postponement of KRM Commuter rail studies. A more detailed discussion of the studies related to a potential KRM Commuter rail service can be found in the Commission Annual Reports from 1997 to 2010. The Commission staff acted as project manager and staff in the conduct of this phase of the project.

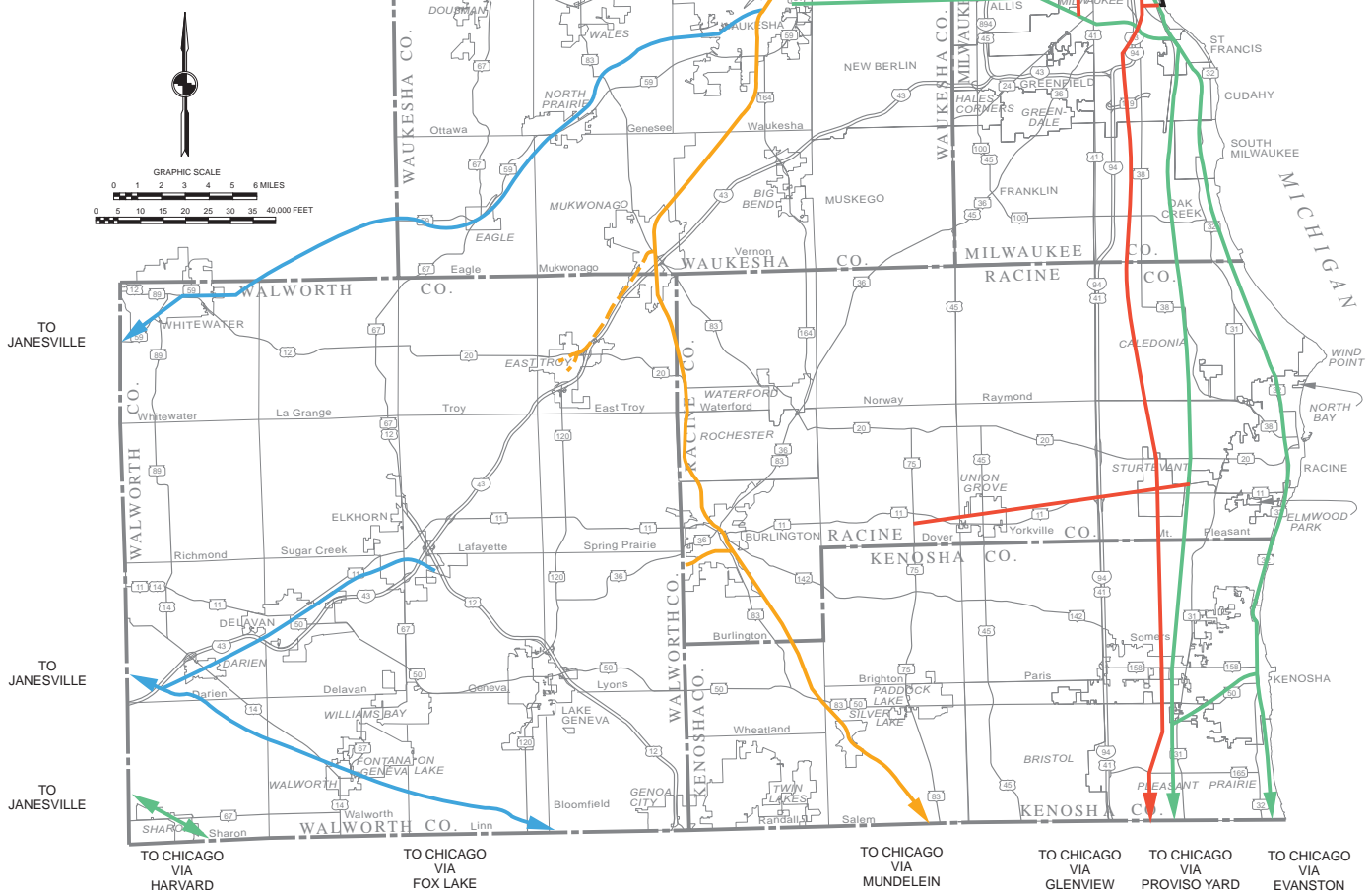
Map 27

**COMMON CARRIER
RAIL FREIGHT LINES IN
SOUTHEASTERN WISCONSIN
DECEMBER 31, 2011**

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

TRACKAGE RIGHTS

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



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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 2011 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 2011, 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 (WDNR) and of Safety and Professional Services 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 the WDNR, 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 Safety and Professional Services.

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;

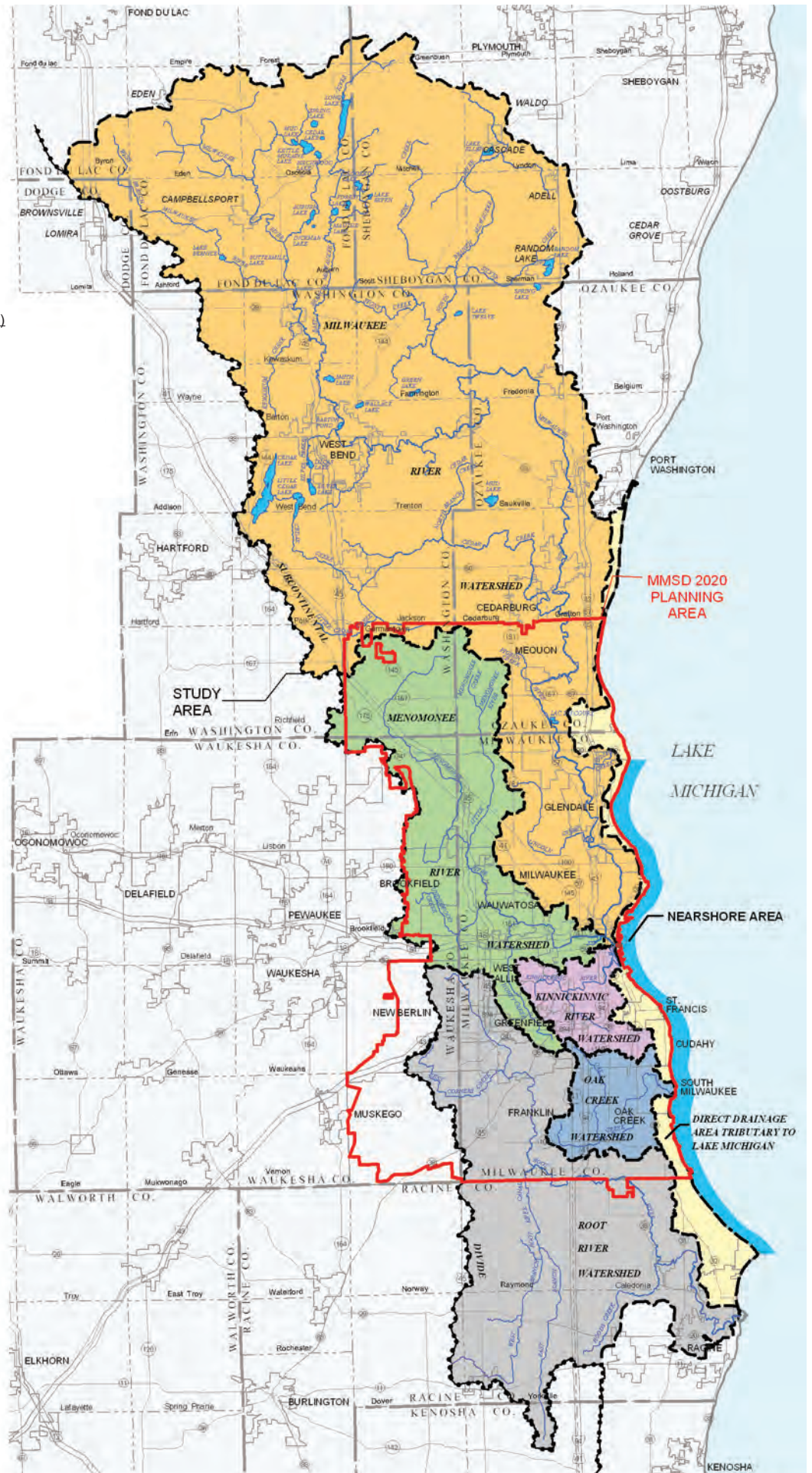
- SEWRPC Planning Report No. 50 (PR No. 50), *A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*, December 2007, and
- SEWRPC Technical Report No. 39 (TR No. 39), *Water Quality Conditions and Sources of Pollution in the Greater Milwaukee Watersheds*, November 2007.

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 2011, 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 public/private 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 the SWWT Steering Council and the Policy, Science, and Strategic Planning Committees.

In 2011, the Commission staff began work on a restoration plan for the Root River watershed in partnership with the Root-Pike Watershed Initiative Network and SWWT. The plan is being developed within the framework of the regional water quality management plan update for the greater Milwaukee watersheds, and it focuses on water quality, habitat, recreation, and flooding issues.

Also during 2011, the Commission staff initiated work on developing a watershed-based permitting framework for the Menomonee River watershed. The project, which is funded by the U.S. Environmental Protection Agency (USEPA), is one of three national pilot projects intended to provide models for future watershed-based permit work throughout the U.S. Partners on this project include the municipalities of the watershed, WDNR, USEPA, MMSD, SWWT, 1000 Friends of Wisconsin, and Midwest Environmental Advocates.

Finally, during 2011 the Commission staff provided assistance to the Wisconsin Department of Natural Resources in updating the Department's watershed plans for the Des Plaines, Kinnickinnic, and Mukwonago River watersheds and the Sauk and Sucker Creeks watershed. Those updated plans incorporated information from recent Commission planning efforts,

including the regional water quality management plan update for the greater Milwaukee watersheds, the Des Plaines River watershed study, and the Mukwonago River watershed protection plan.

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 2011, 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 assistance are working with Milwaukee County on preparation of an update to the County land and water resources management plan and assisting County staff in presenting the plan to the State Land and Water Conservation Board; providing the Ozaukee County staff with review comments on a draft of the update to the County land and water resource management plan; and the Commission staff's continued service on the Root-Pike Watershed Initiative Network the Resource Group which approves funding of water quality-based 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 2011, 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, Oconomowoc, Okauchee, and Pewaukee Lakes in Waukesha County were updated and refined, and published as second editions of these comprehensive plans, prior to 2011.

In addition, prior to 2011, 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; aquatic plant and recreational use management plans for Booth and Pell Lakes in Walworth County; aquatic plant management plans for Benet and Shangrila Lakes and Voltz Lake in Kenosha County, Green, Middle, and Mill Lakes (the Lauderdale Lakes), Pleasant Lake, Wandawega Lake, and Whitewater and Rice Lakes in Walworth County, Friess Lake in Washington County, and 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.

Prior to 2011, 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 and staff memoranda.

During 2011, 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. (WAL), collectively, the Wisconsin Lakes Partnership. The Commission assisted in the development and conduct of the 2011 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership, focusing on empowering citizens and organizations to speak for Wisconsin's lakes.

Also during 2011, 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 and Rock Lakes in Kenosha County; Browns, Waubeesee, and Wind Lakes and the Waterford Impoundment in Racine County; Cravath and Trippe, Delavan, Tombeau, and Turtle Lakes, Lake Benedict, and the Lauderdale Lakes in Walworth County; Bark and Big Cedar Lakes and Lake Five in Washington County; and, Applebecker and Monterey Millponds, Lake Denoon, and Ashippun, Eagle Spring, Fowler, Little Muskego, North, Pine, Pretty, Upper Nemahbin, Nagawicka, Upper and Lower Phantom, and School Section 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*. Staff also participated on U.S. Environmental Protection Agency expert panels on climate change and water resources, and U.N. Environment Programme working groups for the development of transboundary waters assessment protocols.

Assistance in preparing applications for State of Wisconsin grants in partial support of lake protection and management planning was also provided during 2011 for several lakes. Over the years 1992 through 2011, the Commission staff assisted communities in preparing grant applications to support more than 80 lake-management-related projects on nearly 60 of the Region's lakes.

Comprehensive Lake Management Plans

Comprehensive lake management 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.

A second edition comprehensive lake management plan was produced for Eagle Spring Lake during 2011. This plan was published as SEWRPC Community Assistance Planning Report No. 226, 2nd Edition, *A Lake Management Plan for Eagle Spring Lake, Waukesha County, Wisconsin*, in June 2011. The plan builds upon:

- The experiences and lessons learned during the period of implementation of the initial comprehensive lake management plan for Eagle Spring Lake;
- Data and analyses set forth in various Staff Memoranda compiled by the SEWRPC staff and addressing topics ranging from the results of a community questionnaire-based water quality and lake use surveys, to lake water levels, and the feasibility of dredging portions of the Lake and other actions to improve recreational boating opportunities; and,
- Updated and refined inventories of land use and land and water management practices, pollution sources in the area tributary to Eagle Spring Lake, the physical and biological quality of the waters of the Lake, recreational use and population forecasts, and an evaluation of alternative lake management measures. These measures included both tributary area-based actions and in-lake actions, and included measures applicable to both Eagle Spring Lake and the upstream Lulu Lake.

While the activities associated with land use planning and zoning in the watershed remain ongoing, significant innovation has occurred in the area of land use planning, with the preparation and adoption of comprehensive plans at the local government and county levels. Much of the tributary area is in protective ownership and is managed by the WDNR or The Nature Conservancy (TNC) as part of the Kettle Moraine State Forest. This ownership is consistent with the regional natural areas and critical species habitat protection and management plan (SEWRPC Planning Report No. 42, September 1997 as amended), and the recently published Mukwonago River Watershed protection plan (SEWRPC Community Assistance Planning Report

No. 309, June 2010). These actions, some of which have occurred since the publication of the initial comprehensive lake management plan, serve to minimize the risk to Eagle Spring Lake of future water quality degradation. These actions have contributed to the reduction in contaminant loading to the Lake and the maintenance of good water quality in the Lake, even with significant development pressures occurring or expected to occur in portions of the tributary area. Review of stormwater management ordinances, to ensure that the ordinance provisions reflect state-of-the-art runoff and water quality management requirements, and to ensure that there is harmony between the ordinances governing urban density development in each of the municipalities draining to Eagle Spring Lake is recommended under the second edition plan. To this end, implementation of the recommendations and work planning activities set forth in the Walworth and Waukesha County land and water resource management plans would constitute a major step toward implementation of these lake management recommendations.

The recommended lake management plan for Eagle Spring Lake is shown on Map 29.

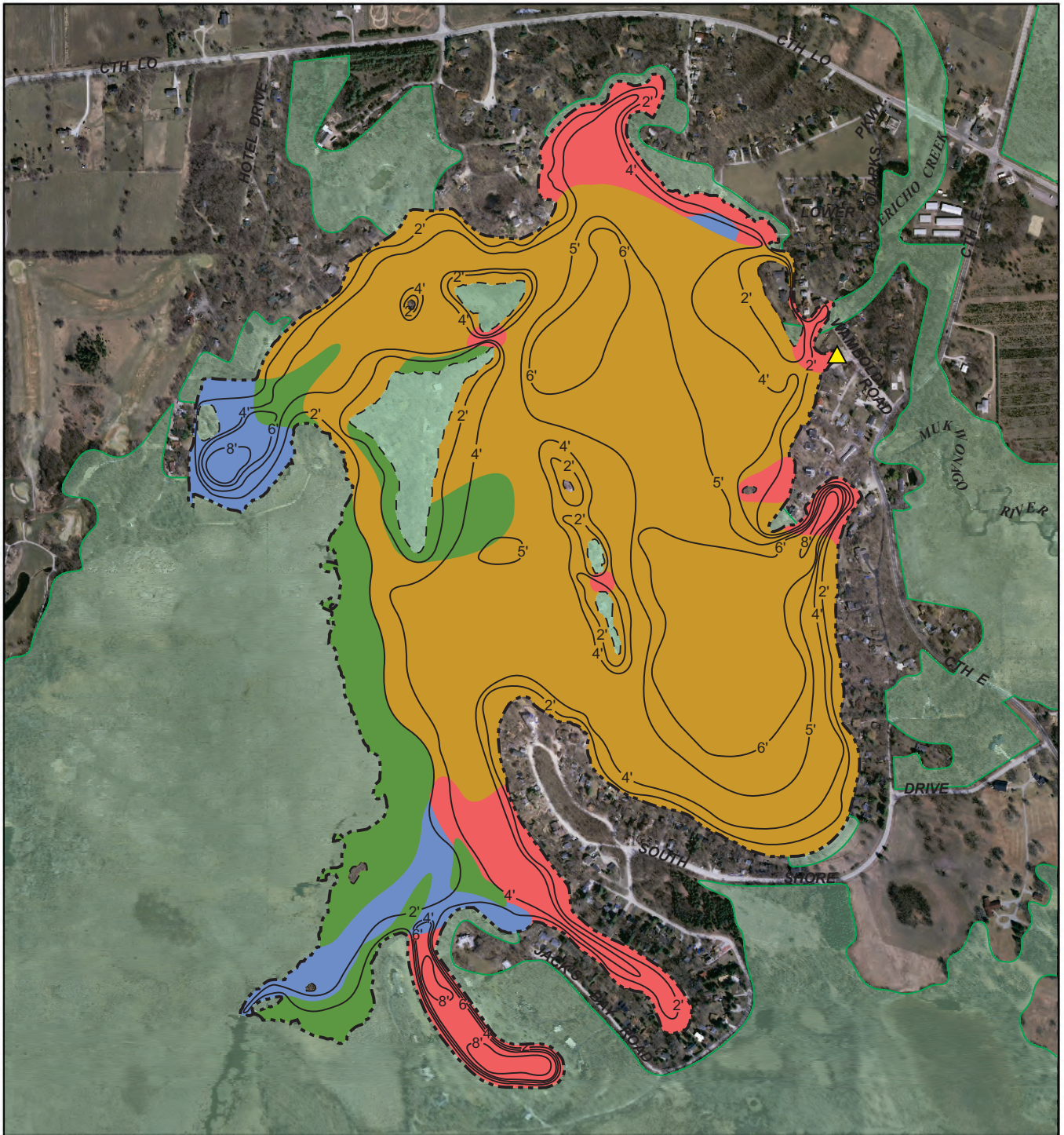
Aquatic Plant Management and Lake Protection Plans

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. Aquatic plant management plans examine existing and anticipated watershed conditions, potential aquatic plant management problems, and recreational use concerns on the lakes, and set forth recommended actions to resolve those concerns. The shoreland protection and aquatic plant management elements of the plans recommend that actions be taken that would reduce human impacts on ecologically valuable areas in and adjacent to the lakes, encourage a biologically diverse community of native aquatic plants, and limit the spread of nonnative invasive plant species.

During 2011, aquatic plant management or lake protection plans were completed for Delavan Lake (documented in SEWRPC Memorandum Report No. 190, *An Aquatic Plant Management Plan for Delavan*

Map 29

RECOMMENDED LAKE MANAGEMENT PLAN FOR EAGLE SPRING LAKE



— 4' — WATER DEPTH CONTOUR IN FEET

▲ PUBLIC ACCESS SITE

MANAGEMENT ZONES

FISHING: Harvest narrow channels-approximately 15 feet wide perpendicular to shore about every 100 to 200 feet-use of chemicals for algae and aquatic plant control not recommended in these areas

BOATING: Harvest channels approximately 50 feet wide parallel to the shoreline of the main basin of the lake-limited use of chemicals for algae and aquatic plant control recommended in these areas

HABITAT: Ecologically valuable areas-no aquatic plant management activities-use of chemicals for algae and aquatic plant control not recommended in these areas

ACCESS: Harvest narrow channels-approximately 15 feet wide around the perimeter of the southern bay areas and the inlet area to provide boating access from these areas to the main basin of the lake- limited use of chemicals for algae and aquatic plant control recommended in these areas

ECOLOGICALLY VALUABLE AREAS TO BE PROTECTED

LAND USE MANAGEMENT

- Encourage maintenance of open space uses
- Preserve environmental corridors

WATERSHED MANAGEMENT

- Promote good housekeeping practices in urban areas
- Conduct onsite sewage disposal system management program
- Prepare farm plans for agricultural lands

MONITORING PROGRAM

- Conduct fish survey
- Conduct water quality monitoring

FISH MANAGEMENT

- Review and refine stocking program as required

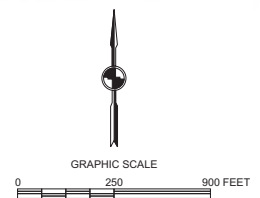
SHORELINE PROTECTION

- Maintain and repair existing structures

EURASIAN WATER MILFOIL MANAGEMENT PROGRAM

- Control nuisance eurasian water milfoil conditions as necessary

DATE OF PHOTOGRAPHY: APRIL 2005



PUBLIC INFORMATION AND EDUCATION

- Continue public awareness program

Lake, Walworth County, Wisconsin, May 2011, prepared for the Delavan Lake Sanitary District), Cravath and Trippe Lakes (documented in SEWRPC Memorandum Report No. 191, *A Lake Protection Plan for Cravath and Trippe Lakes, Walworth County, Wisconsin*, April 2011, prepared for the City of Whitewater), and Powers Lake (documented in SEWRPC Memorandum Report No. 193, *A Lake Protection Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin*, November 2011, prepared for the District of Powers Lake (DoPL)).

These plans include 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/or vegetative buffer strips, where applicable and appropriate.
- 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.
- Consideration of mechanical harvesting of nuisance plants in areas where the 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 of aquatic plants around piers and docks, and monitoring of invasive species populations.
- Maintaining public access sites in a manner consistent with Chapter NR 1 standards and Chapter NR 7 guidelines.
- Some combination of regular participation in the UWEX Citizen Lake Monitoring Network (CLMN) volunteer water quality monitoring program, the USGS Trophic State Index (TSI) monitoring program, the Expanded Self-Help Program, and periodic conduct of USGS, or equivalent, comprehensive water quality surveys.
- Conduct of regular informational programs, focusing on providing riparian residents and lake users with an improved understanding of the lake ecosystem.

Specific additional recommendations of note for Cravath and Trippe Lakes include:

- Implementing shoreland protection and aquatic plant management actions that would reduce human impacts on ecologically valuable areas in and adjacent to the Lakes, encourage a biologically diverse community of native aquatic plants, and limit the spread of nonnative invasive plant species.
- Maintaining signage regarding aquatic and other invasive species.
- Considering formation of a public inland lake protection and rehabilitation district, around both Lakes.
- Encouraging staff, elected officials, and citizens of the City of Whitewater to maintain and broaden their awareness of current developments in the area of lake management through participation in meetings, seminars, conventions and other lake management-related events, and educational opportunities.

Specific additional recommendations of note for Powers Lake include:

- The protection and potential acquisition of specifically-identified critical wetland areas located within the area tributary to Powers Lake.
- The provision of appropriate signage at the public recreational boating access site in order to alert users of Eurasian water milfoil, zebra mussels, and other nonnative invasive species.
- Consideration of conducting an evaluation of the Lake outlet structure to determine if this structure remains suitable for passing expected flood flows under current precipitation conditions and formulation of an agreement between the DoPL and the property owners immediately downstream of the Powers Lake outlet structure that would encourage the DoPL and the landowners to cooperate in maintaining the watercourse of the East Branch of the Nippersink Creek free of obstructions, and granting the DoPL emergency access rights to ensure maintenance of adequate hydraulic capacity in the discharge channel.

Fox River Commission Implementation Plan Update

During 2011, the Southeastern Wisconsin Fox River Commission (SEWFRC) requested the assistance of SEWRPC staff in updating and refining the SEWFRC Implementation Plan. This plan was published as SEWRPC Memorandum Report No. 199, *Southeastern Wisconsin Fox River Commission Implementation Plan: 2011-2020*, in September 2011. This plan responded to the Statutory requirements set forth in Subchapter VI of Chapter 33 of the *Wisconsin Statutes*, which directed the SEWFRC to develop an implementation plan to address the following issues:

- Conducting an engineering study to determine areas for selective dredging, including selective shallow areas of the impounded area of the Waterford Impoundment;
- Clearing channel of fallen trees and similar debris;
- Developing a water use plan;
- Formulating an operating plan for the Waterford Dam, with a winter drawdown level and possible automation of the Waterford Dam using upstream sensors;
- Protecting the streambank from erosion;
- Maintaining, protecting, and improving shorelines, banks, and beds of navigable waters;
- Providing adequate public access to shoreline recreational areas and facilities; and,
- Implementing water safety, navigation, and boating regulations.

