

2006 ANNUAL REPORT



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FORTY-SIXTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Serving the Counties of:

KENOSHA
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September 1, 2007

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 46th annual report of the Commission, summarizes the work of the Commission in calendar year 2006 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 2006 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 2006. 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,

Thomas H. Buestrin
Chairman

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ABOUT THE COMMISSION

AUTHORITY

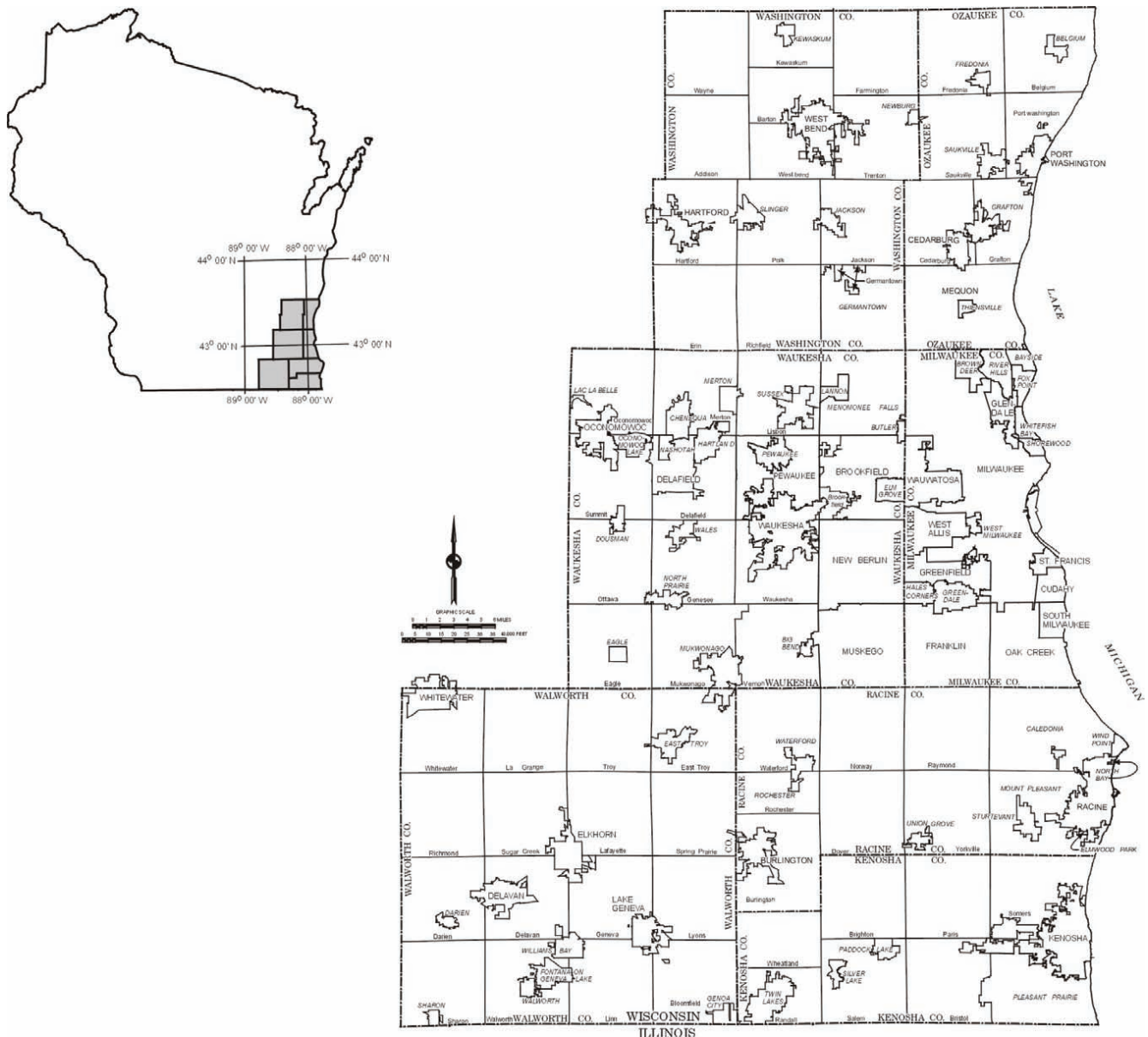
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning 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 1.98 million persons, or about 35 percent of the total population of the State. The seven counties provide about 1.23 million jobs, or about 36 percent of the total

Map 1

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$178.3 billion as measured in equalized valuation, or about 38 percent of all the tangible wealth of the State as measured by such valuation. There are 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 2006, the Commission staff totaled 78, including 70 full-time and eight part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2006 organized into nine divisions. Six of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, Economic Development Assistance and Telecommunications Planning, had direct responsibility for the conduct of the Commission's major planning programs. The remaining three divisions, Administrative Services, Cartographic and Graphic Arts, and Geographic Information Systems,

provided day-to-day support of the 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 2006 totaled about \$12.3 million. County tax levies in 2006 totaled about \$2.3 million, or about \$1.16 per capita. The sources of this revenue for 2006 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 2006 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.