The refined plan addressed these issues as well as other emerging issues of concern identified by the SEWFRC Board of Commissioners during the formulation of the refined plan. These issues included:

Potential expansion of the SEWFRC jurisdiction southwards to the Illinois border in order to establish a coterminous relationship with the State of Illinois Fox Waterway Agency; formal adoption of the budgetary cycle necessary to implement the funding mechanisms for the SEWFRC as envisioned in Statute; recognition

of incipient invasive species posing a threat to the River, such as the emergent aquatic plant *Phragmites*; and, achieving sound management of the Fox River system through the development of partnerships with other agencies and organizations focused on the (Illinois-)Fox River basin such as the Fox River CAUSE, Friends of the Mukwonago River, and related organizations as well as agencies such as the Waterford Waterway Management District.

Stream Management Planning

The Commission works with local units of government and the WDNR and Department of Transportation (WisDOT) to develop local stream system management plans and provide technical assistance for stream protection and restoration, including rehabilitation of impaired streams and re-creation of streams that have historically been subjected to ditching or channelization. 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.

Technical Assistance

Prior to 2011, 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: STH 83 Bypass, Karcher Creek, Kenosha County; Southeast Corridor Interchange (IH 94) at CTH KR, Tributary to Kilbourn Road Ditch, Kenosha County; S. 35th Street and W. Rawson Avenue, East Branch of the Root River, Milwaukee County; STH 24 culvert replacement on the Northwest Branch of Whitnall Park Creek in the Village of Hales Corners, Milwaukee County; Southeast Corridor Interchange (IH 94) at CTH G, Tributary to the Root River, Racine County; STH 38 culvert replacement on Husher Creek tributary to the Root River, in Racine County; STH 120 Lake Geneva Bypass, West Branch Nippersink Creek, Walworth County; USH 12/STH 67

Bypass, Tributary to Sugar Creek, Walworth County; CTH DD bridge replacement on Sugar Creek in the Town of Spring Prairie, Walworth County; CTH X bridge replacement on Little Turtle River in the Town of Sharon, Walworth County; USH 45, Tributary to the Milwaukee River, Washington County; STH 60 from USH 41 to USH 45 culvert replacements on Lehner Creek and Cedar Creek in Washington County; N. 124th Street and W. Brown Deer Road, Dretzka Park Creek, Waukesha County; STH 16/67 Oconomowoc Bypass, Rosenow Creek, Waukesha County; Spring Brook associated with the STH 83 project in Waukesha County; and Tri-County Road, Tributary to Galloway Creek, Walworth, Kenosha, and Jefferson Counties. The 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. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports.

Also, prior to 2011, the Commission provided technical assistance to the City of New Berlin, Village of Hales Corners, and the Kelly Lakes Association, Inc., during 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. In 2010, the Commission staff continued to support implementation of the recommended actions set forth in SEWRPC Community Assistance Planning Report No. 284, *Pebble Creek Watershed Protection Plan, Part One*, published in June 2008.

Also during 2011, the Commission staff provided ongoing 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 including special provisions to improve fish and other aquatic organism passage recommendations for the bridge and/or culverts associated with the following projects: two unnamed tributaries to Oak Creek in Racine County associated with the IH 94 and Ryan Road project, and two Unnamed Tributaries to the West Branch Root River Canal in Walworth County associated with the USH 45 and STH 20 roadway improvement project.

During 2011, 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 Monterey dam on the Ashippun River in Waukesha County. Specifically, field inventories were conducted and the results shared with the Town of Oconomowoc and WDNR as part of the Environmental Assessment process.

In 2011, 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*.

During 2011, the Commission staff continued 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.

In 2011, the Commission staff also provided technical assistance for a Milwaukee Metropolitan Sewerage District project to remove concrete to improve fish passage on the Menomonee River; and a Groundwork Milwaukee, Inc. habitat improvement project in the Menomonee and Kinnickinnic River portions of the Milwaukee Harbor estuary. Staff also provided assistance to Ozaukee County in the development of a wildlife and fish passage assessment tool.

Stream Protection Plans

During 2011, the Commission staff worked towards completing stream protection plans for the Pewaukee River and Jackson Creek watersheds.

In recent years, the Pewaukee River and Jackson Creek watersheds have experienced increasing urban

development, demands for groundwater, and numbers of nonnative species that could affect the hydrological and ecological integrity of these high quality resource waters. These recent concerns, combined with the need to protect and preserve the ecology and water quality of Pewaukee Lake and Delavan Lake, led to the development of comprehensive lake management plans that set forth priority actions to protect and preserve the ecology and water quality of the Lakes. While these plans have led to the implementation of actions by the Pewaukee Lake Management District and municipalities and the Delavan Lake Sanitary District and municipalities that have addressed the immediate concerns relating to the Lakes themselves, ongoing concerns over the state of the Pewaukee River and Jackson Creek have remained.

The current projects provide ways to synthesize knowledge gained through the lake planning projects and other studies completed on the Pewaukee River and Jackson Creek systems and develop integrated frameworks for collaboration among stakeholders, as first steps toward development of comprehensive watershed based stream management plans for the Pewaukee River and Jackson Creek hydrologic systems. The planning projects are consistent with the land and water resource management approach adopted in the lake management plans for Pewaukee and Delavan Lakes, and with the recommendations set forth in the adopted county land and water resource management plans and the regional water quality management plan. Accomplishment of the goals for each plan will result in the development of frameworks to protect and maintain the long-term health of these vital stream ecosystems and to benefit the surrounding communities through preservation of these resources.

Pewaukee River Watershed Protection Plan Background and Goals

The Pewaukee River Partnership has received WDNR grant funding through an NR 195 River Planning and Management Grant to complete a Protection Plan for the Pewaukee River Watershed in cooperation with the Pewaukee Lake Sanitary District, Waukesha County Department of Parks and Land Use, UW-Extension, and SEWRPC.

The goals of the proposed planning project include the following:

- Continue to manage the Pewaukee River basin to provide for the ongoing human uses, while

maintaining adequate environmental flows in the Pewaukee River.

- Promote the essential hydrological structure and function of the Pewaukee River, including the maintenance of the connectivity of the River and its groundwater recharge.
- Maintain wetland and wildlife habitat riparian to the Pewaukee River.
- Encourage public knowledge and understanding of the River's component ecosystems.

Jackson Creek Watershed Protection Plan Background and Goals

The Kettle Moraine Land Trust has received WDNR grant funding through an NR 195 River Planning and Management Grant Program to complete a Protection Plan for the Jackson Creek Watershed in cooperation with the Delavan Lake Improvement Association, Delavan Lake Watershed Initiative Network (WIN), Delavan Lake Sanitary District, UW-Extension, and SEWRPC.

The preliminary goals of the proposed planning project include the following:

- Continue to manage the Jackson Creek basin to provide for the ongoing human uses, while maintaining adequate environmental flows in Jackson Creek.
- Promote the protection of the Jackson Creek ecosystem, including its connection to the floodplain and groundwater systems.
- Maintain wetland and wildlife habitat riparian to the Jackson Creek.
- Encourage public knowledge and understanding of the River's component ecosystems.
- Identify opportunities to reduce degradation or improve the quality of the water resources within the watershed.

Sewerage Facilities Planning

During 2011, 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 2011 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 2011, the Commission staff continued to assist local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. Local facilities plan amendments were reviewed for the Cities of Oconomowoc and Waukesha, the Villages of Jackson and Shorewood, and the Caledonia Utility District. Also, review comments were provided for a proposal to construct a large-scale septic system to treat and dispose of residential holding tank wastewater in the Town of Lisbon.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

The adoption by the Commission during 1979 of a regional water quality management plan for South-eastern 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 (subsequently renamed the Department of Commerce and then the Department of Safety and Professional Services) 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 Safety and Professional Services 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 Safety and Professional Services 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 2011, this work effort included the following:

- Adoption by the Commission of amendments to the sanitary sewer service areas for the City of Elkhorn in Walworth County, the City of Hartford in Washington County, and the City of New Berlin in Waukesha.

By the end of 2011, 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 2011, 13 such areas had been delineated by amendments to the regional water quality management plan. These 13 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 Big Bend and environs, 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 27 and on Map 30. 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 2011; and the 57 redefined areas and the 13 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 a basis for reviewing and commenting on individual proposed sanitary sewer extensions.

During 2011, review comments were provided on 35 proposed public sanitary sewer extensions and 41 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 28.

WATER SUPPLY PLANNING

Regional Water Supply Planning Program

During 2011, the Commission water supply planning was focused primarily on pursuing local endorsement of the regional water supply plan for the seven-county Southeastern Wisconsin Region. The plan, which identifies the best means of providing a sustainable water supply for the Region, was published as SEWRPC Planning Report No. 52, *A Regional Water Supply Plan for Southeastern Wisconsin*, December 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

Table 27

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2011

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 27 (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
	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

Table 27 (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)	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
	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

Table 27 (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	Beaver Lake	--	--	--
	Village of Big Bend and Environs	Big Bend	March 10, 2010	SEWRPC Community Assistance Planning Report No. 308, Sanitary Sewer Service Area for the Village of Big Bend and Environs, Waukesha County, Wisconsin, March 2010
	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 27 (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 28

SANITARY SEWER EXTENSION REVIEWS: 2011

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha.....	3	3	6
Milwaukee ^a	9	12	21
Ozaukee	2	4	6
Racine.....	3	2	5
Walworth.....	0	4	4
Washington.....	4	7	11
Waukesha.....	14	9	23
Total	35	41	76

^aThe Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2011, 351 reviews of building sewer extensions were conducted by the City.

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.

Summary of the Regional Water Supply Plan

The regional water supply plan includes recommendations concerning: 1) sources of water supply, 2) water conservation, 3) groundwater recharge area protection, 4) stormwater management practices, 5) high capacity well siting practices, and 6) enhanced rainfall infiltration. In addition, the plan includes a series of auxiliary recommendations. These recommendations, taken together, are intended to serve as the basis for the provision of a long-term, sustainable water supply for the Southeastern Wisconsin Region.

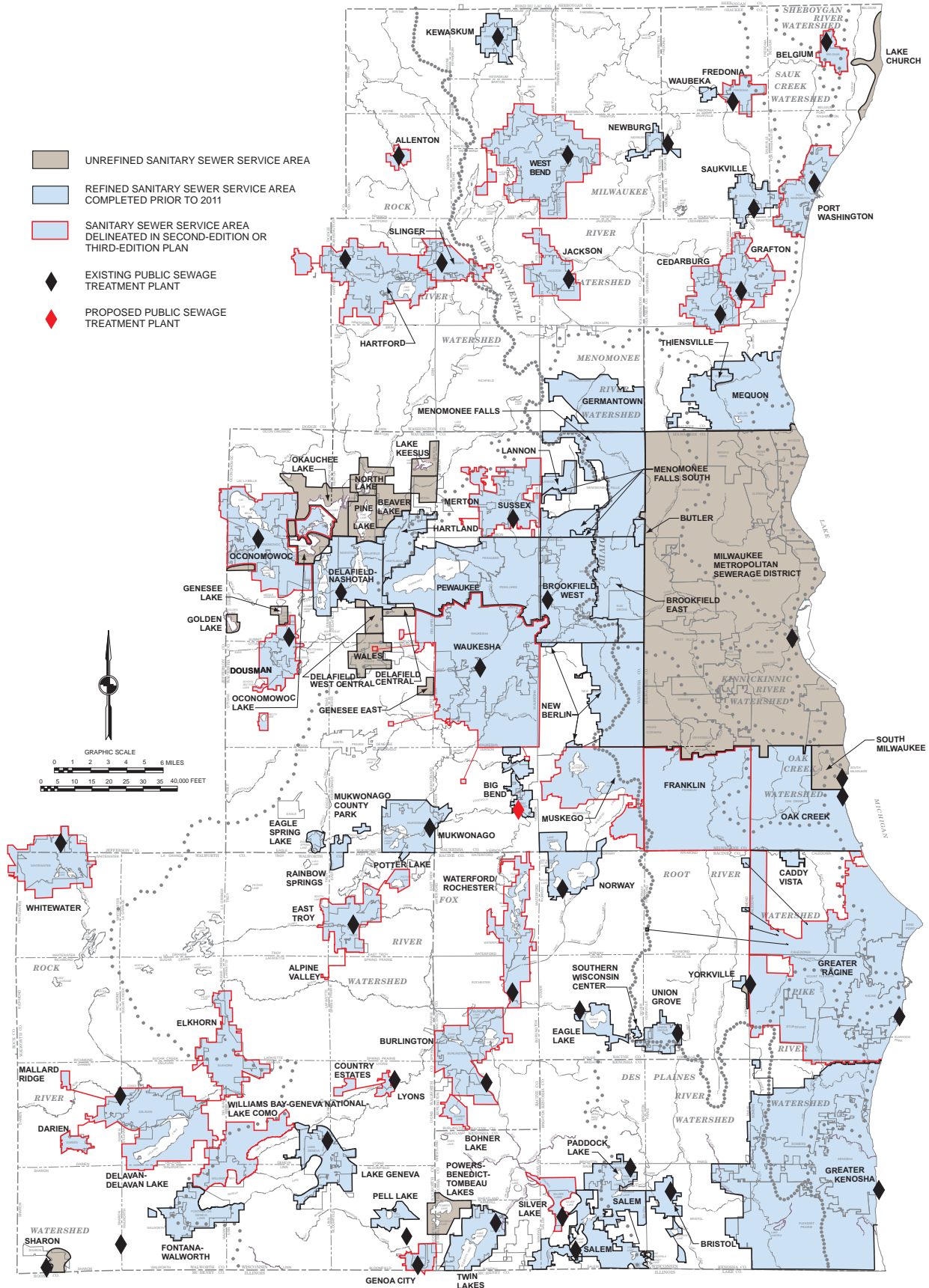
Plan Recommendations Related to Sources of Water Supply

The regional water supply plan identifies 81 areas that by the plan design year of 2035 are recommended to be served by public water utilities. These areas are shown on Map 31. The new facilities required to serve these areas are shown on Map 32.

These areas include 60 utilities, or portions of utilities, that have been determined to have adequate existing sources of water supply. These utilities are recommended to continue to use their existing sources of supply, with expansion of infrastructure, as needed, to serve the forecast demand in their existing and proposed

Map 30

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2011



plan design year 2035 service areas. Among these 60 utilities are 27 that rely on Lake Michigan as a source of supply, and 33 that rely on groundwater as a source of supply.

The remaining 21 areas are recommended to modify their sources of water supply to meet projected future demand. Those source modifications, which are specifically indicated on Maps 4 and 5, include increasing reliance on the shallow groundwater aquifer with a corresponding decrease in reliance on the deep aquifer; increased reliance on the shallow aquifer and treatment of the existing deep aquifer source of supply; conversion from a groundwater source to a Lake Michigan source in communities located east of the subcontinental divide in the Lake Michigan basin; conversion from a groundwater source to a Lake Michigan source in communities straddling the subcontinental divide, subject to meeting the requirements of the Great Lakes-St. Lawrence River Basin Water Resources Compact and 2007 Wisconsin Act 227; and conversion from a groundwater source to a Lake Michigan source in the City of Waukesha, which is located outside the Lake Michigan basin but in a county that straddles the subcontinental divide, subject to meeting the requirements of the Compact and 2007 Wisconsin Act 227.

There are 20 areas of existing urban-density development that are currently served by private, onsite wells, which are considered as potential areas for service by municipal groundwater supplies, either through the creation of new utilities which would be served by extension of service from existing utilities or, in some cases, by the creation of new utilities, with separate sources of supply. These areas are shown on Map 31. The development of municipal water supply systems in the areas concerned is envisioned only if a local demonstrated need were to arise based upon groundwater quality or quantity issues, and if a local initiative was then undertaken to implement a municipal system. In the absence of such a need and initiative, the residents and businesses in these areas would be expected to continue to rely on private wells.

Plan Recommendations Related to Water Conservation Programs

The plan recommends implementation of comprehensive water conservation programs, including both supply side efficiency measures and demand side conservation measures. The scope and content of these

conservation programs are to be determined on a utility-specific basis to reflect the type and sustainability of the source of supply and the probable future water supply infrastructure requirements.

Plan Recommendations Related to Groundwater Recharge Area Protection

The plan recommends the protection and preservation of groundwater recharge areas classified as having a high or very high recharge potential. Such protection may be largely achieved through the implementation of the adopted design year 2035 regional land use plan and supporting county comprehensive plans, since these plans recommend preservation of the environmental corridors, natural areas, prime and other agricultural areas of the Region that facilitate recharge. Depending on the zoning and development practices utilized, additional highly rated and very highly rated recharge areas may also be substantially protected in suburban-density and low-density residential areas.








Plan Recommendations Related to Stormwater Management, High-Capacity Well Siting Practices, and Rainfall Infiltration

The plan recommends:

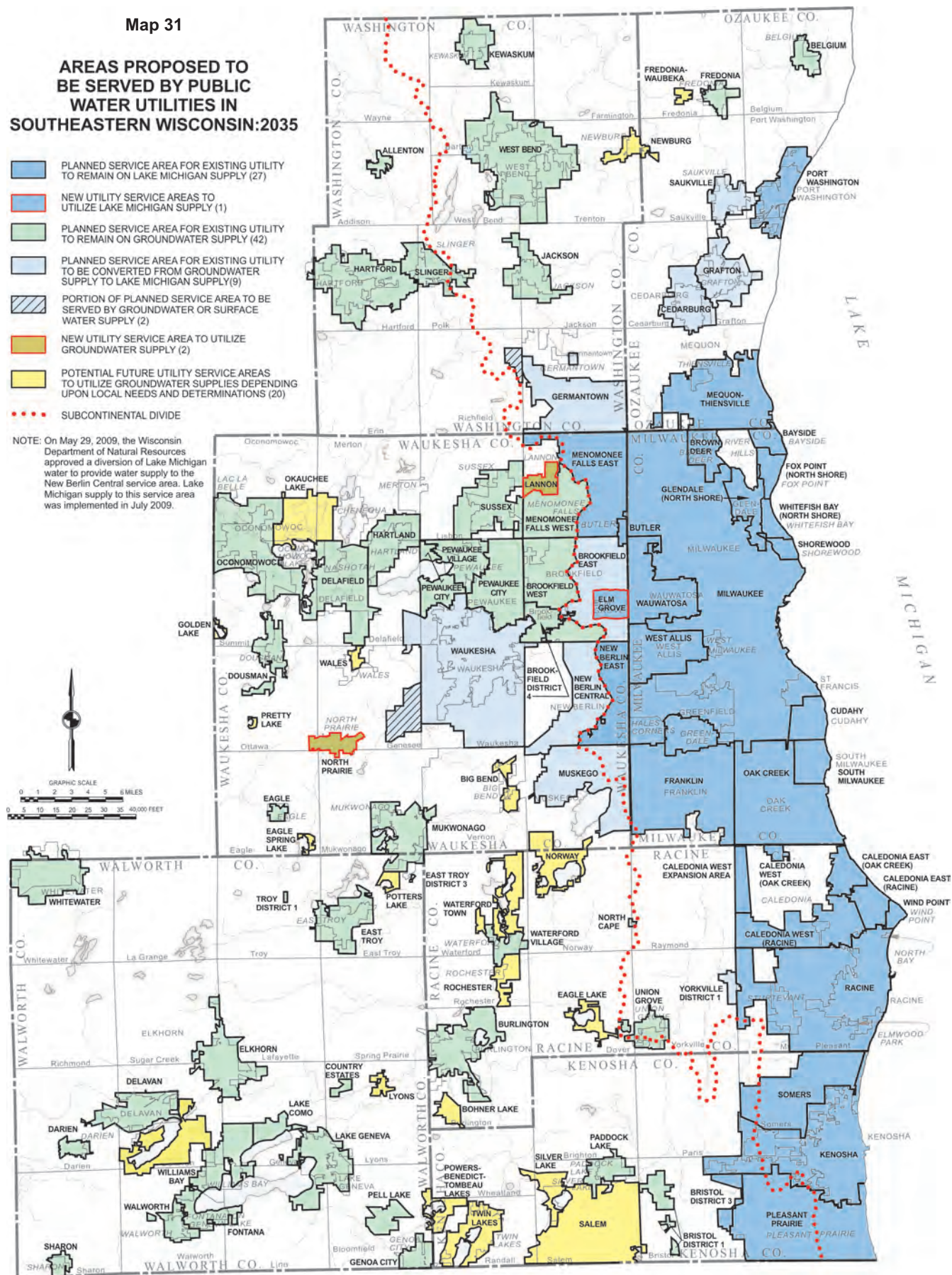
- Implementation of state-of-the-art stormwater management practices, including application of treatment and infiltration systems, which, to the extent practicable, would maintain the natural recharge of areas committed to urban land use development.
- That studies related to the siting of all new high-capacity wells include analyses of potential impacts, and subsequent monitoring of the actual impacts, of such wells on the shallow aquifer, existing wells, and surface waters.
- Enhanced rainfall infiltration in areas where evaluations conducted in conjunction with the siting of high-capacity wells in the shallow aquifer indicate probable reductions in baseflow on nearby streams and in water levels in lakes and wetlands due to installation and operations of these wells. Two means of providing for the enhanced recharge are recommended. One means of providing this infiltration is through the installation of constructed rainfall infiltration systems, and the other is through applications of farming practices that reduce or eliminate tillage of fields.