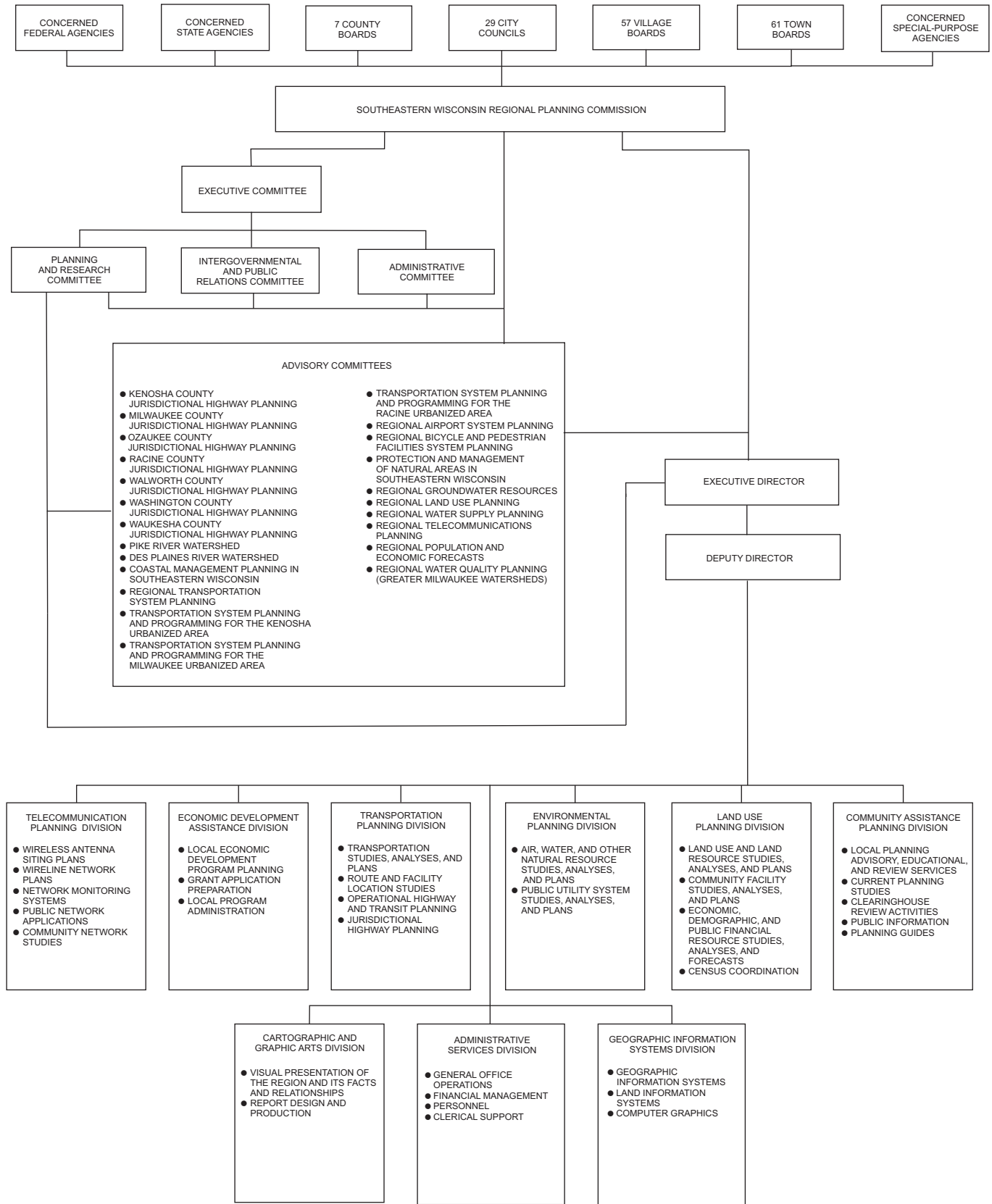
DOCUMENTATION

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: 2006



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: 1961-2006

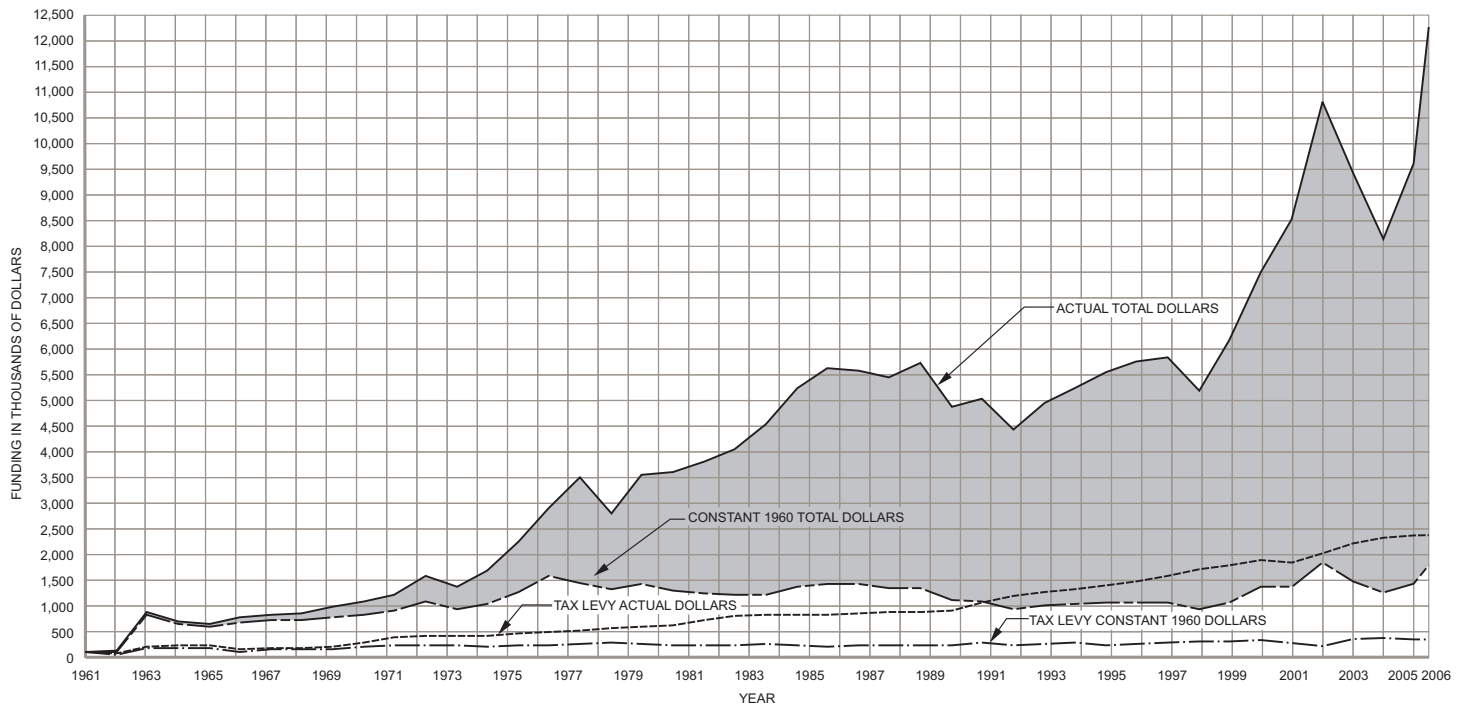


Figure 3
SOURCES OF REVENUES TREND: 1961-2006

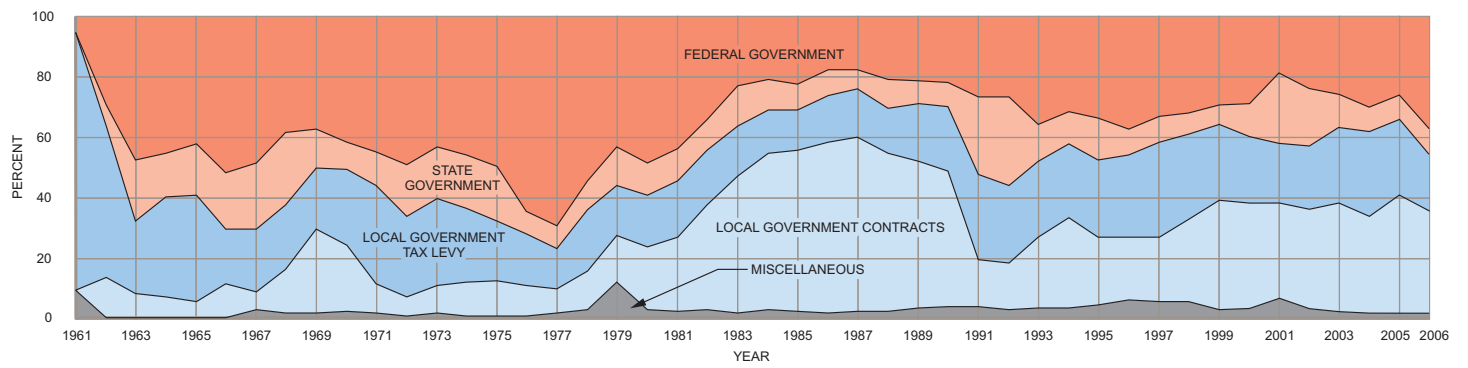
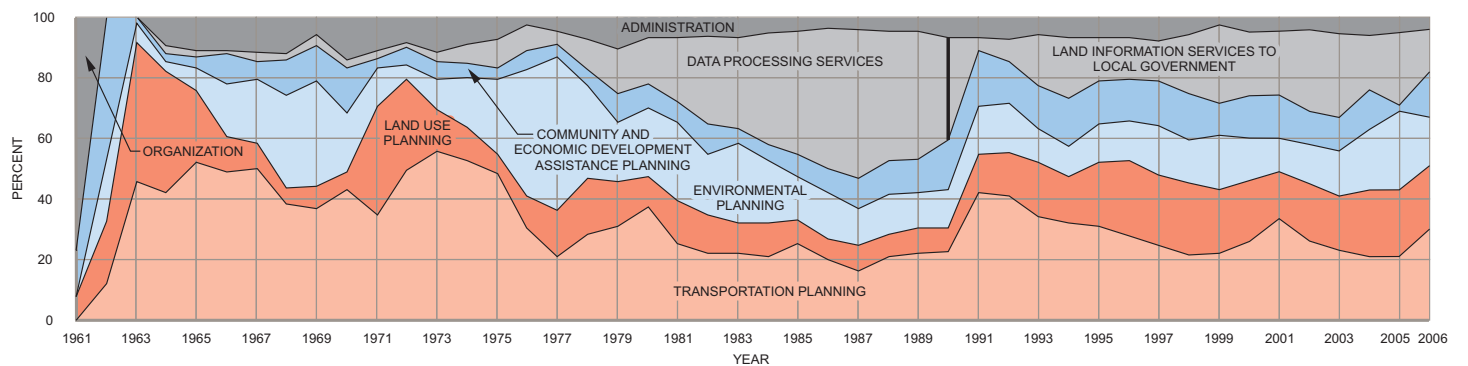


Figure 4
EXPENDITURES TREND: 1961-2006



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

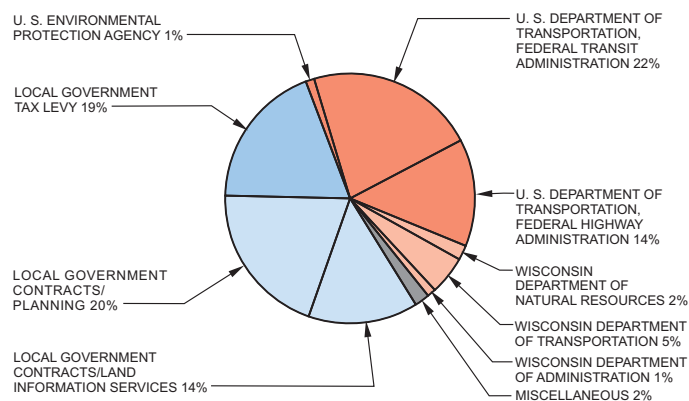
to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2006

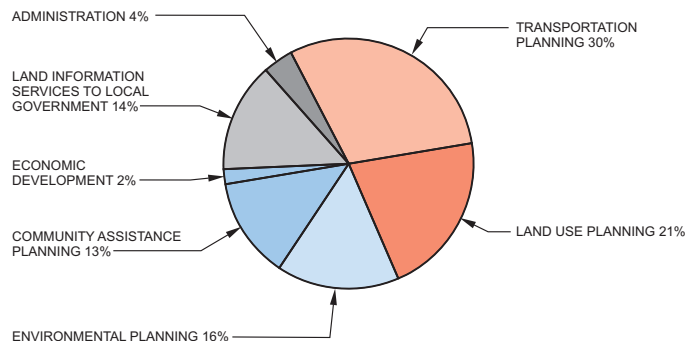
Federal Government	\$ 4,543,644	37%
State Government	853,162	7%
Local Government Tax Levy	2,380,290	19%
Local Government Contracts	4,323,826	35%
Miscellaneous	277,011	2%
Total	\$12,377,933	100%

REVENUES



Transportation Planning	\$ 3,732,227	30%
Land Use Planning	2,567,231	21%
Environmental Planning	1,934,928	16%
Community Assistance Planning	1,550,382	13%
Economic Development Assistance	251,492	2%
Land Information Services to Local Governments	1,704,160	14%
Administration	497,209	4%
Total	\$12,237,629	100%

EXPENDITURES



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THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

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

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

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

planning and plan implementation techniques are based upon, or related to, the comprehensive plan.

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

ADOPTED PLAN ELEMENTS: 2006

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 2006, the adopted regional plan consisted of 30 individual plan elements. These plan elements are identified in Table 1. Five of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, the regional park and open space plan, and the regional wireless telecommunications plan.

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 regional bicycle and pedestrian facilities system plan,

Table 1

THE ADOPTED REGIONAL PLAN: DECEMBER 31, 2006

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Waukesha County	Memorandum Report No. 110, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/Waukesha County Transit System</i>	January 24, 1996
	Amendment—Milwaukee County	Memorandum Report No. 119, <i>A Paratransit Service Plan for Disabled Persons: 1997 Update/Milwaukee County Transit System</i>	January 24, 1997
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, <i>A Transit System Development Plan for the City of Waukesha: 1988-1992</i>	September 12, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, <i>A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996</i>	March 4, 1992
	Bicycle and Pedestrian Facilities System Plan	Planning Report No. 43, <i>A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010</i>	January 25, 1995
	Amendment—Region Update and Extension	<i>Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020</i>	December 5, 2001
	Ozaukee County Transit Service Plan 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
	Regional Water Quality Management Plan ¹¹	Planning Report No. 30, <i>A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan</i>	July 12, 1979

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, (2nd Edition), <i>Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin</i>	September 15, 1999
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin</i>	June 19, 1996
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown</i>	March 6, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	March 6, 1989
	Amendment—Upper Fox River Watershed	<i>Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants</i>	May 15, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	June 19, 1989
	Amendment—Lake Geneva Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs</i>	June 19, 1989
	Amendment—Town of Geneva	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District</i>	November 6, 1989
	Amendment—Town of Waterford	<i>Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District</i>	December 4, 1989
	Amendment—Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District</i>	December 4, 1989
	Amendment—East Troy Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy</i>	December 4, 1989
	Amendment—Waukesha Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha</i>	June 20, 1990
	Amendment—Village of Silver Lake	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2</i>	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, <i>Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin</i>	September 12, 1990
	Amendment—Town of Somers	<i>Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas</i>	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, <i>Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin</i>	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, <i>Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin</i>	December 5, 1990
	Amendment—Dousman Area	Community Assistance Planning Report No. 192, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Dousman and Environs, Waukesha County, Wisconsin</i>	March 1, 2000
	Amendment—Towns of Yorkville and Mt. Pleasant	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant</i>	December 5, 1990
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol</i>	March 6, 1991
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee</i>	March 6, 1991
	Amendment—Town of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas</i>	March 6, 1991
	Amendment—Delavan Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, <i>A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin</i>	June 19, 1991
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 19, 1991

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Kewaskum	<i>Amendment to the Regional Water Quality Management Plan, Village of Kewaskum</i>	June 20, 2001
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	June 20, 2001
	Amendment—City of St. Francis	<i>Amendment to the Regional Water Quality Management Plan, City of St. Francis</i>	August 1, 2001
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Management Plan, Village of Belgium</i>	September 12, 2001
	Amendment—Village of Jackson	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson</i>	September 12, 2001
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Management Plan, Village of Saukville</i>	September 12, 2001
	Amendment—City of Oconomowoc	<i>Amendment to the Regional Water Quality Management Plan, City of Oconomowoc</i>	December 5, 2001
	Amendment—Greater Kenosha Area	<i>Amendment to the Regional Water Quality Management Plan, Greater Kenosha Area</i>	December 5, 2001
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake</i>	December 5, 2001
	Amendment—Village of Fredonia	<i>Amendment to the Regional Water Quality Management Plan, Village of Fredonia</i>	March 6, 2002
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Management Plan, Village of Hartland</i>	March 6, 2002
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Management Plan, Village of Saukville</i>	March 6, 2002
	Amendment—City of Pewaukee and City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Pewaukee and City of Waukesha</i>	June 19, 2002
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger</i>	June 19, 2002
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	September 11, 2002
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	September 11, 2002
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	September 11, 2002
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago</i>	December 4, 2002
	Amendment—City of Racine and Environs	<i>Amendment to the Regional Water Quality Management Plan, City of Racine and Environs</i>	December 4, 2002
	Amendment—Village of Jackson	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson Sewer Service Area Plan</i>	June 18, 2003
	Amendment—City of Racine	<i>Amendment to the Regional Water Quality Management Plan, City of Racine Sewer Service Area Plan</i>	June 18, 2003
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem Sewer Service Area Plan</i>	September 10, 2003
	Amendment—City of Whitewater	<i>Amendment to the Regional Water Quality Management Plan, City of Whitewater Sanitary Sewer Service Area Plan</i>	September 10, 2003
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha Sanitary Sewer Service Area Plan</i>	September 10, 2003
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago Sanitary Sewer Service Area Plan</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 Plan</i>	September 10, 2003
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger Sewer Service Area Plan</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 Plan</i>	December 3, 2003
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan, Village of Pewaukee</i>	March 3, 2004
	Amendment—Elkhorn Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	March 3, 2004

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	March 1, 2006
	Amendment—City of Mequon	<i>Amendment to the Regional Water Quality Management Plan, City of Mequon</i>	March 1, 2006
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	June 21, 2006
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	June 21, 2006
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Management Plan, City of Hartford</i>	September 13, 2006
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	September 13, 2006
	Amendment—Town of Bristol/ Utility District No. 1	<i>Amendment to the Regional Water Quality Management Plan, Town of Bristol/Utility District No. 1</i>	September 13, 2006
	Amendment—Village of Grafton	<i>Amendment to the Regional Water Quality Management Plan, Village of Grafton</i>	September 13, 2006
	Amendment—City of Waukesha/ Village of Wales	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha/Village of Wales</i>	September 13, 2006
	Amendment—Village of Caledonia	<i>Amendment to the Regional Water Quality Management Plan, Village of Caledonia</i>	December 6, 2006
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	December 6, 2006
	Regional Air Quality Plan	Planning Report No. 28, <i>A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000</i>	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	<i>Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System</i>	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, <i>A Comprehensive Plan for the Pike River Watershed</i>	June 16, 1983
	Amendment—Town of Mt. Pleasant	<i>Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant</i>	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	<i>Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers</i>	June 15, 1987
	Amendment—Upper Pike River, Lower Pike River, Pike Creek, Airport Branch, and Tributary to Airport Branch	<i>Amendment to the Pike River Watershed Plan, Kenosha and Racine Counties</i>	March 6, 1996
	Oak Creek Watershed Plan	Planning Report No. 36, <i>A Comprehensive Plan for the Oak Creek Watershed</i>	September 8, 1986
	Des Plaines River Watershed Plan	Planning Report No. 44, <i>A Comprehensive Plan for the Des Plaines River Watershed</i>	June 18, 2003
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, <i>A Comprehensive Plan for the Kenosha Planning District, Volume One, Inventory Findings, Forecasts, and Recommended Plans; Volume Two, Implementation Devices</i>	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, <i>A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances</i>	June 5, 1975

^aThe regional land use plan is a fifth-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990. The 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

Table 1 Footnotes (continued)

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, Walworth County, Wisconsin: 2020.