Map 31

**AREAS PROPOSED TO
BE SERVED BY PUBLIC
WATER UTILITIES IN
SOUTHEASTERN WISCONSIN:2035**

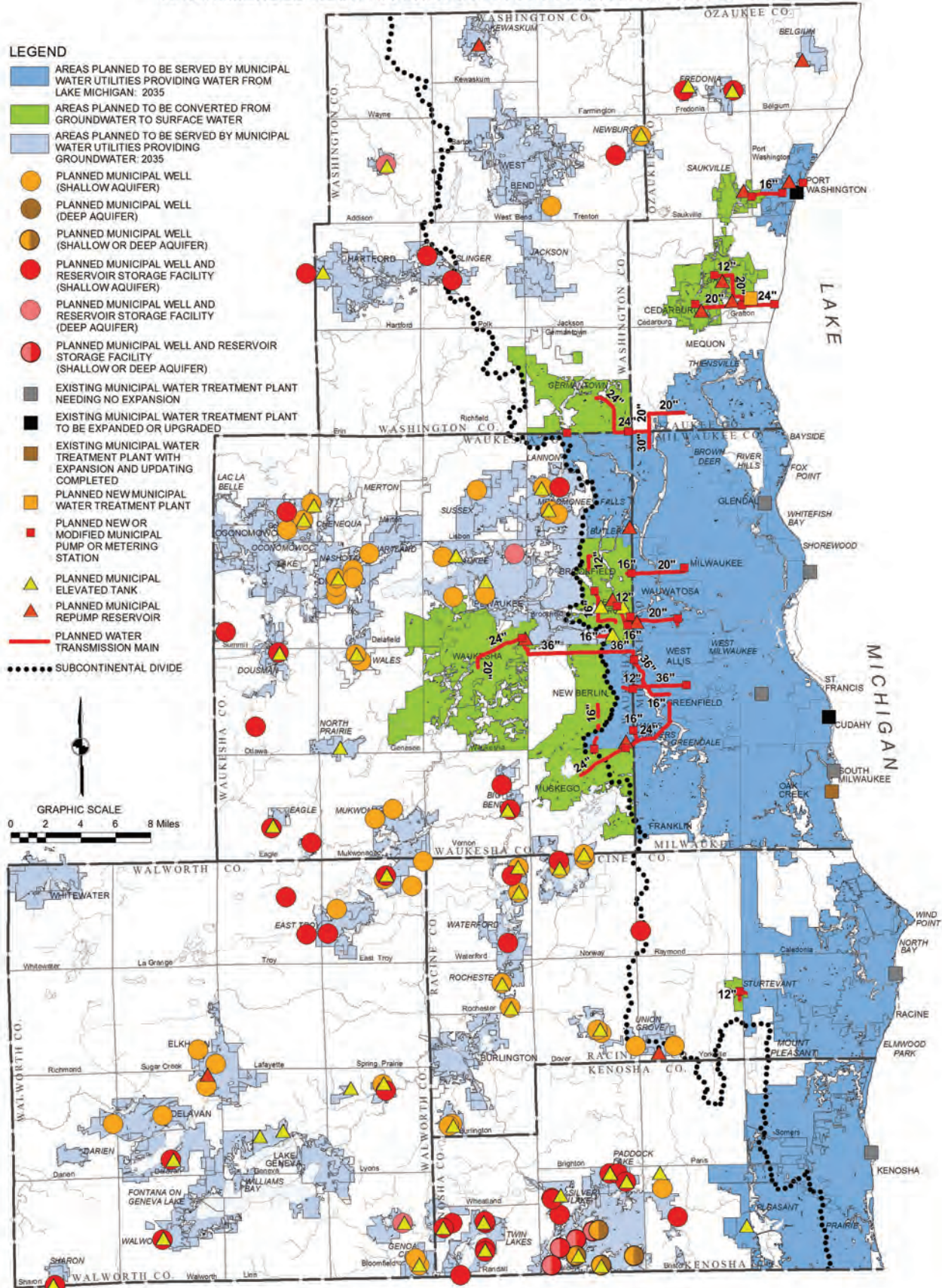
- | | |
|---|---|
|  | PLANNED SERVICE AREA FOR EXISTING UTILITY TO REMAIN ON LAKE MICHIGAN SUPPLY (27) |
|  | NEW UTILITY SERVICE AREAS TO UTILIZE LAKE MICHIGAN SUPPLY (1) |
|  | PLANNED SERVICE AREA FOR EXISTING UTILITY TO REMAIN ON GROUNDWATER SUPPLY (42) |
|  | PLANNED SERVICE AREA FOR EXISTING UTILITY TO BE CONVERTED FROM GROUNDWATER SUPPLY TO LAKE MICHIGAN SUPPLY(9) |
|  | PORTION OF PLANNED SERVICE AREA TO BE SERVED BY GROUNDWATER OR SURFACE WATER SUPPLY (2) |
|  | NEW UTILITY SERVICE AREA TO UTILIZE GROUNDWATER SUPPLY (2) |
|  | POTENTIAL FUTURE UTILITY SERVICE AREAS TO UTILIZE GROUNDWATER SUPPLIES DEPENDING UPON LOCAL NEEDS AND DETERMINATIONS (20) |
- • • • SUBCONTINENTAL DIVIDE

NOTE: On May 29, 2009, the Wisconsin Department of Natural Resources approved a diversion of Lake Michigan water to provide water supply to the New Berlin Central service area. Lake Michigan supply to this service area was implemented in July 2009.



Map 32

RECOMMENDED REGIONAL WATER SUPPLY PLAN FACILITIES: 2035



The recommended stormwater management, high-capacity well siting, and rainfall infiltration practices are intended to form the basis for the abatement of the potential negative impacts on surface water systems associated with high-capacity well development.

Socioeconomic Impact Analysis

During 2009, the Commission engaged the services of the University of Wisconsin-Milwaukee 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 was completed in July 2010 and the final recommended water supply plan includes consideration of the findings of that study.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2011, 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, the FEMA study contractor, and the counties 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). Updated floodland maps are being prepared for streams in the Kinnickinnic, Menomonee, Milwaukee, and Root River watersheds and the Oak Creek watershed. For all streams studied, preliminary floodplain maps are provided to the affected municipalities for review. Also, the MCAMLIS Steering Committee is provided with updated electronic floodplain and floodway delineations for all mapped streams in the County in a single file developed in geodatabase format.

In 2011, the hydrologic and hydraulic models for the Menomonee River watershed were revised to explicitly represent the following MMSD projects:

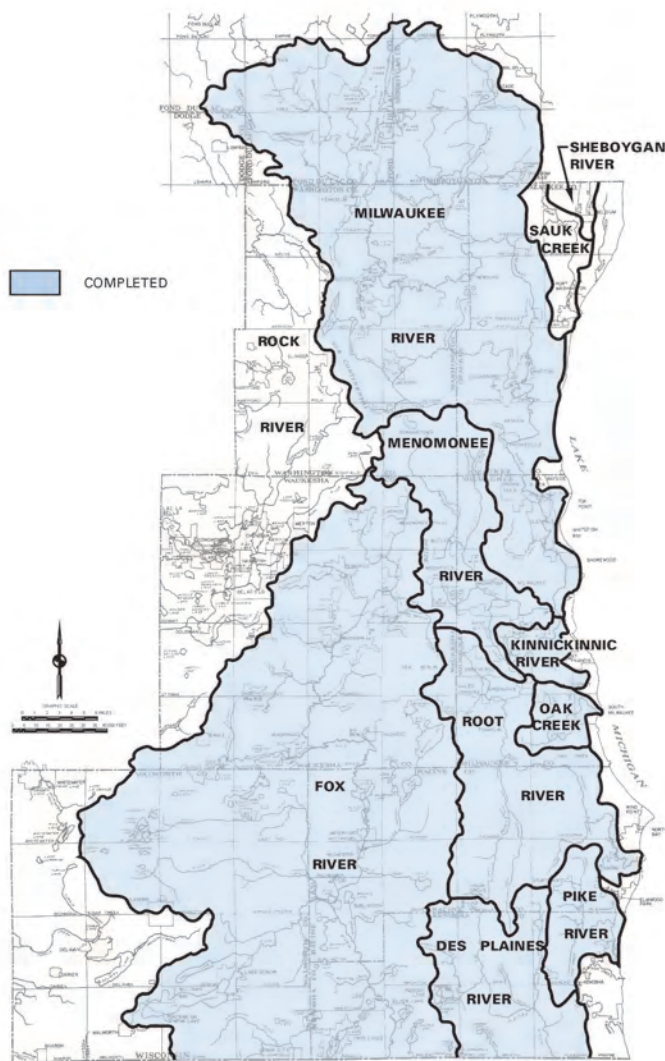
- Milwaukee County Grounds detention basin, which was operational as of June 8, 2011;
- MMSD Underwood Creek Phase 1 channel rehabilitation project;
- MMSD Hart Park flood mitigation project; and
- Phase 1 of the MMSD Menomonee River fish passage project.
- The Valley Passage bridge (part of the Hank Aaron State Trail).

Significant work was accomplished on updating the hydraulic model of the Menomonee River within the Milwaukee Harbor estuary. That work utilized 2010 topographic data developed to Federal Emergency Management Agency (FEMA) standards under a MCAMLIS LIDAR mapping program funded through the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Emergency Assistance Program. The updated model accounts for the new S. 25th Street and W. Canal Street bridges, the removal of one of the Canadian Pacific Railway bridges, and complex overland flow conditions from the River into the adjacent area in the vicinity of W. Canal Street east of the River.

The MCAMLIS 2010 topographic data was also used to revise the hydraulic model of the Little Menomonee River for the reach between W. Bradley Road and W. Mill Road where the River channel and adjacent land

Map 33

**SEWRPC WATERSHED
STUDIES COMPLETED: 2011**



surface area were recently altered under a U.S. Environmental Protection Agency Superfund project to remediate contaminated sediment conditions in the River.

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 2011 the Commission staff continued to coordinate with the U.S. Army Corps of Engineers and local sponsors in Illinois in developing the “Upper Des Plaines River and Tributaries Phase II, Illinois and Wisconsin Multi-Purpose Feasibility Study.” 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 2011, 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 2011, 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 2011.

Stormwater and Floodland Management Planning

During 2011, 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:

- The Commission published SEWRPC Community Assistance Planning Report No. 278, 2nd Edition, *Kenosha County Hazard Mitigation Plan Update: 2011-2015*, June 2011. The updated plan is necessary for the County to qualify for Federal disaster relief funds.
- At the request of the City of Milwaukee, Commission staff performed additional hydraulic and scour analyses for the proposed W. Capitol Drive (STH 190) bridge over Grantosa Creek.
- In 2011, the Commission staff completed a draft of an update to the City of Milwaukee Hazard Mitigation Plan, and FEMA certified that the plan

meets Agency standards. An updated plan is necessary for the City to qualify for disaster relief funds. In 2009, the Commission staff assisted the City in applying for grant funds to be used to prepare the plan update.

- At the request of Milwaukee County Supervisor Patricia Jursik, and in collaboration with the Milwaukee County Department of Parks, Recreation and Culture, a Commission staff memorandum was prepared to identify and evaluate water resources issues affecting the City of South Milwaukee and to recommend actions to be taken to address those issues.
- At the request of MMSD, the Commission staff initiated work on a watercourse system plan for Honey Creek in Milwaukee County which will address both flood mitigation and environmental restoration. The Commission staff also completed 1) a watercourse plan for the North Branch of Oak Creek and 2) updated hydraulic models to better establish the flood hazard and flood mitigation needs along Villa Mann Creek and the Villa Mann Creek Tributary.
- At the request of MMSD, and in collaboration with the University of Wisconsin-Milwaukee Great Lakes WATER Institute, the SEWRPC staff completed work on a study of the potential effects of climate change on the frequency and volume of combined sewer overflows and sanitary sewer overflows from the MMSD sewerage system.
- At the request of the Village of Thiensville, the Commission staff provided advice regarding possible issues related to the depiction of the one-percent-annual-probability floodway for the Milwaukee River on the FEMA digital flood insurance rate maps.
- The Commission staff provided information to the WDNR regarding Commission floodplain studies that could be used for the FEMA Risk Mapping, Assessment, and Planning (RiskMAP) program studies of the Rock River watershed in Washington and Waukesha Counties.
- In 2010, work was completed on delineation of the one-percent-annual-probability floodplain boundaries along Pebble Creek and Brandy Brook in Waukesha County and in 2011 work was begun on preparing a submittal to WDNR and

FEMA in support of a future County request for revision of the floodplain maps for those streams.

- At the request of the Lac LaBelle Lake Management District, and in collaboration with Waukesha County, the Commission staff prepared a scope of work for development of a water level management strategy focusing on Okauchee, Oconomowoc, and Fowler Lakes and Lac La Belle.

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 2011, data were provided for the following: 1) the Pike River and Pike Creek in the City of Kenosha and the Town of Somers; 2) Kilbourn Road Ditch and Unnamed Tributary No. 1 to Kilbourn Road Ditch in the Village of Pleasant Prairie; 3) the Unnamed Tributary No. 1 to Hooker Lake overflow in the Town of Salem; 4) FEMA DFIRMs for Milwaukee County; 5) Milwaukee County watershed and subwatershed boundaries; 6) the Kinnickinnic River, Lincoln Creek, and Lyons Park Creek in the City of Milwaukee; 7) Grantosa Creek in the Cities of Milwaukee and Wauwatosa; 8) the Root River in the City of Oak Creek; 9) the Menomonee River in the City of Wauwatosa; 10) Hale Creek in the City of West Allis; 11) the Northwest Branch of Whitnall Park Creek in the Village of Hales Corners; 12) the Little Menomonee River in the City of Mequon; 13) Unnamed Tributary No. 2 to the West Branch of the Root River in the Town of Yorkville; 14) the Menomonee River in the Village of Germantown; 15) FEMA DFIRMs for Waukesha County; 16) the South Branch of Underwood Creek in the City of New Berlin; 17) Pebble Creek and Brandy Brook in the City of Waukesha and the Town of Genesee; 18) the Menomonee River in the Village of Menomonee Falls; and 19) Scuppernong Creek in the Village of Summit and the Town of Ottawa.

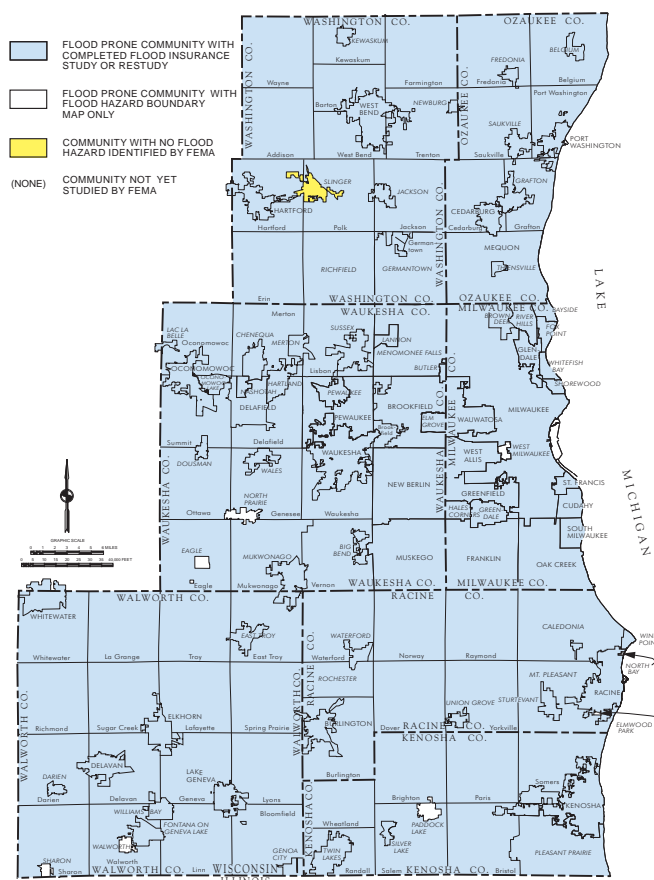
Floodplain Data Availability

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



Map 35

STATUS OF FLOOD INSURANCE STUDIES: 2011



watershed, resulting in definitive flood hazard data—in the form of peak flood flows and stages associated with the one-percent-annual-probability floods—for about 748 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 one-percent-annual-probability flood hazard areas and prepared to Commission specifications are available for the riverine areas along about 708 miles of stream.

Flood Insurance Rate Studies

Under the National Flood Insurance Act of 1968, the Federal Emergency Management Agency was given authority to conduct studies to determine the location and extent of floodlands and the monetary damage risks

related to the insurance of urban development in floodland areas. FEMA is proceeding with the conduct and periodic updating of such studies throughout the United States. While the Commission has not directly contracted with FEMA for the conduct of such studies, the Commission does assist communities and counties in obtaining updated FEMA Digital Flood Insurance Rate Maps that incorporate Commission floodplain studies conducted for those communities. The Commission also cooperates with engineering firms involved in the conduct of such studies under contract to the Federal government, particularly in the provision of basic flood hazard data already developed by the Commission in a more comprehensive and cost-effective manner through its series of watershed planning programs and stormwater management planning studies. The Commission provides to the contractors all of the detailed hydrologic and hydraulic data developed under the Commission watershed studies for the various streams in the Region and shares with the contractors the results of the analytical phases of such studies. Development by the Commission of such data makes it possible for FEMA to carry out the flood insurance rate studies more efficiently and at considerably less cost than if such data had to be developed on a 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 2011 is shown on Map 35.

As shown on Map 35, as of 2011, 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 2011, 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 2010, 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 2011, 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 2011, there were 36 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. That represents an increase of two gages relative to 2010. Of the 36 gages, 15 were financially supported by the Waukesha County Board of Supervisors, the MMSD, the City of Delafield, 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 Racine County, one gage was supported by the Walworth County Metropolitan Sewerage District, one gage was supported by the Geneva Lake Environmental Agency and the WDNR, one gage was supported by the City of Muskego, one gage was supported by the Sand County Foundation, two gages were supported by the Illinois

Department of Transportation, and one gage was operated under the USGS Water SMART program with no cooperator.

In addition, in 2011 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 2011, 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 2011, 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.

CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY COOPERATIVELY MAINTAINED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (2)

2 ▲ CONTINUOUS STAGE RECORDER GAGE- COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY; WAUKESHA COUNTY BOARD; MILWAUKEE METROPOLITAN SEWERAGE DISTRICT; KENOSHA WATER UTILITY; CITY OF DELAFIELD; CITY OF RACINE AND RACINE WATER AND WASTEWATER UTILITIES; AND SEWRPC (15)

3 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE U.S. ARMY CORPS OF ENGINEERS AND THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT (1)

4 ▲ CONTINUOUS STAGE OR VELOCITY RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (2)

5 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE FONTANA-WALWORTH WATER POLLUTION CONTROL COMMISSION (1)

6 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE CITY OF MUSKEGO (1)

7 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE GENEVA LAKE ENVIRONMENTAL AGENCY AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)

8 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR MILWAUKEE COUNTY (4)

9 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE MILWAUKEE METROPOLITAN SEWERAGE DISTRICT (6)

10 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE SAND COUNTY FOUNDATION (1)

11 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY UNDER ITS WATER SMART PROGRAM (1)

12 ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR RACINE COUNTY (1)

▲ CONTINUOUS STAGE RECORDER GAGE- NO LONGER IN OPERATION (37)

▲ CREST STAGE GAGE- COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (7)

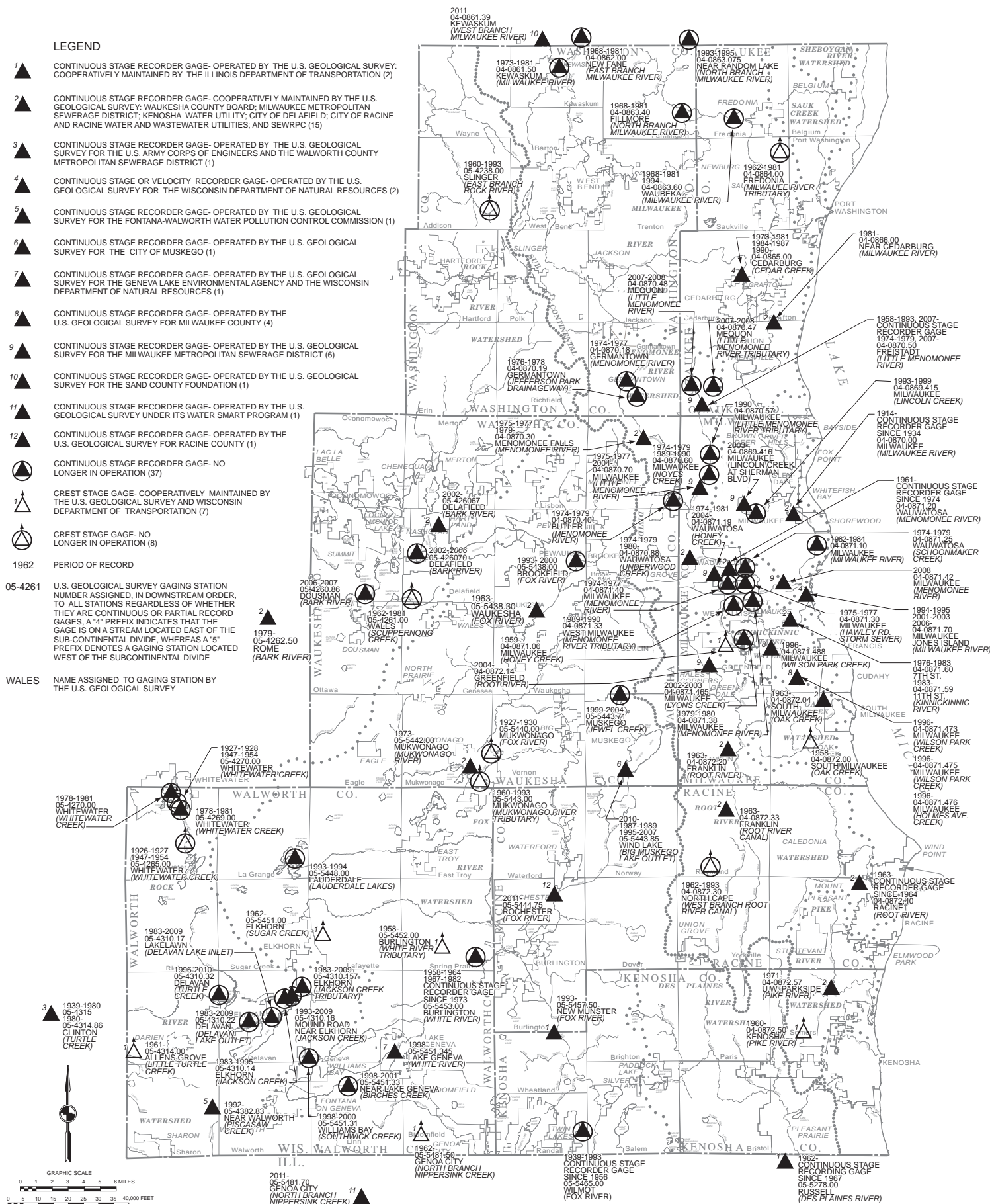
▲ CREST STAGE GAGE- NO LONGER IN OPERATION (8)

1962 PERIOD OF RECORD

05-4261 U.S. GEOLOGICAL SURVEY GAGING STATION NUMBER ASSIGNED, IN DOWNSTREAM ORDER, TO ALL STATIONS REGARDLESS OF WHETHER THEY ARE CONTINUOUS OR PARTIAL RECORD GAGES, A "4" PREFIX INDICATES THAT THE GAGE IS ON A STREAM LOCATED EAST OF THE SUB-CONTINENTAL DIVIDE, WHEREAS A "5" PREFIX DENOTES A GAGING STATION LOCATED WEST OF THE SUBCONTINENTAL DIVIDE

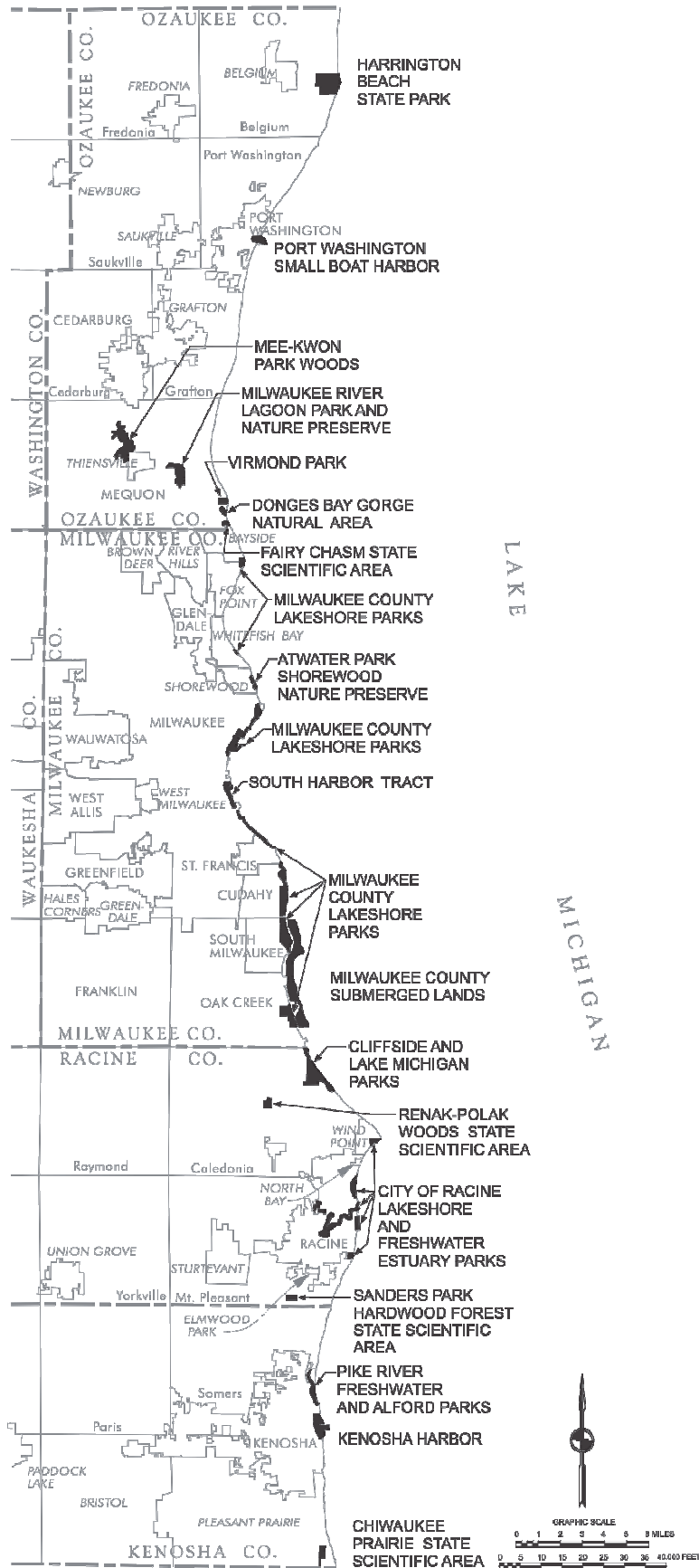
2 ▲ 1979-05-4262.50 DOULMAN (BARK RIVER)

1962-1905-4261 WALES (SCUPP CREEK)



Map 37

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 2011



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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 2011, 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 2011 included, providing staff assistance to the Milwaukee 7 in the implementation of its regional economic development initiative. A Commission staff member co-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 2011, 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 2011:

- 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.

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.

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 2011, 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 finance the purchase of dairy cows for Trinity Holsteins, LLC.
- 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 along with a \$600,108 supplement obtained in 2010. 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, to repair homes that were damaged by flooding in June 2008, and to finance the acquisition and processing of LiDAR elevation data that is being used in the preparation of digital orthophotographs for the County.

- 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 2011 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 two loans totaling \$119,000 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 Economic Development Corporation.
- 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 (EDMF) program, and in completing the following activities: 1) provision of assistance in the servicing of 25 loans totaling \$2.85 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 \$163,200; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Economic Development Corporation.
- Provision of assistance to the Village of Shorewood in managing the Village's economic development master fund (EDMF) program and providing assistance in the servicing of five loans totaling \$371,500 that were provided with the assistance of the Commission.
- 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 providing assistance in the servicing of four loans totaling \$480,000 that were provided with the assistance of the Commission.
- 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 \$240,000 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 Economic Development Corporation.
- 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 six loans totaling \$770,000 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 Economic Development Corporation.
- 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 10 loans totaling \$1.05 million that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of two new loans totaling \$140,000; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Economic Development Corporation.
- 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 six new loans totaling \$37,803; and 3) the servicing of 142 loans totaling \$1.3 million.

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COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division is nearing completion of a Regional Housing Plan. 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. The Division also assists counties in the preparation of farmland preservation plans. Such assistance promotes coordination between local and regional plans and plan implementation actions, resulting in good public administration as well as sound physical development within the Region. The Division also 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 nearing completion. Inventory and analysis work was completed in 2011 and a series of public meetings were held throughout the Region in late 2011 to present plan findings based on the inventories and analyses, and to obtain public input prior to beginning work on plan recommendations. Preliminary plan recommendations will be developed in 2012.

The planning work is being guided by a 29-member Regional Housing Plan Advisory Committee, which includes representatives from State, County, and local governments; advocacy groups; housing developers; and research and policy organizations. A vision for the plan and objectives, principles, and standards were developed early in the planning process to help guide development of the plan. The vision of the regional housing plan is: "Provide financially sustainable housing for persons of all income levels, age groups, and special needs throughout the entire Southeastern Wisconsin Region."

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, also referred to as "sub-areas," are shown on Map 38.

The plan objectives are to:

- Provide decent, safe, sanitary, and financially sustainable housing for all current and future residents of the Region.
- Improve links between jobs and affordable housing.
- Maintain and expand the supply of subsidized housing to meet demand.
- Meet demand for accessible housing for persons with disabilities.
- Eliminate housing discrimination.
- Reduce economic and racial segregation.
- Encourage the use of environmentally sustainable housing.
- Encourage sound neighborhood design principles.

Findings of Study Inventories and Analyses

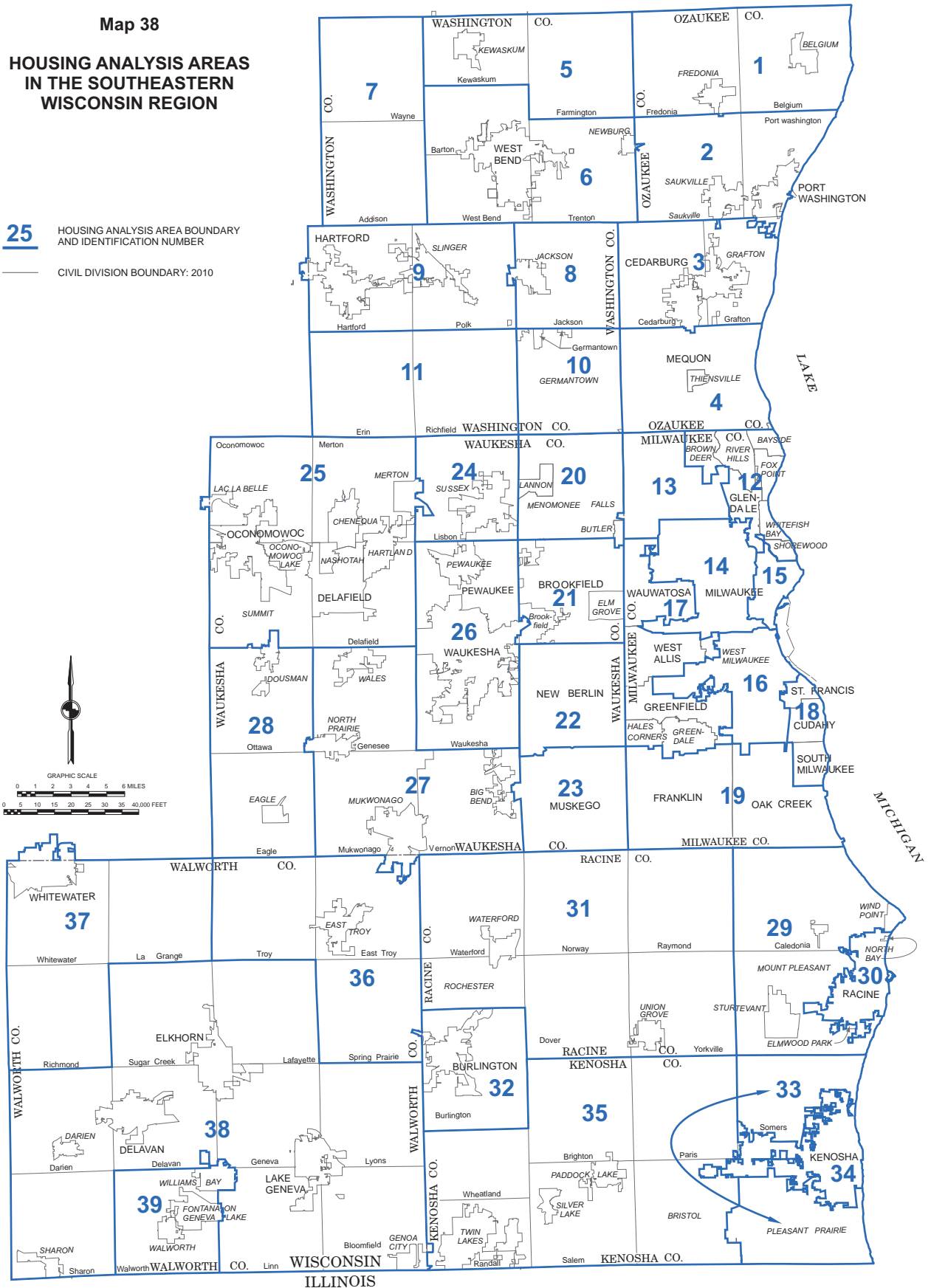
Providing Affordable Housing

One of the study inventories and analyses compared the cost of housing to the income of households in the Region. Concerns have been raised, including by home builders and home-builder associations, as to whether the housing being built in the Region will be consistent with the incomes of the Region's existing and future households, specifically the affordability of existing and future housing. A household is considered to have a high housing cost burden if monthly housing costs exceed 30 percent of household

Map 38

HOUSING ANALYSIS AREAS IN THE SOUTHEASTERN WISCONSIN REGION

- 25** HOUSING ANALYSIS AREA BOUNDARY
AND IDENTIFICATION NUMBER
- CIVIL DIVISION BOUNDARY: 2010



income, based on standards developed by the U.S. Department of Housing and Urban Development (HUD). About 36 percent of Region households have a high housing cost burden. About 67 percent of households with a high housing cost burden had incomes less than the Region average annual median income of \$53,879.

Data on the estimated costs of new housing compiled and analyzed as part of the plan indicate that households with incomes between 50 and 80 percent of the Region median income (\$26,940 to \$43,104 per year) would likely be able to afford higher-density multi-family housing at market (non-subsidized) rents. Higher-density multi-family housing is defined as 10 or more units per acre, with two-bedroom apartments of 800 square feet. Households with incomes between 80 and 135 percent of the Region median income (\$43,104 to \$72,737 per year) would likely be able to afford market-rate multi-family rents or modest single-family housing on lots of 10,000 square feet or less, with home sizes between 1,100 and 1,200 square feet. The development of such higher- and moderate-density housing is only possible in communities with sanitary sewer service, and the potential for such housing to be built in sewerred communities was examined as part of the planning work.

Housing subsidized by the government through vouchers, or housing developed by non-profit or faith-based organizations, would likely be necessary to provide decent and affordable housing for households with incomes less than 50 percent of the Region median income (less than \$26,940 per year). Over 187,000 households, or 24 percent of households in the Region, have incomes of 50 percent or less than the Region median income. In 2011, there were 45,676 subsidized housing units and housing vouchers in the Region, or about 25 percent of the potential need for subsidized housing.

The low-income housing tax credit (LIHTC) program administered by the Wisconsin Housing and Economic Development Authority also provides housing for lower-income households. The LIHTC program awards Federal housing tax credits to private housing developers on a competitive basis to develop housing. At least 20 percent of the units constructed must be reserved for low-income households. Developers then sell the credits to investors to raise money for their projects. Investors receive a dollar-for-dollar credit against their Federal tax liability each year for a 10-

year period. There were 11,184 tax credit housing units in the Region in 2011 that were not combined with another form of government subsidy. These units typically have rents affordable to households with incomes of 50 to 60 percent of the County median, and are not affordable to households with incomes below 50 percent of median income.

Providing a Balance Between Housing and Jobs

Another study inventory and analysis compared the availability and income from jobs in the Region to the supply and cost of housing. Concerns have been raised by business groups, employers, and communities as to whether housing appropriate for the workforce essential to the Region's existing and future employers is being provided. The job/housing balance analysis was limited to areas planned by local governments to be provided with sanitary sewer service by 2035, since such areas will accommodate the majority of jobs and higher-density housing development. The analysis was necessarily based on a number of assumptions and generalized data for each community due to the regional scope of the analysis. In addition, information for some sewerred communities was combined based on sub-areas identified early in the planning process, which combined certain communities based in part on the concentration of major commercial and industrial land uses.

The land use elements adopted by local governments as part of community comprehensive plans were analyzed to determine the number and type of jobs and housing units that could be expected to be developed by the year 2035. The number of jobs in 2035 was based on the number of jobs in 2010 and a determination of the potential number of additional jobs that could be accommodated in vacant areas designated by sewerred communities for commercial, industrial, and institutional uses in local comprehensive plans. Jobs were classified as lower-, moderate-, or higher-wage jobs based on the annual average wage and the percentage distribution of the jobs in each sub-area in 2010, using 17 general classifications (such as retail, manufacturing, and professional/scientific, for example).

The number of housing units was based on the number of housing units in 2010 in each sewerred community and a determination of the potential number of additional units that could be accommodated in vacant

areas designated for residential use in local comprehensive plans. General housing cost categories were based on the density and housing type that would be allowed by the comprehensive plan. Housing that would be permitted at densities equivalent to one home per 6,000 square feet or less of lot size were assumed to be lower-cost housing, and typically would include multi-family housing, two-family housing, and mobile homes. Housing at densities equivalent to one home per 6,000 to 10,000 square feet of lot size were assumed to be moderate-cost housing, which typically would include two-family and smaller single-family homes. Housing at densities equivalent to lot sizes of more than 10,000 square feet were assumed to be higher-cost housing. Higher-cost housing would typically be single-family homes. Map 39 shows sub-areas with a projected job/housing imbalance in 2035, based on these necessarily general analyses of community comprehensive plans.

Plan recommendations are likely to be considered by the Advisory Committee and Commission that would propose that communities in sub-areas identified as having a potential job/housing imbalance should conduct a more detailed analysis based on specific conditions in their community as part of their comprehensive plan updates. The analysis could examine, for example, the actual costs of owner- and renter-occupied housing units in the community. If the local analysis confirmed that a job/housing imbalance did exist, the local government would be encouraged to examine changes to their comprehensive plan which would better provide housing for people holding jobs in their community, thereby supporting the availability of a workforce for their community's businesses and industries. Improved transit service, in accordance with the recommended year 2035 regional transportation system plan, would also help link the workforce with current and planned job centers.

Providing Accessible Housing for Persons with Disabilities

According to 2010 Census data, about 169,000 households in the Region include at least one person with a disability. Because the incidence of disability increases as people age, this percentage is likely to increase in the next 20 to 30 years as the "baby boom" generation enters the 65 years and older age group. The number of persons age 65 and older in the Region is projected to increase from 17,803 to 38,325 persons between 2010 and 2035. In 2010, about 35 percent of persons in this age group reported having a disability.

Federal and State fair housing laws require multi-family buildings built after 1991 and 1993, respectively, to be accessible to persons with a mobility disability (that is, accessible to persons in wheelchairs). It is estimated that up to 61,640 multi-family units in the Region may be accessible to persons with mobility disabilities. No data is available on the number of accessible single- and two-family housing units. A comparison of the number of households reporting a member with a disability to the probable amount of accessible housing indicates that there is likely a need for additional housing for persons with disabilities.

Housing affordability is a concern for persons with disabilities. The median annual income for persons with disabilities was about half that for persons without disabilities in the Region in 2009, which restricts the housing choices of persons with disabilities. Almost all units in new multi-family buildings are required to be accessible to persons with mobility disabilities, and are also more likely to be affordable to households that include a person with a disability.

Assuring Fair Housing

There are a number of Federal and State laws intended to protect persons against discrimination in housing and related transactions due to race, gender, family status, and other characteristics. Despite fair housing laws, minority groups live in concentrated, and often separate, areas within the Region. In 2010, about 86 percent of the Region's African-American population, and about 74 percent of the Region's total minority population, lived in Milwaukee County. African-American and Hispanic household incomes are about 50 to 60 percent of those of White/Non-Hispanic residents of the Region.

Construction of additional multi-family housing and smaller lot and home size requirements for single-family homes outside the central cities of Kenosha, Milwaukee, and Racine would help increase the supply of housing that would be more affordable to low- and moderate-income households in the Region, including minority households. More affordable housing outside the central cities would provide access to additional employment opportunities for low-income and minority households.

Map 39

**PROJECTED JOB/HOUSING IMBALANCES IN SEWERED COMMUNITIES
IN THE SOUTHEASTERN WISCONSIN REGION: 2035**

MAJOR EMPLOYMENT CENTERS

- EXISTING MAJOR EMPLOYMENT CENTER IN 2000 TO BE RETAINED
- PROPOSED MAJOR EMPLOYMENT CENTER 2035

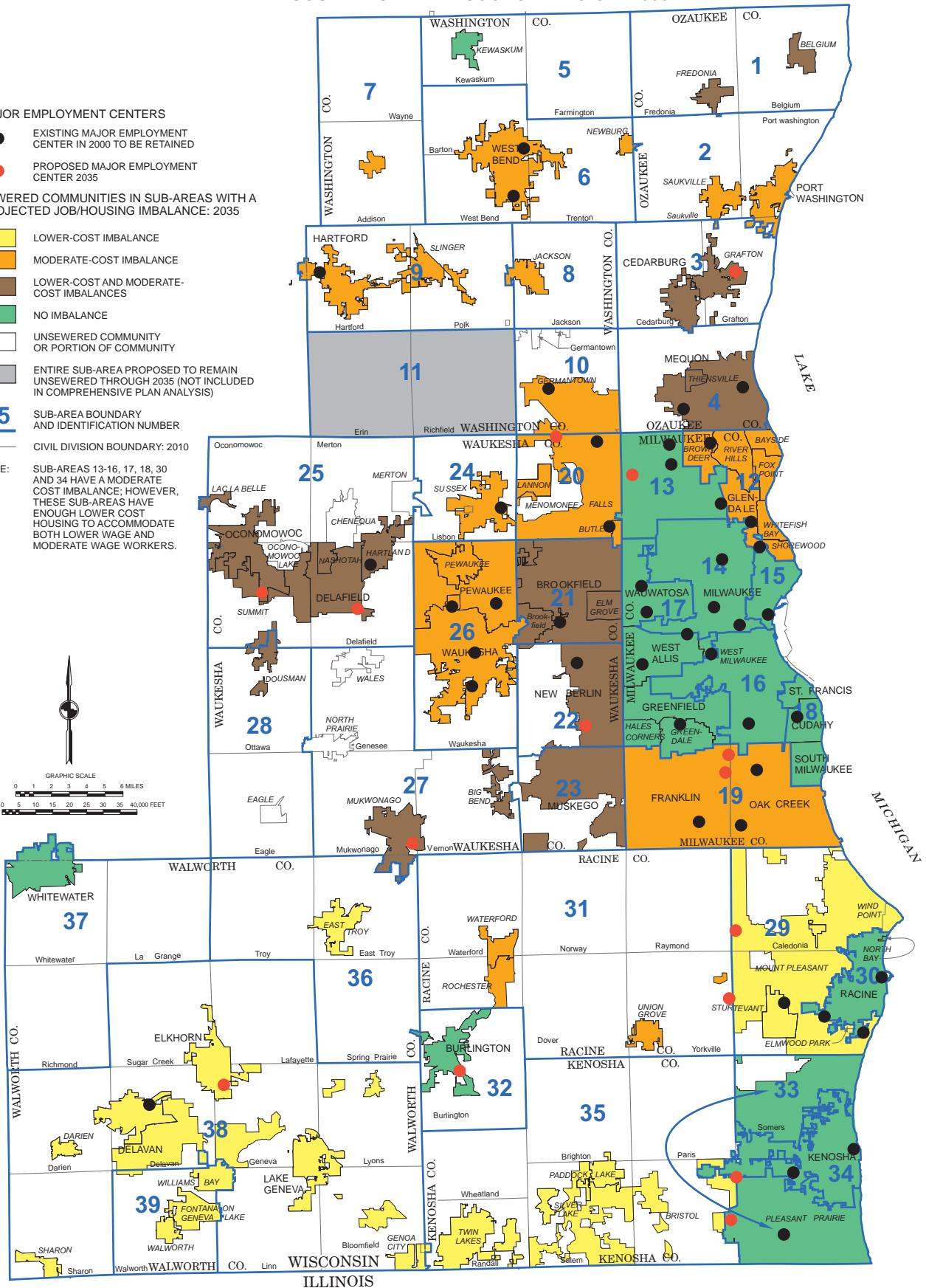
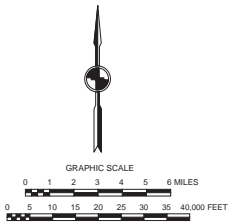
**SEWERED COMMUNITIES IN SUB-AREAS WITH A
PROJECTED JOB/HOUSING IMBALANCE: 2035**

- LOWER-COST IMBALANCE
- MODERATE-COST IMBALANCE
- LOWER-COST AND MODERATE-COST IMBALANCES
- NO IMBALANCE
- UNSEWERED COMMUNITY OR PORTION OF COMMUNITY
- ENTIRE SUB-AREA PROPOSED TO REMAIN UNSEWERED THROUGH 2035 (NOT INCLUDED IN COMPREHENSIVE PLAN ANALYSIS)

25
SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— CIVIL DIVISION BOUNDARY: 2010

NOTE: SUB-AREAS 13-16, 17, 18, 30 AND 34 HAVE A MODERATE COST IMBALANCE; HOWEVER, THESE SUB-AREAS HAVE ENOUGH LOWER COST HOUSING TO ACCOMMODATE BOTH LOWER WAGE AND MODERATE WAGE WORKERS.



Best Housing Practices

Examples of programs and building practices that have been successful in providing accessible and affordable housing and are based on sound design principles were reviewed as part of the planning process. Best housing practices described in the draft plan include the following:

Compact Development

Multi-family housing and higher-density single-family housing can provide more affordable housing and at the same time provide for a more compact development pattern. More compact development allows housing to be located closer to jobs and services, such as shopping and schools, which minimizes vehicle travel and increases opportunities for walking and bicycling. Compact development also minimizes the conversion of farmland to urban uses.

Accessory Apartments

Allowing accessory apartments in single-family residential zoning districts can help increase the amount of affordable housing in a community. An accessory apartment, sometimes referred to as a mother-in-law apartment or granny flat, may be created within an existing single-family home or as part of an accessory structure, such as above a garage. Although accessory apartments are often intended for occupancy by a relative of the residents of the primary dwelling, they can also be a source of affordable housing in communities oriented towards single-family neighborhoods.

Universal Design

More widespread use of wider doorways, zero-step entrances, and placement of electrical outlet and environmental controls higher above the floor would increase the availability of affordable housing for persons with disabilities and may enable elderly residents to remain in their homes longer. Such practices are referred to as “Universal Design.” State building codes are slowly changing over time to make some universal design features standard construction practices in single- and two-family homes. State and Federal laws now require almost all units in multi-family buildings to be accessible to persons with mobility disabilities.

Housing Trust Funds

Housing trust funds are typically established by local, county, or State governments to provide a source of revenue reserved solely for addressing affordable housing needs. Housing trust funds typically provide “gap” financing, or funds to fill part or all of the gap remaining between the actual cost of producing housing and the amount raised after all other funding sources have been secured. Gap financing can be in the form of grants or low-interest loans given to developers of affordable housing units. In the Region, the City of Milwaukee and Milwaukee County have established housing trust funds.

The City of Milwaukee Housing Trust Fund (HTF) was established in 2006. The HTF was capitalized with \$2.5 million in bonding in 2007. Ongoing support is provided through the City’s general purpose fund and ongoing bonding. As of 2011, the HTF had provided more than \$3 million in grants and loans that leveraged over \$62 million for the development of 421 affordable housing units. The Milwaukee County Special Needs Housing Trust Fund (CHTF) was established in 2007 to provide partial financing for the development of supportive housing in Milwaukee County. At least 40 percent of the units developed must be set aside for use by Milwaukee County Behavioral Health Division consumers living with serious and persistent mental illness. The CHTF is funded through low-interest loans from the State of Wisconsin Trust Funds Loan Program, through which the CHTF has received annual loans of \$1 million. The CHTF provides funding for requests of between \$100,000 and \$500,000, provided that the amount does not exceed 10 percent of the project cost. As of 2010, the CHTF had provided nearly \$3 million in funding and assisted in the construction of 260 affordable housing units for persons with mental illnesses. Although the CHTF is a countywide program, all of the 260 affordable housing units that have received financial assistance through the CHTF are located in the City of Milwaukee.

Plan Recommendations

Preliminary housing plan recommendations will be developed by the Regional Housing Plan Advisory Committee in 2012. A draft socio-economic impact analysis of the preliminary plan will also be conducted. Public meetings will be held following

completion of a preliminary plan and draft socio-economic impact analysis, most likely in late 2012. A draft regional housing plan is anticipated to be considered for adoption by the Commission in 2013.

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. Much of the Division's work during the period from 2004 through 2010 was focused on assisting local and county units of government in completing comprehensive plans to meet the requirements of the State comprehensive planning law enacted by the State Legislature in 1999. Division staff initiated work on County Farmland Preservation Plans in 2010 to assist counties in meeting the requirements of the Wisconsin Working Lands Initiative and associated changes to the Wisconsin Farmland Preservation Program enacted by the State Legislature in 2009.