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

Table 1 Footnotes (continued)

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.

and detailed transit development plans for the Kenosha, Racine, Waukesha, and West Bend urban areas and for Ozaukee, Washington, and Waukesha Counties.

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

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

During 2006, the Commission adopted updated regional land use and regional transportation system plans, extending those plans to a design year 2035; a regional wireless telecommunications plan; and 12 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. As noted above, 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 manage-

ment 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.

PLAN ELEMENTS UNDER PREPARATION

At the end of 2006, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of updated jurisdictional highway system plans for several counties.
- The preparation of new short-range transit system development plans for Milwaukee County and the Cities of Kenosha and Racine.
- The preparation of an updated park and open space plan for Milwaukee County.
- The preparation of an updated water quality management plan for the Milwaukee area watersheds, working in conjunction with the Milwaukee Metropolitan Sewerage District.
- The preparation of a regional water supply system plan.
- The preparation of a regional telecommunications broadband deployment plan.

FUTURE WORK PROGRAMS

The Commission is committed to carrying out a series of continuing planning efforts designed to ensure 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, airport, 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 2006, 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 2006, Division efforts in land use planning were directed primarily toward completion and adoption of the next generation regional land use plan. The Division also continued to monitor subdivision platting activity within the seven-county Region during 2006.

Design Year 2035 Regional Land Use Plan

In 2006, the Commission completed and adopted a regional land use plan for the year 2035. The new plan is intended to serve as a guide to land use development and open space preservation in the Region in the decades ahead. The plan provides the basis for the companion year 2035 regional transportation system plan, and provides a basis for continuing regional park and open space planning, regional water quality management planning, regional water supply system planning, and other regional planning programs. 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 a fifth generation plan. The Commission adopted the first regional land use plan 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 new plan for the year 2035 reflects changes in the Region that have occurred since the preparation of the year 2020 plan

and projections of population, households, and employment within the Region extended to the year 2035.

The work leading to the preparation of the year 2035 regional land use plan was carried out under the guidance of the Commission's Advisory Committee on Regional Land Use Planning, the membership of which is listed in Appendix B of this *Annual Report*. Membership on that Committee consists primarily of planning officials from counties and communities from throughout the Southeastern Wisconsin Region, as well as representatives of concerned State agencies, including the Wisconsin Departments of Natural Resources and Transportation. Also, during the course of the study, the Commission staff worked with a number of interests through individual and group meetings, providing information about, and obtaining input on, the plan and the planning process. These interests included agricultural interests, environmental interests, builders and realtors, and minority and low-income populations. The plan, which was formally adopted by the Commission on June 21, 2006, is documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035*, June 2006.

The year 2035 regional land use plan is intended to accommodate growth in population, households, and employment in a manner consistent with the regional land use objectives and standards. The plan embodies the following vision for the Region over the course of the next three decades:

- New urban land would be provided through the infilling and renewal of existing urban areas and through the orderly outward expansion of existing urban areas—resulting in a more compact and efficient urban settlement pattern, one that is readily served by basic urban services and facilities and that maximizes the use of existing urban service and facility systems.
- Residential development and redevelopment would occur in a variety of residential neighborhood types and in mixed use settings—with an emphasis on medium and high residential densities.
- Growth in the economic base of the Region would be accommodated through the development and redevelopment of major economic

activity centers as well as community-level and neighborhood-level centers.

- 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 the environmental corridors and isolated natural resource areas—and preserving the most productive farmland.

The regional land use plan was designed to accommodate growth in population, households, and employment in the Region envisioned under the Commission's intermediate growth projections, including an 18 percent increase in population, a 24 percent increase in households, and a 12 percent increase in employment in the Region through the year 2035.













The year 2035 regional land use plan is presented graphically on Map 2. The key features of the plan are described as follows.

Urban Land

- Under the year 2035 regional land use plan, urban land—defined as land devoted to high, medium, and low density residential use as well as to commercial, industrial, governmental and institutional, recreational, and transportation, communication, and utility uses—would increase by 93 square miles, or 13 percent, from about 732 square miles in 2000 to 825 square miles in 2035 (see Table 2). Urban development would occur within urban service areas served by public sanitary sewerage facilities and other public utilities and services. Urban development beyond planned urban service areas would be limited to low density residential development in areas already committed to such use, along with highway-oriented business uses, utility uses, and recreational uses that may, of necessity, have to be located beyond planned urban service areas.
- The regional plan envisions that urban residential land—including high, medium, and low density residential land, but excluding suburban density residential land—would increase by a total of 69 square miles, or 21 percent, from 333 square miles in 2000 to 402

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

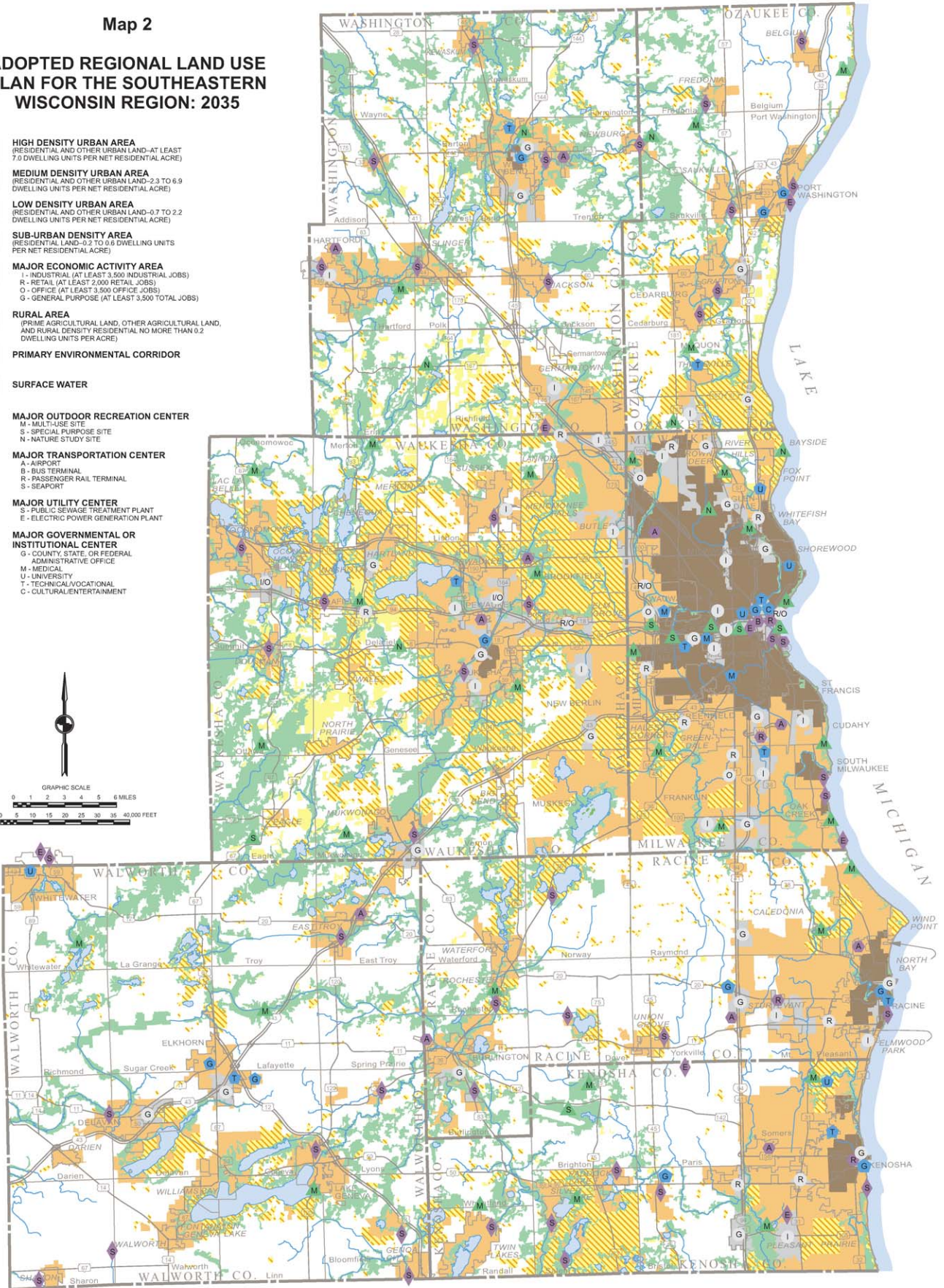
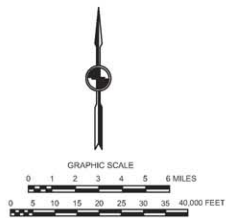


Table 2

EXISTING AND PROPOSED LAND USE IN THE REGION: 2000 AND 2035 REGIONAL LAND USE PLAN

Land Use Category	Existing 2000		Planned Increment: 2000-2035		Planned 2035	
	Square Miles	Percent of Total	Square Miles	Percent	Square Miles	Percent of Total
Urban						
Residential						
High Density ^a	46.0	1.7	3.8	8.3	49.8	1.9
Medium Density ^b	109.0	4.1	52.8	48.4	161.8	6.0
Low Density ^c	178.0	6.6	12.0	6.7	190.0	7.1
Subtotal.....	333.0	12.4	68.6	20.6	401.6	15.0
Commercial.....	30.3	1.1	12.8	42.2	43.1	1.6
Industrial.....	32.9	1.2	5.3	16.1	38.2	1.4
Transportation, Communication, and Utilities.....	200.9	7.5	19.5	9.7	220.4	8.2
Governmental and Institutional.....	33.7	1.2	2.2	6.5	35.9	1.3
Recreational.....	50.4	1.9	7.7	15.3	58.1	2.2
Unused Urban.....	50.9	1.9	-23.4	-46.0	27.5	1.0
Urban Subtotal.....	732.1	27.2	92.7	12.7	824.8	30.7
Nonurban						
Sub-urban Density Residential ^d	29.1	1.1	9.0	30.9	38.1	1.4
Rural Density Residential ^e	--	--	5.9	--	5.9	0.2
Agricultural.....	1,259.4	46.8	-103.9	-8.2	1,155.5	43.0
Other Open Land.....	669.3	24.9	-3.7	-0.6	665.6	24.7
Nonurban Subtotal.....	1,957.8	72.8	-92.7	-4.7	1,865.1	69.3
Total	2,689.9	100.0	--	--	2,689.9	100.0

^a 7.0 or more dwelling units per net residential acre.

^b 2.3-6.9 dwelling units per net residential acre.

^c 0.7-2.2 dwelling units per net residential acre.

^d 0.2-0.6 dwelling unit per net residential acre.

^e No more than 0.2 dwelling unit per acre. Only the planned incremental rural residential area is indicated on this table; the area associated with existing (2000) rural residential development is included in the urban and sub-urban residential land categories. The planned incremental rural residential area assumes that there would be one acre of developed homesite area per dwelling, the remainder of the required area being retained in open space use.

square miles in 2035. This includes increases of four square miles in high density residential land, 53 square miles in medium density residential land, and 12 square miles in low density residential land. About 154,800 housing units, or 88 percent of the total projected increase in housing units between 2000 and 2035, would occur at high and medium densities. About 14,800 housing units, or 8 percent of the projected increase, would occur at low density. Urban residential development would occur in a variety of residential neighborhoods providing a full complement of basic neighborhood amenities including a school, park, and shopping area, as well as in more mixed-use settings.

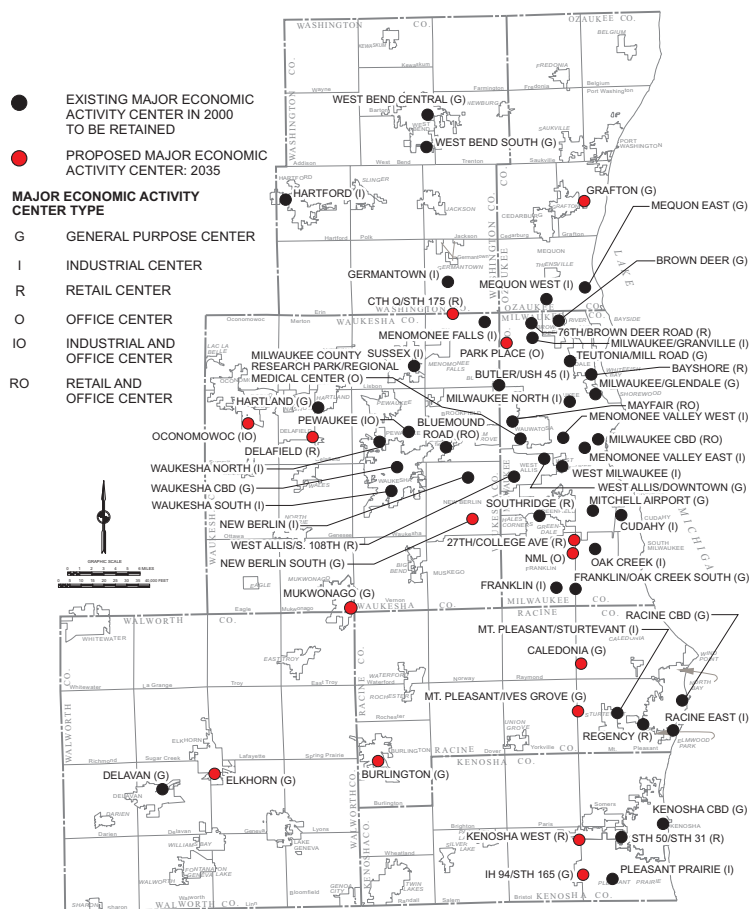
- Under the regional land use plan, the total amount of commercial and industrial land in the Region would increase by 18 square miles, or 28 percent, from about 63 square miles in 2000 to 81 square miles in 2035. The plan

envisioned a range of commercial and industrial areas. Thus, the plan envisions neighborhood, community, and regional commercial centers, including both mixed-use areas with a residential component and areas devoted more exclusively to commercial uses. Likewise, the plan envisions both community-level and regional industrial centers. The plan envisions a continuation of the trend toward mixing industrial and commercial activities in the same area. Under the plan, the largest commercial and industrial areas are identified as major economic activity centers—areas with concentrations of commercial and/or industrial land that would accommodate at least 3,500 total jobs or 2,000 retail jobs. The plan envisions a total of 60 such major economic activity centers in the Region in 2035 (see Map 3). This includes 45 centers that met major economic activity center employment thresholds in 2000 and 15 additional areas that are envisioned to reach major center status by 2035.

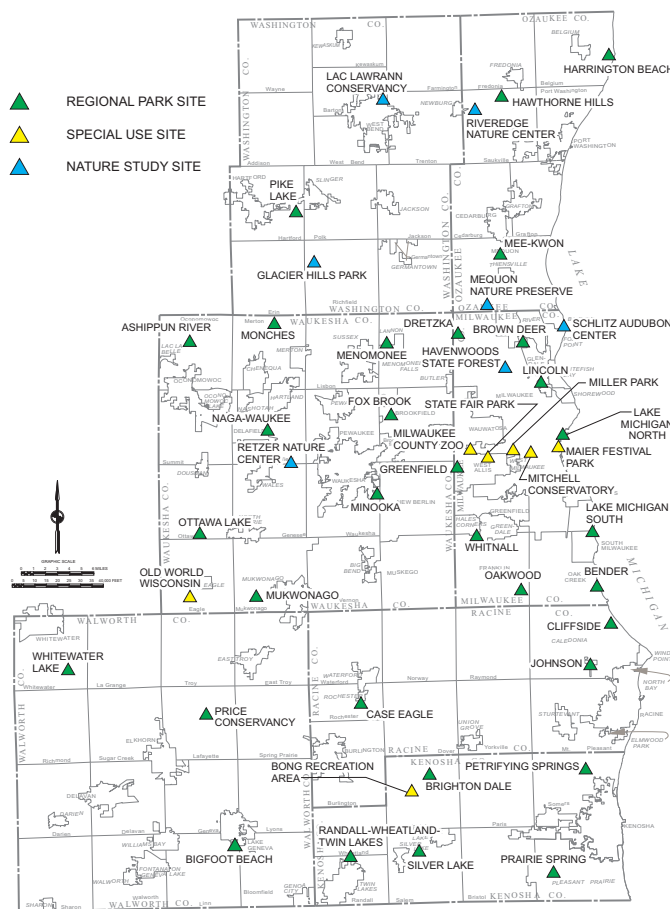
Map 3

MAJOR CENTERS IN THE REGION: YEAR 2035 REGIONAL LAND USE PLAN

MAJOR ECONOMIC ACTIVITY CENTERS



MAJOR PARKS



- The regional plan envisions increases in other urban land use categories over the 35-year planning period, including a 10 percent increase in transportation, communication, and utility lands; a 7 percent increase in governmental and institutional lands; and a 15 percent increase in outdoor recreational lands. The latter consists, for the most part, of anticipated increases in neighborhood, community, and regional parkland. The plan envisions a total of 32 regional parks—large parks of at least 250 acres in size that provide opportunities for a variety of resource-oriented outdoor recreational activities—within the Region (see Map 3).

Sub-urban Density Residential Land

- Under the year 2035 regional land use plan, additional sub-urban density residential

development—defined as residential development at a density of 0.2 to 0.6 dwelling unit per acre—would be restricted to areas that have already been committed to such use through subdivision plats and certified surveys. Sub-urban density residential land is neither truly urban nor rural in character. Development at this density generally precludes the provision of centralized sanitary sewer and water supply service and other urban amenities. Under the plan, the amount of sub-urban density residential land would increase by nine square miles, or by about 31 percent, between 2000 and 2035, accommodating about 3,400 households, or about 2 percent of the projected increase in households in the Region between 2000 and 2035. No additional sub-urban density residential land beyond the already committed area is recommended.

Environmentally Significant Lands

- The year 2035 regional land use plan recommends the preservation of the Region's primary environmental corridors in essentially natural, open use. The plan further recommends the preservation of secondary environmental corridors and isolated natural resource areas, as determined in county and local plans. The plan recognizes that certain development may be accommodated in such areas without jeopardizing their overall integrity. The plan guidelines in this regard recognize that certain transportation and utility uses may of necessity have to be located within such areas and that limited residential and recreational uses may be accommodated in such areas. Residential development in environmental corridors would be limited to upland environmental corridors at an overall density of no more than one dwelling unit per five upland acres, with conservation subdivision designs strongly encouraged where residential development is accommodated. Under the guidelines, in lieu of rural density residential development, up to 10 percent of the upland corridor area may be disturbed in order to accommodate urban-density residential, commercial, industrial, or other urban development.
- Under the regional plan, the existing configuration of environmental corridors and isolated natural resource areas would be modified slightly. These modifications include minor deletions attendant to prior local commitments to development, along with certain additions. The additions include currently farmed floodplains adjacent to existing environmental corridors within planned urban service areas that may be expected to revert to more natural conditions over time and become part of the corridor. The additions also include certain other open lands that are envisioned to revert to more natural conditions and become part of the environmental corridor as proposed in county park and open space plans. Under the regional land use plan, primary environmental corridors in the Region would encompass about 481 square miles, or 18 percent of the Region, in 2035. This represents a net increase

of 18 square miles, or 4 percent, over the existing 2000 area. Secondary environmental corridors would encompass 77 square miles in 2035, a net increase of about two square miles, or 3 percent, over 2000. Isolated natural resource areas would encompass about 63 square miles in 2035, about the same as in 2000.

- The regional plan recommends the preservation of all remaining natural areas and critical species habitat sites identified in the regional natural areas and critical species habitat protection and management plan. Almost all of these sites are located within environmental corridors or isolated natural resource areas.

Rural Lands

- Under the year 2035 regional land use plan, areas of the Region beyond the planned urban service areas (shown in white on the regional plan map) are recommended to remain in essentially rural use—primarily agricultural use and rural density residential use. Prime agricultural land in this area—the land best suited for agricultural use—is recommended to be preserved for farming, with residential development generally limited to no more than one dwelling unit per 35 acres. The regional plan recommends that counties in the Region, in cooperation with the concerned local units of government, carry out planning programs to identify prime agricultural land. The regional plan holds out the preservation of the most productive soils—soils in U.S. Natural Resources Conservation Service Agricultural Capability Class I and Class II—as a key consideration in efforts to identify prime farmland, recognizing, however, that other factors, such as farm size and the overall size of the farming area, should also be considered. Most county planning in this regard was carried out more than 20 years ago and needs to be reviewed and updated.
- While much progress has been made in preserving primary environmental corridors and other environmentally significant lands in the Region, the preservation of prime farmland remains a difficult and challenging

issue, one that involves the balancing of land use planning objectives and the economic realities faced by farmers. Historically, efforts to ensure the preservation of farmland within the Region have relied on zoning and other land use controls. Mechanisms designed to compensate landowners for committing their land to agricultural use—such as the purchase or transfer of development rights—have not yet been widely embraced within the Region. The regional plan thus reaffirms the importance of preserving prime agricultural land in Southeastern Wisconsin while acknowledging the difficulties inherent in achieving this goal.

- The regional plan also encourages the preservation of nonprime farmland for agricultural use. This could be in the form of traditional agricultural use or alternative agricultural uses such as smaller hobby farms or specialty farms including community supported agricultural operations. The regional plan recommends that the development of nonprime farmland in planned rural areas be limited to rural residential development at a density of no more than one dwelling unit per five acres. Where rural residential development is accommodated, the regional plan encourages the use of conservation subdivision designs. The regional land use plan envisions that about 2 percent of the increment in households in the Region between 2000 and 2035, or about 3,700 households, would be accommodated through rural density residential development.

Public Sanitary Sewer and Water Supply Service

- Under the year 2035 regional land use plan, most new urban development would be served with public sanitary sewer and water supply facilities. Public sanitary sewer and water supply service would also be extended to certain existing urban areas currently lacking these facilities. In this regard, the plan envisions that most existing urban development which is served by onsite sewage disposal and water supply systems and located within planned urban service areas would eventually be connected to public sanitary sewer and water supply systems. In 2000, about 477 square

miles, or 18 percent of the total area of the Region, and about 1.71 million persons, or 89 percent of the regional population, were served by public sanitary sewer facilities. About 390 square miles, or 15 percent of the total area of the Region, and about 1.58 million persons, or 82 percent of the regional population, were served by public water supply facilities. In 2035, under the regional land use plan, about 639 square miles, or 24 percent of the total area of the Region, and about 2.11 million persons, or 93 percent of the regional population, would be served by public sanitary sewer and water supply services. Public water supply would be provided in several small communities for which sanitary sewer service is not envisioned.

- Under the regional plan, development beyond planned sewer and water service areas would be limited to low density and sub-urban density residential development—in areas where commitments to such development have already been made—as well as to the aforereferenced rural residential development. About 5,400 households, or 3 percent of the incremental households envisioned under the plan, would be accommodated on existing platted lots at low and sub-urban densities beyond the planned urban service areas. While such development is not consistent with regional development objectives, the regional plan recognizes existing commitments to such development and the likelihood that these lots will be developed over time.