Comprehensive Plans

Map 40 shows the status of comprehensive plans in the Region at the end of 2011. Commission work on comprehensive plans in 2011 consisted primarily of assisting communities and counties with developing policies and procedures for amending adopted plans, or assisting in the development of plan amendments, including the following:

- Initiated work on an amendment to the Washington County comprehensive plan to incorporate the land use plan maps adopted as part of city, town, and village comprehensive plans, or amended by a local government, after the County plan was adopted in April 2008. All local land use plan maps were incorporated into an updated County land use plan map, and a digital copy of the map was provided to Washington County staff for review and use in preparing the County farmland preservation plan.
- Provided a sample resolution to Ozaukee County to amend the adopted public participation plan for the Ozaukee County Multi-Jurisdictional Comprehensive Plan to allow the Ozaukee County Comprehensive Planning Board to approve additional public

participation procedures or separately-documented public participation plans to obtain public input on proposed plan amendments.

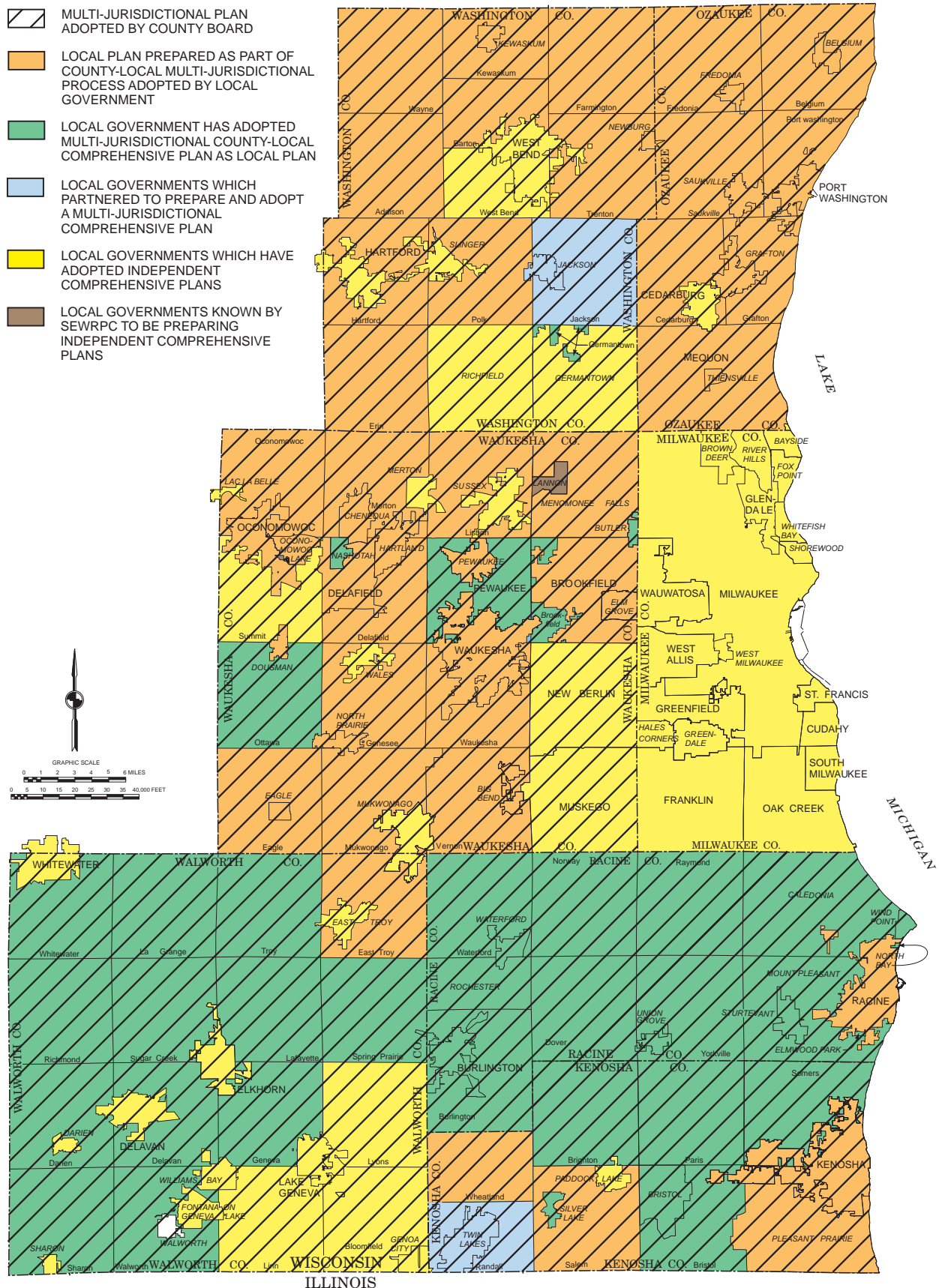
- Provided information and recommendations to Kenosha County staff on a procedure for an annual review of the Multi-Jurisdictional Comprehensive Plan, a recommended procedure for amending the multi-jurisdictional comprehensive plan to incorporate the updated County farmland preservation plan, and a procedure for comprehensive plan amendments that are not related to changes to the County or local land use plan maps. Commission staff also provided information regarding potential changes to the plan based on discussions with local officials during the review of County and local comprehensive plans in early 2010.
- Provided information on amending comprehensive plans, including model resolutions, ordinances, and public participation procedures for plan amendments, to the Towns of Barton, Farmington, and Wheatland.

Prior to 2011, Commission staff assisted county and local governments with the following comprehensive planning-related work:

- Prepared a multi-jurisdictional comprehensive plan for Kenosha County, in cooperation with County and UW-Extension staff. The plan was adopted by the County Board on April 20, 2010. The plan was also adopted as the local comprehensive plan by the Villages of Bristol and Silver Lake and by the Towns of Brighton, Paris, and Somers. Commission staff also prepared separately-documented comprehensive plans for the Towns of Salem and Wheatland as part of the multi-jurisdictional planning process. Information produced as part of the Kenosha County multi-jurisdictional plan was provided to the City of Kenosha and Village of Pleasant Prairie (which also participated in the multi-jurisdictional planning process) to assist the City and Village in preparing their local comprehensive plans.
- Prepared a multi-jurisdictional comprehensive plan for Ozaukee County, in cooperation with

Map 40

COMPREHENSIVE PLAN STATUS IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 2011



NOTE: THIS MAP REFLECTS COMMUNITIES THAT HAVE ADOPTED COMPREHENSIVE PLANS UNDER SECTION 66.1001 OF THE WISCONSIN STATUTES, AND HAVE PROVIDED A COPY OF AN ADOPTED PLAN TO SEWRPC.

County and UW-Extension staff. With the exception of the City of Cedarburg, all cities, towns, and villages in the County, including the Village of Newburg which straddles the Ozaukee County-Washington County line, participated in a multi-jurisdictional planning program to develop a comprehensive plan for the County and a separately-documented plan for each of the participating local governments. SEWRPC provided data and other assistance to County staff, which had the primary role in helping local governments prepare their plans. The multi-jurisdictional comprehensive plan was adopted by the Ozaukee County Board of Supervisors on April 2, 2008. All local plans were adopted by April 14, 2009. An amendment to the multi-jurisdictional plan to incorporate the local plans was approved by the Ozaukee County Board on May 6, 2009.

- Racine County and all 17 cities, towns, and villages in the County worked together with SEWRPC and UW-Extension to prepare a multi-jurisdictional comprehensive plan. The multi-jurisdictional plan was adopted by the Racine County Board on October 13, 2009. The multi-jurisdictional plan has been adopted as the local comprehensive plan by 16 of the 17 participating communities. The 17th community, the City of Racine, endorsed the multi-jurisdictional comprehensive plan and adopted a city comprehensive plan based upon the multi-jurisdictional plan.
- Walworth County and 13 towns worked together on a multi-jurisdictional comprehensive plan with assistance from SEWRPC. The plan was adopted by the Walworth County Board on November 10, 2009. Each participating town adopted the multi-jurisdictional plan as the town plan prior to County Board adoption. The Commission subsequently prepared a separately-documented comprehensive plan report for the Town of East Troy, which participated in the multi-jurisdictional planning process.
- Prepared a multi-jurisdictional comprehensive plan for Washington County, in cooperation with County and UW-Extension staff. Ten towns and one village also participated in the

multi-jurisdictional planning process. The multi-jurisdictional comprehensive plan was adopted by the Washington County Board of Supervisors on April 15, 2008. Commission staff worked with local governments to prepare separately-documented comprehensive plans for the Towns of Addison, Barton, Erin, Farmington, Hartford, Kewaskum, Polk, Trenton, and Wayne, and the Village of Kewaskum. The Town of Germantown adopted the multi-jurisdictional plan as the Town comprehensive plan.

- Served on the Advisory Committee that developed the Waukesha County comprehensive plan, and provided information on population and employment forecasts, environmental corridors, existing land uses, and other regional data to County and UW-Extension staff to assist in the development of the plan.
- Provided regional data at the request of cities, towns, and villages to assist in the development of local plans, and also provided review comments on draft comprehensive plans if requested by local governments.

County Farmland Preservation Plans

The Wisconsin Legislature enacted major changes to the Wisconsin Farmland Preservation Program (Chapter 91 of the *Wisconsin Statutes*) in 2009, as part of the State's Working Lands Initiative. The new program requires all counties in the Region, with the exception of Milwaukee County, to prepare and adopt a new County farmland preservation plan by December 31, 2011, unless an extension is granted by the Secretary of the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP). Adoption of an updated plan is required in order to maintain the eligibility of owners of farmland in a county to claim farmland preservation tax credits.

Ozaukee and Racine Counties requested that SEWRPC take the lead role in preparing farmland preservation plans for each County. Work on the Ozaukee County plan began in 2010, and is expected to be completed in 2012. Work on the Racine County plan will begin in 2012. Kenosha, Walworth, Washington, and Waukesha Counties took the lead in developing their County plans. Washington and Waukesha Counties requested that SEWRPC staff

serve on the advisory committee formed to oversee development of the County plans. Commission work on farmland preservation planning during 2011 included the following:

- Work on the Ozaukee County farmland preservation plan in 2011 focused on gathering and analyzing inventory data, including information on existing farmland and related natural resources, existing and planned land uses, and existing zoning maps and regulations for participating local governments. Inventory information was documented in Chapter II of the draft farmland preservation plan report. Trends and projections related to agricultural uses in the County were also prepared and documented in Chapter III of the draft plan report. Draft plan policies and programs and criteria for identifying and designating farmland preservation areas were also prepared for review by advisory and review committees overseeing preparation of the plan. A draft plan, including maps of recommended farmland preservation areas, is anticipated to be completed in 2012 and submitted to DATCP for certification. DATCP granted Ozaukee County's request to extend the certification of the County's existing farmland preservation plan for one year, to December 31, 2012, to allow time for the County to more closely examine and amend where necessary the adopted County comprehensive plan for consistency with the new County farmland preservation plan.
- In Washington County, SEWRPC staff reviewed plan chapters and other materials developed by County staff, and reviewed zoning maps and ordinances for communities that chose to designate farmland preservation areas to verify that conservancy zoning regulations were applied in those communities as overlay districts, as initially required by DATCP. A draft Washington County farmland preservation plan was completed by County staff in Fall 2011. SEWRPC staff is working with County staff to respond to concerns raised by DATCP during its review of the draft plan.
- In Waukesha County, Commission staff attended the final meeting of the Waukesha

County Farmland Preservation Plan Advisory Committee in early 2011 and provided comments on the final draft farmland preservation plan report prepared by Waukesha County staff. The County plan has been certified by DATCP and adopted by the County Board as an amendment to the County comprehensive plan.

City, Town, and Village Park and Open Space Plans

The Division staff 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. Local park 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. During 2011, the Commission staff completed work on updates to park and open space plans for the City of Brookfield and the City of Racine. Both plans were adopted as components of the Cities' comprehensive plans through an ordinance of the respective Common Council.

Land Use Regulations

Commission staff continued efforts to assist local units of government in the preparation of land use regulations that serve to implement local comprehensive plans and the regional land use plan. Work during 2011 included the following:

- Worked with the Village of Hartland to prepare a comprehensive update of the Village zoning ordinance and zoning map to make them more consistent with the adopted Village comprehensive plan. The new zoning ordinance was adopted by the Village Board in 2011. Work continued into 2012 on an update of the Village zoning district map.
- Completed work on an update of the City of Cudahy zoning map, which was prepared by SEWRPC in 1991 as part of a comprehensive

update of the City zoning ordinance at that time. SEWRPC staff prepared a final zoning map, reflecting rezonings approved by the Common Council in early January, and provided a final version of the map to the City in both paper and digital format.

- Digitized and updated the Town of Farmington zoning map to reflect rezonings approved by the Town Board since the map was last updated in 1990.
- Updated the Town of Addison zoning ordinance to incorporate recent amendments approved by the Town Board, and reprinted the ordinance.
- Provided information to the Village of Kewaskum related to accommodating waterways or water rights-of-way on official maps.
- Provided information and informal advice to county and local governments regarding the development and implementation of zoning ordinances. Examples of assistance provided included the following:
 - Provided an example of zoning regulations for conservation subdivisions to the Town of Cedarburg.
 - Provided model zoning regulations for protecting lowland and upland portions of environmental corridors to a private consultant working with the Village of Fontana on updating the Village zoning ordinance.
 - Provided information to the Village of Hartland regarding public street access requirements for new lots and allowing residential uses in a mixed-use zoning district.
 - Provided information to the Town of Belgium pertaining to regulating nonconforming uses and lot sizes, and examples of zoning regulations for home occupations.
 - Provided examples of minimum open space requirements to the Town of Somers.

- Provided information regarding the origin and intent of the Loew Lake Preservation Area overlay zoning district to the Town of Erin.
- Provided information on the possible demolition of a nonconforming use and assistance in determining principal versus accessory uses in an agricultural zoning district to the Town of Polk.
- Provided information to Ozaukee County and the Village of Hartland on regulations related to nonconforming uses and structures in floodplains.
- Provided information to the City of Cudahy clarifying the distinction between zoning regulations for wetlands and floodplains and the agencies and consultants that provide wetland staking services. Also clarified who makes final floodplain determinations based on FEMA floodplain elevations.

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. No plan or ordinance review services were conducted during 2011.

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 2011, staff reviewed a total of seven subdivision plats and one CSM, 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 highway right-of-way recommendations of the regional transportation system plan. Commission staff review of proposed land divisions 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 2011 included the following:

- Attended a meeting of the Caledonia Community Development Authority to discuss development in and around the intersection of Four Mile Road and STH 32 with regard to amending the neighborhood plan for the area in light of the uncertain future of the KRM commuter rail line and associated development of a proposed rail station within the neighborhood.
- Reviewed a concept plan for a proposed land division in the Town of Polk that encompassed primary environmental corridor and provided recommendations to the Town for modifications to the concept plan to comply with regional plan standards regarding development that is considered compatible with primary corridors. The regional plan standards for protection of environmental corridors were adopted as part of the Town comprehensive plan.
- Provided information regarding the number, type, tenure, and value of housing units in the Village of Kewaskum to the Village Administrator to update information in the Village comprehensive plan.
- Provided information on the number of assisted and subsidized housing units in the City of Waukesha to the City Community Development Department.
- Provided information regarding households with a high housing cost burden in the City of West Allis to the City planning department.
- Provided information to the Town of Port Washington on planned sanitary sewer service areas and a digital map file of existing zoning in the Town.
- Provided information and gave a presentation to Town of Belgium officials on the Regional Water Supply Plan as related to the Town and also explained the purpose and procedures for regulating conditional uses.
- Provided information and explained the purpose of the Regional Water Supply Plan to the Village of Hartland administrator and how it affects the Village.
- Provided information on the wireless telecommunications plan prepared by SEWRPC for the Towns of Addison and Wayne and wireless services in the Town of Wayne to Washington County staff.
- Provided information to the City of Brookfield on recommendations from the regional plan for the protection of environmental corridors for use in a grant application for continued acquisition within the City greenway system.
- Provided maps and other information on the recommended regional bikeway system to staff at the Mequon Nature Preserve.
- Provided conservation subdivision data to the University of Wisconsin-Extension in Madison.
- Provided information on existing and planned trails in Kenosha County compiled as part of the Multi-Jurisdictional Comprehensive Plan for Kenosha County in response to a request from Lake County, Illinois.
- Provided data on the Town of Belgium to Ozaukee County for inclusion in a Purchase of Agricultural Conservation Easement (PACE) grant application to the Wisconsin Department of Agriculture, Trade, and Consumer Protection.

PUBLIC INVOLVEMENT AND OUTREACH DIVISION

BACKGROUND AND DIVISION FUNCTIONS

This relatively new Division helps to further advance the Commission's ongoing progress in public involvement and outreach. Also known as public participation, the work strives to connect with potentially underserved populations as well as traditional audiences. Quality public involvement and outreach, which also includes educating key audiences, is viewed to be a shared responsibility across the agency. Formed in mid-2009, the Division thus works with other Commission staff, as well as maintaining and conducting significant community-level contacts, at times taking the lead or assuming a coordinating role as appropriate.

There are four major 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 such as 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 manner that may utilize committees, task forces, and other groups.
- Education—Often 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 audience members have learned.
- Organizational Assistance and Support—Spanning public outreach, involvement, and education—as well as internal and public external applications—to help streamline, consolidate, 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 2011, 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 items immediately below. Larger collaborative efforts are described under the organizational networking and partnership building section.

- Contributions occurred relative to formal Commission public informational meetings and open houses, including work on attendant announcements as appropriate, summary materials, and community-level group contacts for the 2011-2014 Transportation Improvement Program for Southeastern Wisconsin; and a nine-meeting series regarding inventory findings of the regional housing study.
- Commission staff continued work with the Urban Economic Development Association of Wisconsin, in 2011 helping to plan the Association's 10th Annual Community Development Summit. The theme for this event focused on Food: The Economic Development Impact. The event was attended by approximately 200 community and regional leaders. In preparation for the Summit, assistance was provided to the Association on the Summit Planning Committee and on the Sponsorship Subcommittee. The Commission also printed the event program booklet. For use during the event, the Commission provided land use and environmental information relating to agricultural and water supply aspects of the food growing and production systems. The Commission continues to work with the Association on its ongoing transit and jobs efforts through the Coalition for Advancing Transit, and housing efforts through its collaborative Take Root effort focused on the housing foreclosure issue.

- Partnering continued with the Granville Brown Deer Chamber and the Association for Northwest Milwaukee Advancement. An exhibit on the regional housing plan was developed and staffed during a reception associated with the Chamber's Annual Vision Series Luncheon, which in 2011 addressed the future of Milwaukee County's northwest side and regional cooperation in greater Milwaukee, including opportunities for reinvention through new urbanism.
- The Commission continued as a partner in the effort of the Social Development Commission's Bridges of Hope Initiative in Milwaukee County, a multi-year effort to address issues of poverty. Assistance included Regional Planning Commission staff chairing the effort's Job Opportunities Committee, which reviewed factors and solutions that impede individuals from finding jobs, including transportation and housing aspects.
- Work continued on a multi-year, multi-disciplinary effort addressing the environmental conditions impacting children and family health, being coordinated by the UW-Milwaukee Children's Environmental Health Resource Center. The 2011 effort remained focused on the 30th Street Industrial Corridor area to better connect entities involved around the subject of environmental health. The Commission provided information on water quality, housing, and transportation, as well as in-kind support toward sustainable development regarding this partnership.
- A presentation on regional population trends and demographic changes in the Region based upon the 2010 Census was given to UW-Extension representatives of Kenosha, Milwaukee, Racine, and Waukesha Counties serving on the Quad County Resource Management Team. Assistance was also provided to the Team for the solicitation and review of resource management funding proposals.
- An exhibit featuring the Regional Housing Study was placed at the Milwaukee County

Fair, held in conjunction with the Fall Harvest Festival at the Wisconsin State Fair grounds.

- A presentation on the Commission's environmental corridor concept and implementation success, and the emerging need and opportunities for better riparian corridor management, was given to the 2011 State of Lake Michigan Conference. The conference was held in conjunction with a multi-state association meeting of regional planning organizations, in which the Commission participates, known as the Lake Michigan Watershed Academy. A number of the Commission's educational materials on environmental and riparian corridors were also featured and distributed to participants.
- The Commission continued work with the Delta Institute as part of the Lake Michigan Watershed Academy funded by the U.S. Environmental Protection Agency. In 2011, Commission staff again provided an update for participating regional planning commissions on its efforts regarding sound riparian corridor management. A case study was prepared for website posting on the importance of maintaining continuity along stream corridors. In a related effort, Division staff represented the Commission on a Lake Michigan Blueprint Steering Committee overseeing the development of a Lake Michigan Biodiversity Strategy containing both technical and outreach components.
- Commission assistance was provided to the Southeastern Wisconsin Watersheds Trust and partnering agencies to help plan Clean Rivers, Clean Lakes VIII, the eighth such interagency watershed conference developed for the Greater Milwaukee Watersheds area. The event was scheduled to take place in April 2012.
- In conjunction with the Environmental Planning Division, Commission Public Involvement and Outreach staff helped refine and again teach a two-day watershed planning course in the University of Wisconsin-Milwaukee School of Continuing

Education. “Watershed Planning—Putting the Pieces Together,” is a course designed for practitioners, interested agency and organization staff, and college students wishing to further their course of academic study through the examination of comprehensive watershed planning, including a field tour experience. The course is intended to continue in future years.

- At the request of Carroll University faculty, Commission staff taught an environmental science policy course session featuring regional planning principles espoused by the Commission, including the environmental corridor concept with applications to both preservation and development efforts, and recommendations of the Regional Water Supply Plan.
- Working with the UW-Milwaukee School of Continuing Education and the regional Water Council, a presentation and panel session were provided for a Chinese Delegation from that country’s Anhui Province, collectively working to protect their large and important Lake Chao. A regional planning overview, watershed based planning, environmental and riparian corridor protection, and the human dimension affecting regulatory compliance and recommended practice adoption were addressed.
- A presentation describing regional planning purposes and principles along with an overview of year 2035 land use and transportation plans, and an update on the regional housing study, were given to the ACRE Network. This organization is a consortium of Marquette University’s Associates in Commercial Real Estate alumni, seeking to increase the number of professionals of color who work in the real estate development profession in the City of Milwaukee.
- In partnership with the Waukesha County UW-Extension, the County’s Department of Parks and Land Use, and the UW-Stevens Point Center for Land Use Education, a Plan Commission workshop was organized and

taught. A Commission presentation was given to some 60 attendees regarding the regional housing plan and overall regional planning efforts and principles. Following the workshop, assistance was provided in evaluation to be used for expected future plan commission trainings.

- Working with the Washington County Land Conservation Department and Riveredge Nature Center, the Commission staff led a group of teachers, many from Milwaukee Public Schools, on a tour of the upper Milwaukee River watershed. The event included exposure to Commission plans and recommendations, and was part of a course available for UW-System credit under the Great Lakes Partnership Institute.
- 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 2011, staff again worked with the Washington County Land Conservation Department to plan and conduct two watershed bus tours for some 50 students and teachers to view land use changes, water quality problems, and solutions in the rural and developing landscape. Among the tour participants were attendees of Milwaukee public and private schools.
- Educational sessions were conducted for four groups of Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organisms and learn about the impact of land use, roadways, planning, and personal actions on the aquatic environment. This annual event has taught over 3,000 youth and their leaders over the years, some 80 during 2011.
- 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, a Southeast Area conservation poster contest was administered on behalf of three of the Association's counties—Kenosha, Ozaukee, and Washington. Trophies were provided to each of the students placing at the area level; and winners, all from Washington County, were forwarded for competition at the State level. A state conference session on Wisconsin Working Lands, including farmland preservation, was also moderated for the related Wisconsin Land and Water Conservation Association.

- Assistance was provided to the Soil and Water Conservation Society and coordinating staff from Ozaukee County in planning the Wisconsin Chapter's annual conference which addressed the challenges and opportunities for Wisconsin in attempting to meet the nutrient management challenge in water quality protection. Service also continued on the Society's Wisconsin Chapter Board with Commission staff representing greater southeastern Wisconsin.
- 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

Growing Levels of Impact

The Commission has historically provided outreach to, and extended invitations to meet with, dozens of 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. During 2011, this contact list continued to contain over 90 organizations as a formal distribution network, complementing more general types of outreach and work with "traditional" audiences.

Examples of some of the larger public involvement and outreach efforts of many types were given in the preceding section.

In addition, the Division continued 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 groups and organizations.

Targeted populations include designated low income areas; areas predominantly serving communities of color and targeted ethnicities; organizations serving individuals with disabilities; and communities or 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 all of the efforts described herein, the Division representatives attended and participated in over 375 organizational events and activities that were conducted by or with over 200 organizations within the Region (i.e., community-based organizations, government agencies, educational institutions, business support networks, and citizen engagement entities, among others). Direct contacts by the Division for information distribution and public participation via public outreach, involvement, and education thus totaled over 8,000 contacts during 2011.

Identifying Public Involvement and Outreach Primary Organizational Contacts

Primary organizations have been identified for follow-up at a more frequent and/or more intensive level than the participation which will continue to be cultivated with other contacts. In combination, these primary contacts represent key populations, geographies, memberships, and interests. In addition, a number of these contacts may have shown past interest in the Commission's work when approached.

Many of the following primary organizational contacts were engaged multiple times during 2011, and are expected to exhibit such activity in looking ahead (e.g. somewhat regular status report on Commission projects; topic presentations; group and individual question and answer sessions; and/or informational meeting updates and comment sessions regarding Commission plans and studies). Some organizations may also be expected to partner with the Commission in conducting activities and events of mutual interest. A number of entries in the section above on formal presentations, education, and coordination efforts describe partnerships on key activities.

Primary Organizational Contact List

- African American Chamber of Commerce
- Aurora Family Service
- Clarke Square – Layton Boulevard Neighborhoods Revitalization Initiative
- Community Brainstorming Forum
- Goodwill Industries of Southeastern Wisconsin
- Granville Brown Deer Chamber
- Groundwork Milwaukee
- Halifax Institute African American Leadership Effort
- Hispanic Chamber of Commerce
- Hispanic Roundtable of Racine
- Hmong American Friendship Association
- IndependenceFirst
- La Casa de Esperanza
- League of United Latin American Citizens
- Lindsay Heights Area—City of Milwaukee
- Milwaukee Urban League
- National Association for the Advancement of Colored People chapters in the Region
- Northeast Milwaukee communities area

- Racine/Kenosha Community Action Agency
- Repairers of the Breach
- Social Development Commission
- Southeastern Oneida Tribal Services
- The 30th Street Industrial Corridor revitalization area
- The Salvation Army of Greater Milwaukee
- United Migrant Opportunity Services
- United Way Affiliated Entities Within the Southeastern Wisconsin Region
- Urban Economic Development Association of Wisconsin
- Urban League of Racine and Kenosha

Organizations identified as primary contacts are reviewed and/or suggested by the Commission's Environmental Justice Task Force, which is described in the next section. It is also possible that other organizations may be added and a few removed from this list over time.

Larger Collaborative Efforts

The Commission continues to connect its public involvement and outreach approaches to targeted low-income populations, communities of color, and individuals with disabilities by being a part of larger collaborative efforts within the Region. The following are examples of these types of efforts, including a listing of the organizations with which interfacing occurs:

- ***Social Determinants of Health.*** The Commission staff interfaces with organizations and activities that are addressing focused efforts around the social determinants of health approaches and solutions by working with the Aurora Health Care Social Responsibility Committee; Lindsay Heights Neighborhood Health Alliance; Southeastern Wisconsin Blood Center Community Advisory Committee; Children's Environmental Health Center; Healthy Wisconsin Partnership Program; Havenwoods Environmental Awareness Center; Wisconsin Partners for Clean Air;

Community Advocates Public Policy Forums; Groundwork Milwaukee; and the Water Quality Policy Forum.

- ***Neighborhood and Community Economic Development.*** The Commission staff interfaces with organizations and activities that are addressing neighborhood and community economic development approaches and solutions by working with the North Avenue Marketplace and Center Street Marketplace Business Improvement Districts; Riverworks Development Corporation; Latino Entrepreneurial Network; Build Milwaukee Initiative; African American, Hispanic, and Hmong Chambers of Commerce; Commercial Corridors Consortium; Walnut Area Improvement Council; Hispanic Business and Professionals Association; Milwaukee and Racine/Kenosha Urban Leagues; 30th Street Industrial Corridor Corporation; LISC Milwaukee Community Forums and Events; Bronzeville District Revitalization; Clarke Square and Layton West Boulevard Area Revitalizations; and the Milwaukee Main Street Initiative.
- ***Workforce Development and Employment.*** The Commission staff interfaces with organizations and activities that are addressing workforce development and employment approaches and solutions by working with the Social Development Commission Job Opportunities Initiative; Black Men's Forum on Employment; Milwaukee and Racine/Kenosha Urban Labor Development Committees; State of Wisconsin Department of Corrections Job and Employment efforts; African American Male Unemployment Task Force; Southeastern Wisconsin Migrant and Seasonal Workers Committee; Black Male Achievement Forum at UW-Milwaukee; Ways to Work Program; Human Capital Development of Racine and Kenosha Corporation; and the Focus on Transitional Jobs Symposium.

- ***Environmental Justice and Quality of Life Enhancement.*** The Commission staff interfaces with organizations and activities that are addressing environmental justice and quality of life enhancement approaches and solutions by working with the Hmong American Friendship Association; Community Brainstorming Forum; Independence First (serving the Milwaukee and Waukesha areas); Real Assets (serving the Racine, Kenosha, and Walworth County areas); Granville Brown Deer Chamber Diversity Dialog Initiative; Coalition for Advancing Transit; Common Ground Initiative; League of Latin American Citizens; Southeastern Wisconsin Faith Based Entities gatherings; NAACP Chapters in Milwaukee, Waukesha, Kenosha, and Ozaukee Counties; Neighborhoods Matter Symposium; Building a Better Milwaukee Symposium; Milwaukee Urban League Equal Opportunity Conference; Black Men's Forum; Milwaukee Asset Building Coalition; Public Policy Forum; Milwaukee Alliance for Economic Inclusion; and the Fourth Street Public Policy Forum.
- ***Education and Career Development.*** The Commission staff interfaces with organizations and activities focusing on professional and collaborative efforts associated with education and career development approaches and solutions by working with The Business Council Strategic Partnerships Initiative; Future Milwaukee Leadership Program; Mahone Family Foundation Education Initiative; Black MBA Milwaukee Chapter; Milwaukee Boys and Girls Clubs Gathering on Education; Inventors and Entrepreneurs Forum; Young Professionals Network; United Negro College Fund; Fellowship Open Youth and Education Initiative; Concordia University Center for Environmental Studies; Milwaukee Chapter of the National Society of Black Engineers; Milwaukee Chapter of National Black Public Relations Society; Milwaukee Public Schools STEM Initiative; Stritch Leadership Center; and the UW-Milwaukee Community Design Solutions Program.

ENVIRONMENTAL JUSTICE TASK FORCE

The Commission maintains among its advisory committees an Environmental Justice Task Force which is staffed largely by the Public Involvement and Outreach Division. This 13 member advisory body is intended to be broadly representative of minority, low-income, and special needs populations from across the Southeastern Wisconsin Region. In 2011, the Task Force 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:

- 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;
- 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;
- To help identify potential benefits and adverse effects of regional planning programs and activities with respect to minority, low-income and disabled populations;
- 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
- 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. All meeting agendas, minutes, and materials presented and/or prepared in response to the Task Force's suggestions are regularly distributed to the members, as well as other interested parties, and posted to the Commission's website.

Environmental Justice Task Force discussion items during 2011 included the following subjects:

- Public involvement and outreach efforts, including work with minority and low-income organizations;
- Simplified communication pieces for key audiences, English and Spanish brochure versions, and activity center placement and reactions to summary handouts;
- Regional Housing Plan status, including public involvement and outreach, review of plan chapter materials, and report on public meetings;
- Presentation on a Southeastern Wisconsin Housing Trust Fund as proposed by the City of Milwaukee Housing Trust Fund;
- New maps of minority populations in the Region utilizing 2010 Census data;
- Transportation update including public transit local dedicated funding, short-range transit development plans, project updates—KRM, Milwaukee streetcar, bus rapid transit—and the transportation improvement program;
- Discussion of evaluation of the impacts of the regional transportation plan on minority and low-income populations in southeastern Wisconsin; and
- Review of draft materials pertaining to the Commission's public participation in regional planning—public participation plan, transportation planning detailed appendix, and summary brochure.

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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 2011, 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 2011, 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 29, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2011 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 2011, large-scale topographic maps had been prepared to Commission-recommended standards. As shown in Table 29, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region.

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 44. Map 43 shows those areas of the Region for which, as of the end of 2011, large-scale cadastral (parcel) maps had been prepared to Commission-recommended 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 45.

RELOCATION, MONUMENTATION,
AND COORDINATION OF U.S. PUBLIC
LAND SURVEY CORNERS: 2011

Map 41

RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND SURVEY CORNERS: 2011

U.S. PUBLIC LAND SURVEY CORNERS WHICH HAVE BEEN RELOCATED, MONUMENTED, AND COORDINATED

GRAPHIC SCALE
0 1 2 3 4 5 6 MILES
0 5 10 15 20 25 30 35 40,000 FEET

Map 41 displays the state of Wisconsin, showing the relocation, monumentation, and coordination of U.S. Public Land Survey corners in 2011. The map includes a grid of survey corners, with relocated corners marked by a specific symbol. The map also shows county boundaries and names, major cities, and geographical features like Lake Michigan and Lake Monona. A graphic scale and north arrow are provided in the bottom left corner.

Table 29

**RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND
SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2011**

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

NOTE: Includes only those areas of the Region for which U.S. Public Land Survey corners have been relocated, monumented, and coordinated utilizing SEWRPC-recommended procedures under original large-scale topographic mapping programs promulgated by the agencies listed in the above table.

^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.

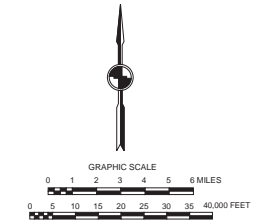
^aIncludes 22 cities, 21 villages, and four towns.

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

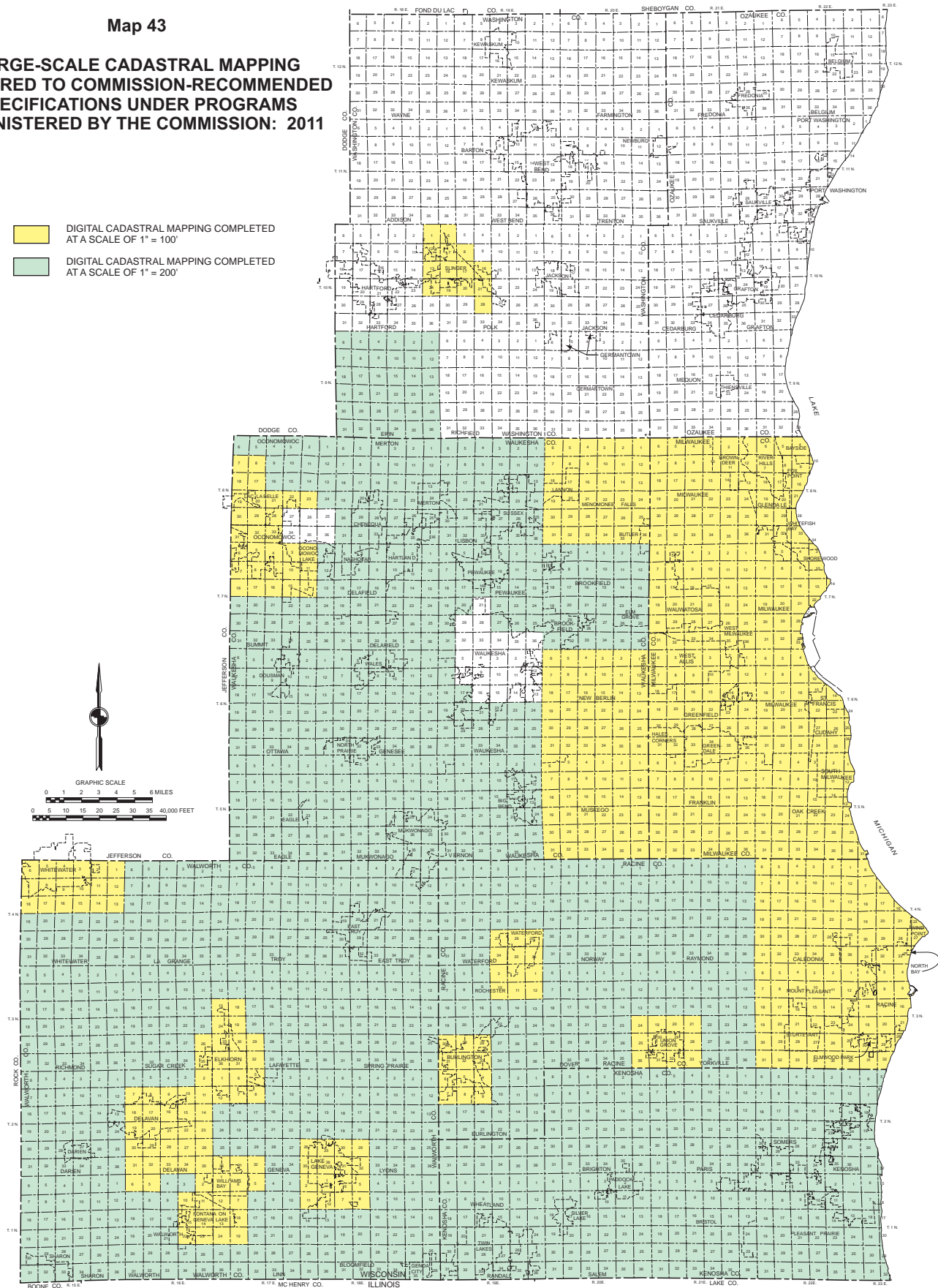
**LARGE-SCALE TOPOGRAPHIC
MAPPING PREPARED TO
COMMISSION-RECOMMENDED
SPECIFICATIONS: 2011**



Map 43

LARGE-SCALE CADASTRAL MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS UNDER PROGRAMS ADMINISTERED BY THE COMMISSION: 2011

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



RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

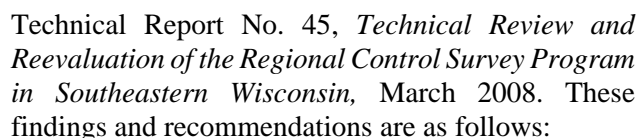
national vertical control survey network and adopted a new vertical datum, known as the North American Vertical Datum of 1988 (NAVD 88). The use of these new datums within the Region does not provide any significant advantages over the continued use of the Commission-recommended datums. Since no benefits 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.

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

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 NAVD 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

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



2. The Commission, in cooperation with its constituents counties, should continue to maintain the network of monuments that perpetuate the U.S. Public Land Survey System and the attendant horizontal and vertical control survey networks within the Region; and
3. The Commission should undertake the development of new equations for the bidirectional transformation of State Plane Coordinates between NAD 27 and NAD 83 (2007), and orthometric elevations between NGVD 29 and NAVD 88 (2007).

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

Phase II consisted of the actual development of the desired bidirectional transformation equations; the conduct of necessary additional geodetic survey work within the Region; and the demonstration of the practicality of utilizing GPS technology with the Continuously Operating Reference Stations (CORS) network newly established within the Region by the Wisconsin Department of Transportation. Phase II also included—for 100 selected monumented U.S. Public Land Survey corners—a comparison of coordinate and elevation values as determined by application of the bidirectional transformation equations and as determined by high-order field surveys. The transformed coordinate and elevation values were then assessed to determine the ability of the bidirectional transformation equations to meet National Map Accuracy Standards. To facilitate application of the equations, the Region was divided into 17 sub-areas with each area assigned a confidence level—A, B, or C—indicating the level of accuracy that could be expected in applications of the bidirectional transformation equations. Phase II was completed in 2010, and the findings and recommendations reported in Commission Technical Report, No. 49, *Bidirectional Transformation of Legacy and Current Survey Control Data within Southeastern Wisconsin*, May 2010.

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 may be 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.

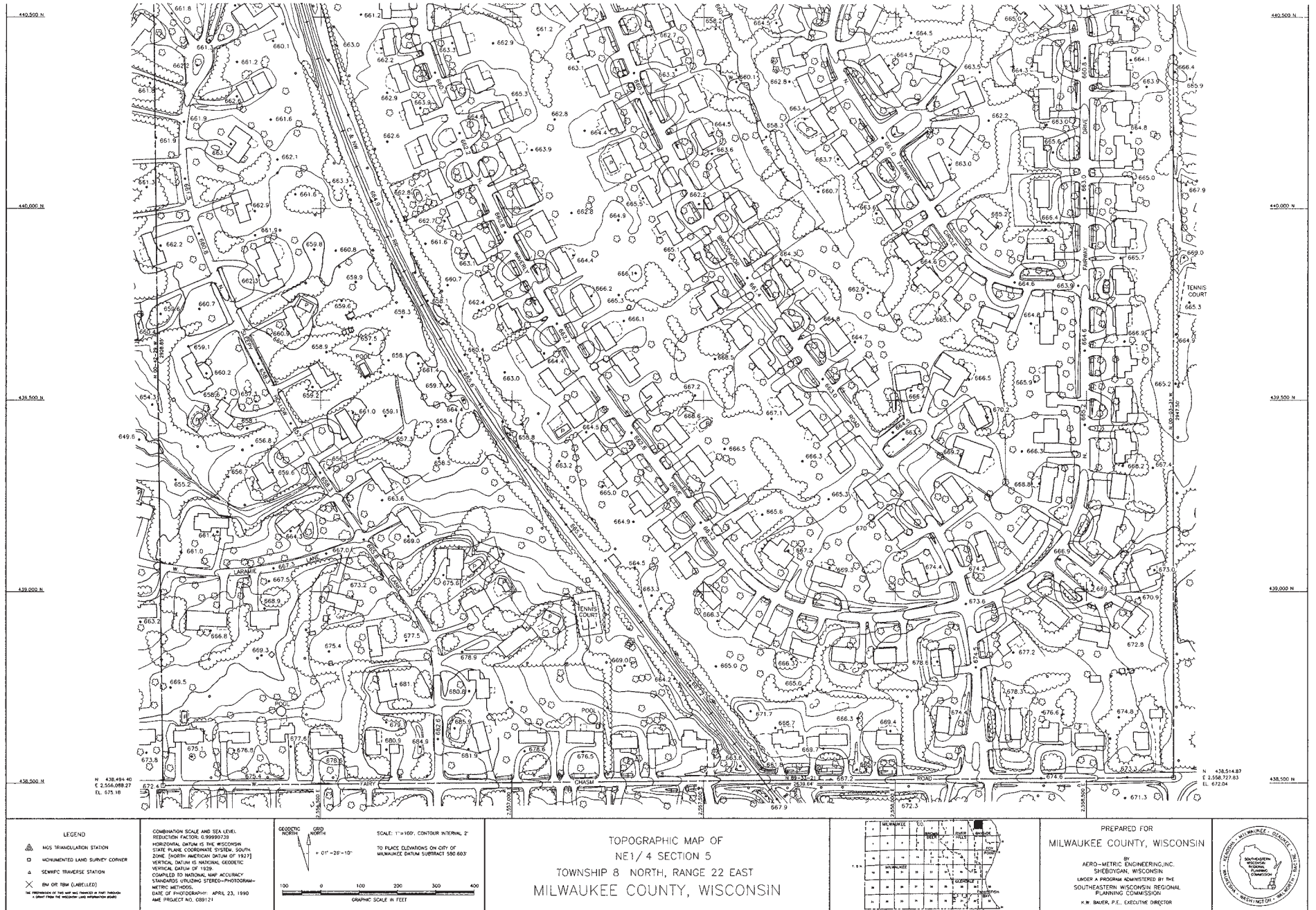
In 2011, under the requirements of this legislation, the Division received, indexed, and filed 902 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria concerned. In addition, the Commission began a project in 2006 to incorporate 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 91,872.

During 2009 through 2011 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 91,872 plats of survey that have been filed with the Milwaukee County Surveyor since 1984. 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

Map 44

TYPICAL TOPOGRAPHIC MAP



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 documents—see samples shown in Figures 33 and 34—are updated on the internet site as new or revised data becomes available.

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 2011, a total of 85 prints of aerial photographs and one large-scale topographic map of portions of the Region were reproduced.

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2011, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

PLANNING REPORTS

- No. 15, 2nd Edition, *A Jurisdictional Highway System Plan for Walworth County: 2035*, March 2011, 103 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 84, 3rd Edition, *Sanitary Sewer Service Area for the Village of Sussex and Town of Lisbon, Waukesha County*, June 2011, 28 pages

- No. 108, 3rd Edition, *Park and Open Space Plan for the City of Brookfield, Waukesha County, Wisconsin*, August 2011, 123 pages
- No. 133, 2nd Edition, *A Park and Open Space Plan for Ozaukee County*, June 2011, 248 pages
- No. 176, 2nd Edition, *Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin*, June 2011, 59 pages
- No. 226, 2nd Edition, *A Lake Management Plan for Eagle Spring Lake, Waukesha County, Wisconsin*, June 2011, 279 pages
- No. 270, 2nd Edition, *A Park and Open Space Plan for the City of Racine, Racine County, Wisconsin*, December 2011, 124 pages
- No. 312, *A Land and Water Resource Management Plan for Milwaukee County: 2012-2021*, August 2011, 228 pages

ANNUAL REPORTS

- *50th Annual Report, 2010*, October 2011, 264 pages

MEMORANDUM REPORTS

- No. 190, *An Aquatic Plant Management Plan for Delavan Lake, Walworth County, Wisconsin*, May 2011, 140 pages
- No. 191, *A Lake Protection Plan for Cravath and Trippe Lakes, Walworth County, Wisconsin*, April 2011, 145 pages
- No. 193, *A Lake Protection Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin*, November 2011, 183 pages
- No. 196, *Assessment of Conformity of the Year 2035 Regional Transportation 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 Nonattainment Area and Three County Fine Particulate (PM_{2.5}) Nonattainment Area*, June 2010, 217 pages
- No. 199, *Southeastern Wisconsin Fox River Commission Implementation Plan: 2011-2020*, September 2011, 118 pages

- No. 200, *Comparison of the Relationship of Alternative 2010 Orthophotographs for Milwaukee County to National Map Accuracy Standards*, June 2010, 165 pages

NEWSLETTERS

- *Kenosha County Transit Development Plan: 2012-2016*, March 2011, 4 pages
- *Regional Water Supply Plan for Southeastern Wisconsin*, January 2011, 20 pages
- *Year 2035 Regional Housing Plan for Southeastern Wisconsin*, October 2011, 16 pages

OTHER

- *Amendment to Regional Water Quality Management Plan, City of Hartford*, June 2011, 4 pages

- *Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area*, June 2011, 8 pages

- *Amendment to the Regional Water Quality Management Plan, City of New Berlin*, September 2011, 6 pages

- *Amendment to the Water Supply Service Area Plan, City of New Berlin, Waukesha County, Wisconsin*, October 2011, 3 pages

- *Record of Public Comments, Kenosha County Transit Development Plan*, October 2011, 81 pages

- *Record of Public Comments, Racine County Public Transit Plan: 2012-2016*, June 2011, 93 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support and mapping services to the Commission's planning divisions, provides assistance to county and local governments in the development of automated land information systems, and distributes digital and hardcopy map products to requesting clients. In the mid-1970s, the Commission began collecting map information in digital format and has developed a computer mapping capability that incorporates large-scale base maps, planning data, and resource inventories into a regional geographic information system (GIS). A GIS is an assemblage of computer hardware, software, and geographic data for capturing, storing, updating, analyzing, and displaying geographically-referenced information, such as topographic mapping, land use, soils, floodplain boundaries, and associated attribute data. A geographic information system links information to location. In the Commission's GIS, the various planning and resource data sets are 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 2011, the GIS Division assisted with the following:

- Began digital data collection for the 2010 Regional Environmental Corridor Inventory and the 2010 Historical Urban Growth Inventory
- Completed the 2010 Wetland Inventory for Milwaukee, Ozaukee, and Waukesha Counties
- Continued work on the 2010 Regional Land Use Inventory
- Prepared a County supervisor redistricting plan for Walworth County utilizing recent Census data and assisted County municipalities in completion of ward plans
- Prepared maps and data for park and open space plans for Kenosha, Racine, and Walworth Counties
- Continued data collection and map revisions for floodplain mapping in Milwaukee and Waukesha Counties
- Completed thematic maps for several lake management plans and farmland preservation plans
- Completed the 2010 Orthophotography Project by reviewing and delivering orthophoto images for southern Kenosha County
- Assisted in an evaluation project that compared two different orthophotography products in Milwaukee County

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 ortho-

photography 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, and 2010
- Land Use: 1963, 1970, 1980, 1985, 1990, 1995, 2000, and 2010
- Soil Mapping Units
- Historical Urban Growth: 1995, 2000, and 2010
- Vegetation: 1985 and 2005
- Wildlife Habitat: 1985 and 2005
- Inventory Environmental Corridors: 1990, 1995, 2000, 2005, and 2010
- Planned Environmental Corridors
- Wetland Inventory: 2005 and 2010
- Floodplain Boundaries
- Pre-Settlement Vegetation: 1836
- County Base Maps: 1985, 1990, 1995, 2000, and 2005
- Natural Areas and Critical Species Habitats
- Civil Division Boundaries: 1985, 1990, 1995, and 2000
- Regional Land Use Plans: 2010, 2020, and 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
- Groundwater Recharge 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.