Population, Households, and Employment Distribution

- The year 2035 regional land use plan envisions moderating the historic trend of decentralization of population, households, and employment relative to Milwaukee County within the Region (see Table 3). Milwaukee County's share of the total regional population would decrease from about 49 percent in 2000 to about 44 percent in 2035; this compares to a decrease in relative share of 11 percentage points during the previous 30-year period. Similarly, Milwaukee County's share of total regional employment would decrease from 51 percent in 2000 to 46

Table 3

**ACTUAL AND PLANNED POPULATION, HOUSEHOLDS, AND
EMPLOYMENT IN THE REGION BY COUNTY: 2000 AND 2035**

County	Actual 2000		Actual (Estimated) 2003		Planned 2035		Change: 2000-2003		Change: 2003-2035	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent	Number	Percent
Population										
Kenosha	149,577	7.7	154,200	7.9	210,100	9.2	4,623	3.1	55,900	36.3
Milwaukee	940,164	48.7	941,300	48.0	1,007,100	44.3	1,136	0.1	65,800	7.0
Ozaukee	82,317	4.2	84,500	4.3	101,100	4.4	2,183	2.7	16,600	19.6
Racine	188,831	9.8	191,100	9.8	213,600	9.4	2,269	1.2	22,500	11.8
Walworth	92,013	4.8	95,600	4.9	140,000	6.2	3,587	3.9	44,400	46.4
Washington	117,496	6.1	121,900	6.2	157,300	6.9	4,404	3.7	35,400	29.0
Waukesha	360,767	18.7	371,200	18.9	446,800	19.6	10,433	2.9	75,600	20.4
Region	1,931,165	100.0	1,959,800	100.0	2,276,000	100.0	28,635	1.5	316,200	16.1
Households										
Kenosha	56,057	7.5	58,900	7.6	82,900	8.9	2,843	5.1	24,000	40.7
Milwaukee	377,729	50.4	381,000	49.4	427,500	46.2	3,271	0.9	46,500	12.2
Ozaukee	30,857	4.1	32,500	4.2	40,000	4.3	1,643	5.3	7,500	23.1
Racine	70,819	9.5	72,900	9.5	84,000	9.1	2,081	2.9	11,100	15.2
Walworth	34,505	4.6	36,700	4.8	54,400	5.9	2,195	6.4	17,700	48.2
Washington	43,843	5.8	46,600	6.0	62,800	6.8	2,757	6.3	16,200	34.8
Waukesha	135,229	18.1	142,300	18.5	174,100	18.8	7,071	5.2	31,800	22.3
Region	749,039	100.0	770,900	100.0	925,700	100.0	21,861	2.9	154,800	20.1
Employment										
Kenosha	68,700	5.6	69,500	5.9	88,500	6.5	800	1.2	19,000	27.3
Milwaukee	624,600	51.1	589,800	50.0	628,900	45.9	-34,800	-5.6	39,100	6.6
Ozaukee	50,800	4.2	49,200	4.2	62,300	4.5	-1,600	-3.1	13,100	26.6
Racine	94,400	7.7	90,000	7.6	106,600	7.8	-4,400	-4.7	16,600	18.4
Walworth	51,800	4.2	52,300	4.4	69,400	5.1	500	1.0	17,100	32.7
Washington	61,700	5.0	61,800	5.3	78,900	5.8	100	0.2	17,100	27.7
Waukesha	270,800	22.2	266,400	22.6	333,700	24.4	-4,400	-1.6	67,300	25.3
Region	1,222,800	100.0	1,179,000	100.0	1,368,300	100.0	-43,800	-3.6	189,300	16.1

percent in 2035—compared to a decrease in relative share of about 16 percentage points over the previous 30 years.

Plan Implementation

Following adoption of the year 2035 regional land use plan as part of the overall plan for the physical development of the Region, the Regional Planning Commission certified the plan to all local legislative bodies within the Region and to all concerned local, areawide, State, and Federal agencies, along with a recommendation to endorse the regional land use plan and integrate the findings and recommendations of the plan into their planning, regulatory, and other activities related to land use.

Operationally, the first major step in plan implementation involves local refinement and detailing of the regional plan. The vehicle for this is the local comprehensive plan. The State comprehensive planning law enacted in 1999 effectively requires that cities, villages, towns, and counties prepare and adopt long-range comprehensive plans by

2010. The year 2035 regional land use plan is intended to serve as a regional framework for the required county and local planning. The regional land use plan includes recommendations that relate directly to a number of the required local comprehensive plan elements, including the land use element, the agricultural, natural and cultural resources element, and the utilities and community facilities element. The State comprehensive planning law does not mandate consistency between local comprehensive plans and the regional land use plan. It is, nonetheless, strongly recommended that cities, villages, towns, and counties use the regional land use plan as a framework for the preparation of their comprehensive plans, integrating the findings and recommendations of the regional land use plan into those plans as appropriate.

Successful implementation of the land use plan requires the judicious application of a variety of land use regulatory measures in accordance with the regional plan and local refinements of the regional plan. Under the State comprehensive planning law, beginning on January 1, 2010, key local land use regulatory ordinances—zoning ordinances, land

division ordinances, and official map ordinances—must be consistent with the local comprehensive plan. To the extent that counties, cities, villages, and towns incorporate the regional land use plan into their local comprehensive plans, the regional land use plan may be expected to be reflected in their various land use regulations. In addition to local land use regulations, implementation of the regional land use plan depends upon the steadfast administration of related State and Federal regulatory programs—including State-local floodplain and shoreland regulations; State regulation of public sewerage systems and private sewage disposal systems; and the Federal wetland regulatory program.

A number of nonregulatory measures are available to county and local units of government in efforts to implement aspects of the regional plan. These include park and open space acquisition; conservation easements; purchase of development rights; transfer of development rights; municipal boundary and utility extension agreements to facilitate orderly growth in areas of mutual interest to neighboring communities; municipal revenue sharing; capital improvement programming; and establishment of development design standards.

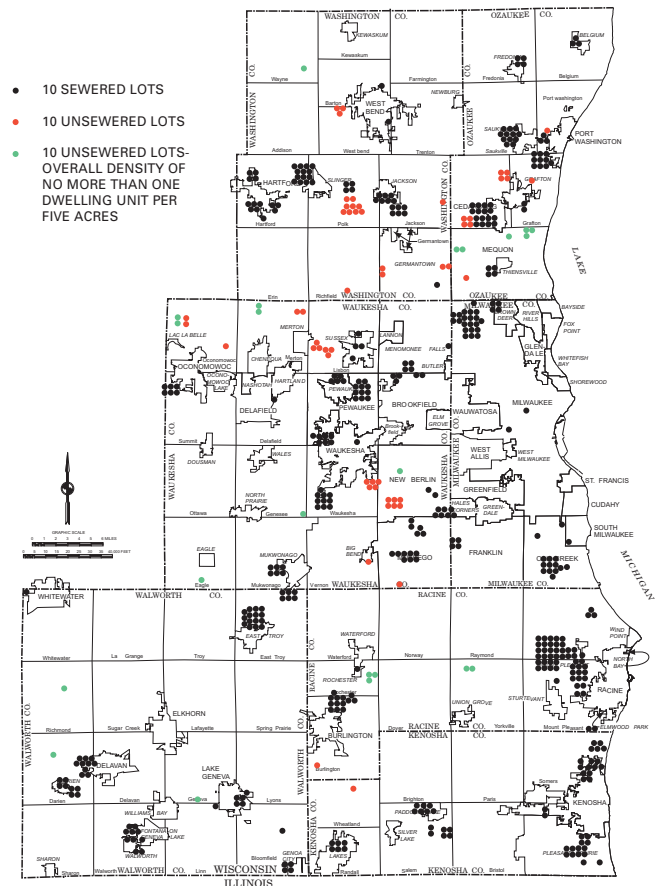
It should be recognized that implementation of the regional plan depends as well upon the cooperation of a myriad of private interests. These private sector interests range from developers, builders, and engineering and design consultants—who have a major influence on development patterns in the Region—to private conservancy groups that play an increasingly important role in the protection and management of environmentally significant open spaces.

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activity within the Region. In all, 4,841 residential lots were created within the Region during 2006 by subdivision plat, compared with 5,532 lots so created in 2005 (see Table 4 and Map 4). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2006 ranged from a low of 461 lots in Milwaukee County to a high of 1,119 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

Map 4

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2006



Of the residential lots created in 2006, 4,102 lots, or 85 percent, were to be served by public sanitary sewers; the remaining 739 lots, or 15 percent, were to be served by onsite sewage disposal systems. Of the 739 lots to be served by onsite sewage disposal systems, 202 lots, or 27 percent, occurred at a rural density—that is, an overall density of no more than one dwelling unit per five acres. The balance occurred at urban densities of more than one dwelling unit per five acres.

ECONOMIC AND DEMOGRAPHIC ANALYSIS

During 2006, 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

Figure 6

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2006

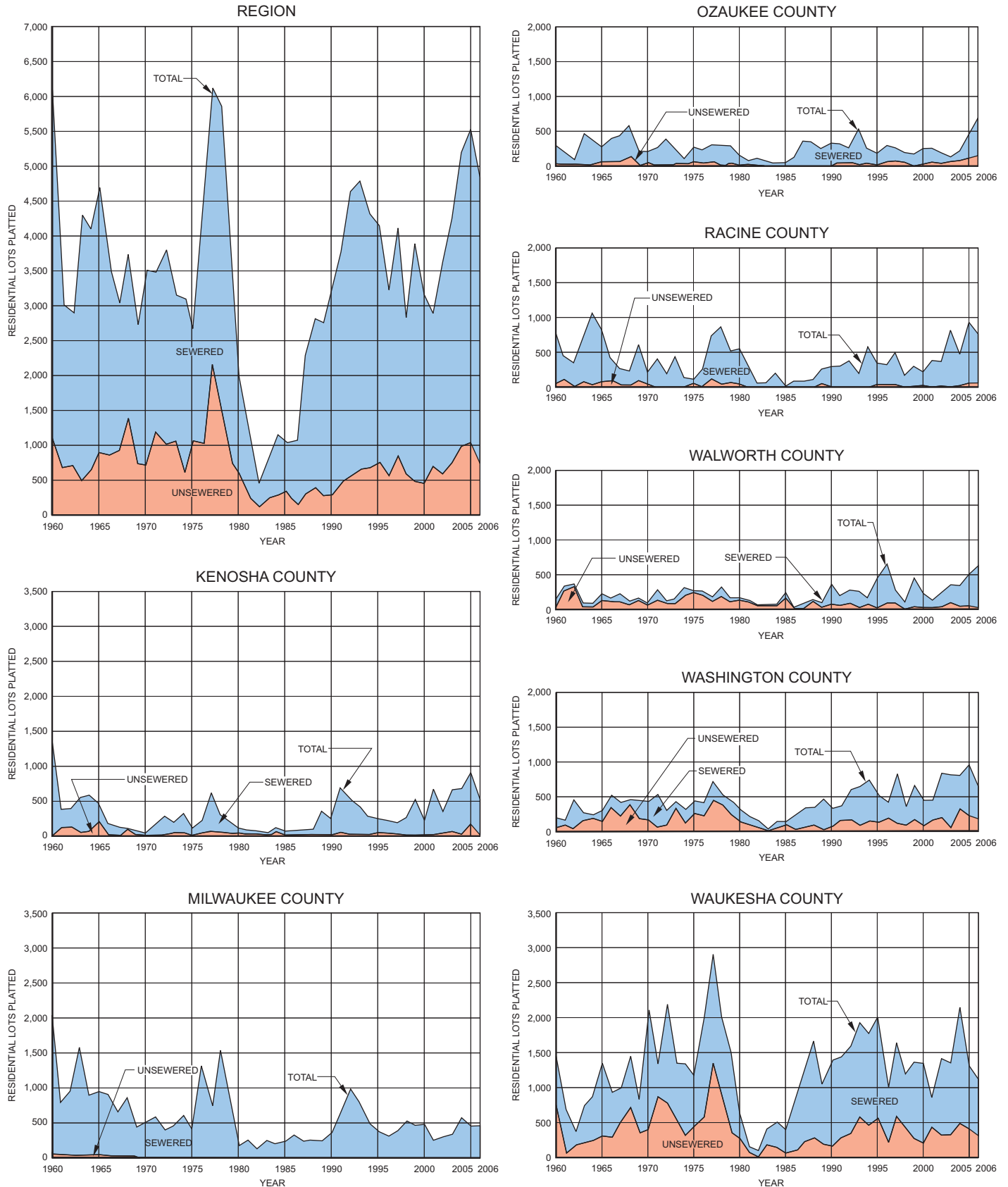


Table 4

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2006

County	Sewered Lots		Unsewered Lots ^a		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	517	98.1	10	1.9	527	10.9
Milwaukee	461	100.0	0	0.0	461	9.5
Ozaukee	541	78.2	151	21.8	692	14.3
Racine	702	92.4	58	7.6	760	15.7
Walworth	610	96.4	23	3.6	633	13.1
Washington	465	71.6	184	28.4	649	13.4
Waukesha	806	72.0	313	28.0	1,119	23.1
Region	4,102	84.7	739	15.3	4,841	100.0

^aOf the 739 lots to be served by onsite sewage disposal systems, 202 lots, or 27 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 52 such lots in Ozaukee County, 50 in Racine County, 23 in Walworth County, 13 in Washington County, and 64 in Waukesha County.