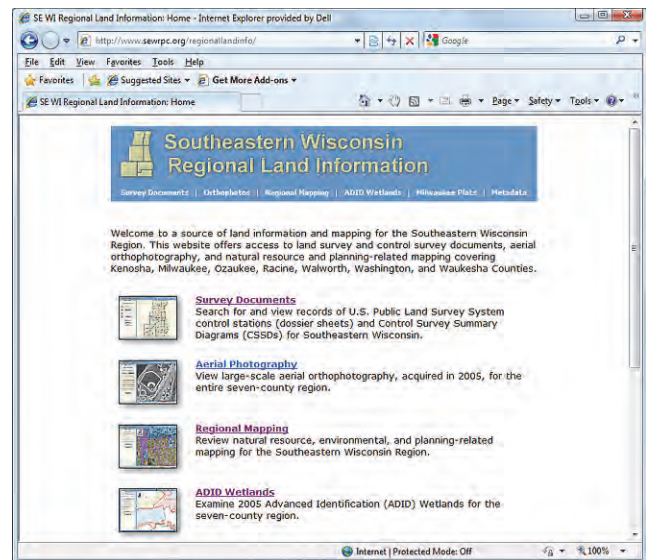
Beginning in 1995, the Commission upgraded the aerial photography to collect black-and-white orthophotography in both hardcopy and digital form. Orthophotography is aerial photography that is enhanced by the removal of horizontal displacement caused by ground relief, thereby creating image products that can be used as maps that meet National Map Accuracy Standards. In 2005, the regional product was further enhanced with the collection of color orthophotography in digital format only. Hardcopy orthophoto products were not included in the 2005 orthophotography project, but can be prepared on demand from the digital orthophoto files.

The 2007 orthophotography project acquired color 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 most recent orthophotography project obtained imagery in the spring of 2010. This project, partially funded by Federal planning funds and a grant from the U.S. Geological Survey, acquired standard 12-inch pixel resolution imagery for Racine, Walworth, and most of Ozaukee Counties. Participants also had the opportunity to obtain higher resolution orthophotography. Milwaukee, Washington, and Waukesha Counties and the Cities of Mequon and Racine chose to provide additional funds to acquire 6-inch resolution imagery, and Kenosha County opted to acquire 3-inch resolution imagery. The 2010 orthophotography was reviewed by Commission staff and delivered to all participants by early 2011.

The 2010 project included a unique effort to evaluate alternative orthophotography products in Milwaukee County. Both conventional orthophotos and new alternative orthophotos were prepared for the County and evaluated for accuracy and relative cost of each product. The conventional product included six-inch

Figure 35
REGIONAL LAND INFORMATION WEBSITE



pixel resolution orthophotography and elevation model files suitable for ortho rectification. The alternative product acquired similar six-inch orthophotography, as well as oblique photography and proprietary software for viewing the ortho and oblique imagery. The alternative product also collected LiDAR data that can be purchased at additional cost. The evaluation of these two products determined that both met project specifications and are of comparable accuracy. The evaluation also revealed that the cost of the alternative product, including the additional deliverables, was less than the cost of the conventional product.

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 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 2010 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 five 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 have or 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 2011, the Commission carried out the following work efforts in support of development of the county-based land information systems:

- In Kenosha County, the Commission completed two mapping projects originating from LiDAR (light detection and ranging) elevation data previously acquired for the County. The projects resulted in the preparation of DTM (digital terrain model) files, one-foot contour interval map files, and ancillary elevation files in digital format covering the entire County.

- Kenosha County and the Commission initiated two additional mapping projects in 2011. The first, a historical aerial photography scanning project, will convert older aerial photos into digital images for use in County planning applications. The second project involves digitizing road pavement edges from 2010 orthophotography to acquire a data set depicting location and area of pavement in the County.
- 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 is preparing a detailed floodplain and floodway boundary data set that has been used for local floodplain zoning and in updating Federal Emergency Management Agency flood insurance rate maps. As a result of this project, floodplain boundaries are being 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.
- In Racine County, the Commission completed an elevation mapping project that was partially funded by a grant from the Wisconsin Department of Commerce. This project collected LiDAR data for the entire County, and resulted in the preparation of DTM files, digital contour line files, and associated elevation files for 115 square miles (approximately 34 percent) of the County.
- The City of Mequon and the Commission completed a project that acquired large scale elevation mapping. In addition to LiDAR data, the project resulted in the preparation of DTM files and one-foot contour interval mapping for the entire City.

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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 2011 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 2011, 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 2011, the Division distributed a total of 8,668 copies of Commission publications. These included the

following: 416 planning reports, 46 amendments to planning reports, three technical reports, 264 community assistance planning reports, 207 memorandum reports, 575 annual reports, and 7,157 newsletters. In addition, the Division distributed 106 aerial photographs and one topographic map.

APPENDICES

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Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2011

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
* Kimberly L. Breunig	2016
** Adelene Greene, Secretary	2016
*** Robert W. Pitts	2012
MILWAUKEE COUNTY	
* William R. Drew, Vice-Chairman	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	
* Gilbert B. Bakke	2014
*** David L. Eberle.....	2016
** Peggy L. Shumway	2012
WALWORTH COUNTY	
** Charles L. Colman.....	2014
* Nancy L. Russell, Treasurer	2012
*** Linda J. Seemeyer	2012
WASHINGTON COUNTY	
** Daniel S. Schmidt.....	2016
* Daniel W. Stoffel.....	2014
*** David L. Stroik, Chairman	2012
WAUKESHA COUNTY	
*** Michael A. Crowley.....	2016
** Jose M. Delgado	2016
* James T. Dwyer	2012
* 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
William R. Drew, Vice-Chairman
Gilbert B. Bakke
Thomas H. Buestrin
James T. Dwyer
Adelene Greene
Nancy L. Russell
Daniel S. Schmidt
John F. Weishan, Jr.
Gustav W. Wirth, Jr.

ADMINISTRATIVE COMMITTEE

Adelene Greene, Chairman
James T. Dwyer, Vice-Chairman
Gilbert B. Bakke
Thomas H. Buestrin
William R. Drew
Nancy L. Russell
Daniel S. Schmidt
David L. Stroik
John F. Weishan, Jr.
Gustav W. Wirth, Jr.

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

James T. Dwyer, Chairman
John F. Weishan, Jr., Vice-Chairman
Gilbert B. Bakke
Kimberly L. Breunig
Nancy L. Russell
Daniel W. Stoffel
David L. Stroik
Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
Gilbert B. Bakke, Vice-Chairman
Kimberly L. Breunig
Charles L. Colman
Michael A. Crowley
Jose M. Delgado
William R. Drew
David L. Eberle
William E. Johnson
Robert W. Pitts
John Rogers
Nancy L. Russell
Linda J. Seemeyer
Peggy L. Shumway
Daniel W. Stoffel
David L. Stroik
John F. Weishan, Jr.

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Appendix B

COMMISSION ADVISORY COMMITTEES: 2011

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Raymond G. Arbet Director of Public Works,
Chairman Kenosha County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Jeff Albrecht President, Village of Silver Lake
David E. Cox Administrator, Village of Twin Lakes
David N. DeVito Chairman, Town of Brighton
Michael S. Farrell President, Village of Bristol
Virgil D. Gentz Chairman, Town of Paris
William M. Glembocki Chairman, Town of Wheatland
Marlene P. Goodson President, Village of Paddock Lake
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Michael M. Lemens Director of Engineering/City Engineer,
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
Michael R. Spence Village Engineer, Village of Pleasant Prairie
Robert M. Stoll Chairman, Town of Randall
Diann D. Tesar Chairperson, Town of Salem
Vernon L. Wienke Chairman, Town of Somers
John P. Wrzeszcz President, Village of Genoa City

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Frank Busalacchi Director, Department of Transportation and Public Works,
Chairman Milwaukee County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
John M. Bennett City Engineer, City of Franklin
Melinda K. Dejewski City Engineer/Director of Public Works,
City of St. Francis
David Eastman Director of Public Works, City of Glendale
Kim Egan Village Administrator, Village of West Milwaukee
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Ghassan A. Korban Commissioner of Public Works,
City of Milwaukee
Mary Jo Lange Director of Public Works,
City Engineer, City of Cudahy
Michael G. Lewis City Engineer, City of West Allis
Michael J. Martin Director of Public Works, Village of Hales Corners
Robert B. McFaul Director of Public Works, Village of Greendale
Daniel Naze Director of Public Works,
City Engineer,
Village of Whitefish Bay
Michael J. Neitzke Mayor, City of Greenfield
Andrew Pederson Village Manager, Village of Bayside
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
William Porter Director of Public Works,
City of Wauwatosa
Susan E. Robertson Village Manager, Village of Fox Point
Michael C. Simmons City Engineer, City of Oak Creek
M. Chris Swartz Village Manager, Village of Shorewood
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
Nathan Check Director of Public Works/City Engineer, City of Mequon
Bill W. Cording Clerk, Village of Newburg
Kathlyn Geracie Chairman, Ozaukee County Public Works Committee
Karl V. Hertz President, Village of Thiensville
Richard C. Howells President, Village of Belgium
Barbara J. Jobs Chairman, Town of Saukville
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

Chuck Lapicola President, Village of Fredonia
Jim Melichar Chairman, Town of Port Washington
Richard Mueller Chairman, Town of Fredonia
David 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
David Valentine Chairman, Town of Cedarburg
Robert Vanden Noven City Engineer/Public Works Director,
City of Port Washington
Roy Wilhelm Director of Public Works/Engineer,
Village of Saukville
Thomas Winker Chairman, Town of Belgium

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

David Prott Director of Public Works,
Chairman Racine County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Michael Aimone President, Village of Union Grove
Julie A. Anderson Director, Planning and Development,
Racine County
Paul Beere President, Village of Rochester
William D. Bensman President, Village of Wind Point
Rebecca Ewald Administrator, Village of Waterford
Michael A. Hayek Village Engineer, Village of Caledonia
Kristin Holmberg-Wright President, Village of North Bay
Steven D. Jansen President, Village of Sturtevant
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Gary Kastenson Chairman, Town of Raymond
Jeffery Katz Manager of Planning and
Engineering Services, Public
Works Department, Racine County
Thomas R. Kramer Business Manager/Treasurer,
Town of Norway
Robert E. Langmesser Chair, Town of Waterford
Thomas P. Lembcke Chairman, Town of Dover
Terrence J. McMahon Supervisor, Town of Yorkville
Carolyn A. Milkie President, Village of Mount Pleasant
Robert Miller Mayor, City of Burlington
Brian F. O'Connell Director of City Development, City of Racine
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Ralph Rice Chairman, Town of Burlington
Audrey Viau President, Village of Elmwood Park
Mark H. Yehlen Commissioner of Public Works,
City of Racine

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Shane Crawford Director of Public Works,
Chairman Walworth County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Joseph Abell Chairman, Town of Walworth
Joy Bartelson Chairman, Town of Lyons
Richard Brandl Chairman, Town of Sharon
Thomas Brandemuehl Superintendent of Public Works,
Village of Mukwonago
Kevin M. Brunner City Manager, City of Whitewater
Daniel Cooper Citizen, Town of Lafayette
David P. Duwe Chairman, Town of Sugar Creek
Diana Dykstra President, Village of Sharon
Evelyn Etten President, Village of Darien
Ron Fero Chairman, Town of Whitewater
Don Henningfeld Chairman, Town of Spring Prairie
Patrick Hoffman Highway Commissioner, Town of LaGrange
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Dennis Jordan Administrator, City of Lake Geneva
John Kendall Chairman, Town of Troy
Joseph Klarkowski Chairman, Town of East Troy
Joseph F. Kopecky Chairman, Town of Geneva
William R. Loesch President, Village of East Troy

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

Cecil R. Logterman..... Chairman, Town of Darien
Dwight E. McComb..... Planning and Program Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Jerry Mehring Director of Public Works,
Village of Williams Bay
Kenneth Monroe Chairman, Town of Bloomfield
David A. Rasmussen President, Village of Walworth
Wayne Redenius Chairman, Town of Richmond
Nancy Russell Chairperson, Walworth County
Board of Supervisors and
Public Works Committee
Ryan Simons Chairman, Town of Delavan
Samuel E. Tapson Administrator, City of Elkhorn
Mark E. Wendorf Director of Public Works, City of Delavan
James Wolfgram Superintendent, Highway Department,
Town of Linn
Craig Workman Director of Public Works,
Village of Fontana-on-Geneva Lake
John P. Wrzeszcz..... President, Village of Genoa City

**WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Jon E. Edgren..... Highway Commissioner,
Chairman Washington County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Richard L. Bertram Chairman, Town of Barton
Robert A. Bingen Chairman, Town of Addison
Russell Brandt President, Village of Slinger
Joseph C. Dautemann..... Mayor, City of Hartford
Justin Drew..... City Planner, City of Hartford
Chris Elbe..... Chairman, Town of Farmington
Dennis Gehring Chairman, Town of Hartford
Jerry Gilles Director of Public Works, Village of Kewaskum
Joseph C. Gonnering Chairman, Town of Trenton
Daniel R. Goetz Supervisor, Washington County
Board of Supervisors
Raymond Heidtke..... Chairman, Town of Jackson
Mike Heili President, Village of Newburg
John Jeffords..... President, Village of Richfield
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Wisconsin Department of Transportation
Wendy Kannenburg..... President, Village of Jackson
Dennis E. Kenealy Chairman, Town of Erin
Carl Klemme..... Chairman, Town of Wayne
Dwight E. McComb..... Planning and Program Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Paul J. Metz..... Chairman, Town of Germantown
Paul E. Mueller Administrator,
Planning and Parks Department,
Washington County
Paul R. Rice Chairman, Town of West Bend
Kraig Sadownikow..... Mayor, City of West Bend
Daniel H. Schmidt..... Chairman, Town of Kewaskum
Albert Schulteis Chairman, Town of Polk
Herbert J. Tennies..... Chairman, Washington County Board of Supervisors
Dean Wolter President, Village of Germantown

**WAUKESHA COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

David W. Swan Supervisor, Waukesha County Board
Chairman Waukesha County Public Works Committee
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Fred V. Abadi Director of Public Works, City of Waukesha
Richard Arrowood..... Chairman, Town of Ottawa
Tim Barbeau Town Engineer, Town of Delafield
Joseph Birbaum President, Village of Oconomowoc Lake
Allison M. Bussler..... Director of Public Works, Waukesha County
Timothy J. Clark President, Village of Lac La Belle
Harlan E. Clinkenbeard Planner, City of Pewaukee
James Daley Mayor, City of Oconomowoc
Wayne Delikat Director of Public Works, City of Muskego
Michael P. Doble Chairman, Town of Vernon
David Dubey Chairman, Town of Mukwonago
Richard A. Ensslin President, Village of Butler
Jeffery A. Flaws President, Village of Wales
Robert Foote, Jr. President, Village of Chenequa
Matthew Gehrke Chairman, Town of Lisbon

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

Chris Genellie..... Town Engineer, Town of Waukesha
Gregory Goetz..... President, Village of Sussex
Scott Gosse Administrator, Village of Pewaukee
Deborah Hall President, Village of North Prairie
Keith Henderson..... Chairman, Town of Brookfield
Robert C. Hultquist Chairman, Town of Oconomowoc
Arlyn Johnson..... Director of Public Works,
Village of Menomonee Falls
Gregory W. Kessler Director, Department of City Development,
City of New Berlin
Robert Kwiatkowski Chairman, Town of Eagle
David C. Lamerand President, Village of Hartland
Richard Lartz President, Village of Nashotah
Sharon L. Leair Chairman, Town of Genesee
Ed McAleer Mayor, City of Delafield
Dwight E. McComb..... Planning and Program Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Richard Nawrocki Supervisor, Town of Merton
Jerry Newman President, Village of Lannon
Jack Nissen President, Village of Dousman
Neil H. Palmer President, Village of Elm Grove
Steven P. Ponto Mayor, City of Brookfield
Jack Riley President, Village of Summit
Sheri Schmit Systems Planning Group Manager, Southeast Region,
Wisconsin Department of Transportation
James S. Soneberg..... President, Village of Big Bend
Richard A. Spurrell President, Village of Eagle
Robert W. Weber President, Village of Merton
Fred Winchowky..... President, Village of Mukwonago

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

David Prott..... Director of Public Works,
Chairman Racine County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Sandra K. Beaupre..... Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
William D. Bensman President, Village of Wind Point
Thomas Dieckelman..... President, Wisconsin Coach Lines, Inc.
Michael A. Hayek Village Engineer, Village of Caledonia
Kristin Holmberg-Wright President, Village of North Bay
Mark C. Janiuk Administrator, Village of Sturtevant
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Peter T. McMullen Air Management Specialist,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Carolyn A. Milkie President, Village of Mt. Pleasant
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
Albert Stanek Parking and Transit Systems Manager, City of Racine
Audrey Viau President, Village of Elmwood Park
Mark H. Yehlen, PE Commissioner of Public Works/City Engineer,
City of Racine

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

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Sandra K. Beaupre..... Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Ronald L. Bursek Director of Public Works,
City of Kenosha
Thomas Dieckelman..... President, Wisconsin Coach Lines, Inc.
Ron Iwen Director, Department of Transportation
City of Kenosha
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Jeffrey B. Labahn Interim Director of Community Development
and Inspections, City of Kenosha

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

Michael M. Lemens Director, Engineering Division,
Public Works Department, City of Kenosha
Peter T. McMullen Air Management Specialist,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton Assistant Regional Administrator,
Resource Management Division, Region V,
U.S. Environmental Protection Agency
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Michael Spence Village Engineer, Village of Pleasant Prairie
Marisol Simón Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Gary A. Sipsma Director, Division of Highways, and
Highway Commissioner, Department of
Public Works, Kenosha County

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

Brian Dranzik Director of Administration, Department of
Chair Transportation and Public Works,
Milwaukee County
Chris Abele Milwaukee County Executive
John M. Bennett City Engineer/Director of Public Works,
City of Franklin
Scott Brandmeier Director of Public Works and Village Engineer,
Village of Fox Point
Frank Busalacchi Director, Department of Transportation and Public Works,
Milwaukee County
Allison M. Bussler Director of Public Works, Waukesha County
Robert R. Dreblow Highway Commissioner, Ozaukee County
Lloyd Grant Jr. Managing Director, Milwaukee County
Transit System
Thomas M. Grisa Director of Public Works, City of Brookfield
Lee Holloway Chairman, Milwaukee County Board of Supervisors
Robert C. Johnson Transit Director, Waukesha Metro Transit,
City of Waukesha
Michael G. Lewis City Engineer, City of West Allis
Michael J. Maierle Manager of Long-Range Planning,
Department of City Development,
City of Milwaukee
Ghassan A. Korban Commissioner 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
William Porter Director of Public Works,
City of Wauwatosa
Paul Vornholt Mayor's Office, City of Milwaukee

Nonvoting Technical Staff Members

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Sandra K. Beaupre Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Peter T. McMullen Air Management Specialist,
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

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

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Jeff Albrecht President, Village of Silver Lake

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

Sandra K. Beaupre Director, Bureau of Planning and Economic
Development, Division of Transportation Investment
Management, Wisconsin Department of Transportation
David N. DeVito Chairman, Town of Brighton
Michael S. Farrell President, Village of Bristol
William M. Glembocki Chairman, Town of Wheatland
Marlene P. Goodson President, Village of Paddock Lake
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton Assistant Regional Administrator,
Resources Management Division, 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
Howard K. Skinner President, Village of Twin Lakes
Robert M. Stoll Chairman, Town of Randall
Diann D. Tesar Chairperson, Town of Salem

**ADVISORY COMMITTEE ON REGIONAL
TRANSPORTATION SYSTEM PLANNING**

Brian Dranzik Director of Administration, Department of
Chairman Transportation and Public Works, Milwaukee County
Fred Abadi Director of Public Works,
City of Waukesha
Sandra K. Beaupre Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
John M. Bennett City Engineer/Director of Public Works,
City of Franklin
Scott Brandmeier Director of Public Works and Village Engineer,
Village of Fox Point
Frank Busalacchi Director, Department of Transportation and Public Works,
Milwaukee County
Allison Bussler Director of Public Works,
Waukesha County
Shane Crawford Director of Public Works,
Walworth County
Robert R. Dreblow Highway Commissioner, Ozaukee County
Jon Edgren Highway Commissioner, Washington County
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U.S. Department of Transportation
Bart Sponseller Director, Bureau of Air Management,
Wisconsin Department of Natural Resources
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City of Racine

**DES PLAINES RIVER
WATERSHED COMMITTEE**

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Secretary Wisconsin Regional Planning Commission
Julie A. Anderson Director, Planning and
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John F. Burke Manager, Halter Wildlife Area
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Wisconsin Department of Natural Resources
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Marlene P. Goodson President, Village of Paddock Lake
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Patricia A. Morton Director, Mukwonago River Project
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Chairman University of Wisconsin-Milwaukee
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Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
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Port Washington Yacht Club
Scott A. Huebner Mayor, City of Port Washington
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Milwaukee County Department of
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Mary Jo Lange Director of Public Works,
City Engineer, City of Cudahy
Jeffrey J. Mantes Commissioner of Public Works,
Department of Public Works,
City of Milwaukee
Tamara Mayzik Administrative Coordinator, City of South Milwaukee
C. William Nelson Member, Great Lakes
Sports Fisherman's Club
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Wisconsin Department of Natural Resources
Eric Reinelt Municipal Port Director, Port of Milwaukee
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Racine County
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**ADVISORY COMMITTEE ON
REGIONAL WATER QUALITY MANAGEMENT PLAN
UPDATE FOR THE GREATER MILWAUKEE WATERSHEDS**

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Thomas J. Bunker Representative, City of Racine
Water and Wastewater Utility
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**ADVISORY COMMITTEE ON REGIONAL WATER QUALITY MANAGEMENT
PLAN UPDATE FOR THE GREATER MILWAUKEE WATERSHEDS
(continued)**