Table 5

REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2006

Employment Category	Number of Jobs			1990-2000 Change		2000-2006 Change	
	1990	2000	2006 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	14,300	17,600	19,000	3,300	23.1	1,400	8.0
Construction.....	45,100	53,800	55,900	8,700	19.3	2,100	3.9
Manufacturing	223,500	224,400	182,400	900	0.4	-42,000	-18.7
Transportation, Communication, and Utilities	46,300	54,800	52,700	8,500	18.4	-2,100	-3.8
Wholesale Trade.....	55,300	64,400	64,600	9,100	16.5	200	0.3
Retail Trade	185,400	193,700	201,700	8,300	4.5	8,000	4.1
Services ^b	386,500	499,700	534,300	113,200	29.3	34,600	6.9
Government and Government Enterprises ^c	106,200	114,400	116,400	8,200	7.7	2,000	1.7
Total Jobs	1,062,600	1,222,800	1,227,000	160,200	15.1	4,200	0.3

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

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

^cExcludes armed forces.

that of the Transportation, Environmental, Telecommunications, 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 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 2006 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 2006 was estimated at 1,227,000. This represents the first time the number of jobs in the Region exceeded the 2000 level of 1,222,800 jobs. However, year 2006 manufacturing employment was still an estimated 42,000 jobs less than the 2000 level (see Table 5).

Estimated employment levels by county in 2006 are indicated in Table 6. Every county in the Region, except Milwaukee and Racine Counties, was estimated to have experienced employment increases between 2000 and 2006, ranging from a low of about 1,300 jobs in Ozaukee County, to a high of 13,800 jobs in Waukesha County. Milwaukee County employment was estimated to have declined by about 25,500 jobs, or 4.1 percent.

Comparison of Actual and Projected Employment Levels

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

Employment in the Region in 2006 was anticipated to total 1,212,000 jobs under the high-growth scenario; 1,200,600 jobs under the intermediate-growth scenario; and 1,189,700 jobs under the low-growth scenario. The estimated 2006 level of 1,227,000 jobs exceeds the high, intermediate, and low growth projections by 1.2 percent, 2.2 percent, and 3.1 percent, respectively (see Table 7 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, 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 2006, along with the estimated change from the year 2000 Census population, are presented in Table 8.

As indicated in Table 8, the 2006 resident population of the Region was estimated by the Department of Administration to be about 1,984,700 persons, an increase of about 53,500 persons, or about 2.8 percent, over 2000. Every county in the Region, except Milwaukee County, was estimated to have experienced population increases between 2000 and 2006, ranging from a low of about 4,100 persons, or about 5.0 percent, in Ozaukee County, to a high of about 18,800 persons, or about 5.2 percent, in Waukesha County. Milwaukee County population was estimated to have declined by about 3,300 persons, or 0.4 percent.

Between the Census date of April 1, 2000, and January 1, 2006, the total population increase of about 53,500 persons is estimated to have resulted from a natural increase of about 61,000 persons and a net out-migration of about 7,500 persons. During this time, Milwaukee County and Racine County experienced net out-migration, while the remaining counties in the Region experienced net in-migration, ranging from about 2,500 persons in Ozaukee County to 10,000 persons in Waukesha County.

Table 6

REGIONAL EMPLOYMENT BY COUNTY: 1990, 2000, AND 2006

County	Number of Jobs			1990-2000 Change		2000-2006 Change	
	1990	2000	2006 Estimate	Number	Percent	Number	Percent
Kenosha.....	52,200	68,700	75,000	16,500	31.6	6,300	9.2
Milwaukee.....	609,800	624,600	599,100	14,800	2.4	-25,500	-4.1
Ozaukee.....	35,300	50,800	52,100	15,500	43.9	1,300	2.6
Racine.....	89,600	94,400	93,500	4,800	5.4	-900	-1.0
Walworth.....	39,900	51,800	55,300	11,900	29.8	3,500	6.8
Washington.....	46,100	61,700	67,400	15,600	33.8	5,700	9.2
Waukesha.....	189,700	270,800	284,600	81,100	42.8	13,800	5.1
Region	1,062,600	1,222,800	1,227,000	160,200	15.1	4,200	0.3

Table 7

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2006

County	Estimated 2006 Jobs	Projected 2006 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	75,000	72,900	72,400	71,500
Milwaukee.....	599,100	596,000	590,500	585,100
Ozaukee.....	52,100	52,300	51,800	51,300
Racine.....	93,500	93,500	92,800	91,800
Walworth.....	55,300	54,700	54,300	53,700
Washington.....	67,400	65,100	64,600	63,900
Waukesha.....	284,600	277,500	274,200	272,400
Region	1,227,000	1,212,000	1,200,600	1,189,700

Table 8

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2006

County	Population			1990-2000 Change		2000-2006 Change	
	1990 Census	2000 Census	2006 Estimate	Number	Percent	Number	Percent
Kenosha.....	128,200	149,600	159,600	21,400	16.7	10,000	6.7
Milwaukee.....	959,300	940,200	936,900	-19,100	-2.0	-3,300	-0.4
Ozaukee.....	72,800	82,300	86,400	9,500	13.0	4,100	5.0
Racine.....	175,100	188,800	194,500	13,700	7.8	5,700	3.0
Walworth.....	75,000	92,000	99,800	17,000	22.7	7,800	8.5
Washington.....	95,300	117,500	127,900	22,200	23.3	10,400	8.9
Waukesha.....	304,700	360,800	379,600	56,100	18.4	18,800	5.2
Region	1,810,400	1,931,200	1,984,700	120,800	6.7	53,500	2.8

*Comparison of Actual and
Projected Population Levels*

In 2004, the Commission prepared a new set of population projections for the Region to the year 2035. The projections are documented in SEWRPC

Technical Report No. 11 (4th Edition), *The Population of Southeastern Wisconsin*, July 2004. As in the preparation of employment projections, the Commission projected a range of future population levels for the Region to the year 2035. The intermediate projection is considered the most likely to

Figure 7

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

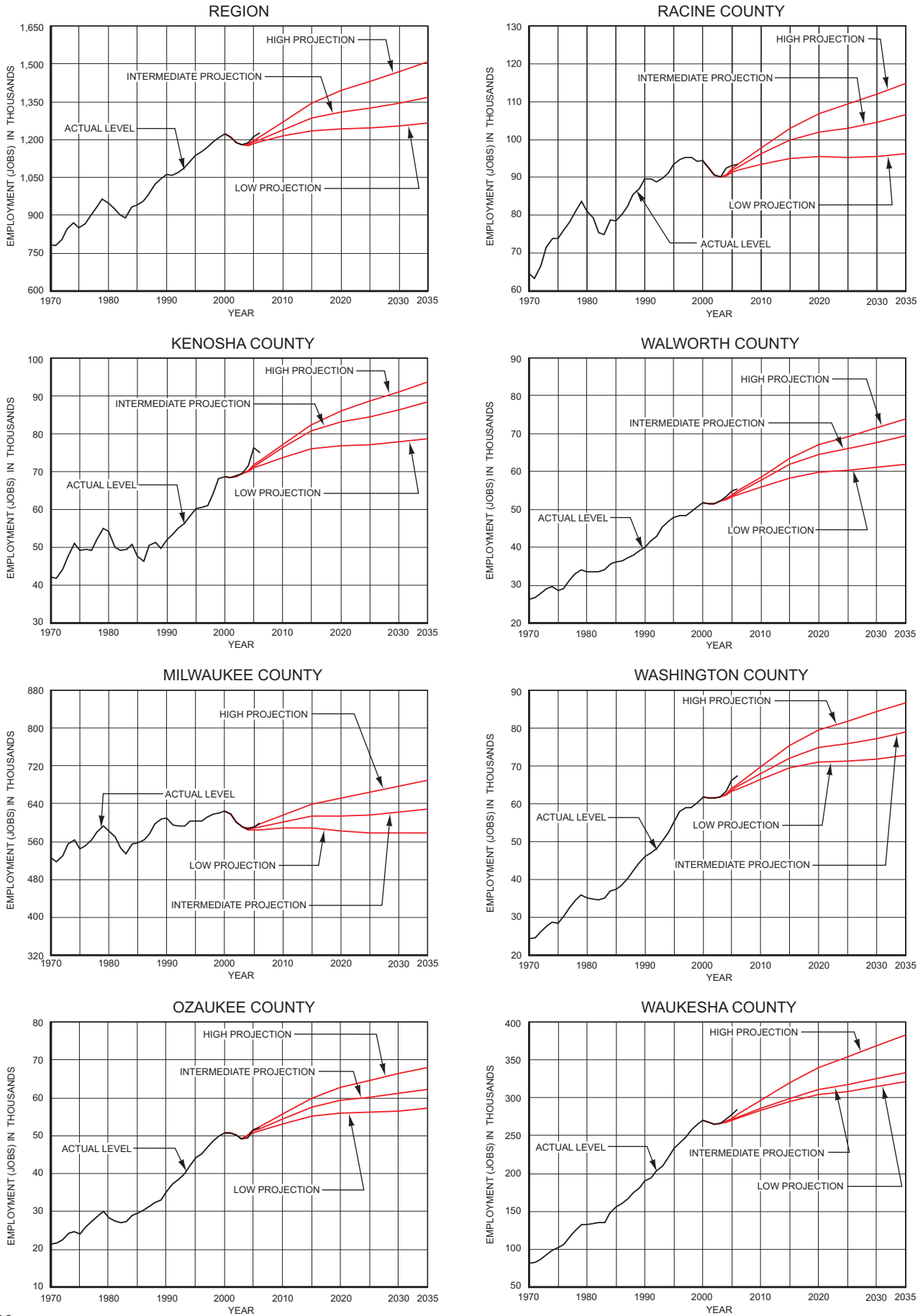


Table 9

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2006

County	2006 Population	Projected 2006 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	159,600	164,600	159,300	155,300
Milwaukee.....	936,900	965,800	947,600	928,700
Ozaukee.....	86,400	89,700	86,300	84,500
Racine.....	194,500	198,800	192,600	190,000
Walworth.....	99,800	101,900	99,800	96,500
Washington.....	127,900	130,600	126,400	122,800
Waukesha.....	379,600	393,800	380,200	371,800
Region	1,984,700	2,045,200	1,992,200	1,949,600

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

Under the high-growth scenario, the population level of the Region was anticipated to reach about 2,045,200 persons in 2006. The actual 2006 regional population level of 1,984,700 persons was about 3 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,949,600 persons in 2006. The actual 2006 population level was about 1.8 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 1,992,200 persons in 2006. The actual 2006 population level was less than 1 percent below this level (see Table 9 and Figure 8).

Monitoring Household Levels

Current Household Levels

Each year, the Wisconsin Department of Administration prepares estimates of the number of total housing units in Wisconsin counties. Estimates of housing units are based upon housing unit counts

from the year 2000 Census, updated by the Department's annual housing survey of all cities, villages, and towns in Wisconsin through which it obtains data on changes in the housing stock. The estimate of occupied housing units—or households—for 2006 presented herein is based upon the Department's estimates of housing units for 2006 and year 2000 Census housing vacancy rates.

As indicated in Table 10, the number of households in the Region is estimated to have increased from about 749,000 in 2000 to about 795,400 in 2006, an increase of about 46,400 households, or 6.2 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2006, ranging from about 3,100 households, or 10 percent, in Ozaukee County, to about 13,500 households, or 10 percent, in Waukesha County.

Comparison of Actual and Projected Household Levels

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

Figure 8

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

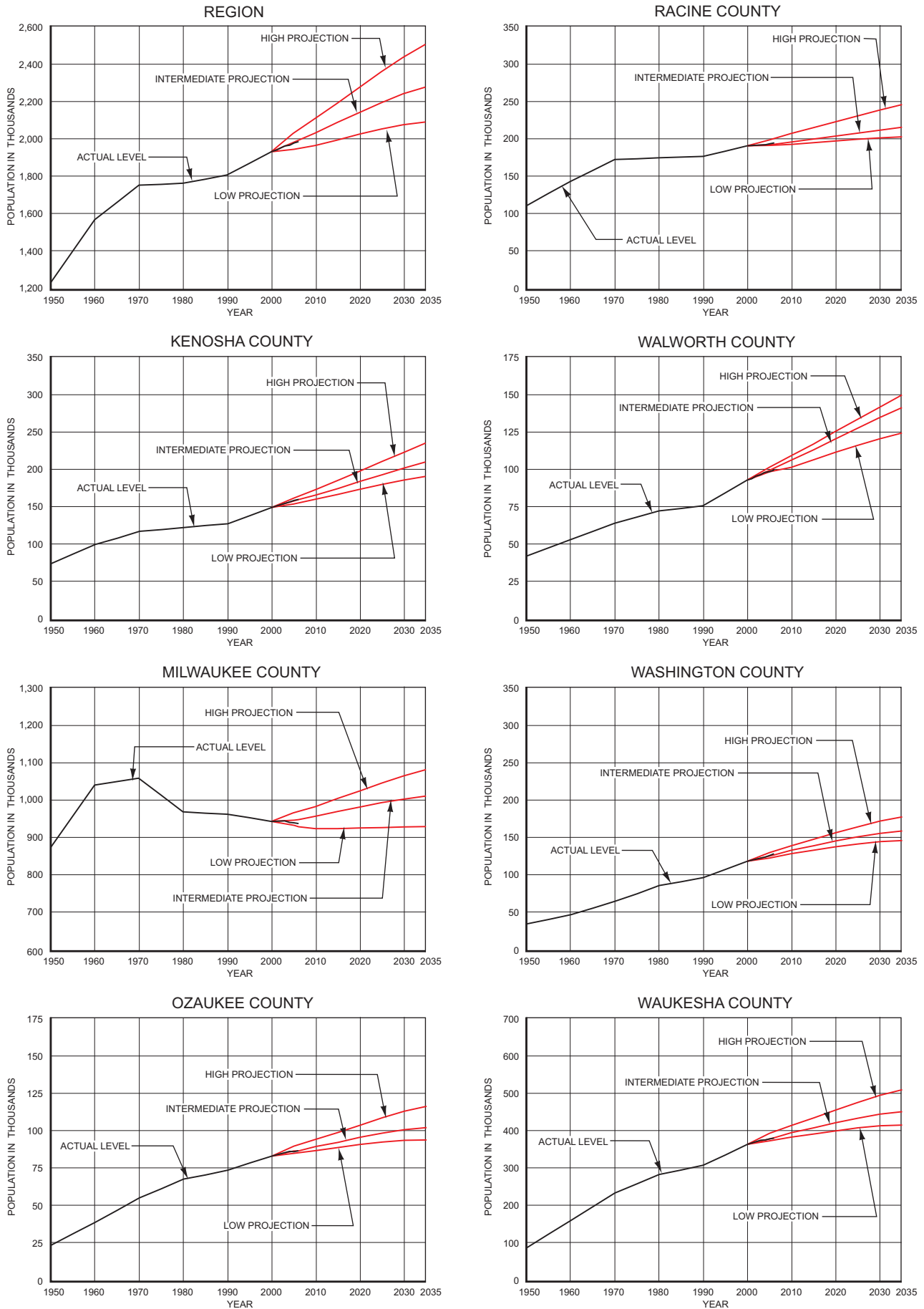


Table 10

**HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN
REGION BY COUNTY: 1990, 2000, AND 2006**

County	Households			1990-2000 Change		2000-2006 Change	
	1990 Census	2000 Census	2006 Estimate	Number	Percent	Number	Percent
Kenosha.....	47,000	56,100	62,200	9,100	19.4	6,100	10.9
Milwaukee.....	373,100	377,700	385,300	4,600	1.2	7,600	2.0
Ozaukee.....	25,700	30,900	34,000	5,200	20.2	3,100	10.0
Racine.....	63,700	70,800	75,900	7,100	11.1	5,100	7.2
Walworth.....	27,600	34,500	39,100	6,900	25.0	4,600	13.3
Washington.....	33,000	43,800	50,200	10,800	32.7	6,400	14.6
Waukesha.....	106,000	135,200	148,700	29,200	27.5	13,500	10.0
Region	676,100	749,000	795,400	72,900	10.8	46,400	6.2

Table 11

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2006

County	2006 Households	Projected 2006 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	62,200	62,600	60,600	59,100
Milwaukee.....	385,300	394,700	387,300	379,500
Ozaukee.....	34,000	34,300	33,000	32,300
Racine.....	75,900	75,900	73,500	72,500
Walworth.....	39,100	39,100	38,200	37,000
Washington.....	50,200	49,800	48,200	46,900
Waukesha.....	148,700	150,800	145,600	142,400
Region	795,400	807,200	786,400	769,700

Under the high-growth scenario, it was anticipated that there would be 807,200 households in the Region in 2006. The 2006 regional household level of 795,400 is about 1.5 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 769,700 households in the Region in 2006. The 2006 regional household level is about 3.3 percent above this level. Under the intermediate-growth scenario, it was anticipated that

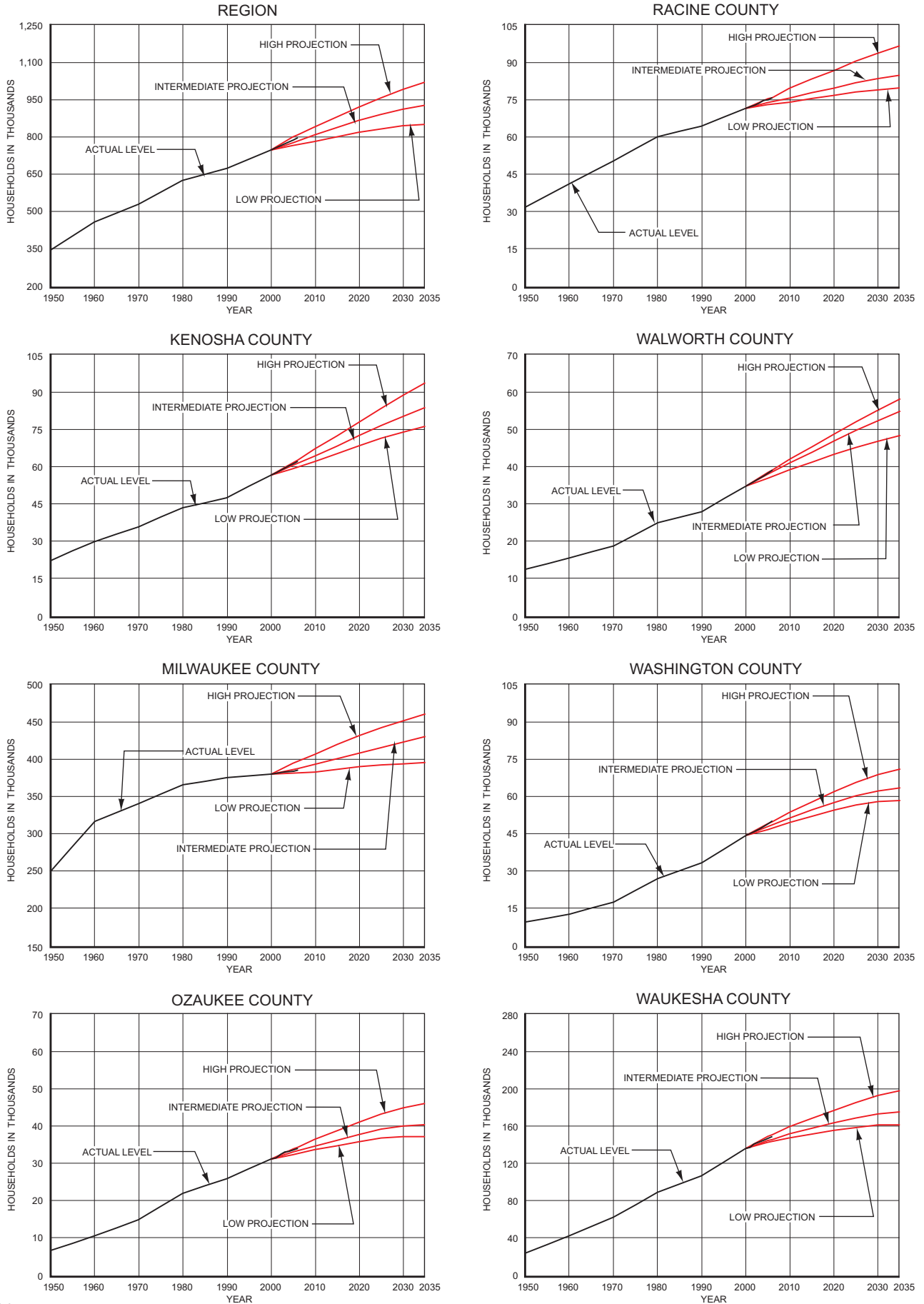
there would be 786,400 households in the Region in 2006. The 2006 regional household level is about 1.1 percent above this level (see Table 11 and Figure 9).

Census Coordination

During 2006, the Commission continued to participate in the U.S. Census Bureau State Data Center Program, a nationwide program under which the governor of

Figure 9

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



each state designates an agency or group of agencies within the state government to serve as the lead agency within that state—known as the state data center—for the dissemination of the large volume of information collected and reported by the Census Bureau. Within the State of Wisconsin, the provision of the state data center is a joint function of the Wisconsin Department of Administration and the University of Wisconsin-Madison. Under an agreement between the Commission and the Wisconsin state data center, the Commission serves as an affiliate member of the data center and supplies Census data access and technical assistance to Census data users within the seven-county Southeastern Wisconsin Region.

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

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 5.¹ 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

¹*Map 5 incorporates major outdoor recreation sites and recreation corridors recommended in the following reports: SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987, as amended, for the portion of Kenosha County located west of IH 94, and SEWRPC Community Assistance Planning Report No. 212, A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995, for the portion of Kenosha County located east of IH 94; SEWRPC Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County, November 1991; SEWRPC Community Assistance Planning Report No. 133 (2nd Edition), A Park and Open Space Plan for Ozaukee County, June 2001; SEWRPC Community Assistance Planning Report No. 134 (2nd Edition), A Park and Open Space Plan for Racine County, July 2001; SEWRPC Community Assistance Planning Report No. 135 (2nd Edition), A Park and Open Space Plan for Walworth County, September 2000, as amended; SEWRPC Community Assistance Planning Report No. 136 (3rd Edition), A Park and Open Space Plan for Washington County, March 2005; and SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin, August 1996. Certain plan amendments for Kenosha and Walworth Counties were awaiting Commission adoption at the end of 2006.*

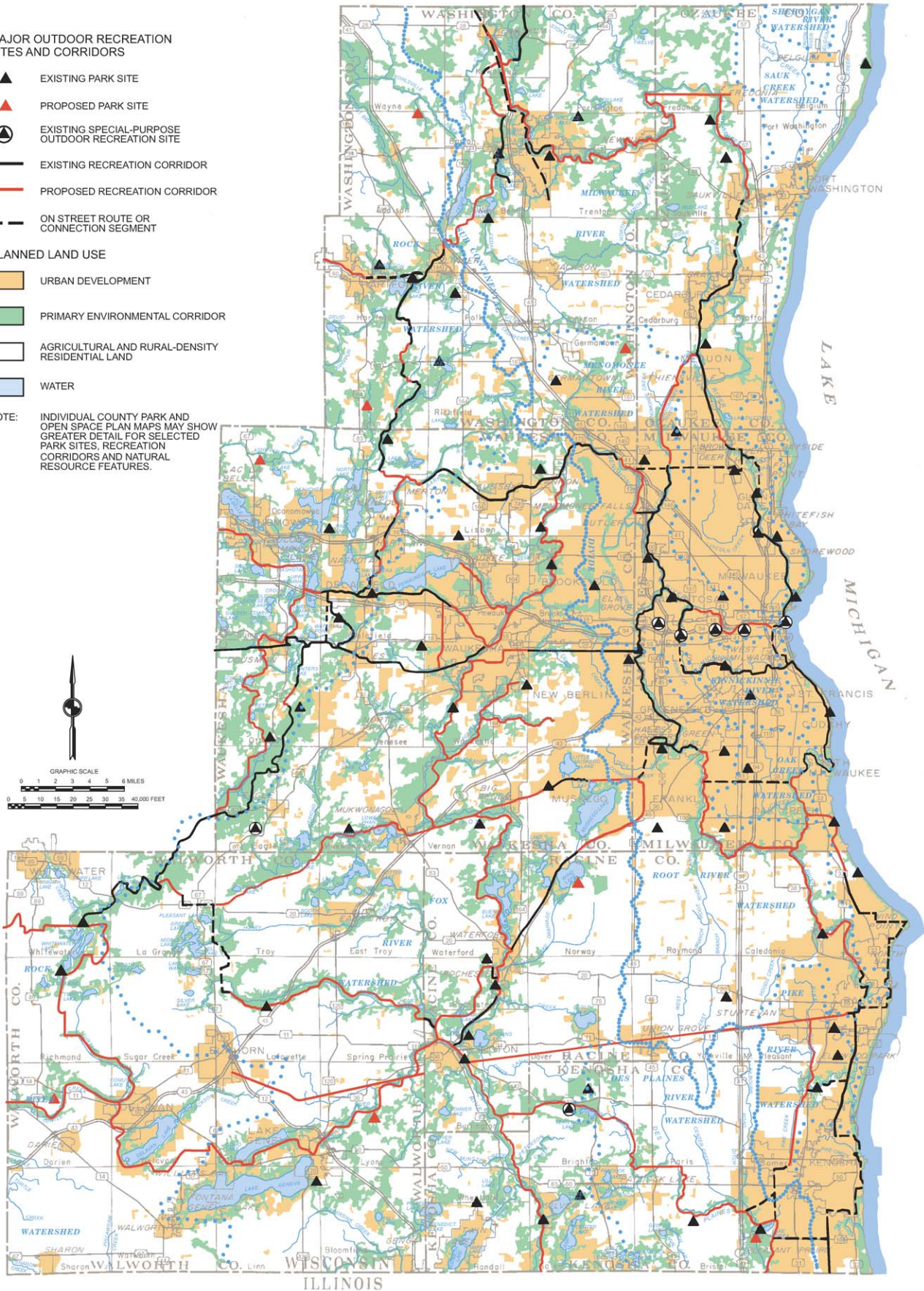
Map 5

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, 2006

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.