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Jeffrey S. Nettesheim Director of Utilities,
Village of Menomonee Falls
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Charles A. Peters Director, Wisconsin Water Science Center,
U.S. Geological Survey
William A. Porter Director of Public Works, City of Wauwatosa
Bruce W. Ramme Vice-President, Environmental
Department, We Energies
Kevin L. Shafer Executive Director, Milwaukee
Metropolitan Sewerage District
Karen M. Shapiro Executive Director,
Milwaukee Riverkeeper
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Andrew T. Struck	Director, Ozaukee County Planning and Parks Department
Randy L. Tetzlaff	Director of Planning and Development, City of Port Washington
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Chairman	Washington County Planning and Parks Department
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Vice Chairman	Southeastern Wisconsin Regional Planning Commission
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	Land Trust of Walworth County
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**REGIONAL WATER SUPPLY PLANNING
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(continued)**

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**TECHNICAL ADVISORY COMMITTEE ON THE 2010
REGIONAL ORTHOPHOTOGRAPHY PRODUCT EVALUATION**

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Craig Witmer Vice President, Midwest Region,
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**ENVIRONMENTAL
JUSTICE TASK FORCE**

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Ness Flores Attorney, Flores & Reyes Law Offices
Nancy Holmlund President, WISDOM Interfaith Coalition
Darryl Johnson Executive Director,
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Jackie Schellinger Indian Community School
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**TECHNICAL ADVISORY COMMITTEE ON THE REVIEW
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**TECHNICAL ADVISORY COMMITTEE ON THE REVIEW
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Greater Milwaukee Association of Realtors
Scott Thistle President, Halen Homes, Brookfield
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Wisconsin Regional Planning Commission

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2011

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Special Projects Advisor

Debra D'Amico
Executive Secretary

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

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Kathryn E. Sobottke
Senior Specialist

James P. Siegler
Planner

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Kaleb W. Kutz
Leroy Mims, Jr.
Land Use Mapping
Specialists

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Geographic Information
Systems Manager

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Analyst

Michael G. Gosetti
Geographic Information
Systems Supervisor

Bradley T. Subotnik
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Michael B. Scott
GIS Application
Specialists

Timothy R. Gorseger
Geographic Information
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CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

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LuAnn Sakale
Senior Planning Draftsman

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Senior Specialist–
Land Surveyor

Byron D. Guerra
Andrew J. Traeger
Land Survey Assistants

Richard J. Wazny
Print Shop Supervisor

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Secretary

Kathleen A. Lisota
Bookkeeper

Sylvia Carlson
Receptionist

Robert J. Klatkiewicz
Office Clerk

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Public Involvement and
Outreach Manager

TRANSPORTATION PLANNING DIVISION

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Engineer

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Principal Planner

Ryan W. Hoel, PE
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Sonia Dubielzig
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Eric D. Lynde
Senior Engineer

Ajibola M. Ayanwale
Engineer

Victor T. Helin
Travel Demand Modeler

Ronald J. Klafka
Kara W. Ottum
Travel Survey Coordinators

Reginald L. Mason
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Ronald J. Printz, PE
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Joshua A. Murray, PE
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Dr. Jeffrey A. Thornton, CLM, PH
Principal Planners

Dr. Joseph E. Boxhorn
Senior Planner

Dr. Lawrence A. Leitner
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ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland
Chief Economic
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Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2011

(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

Overall Work Program—1985, Southeastern Wisconsin Regional Planning Commission, October 1984

Overall Work Program—1986, Southeastern Wisconsin Regional Planning Commission, October 1985

Overall Work Program—1987, Southeastern Wisconsin Regional Planning Commission, September 1986

Overall Work Program—1988, Southeastern Wisconsin Regional Planning Commission, November 1987

Overall Work Program—1989, Southeastern Wisconsin Regional Planning Commission, November 1988

Overall Work Program—1990, Southeastern Wisconsin Regional Planning Commission, November 1989

Overall Work Program—1991, Southeastern Wisconsin Regional Planning Commission, November 1990

Overall Work Program—1992, Southeastern Wisconsin Regional Planning Commission, December 1991

Overall Work Program—1993, Southeastern Wisconsin Regional Planning Commission, December 1992

Overall Work Program—1994, Southeastern Wisconsin Regional Planning Commission, November 1993

Overall Work Program—1995, Southeastern Wisconsin Regional Planning Commission, November 1994

Overall Work Program—1996, Southeastern Wisconsin Regional Planning Commission, December 1995

Overall Work Program—1997, Southeastern Wisconsin Regional Planning Commission, December 1996

Overall Work Program—1998, Southeastern Wisconsin Regional Planning Commission, November 1997

Overall Work Program—1999, Southeastern Wisconsin Regional Planning Commission, October 1998

Overall Work Program—2000, Southeastern Wisconsin Regional Planning Commission, October 1999

Overall Work Program—2001, Southeastern Wisconsin Regional Planning Commission, October 2000

Overall Work Program—2002, Southeastern Wisconsin Regional Planning Commission, October 2001

Overall Work Program—2003, Southeastern Wisconsin Regional Planning Commission, October 2002

Overall Work Program—2004, Southeastern Wisconsin Regional Planning Commission, December 2003

Overall Work Program—2005, Southeastern Wisconsin Regional Planning Commission, November 2004

Overall Work Program—2006, Southeastern Wisconsin Regional Planning Commission, November 2005

Overall Work Program—2007, Southeastern Wisconsin Regional Planning Commission, November 2006

Overall Work Program—2008, Southeastern Wisconsin Regional Planning Commission, October 2007

Overall Work Program—2009, Southeastern Wisconsin Regional Planning Commission, December 2008

Overall Work Program—2010, Southeastern Wisconsin Regional Planning Commission, December 2009

Overall Work Program—2011, Southeastern Wisconsin Regional Planning Commission, December 2010

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- No. 60 -A Paratransit Service Plan for Disabled Persons—City of Racine Transit System, January 1992
- No. 61 -A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility, January 1992
- No. 62 -A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System, January 1992
- No. 63 -A Land Use-Transportation Study of the N. 76th Street Corridor, August 1991
- No. 64 -Lake Arterial Extension Planning Study, August 1991
- No. 65 -Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin, September 1991
- No. 66 -City of Cudahy Overall Economic Development Program Plan, Milwaukee County, Wisconsin, June 1992
- No. 67 -Central Area Parking Study, City of Lake Geneva, Walworth County, Wisconsin, April 1996

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- No. 68 -Regional Land Use Plan Implementation in Southeastern Wisconsin: Status and Needs, May 1993*
- No. 69 -Environmental Assessment of the Proposed Development of the Millard Sand and Gravel Pit, July 1992*
- No. 70 -A Wildlife Habitat Management Plan for the Franklin Lions Legend Park Study Area, August 1991
- No. 71 -A Specialized Transportation Service Plan for Elderly and Disabled Persons within Waukesha County, June 1992*
- No. 72 -Analysis of Traffic Engineering Actions Proposed by City of Cedarburg Staff for S. Washington Avenue (STH 57/STH 143), Ozaukee County, Wisconsin, May 1995
- No. 73 -A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System, January 1993*
- No. 74 -A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System, January 1993*
- No. 75 -A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System, January 1993*
- No. 76 -A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility, January 1993*
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- No. 78 -Traffic Study of STH 83 between the Illinois-Wisconsin State Line and STH 50 in Kenosha County, March 1993
- No. 79 -An Agricultural Drainage and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1, Village of Waterford and Towns of Norway and Waterford, Racine County, Wisconsin, September 1993*
- No. 80 -A Development Plan for the Parkside East Neighborhood, Town of Somers, Kenosha County, Wisconsin, September 1993
- No. 81 -Aquatic Plant Management Plan for Phantom Lakes, Waukesha County, Wisconsin, July 1993*
- No. 82 -A Lake Protection Plan for Silver Lake, Waukesha County, Wisconsin, July 1993*
- No. 83 -City of Cudahy Economic Development Fact Book, Milwaukee County, Wisconsin, August 1993
- No. 84 -Transportation Impacts of W. Wisconsin Avenue Closure between N. 11th Street and N. 16th Street, City of Milwaukee, Milwaukee County, Wisconsin, August 1993
- No. 85 -A Development Plan for the Endicott Neighborhood, City of Brookfield, Waukesha County, Wisconsin, September 1993
- No. 86 -Traffic Engineering Study of Ann Rita Drive, Coventry Drive, and Macaulay Drive in the Canterbury Hill Subdivision, City of Brookfield, Waukesha County, Wisconsin, July 1993
- No. 87 -Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994*
- No. 88 -A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System, January 1994*
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- No. 94 -A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994

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- No. 95 -Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994
- No. 96 -A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System, January 1995*
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- No. 102 -Water Level Control Plan for the Waterford-Vernon Area of the Middle Fox River Watershed, Racine and Waukesha Counties, Wisconsin, March 1995
- No. 103 -Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994
- No. 104 -Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994
- No. 105 -Traffic Study of the Intersection of Barker Road (CTH Y) and Watertown Road, Town of Brookfield, Waukesha County, Wisconsin, March 1995
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- No. 112 -An Aquatic Plant Management Plan for Crooked Lake, Waukesha County, Wisconsin, April 2000
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- No. 115 -Traffic Safety Study of the Segment of CTH BB between Brink Road and Hillside Road, Town of Linn, Walworth County, Wisconsin, September 1996
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- No. 117 -Traffic Study of Selected Intersections in the Village of Hartland, Waukesha County, Wisconsin, November 1996
- No. 118 -Traffic Study of the Intersections of N. Berkeley Boulevard and E. Silver Spring Drive and N. Diversey Boulevard, N. Consaul Place and E. Silver Spring Drive in the Village of Whitefish Bay, Milwaukee County, Wisconsin, November 1996

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- No. 125 -Assessment of Conformity of the Year 2020 Regional Transportation System Plan and the 1998-2000 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1997
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- No. 127 -A Transportation Study for the Core Area of the City of Delafield, Waukesha County, Wisconsin, November 1998
- No. 128 -Assessment of Travel through the Neighborhood Bounded by W. Silver Spring Drive, N. Port Washington Road, N. Lydell Avenue, and W. Henry Clay Street in the City of Glendale: 1997, Milwaukee County, Wisconsin, April 1998
- No. 129 -Inventory of Fire Protection and Emergency Medical Services for Western Racine County, December 1998
- No. 130 -A Lake and Watershed Inventory for Nagawicka Lake, Waukesha County, Wisconsin, March 1999*
- No. 131 -Environmental Analysis of the Lands at the Headwaters of Gilbert Lake and Big Cedar Lake, Washington County, Wisconsin, March 1999
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- No. 133 -Review and Update of Regional Airport System Plan Forecasts, October 2004
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- No. 136 -Racine County Industrial Park Land Absorption Study, July 1999
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- No. 137 -A Water Quality Protection and Stormwater Management Plan for Big Cedar Lake, Volumes I and II, August 2001
- No. 138 -Assessment of Conformity of the Year 2000-2002 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area, March 2000
- No. 139 -Surface-Water Resources of Washington County, Wisconsin, Lake and Stream Classification Project: 2000, September 2001
- No. 140 -A Lake Protection Plan for Benedict and Tombeau Lakes, Kenosha and Walworth Counties, Wisconsin, May 2001
- No. 141 -Analysis of Alternative Plans for Removal of the Concrete Lining in Underwood Creek in the City of Wauwatosa, Milwaukee County, Wisconsin, November 2000*

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- No. 142 -Identifying and Delineating Problem Wetlands in the Lake Michigan Basin Using an Integrated Approach: A Case Study of Two Seasonal Wetland Types, Kenosha County, Wisconsin, September 2004.*
- No. 143 -An Aquatic Plant Management Plan for the Lauderdale Lakes, Walworth County, Wisconsin, August 2001
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- No. 144 -An Aquatic Plant and Recreational Use Management Plan for Booth Lake, Walworth County, Wisconsin, September 2003
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- No. 146 -An Aquatic Plant Management Plan for Little Cedar Lake, Washington County, Wisconsin, May 2004
- No. 147 -Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2001
- No. 148 -A Lake Protection Plan for Middle Genesee Lake, Waukesha County, Wisconsin, August 2003*
- No. 149 -A Lake Protection Plan for Spring Lake and Willow Spring Lake, Waukesha County, Wisconsin, August 2004*
- No. 150 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, April 2002
- No. 151 -Stream Channel Stability and Biological Assessment of Quaas Creek: 2002, Washington County, Wisconsin, July 2002
- No. 152 -A Greenway Connection Plan for the Milwaukee Metropolitan Sewerage District, December 2002
- No. 153 -Results of Survey of Attitudes of Southeastern Wisconsin Residents Regarding Freeway Traffic Congestion and Freeway System Reconstruction: 2002, September 2002
- No. 154 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation Plan System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, March 2003
- No. 155 -An Aquatic Plant Management Plan for Little Muskego Lake, Waukesha County, Wisconsin, January 2004
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- No. 156 -Lake Park Bluff Stability and Plant Community Assessment: 2003, Milwaukee County, Wisconsin, September 2004
- No. 157 -Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025, April 2003
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- No. 159 -An Aquatic Plant Management Plan for Voltz Lake, Kenosha County, Wisconsin, January 2005
- No. 160 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan as Amended with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, October 2003
- No. 161 -An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin, March 2006
- No. 162 -Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2005

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- No. 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. 172 -A watercourse System Plan for the Milwaukee River in Milwaukee County Upstream of the Milwaukee Harbor Estuary, December 2010
- No. 173 -An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin, October 2008
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- No. 178 -Public Transit – Human Services Transportation Coordination Plan for Kenosha County: 2008, December 2008
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- No. 191 -A Lake Protection Plan for Cravath and Trippe Lakes, Walworth County, Wisconsin, April 2011
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- No. 197 -Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan, December 2010
- No. 199 -Southeastern Wisconsin Fox River Commission Implementation Plan: 2011-2020, September 2011
- No. 200 -Comparison of the Relationship of Alternative 2010 Orthophotographs for Milwaukee County to National Map Accuracy Standards, June 2011

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-40, Benedict Lake
No. FX-12, Camp Lake
No. FX-27, Center Lake
No. FX-35, Cross Lake
No. FX-45, Dyer Lake*
No. FX-7, Elizabeth Lake

No. FX-34, Lilly Lake*
No. FX-17, Marie Lake*
No. FX-13, Powers Lake*
No. FX-11, Silver Lake*
No. FX-45, Voltz Lake

Racine County

No. FX-25, Bohner Lake
No. FX-15, Browns Lake
No. FX-9, Eagle Lake
No. FX-42, Echo Lake*
No. FX-32, Kee Nong Go-Mong Lake

No. FX-29, Long Lake*
No. FX-6, Waterford-Tichigan Lakes*
No. FX-26, Waubeesee Lake
No. FX-5, Wind Lake*

Walworth County

No. FX-41, Army Lake
No. FX-40, Benedict Lake
No. FX-7, Beulah Lake
No. FX-31, Booth Lake
No. FX-4, Como Lake*
No. FX-1, Lake Geneva
No. FX-Lauderdale Lakes*
(17, Green Lake,
20, Middle Lake,
18, Mill Lake)

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*
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The SEWRPC Land Use-Transportation Study
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by Jean C. Meier, Research Assistant, and Sheldon W. Sullivan, Administrative Officer

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by Martha J. Ketelle, Department of Geology and Geophysics, University of Wisconsin-Madison

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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

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- 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

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- 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

TECHNICAL RECORDS—continued

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

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Characteristics of Travel in Six Major Attractors in the Southeastern Wisconsin Region
by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist
Shopping Centers: Characteristics of Travel—1963-1972
by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

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

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3rd Regional Planning Conference, November 20, 1963*
4th Regional Planning Conference, May 12, 1965*
5th Regional Planning Conference, October 26, 1966*
6th Regional Planning Conference, May 6, 1969
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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
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16th Regional Planning Conference, May 5, 1992
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A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
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A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
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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*

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Scope of Work, A Regional Freeway System Reconstruction Study for Southeastern Wisconsin,
December 2000

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Appendix E

SCRIMA, KABITZKE & Co., S.C.

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MEMBER WISCONSIN
INSTITUTE OF CPA'S

INDEPENDENT AUDITOR'S REPORT

To the Commissioners of
Southeastern Wisconsin Regional Planning Commission
Waukesha, Wisconsin

We have audited the accompanying financial statements of Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2011, 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, 2011, 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 June 4, 2012, 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.

Scrima, Kabitzke & Co. S.C.

Scrima, Kabitzke & Co., S.C.
Waukesha, Wisconsin
June 4, 2012

Southeastern Wisconsin Regional Planning Commission

Balance Sheet - All Fund Types

December 31, 2011

	Governmental Fund Types			
	General	Special Revenue	2011 Total	2010 Total
<u>Assets</u>				
Pooled cash and cash equivalents	\$ 2,741,279	\$	\$ 2,741,279	\$ 2,655,206
Grants receivable	402,738	1,748,703	2,151,441	1,658,059
Interest receivable				29
Prepaid expense	114,940		114,940	120,189
Property and equipment	3,194,632		3,194,632	3,387,726
Deferred bond expenses				62,098
Due from other funds	1,610,956		1,610,956	1,396,613
Restricted assets:				
Cash with bond trustee				2,031,932
Total Assets	<u>\$ 8,064,545</u>	<u>\$ 1,748,703</u>	<u>\$ 9,813,248</u>	<u>\$ 11,311,852</u>
<u>Liabilities</u>				
State sales tax	\$ 240	\$	\$ 240	\$ 165
Accounts payable	207,125	137,747	344,872	153,537
Vacation accrual	252,610		252,610	233,522
Deferred revenue	737,077		737,077	463,470
Sick pay accrual	361,799		361,799	356,616
Due to other funds		1,610,956	1,610,956	1,396,613
Accrued payroll and taxes	112,190		112,190	165,127
Deposits and advance rents	3,333		3,333	2,193,895
General long-term debt				2,100,000
Accrued interest payable				35,044
Total Liabilities	<u>1,674,374</u>	<u>1,748,703</u>	<u>3,423,077</u>	<u>7,097,989</u>
<u>Fund Equity</u>				
Investments in fixed assets - net of debt	3,194,632		3,194,632	1,287,726
Fund Balances - designated	1,976,137		1,976,137	1,798,067
- undesignated	1,219,402		1,219,402	1,128,070
Total Fund Equity	<u>6,390,171</u>		<u>6,390,171</u>	<u>4,213,863</u>
Total Liabilities and Fund Equity	<u>\$ 8,064,545</u>	<u>\$ 1,748,703</u>	<u>\$ 9,813,248</u>	<u>\$ 11,311,852</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, 2011

Revenues	Governmental Fund Types			
	General	Special Revenue	2011	2010
Contributions from counties	\$ 2,370,245	\$	\$ 2,370,245	\$ 2,370,245
Grant revenues		3,083,309	3,083,309	3,067,276
Service grants	307,072	1,802,297	2,109,369	870,428
Pass-through grants	312,530	193,966	506,496	1,556,444
Interest on invested funds	8,415		8,415	11,027
Other income	355,698		355,698	11,375
Rental income	65,559		65,559	71,161
Total Revenues	3,419,519	5,079,572	8,499,091	7,957,956
Expenditures				
Salaries and fringe benefits	2,760,522	2,426,266	5,186,788	5,012,171
Office and other expenses:				
Technical consultants	168,809	1,155,490	1,324,299	210,492
Technical consultants - pass-through	488,002	18,494	506,496	1,587,472
Office supplies	34,120	21,076	55,196	48,147
Insurance, audit, legal fees	66,241	157	66,398	67,523
Library acquisition and dues	35,582	5,735	41,317	34,601
Printing and graphics supplies	21,630	5,929	27,559	51,492
Postage expense	23,612	11,302	34,914	20,474
Travel expense	21,237	15,087	36,324	27,427
Telephone expense	29,936	96	30,032	31,222
Building usage	172,604	2,664	175,268	165,561
Building maintenance	402,218	21	402,239	136,223
Other operating expenses	17,024	10,742	27,766	22,390
Unemployment expense			-	32,286
Software and equipment maintenance	208,963	44,268	253,231	175,055
Capital outlay	41,397	20,465	61,862	49,214
Interest expense			-	108,136
Total Expenditures	4,491,897	3,737,792	8,229,689	7,779,886
Excess (Deficit) Revenues Over Expenditures	(1,072,378)	1,341,780	269,402	178,070
Indirect Expense Allocation	1,341,780	(1,341,780)		
Fund Balance - beginning of year	2,926,137		2,926,137	2,748,067
Fund Balance - end of year	\$ 3,195,539	\$ -0-	\$ 3,195,539	\$ 2,926,137

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, 2011

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	\$ 2,370,245	\$ 2,370,245	\$
Grant revenues	5,205,930	5,192,678	(13,252)
Pass-through grants		506,496	506,496
Interest on invested funds		8,415	8,415
Other income		355,698	355,698
Rental income	65,860	65,559	(301)
Total Revenues	7,642,035	8,499,091	857,056
Expenditures			
Salaries and fringe benefits	5,468,192	5,186,788	281,404
Office and other expenses:			
Technical consultants	1,156,000	1,324,299	(168,299)
Technical consultants - pass-through		506,496	(506,496)
Office supplies	65,000	55,196	9,804
Insurance, audit, legal fees	72,000	66,398	5,602
Library acquisition and dues	35,000	41,317	(6,317)
Printing and graphics supplies	55,000	27,559	27,441
Postage expense	30,000	34,914	(4,914)
Travel expense	50,000	36,324	13,676
Telephone expense	34,000	30,032	3,968
Building usage	161,500	175,268	(13,768)
Building maintenance	155,000	402,239	(247,239)
Other operating expenses	25,000	27,766	(2,766)
Unemployment compensation expense	10,000		10,000
Software and equipment maintenance	161,843	253,231	(91,388)
Capital outlay	148,500	61,862	86,638
Rent expense	15,000		15,000
Total Expenditures	7,642,035	8,229,689	(587,654)
Excess Revenues Over Expenditures	\$ -0-	269,402	\$ 269,402
Fund Balance - beginning of year		2,926,137	
Fund Balance - end of year		\$ 3,195,539	

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, 2011

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, 2011

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

Budget

The Commissions 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, 2011 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, 2011

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 Group

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.

	2011	2010
Land	\$ 335,300	\$ 335,300
Land improvements	213,655	213,655
Building and improvements	3,287,879	3,287,879
Office furniture	251,407	251,407
Computers and related equipment	319,653	331,569
Office equipment	337,207	343,305
Automobiles	181,962	159,933
Field equipment	66,899	66,899
	4,993,962	4,989,947
Less: Depreciation	(1,799,330)	(1,602,221)
Net Book Value	\$ 3,194,632	\$ 3,387,726

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, 2011 was \$3,491,551, the employer's total payroll was \$3,670,763.

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 6.2% of their salary (3.2% for Executives and Elected Officials, 5.5% for Protective Occupations with Social Security, and 3.9% 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, 2011 and 2010 were \$312,864 and \$360,017, 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. The factors influencing the benefit are: (1) final average earnings, (2) years of creditable service, and (3) a formula factor. 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.

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	\$ 756,452
Temporary cash investments	<u>1,984,827</u>
	<u>\$ 2,741,279</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 0.14% as of December 31, 2011.

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:

	<u>2011</u>	<u>2010</u>
Equipment replacement	\$ 234,000	\$ 175,000
Errors and Omissions Insurance	300,000	300,000
Building Improvement & Maintenance	753,137	693,067
Program Development Fund	689,000	630,000
	<u>\$ 1,976,167</u>	<u>\$ 1,798,067</u>

Note 7 – Long-Term Debt

The City of Pewaukee issued \$3,000,000 of Industrial Revenue bonds on March 1, 2001. These bonds were to be repaid within 20 years from the date of issue.

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 \$1,930,000 to be invested in U.S. Treasury notes. On March 1, 2011 this deposit and accrued interest was used to pay the remaining bonds outstanding and interest payment.

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.

Note 9 - Subsequent Events

Management of Southeastern Wisconsin Regional Planning Commission has evaluated all subsequent events through May 17, 2011, for possible inclusion as a disclosure in the notes to the financial statements. The Organization has no subsequent events that require disclosure in the notes to the financial statements.



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