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 2006, the Commission staff continued work on an update and extension of the park and open space plan for Milwaukee County.

Regional Natural Areas and Critical Species Habitat Protection and Management Plan

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

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. The study identified a total of 447 natural areas and 142 critical species habitat sites. The distribution of these sites within the Region is shown on Map 6.

The plan recommends that each of the 589 natural areas and critical species habitat sites be protected and preserved to the maximum extent practicable as urban and rural development in the Region proceeds.

The plan, as amended through the end of 2006, recommends that 539 sites, or 92 percent of the total, be placed in public or private protective conservation ownership and that the other 50 sites be protected, insofar as it is possible, through zoning and other regulatory means without protective ownership.

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

As of the end of 2006, the natural areas and critical species habitat protection and management plan had been adopted by all seven counties in the Region, as well as by four cities, eight villages, and four towns in the Region, and had been endorsed by the Wisconsin Natural Areas Preservation Council. In addition, the Wisconsin Natural Resources Board has created a committee to investigate the implementation of those portions of the natural areas plan which pertain to the Wisconsin Department of Natural Resources. The Commission staff assisted the Department's committee with its investigation, which has now been completed. In addition, during 2006 there were several additions made to natural areas. The Wisconsin Department of Natural Resources acquired six lots totaling 2.5 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County, and nine acres of the Jackson Marsh Wildlife Area (part of the Jackson Swamp Natural Area) in Washington County. The Ozaukee/Washington Land Trust acquired 58 acres of the Smith Lake Swamp, an NA-3 quality natural area, in Washington County.

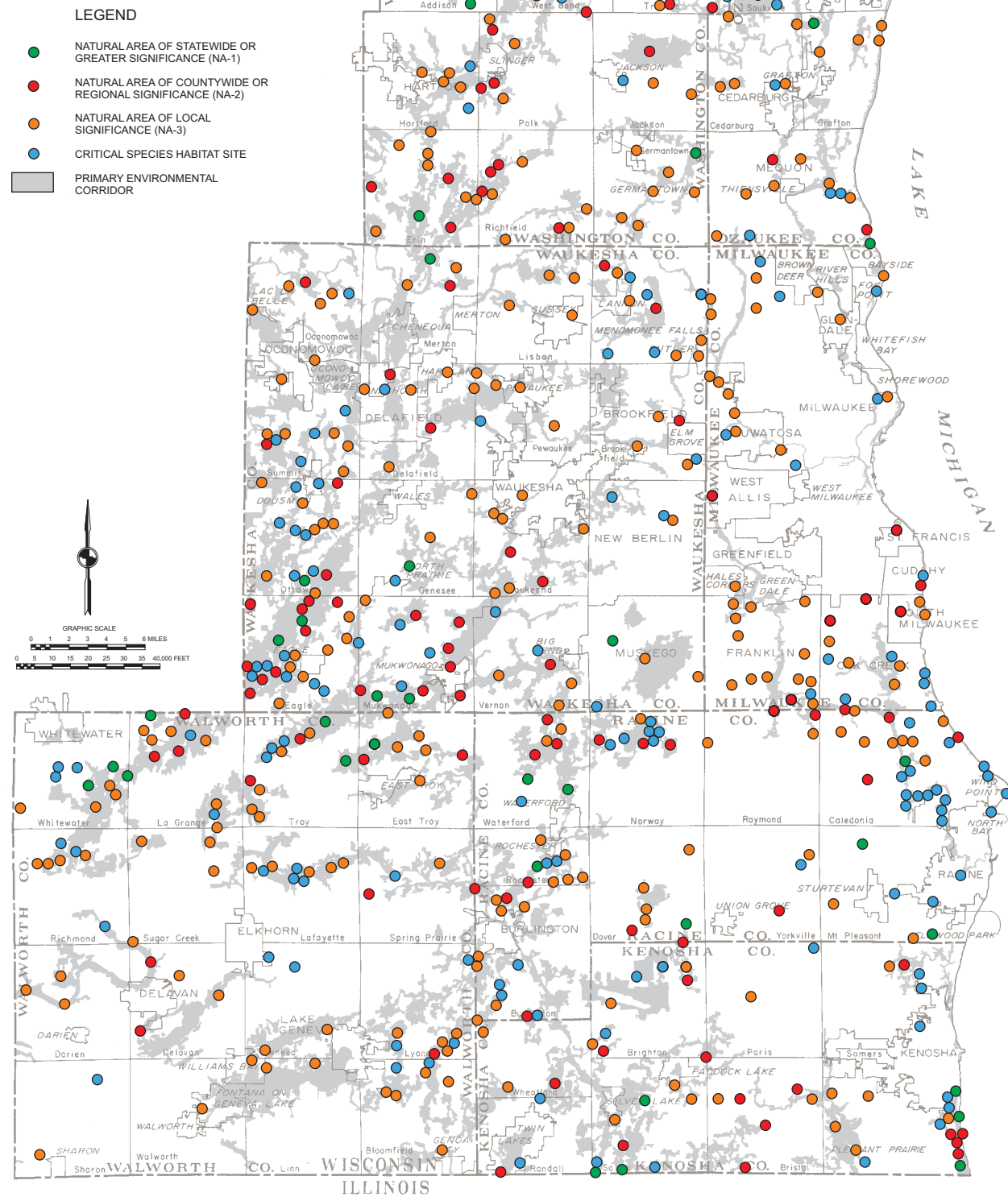
DATA PROVISION AND TECHNICAL ASSISTANCE

Economic and Demographic Data

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

During 2006, the Division responded to about 75 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,

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



and individual citizens. The following are some examples of Division activity during 2006 in performing the data provision and technical assistance function:

- Provided population, household, and employment projections for the Village of Menomonee Falls to a private consultant for use in preparing a comprehensive plan for the Village.
- Provided existing and planned population levels to a private consultant for the Cities of Oak Creek and Franklin for water supply facilities planning purposes.
- Provided existing and planned population and households in the Cedarburg Bog area in Ozaukee County to an environmental consulting firm for use in determining the economic and social impacts of designating the area as a protected critical habitat.
- Provided existing 2000 and planned 2035 population, household, and land use data for use in planning wastewater treatment facilities in the Village of Slinger, Village of Dousman, and Walworth County Metropolitan Sewerage District.

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 2006, the Division responded to 366 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 2006 include the following:

- Provided a map of existing land use for the Waterford area to the Village of Waterford for use in ongoing long-range land use planning.
- Provided tabular data regarding existing and planned 2035 land use for a portion of Kenosha County to a private consultant for use in stormwater management planning.

- Provided information on planned trails and bikeways, park and open space standards, and local park and open space plans to the Town of Darien.
- Provided information regarding existing beaches in Walworth County to the Walworth County Health Department for use in a health assessment study of beaches.

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 2006, the Commission fulfilled a total of 162 requests for such information. Most of this work effort may be divided into the following categories:

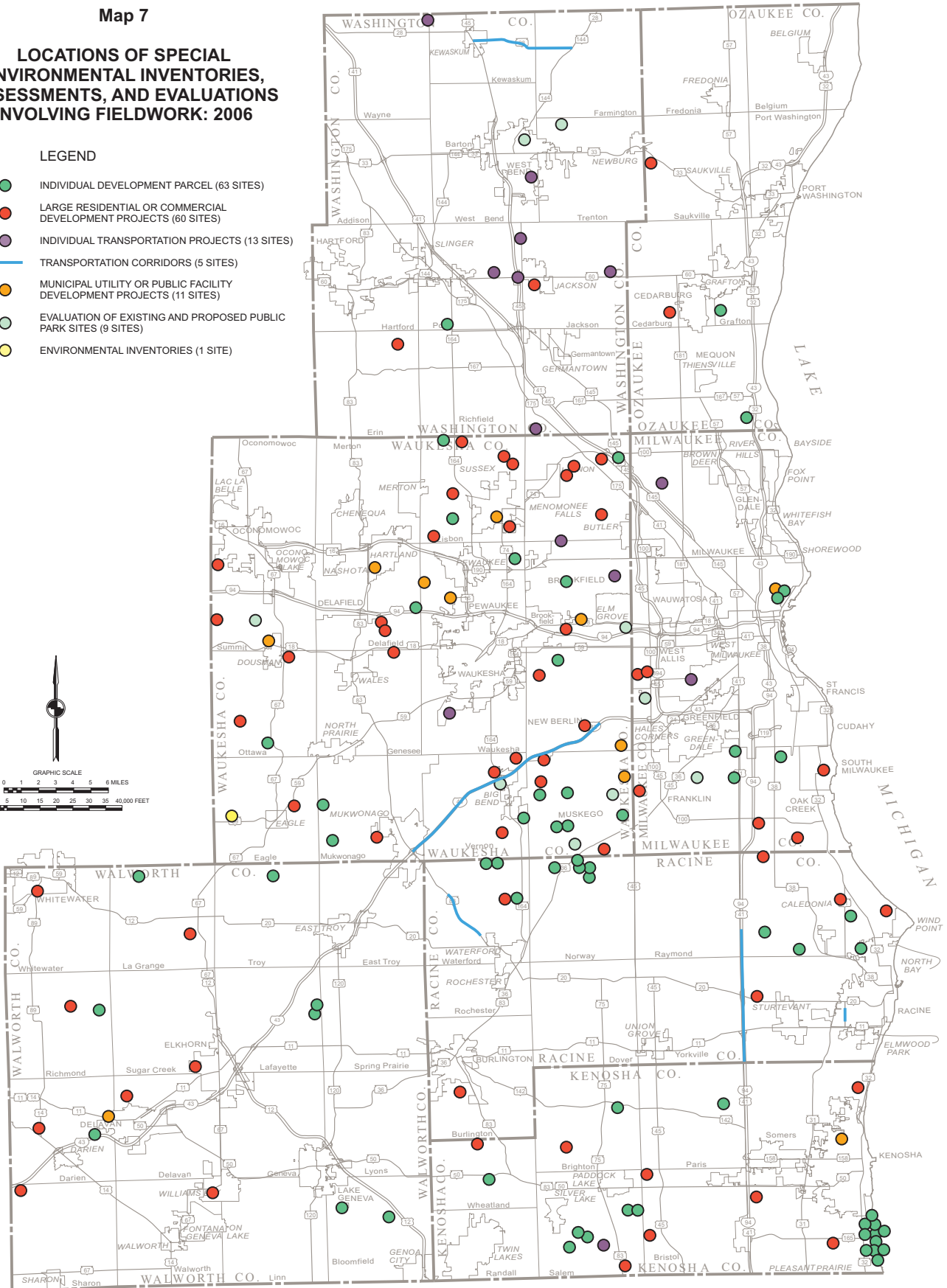
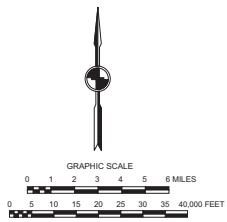
- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2006, 63 such requests were fulfilled for sites located throughout the Region (see Map 7). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to properly carry out local planning and land use control responsibilities. Once delineated in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on land subdivision plats, certified survey maps, and plats of survey.
- Requests for field evaluation, identification, and delineation of wetlands and primary environmental corridors on large sites proposed for residential, commercial, and industrial development to determine whether environmentally sensitive areas of concern occur on such sites.

Map 7

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2006

LEGEND

- INDIVIDUAL DEVELOPMENT PARCEL (63 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (60 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (13 SITES)
- TRANSPORTATION CORRIDORS (5 SITES)
- MUNICIPAL UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (11 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (9 SITES)
- ENVIRONMENTAL INVENTORIES (1 SITE)



The Commission encourages such evaluations prior to any commitment to detailed site planning. During 2006, such requests were fulfilled for a total of 60 sites located throughout the Region (see Map 7). 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 2006, 18 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, Kenosha County, the Milwaukee County Department of Transportation and Public Works, the Racine County Department of Public Works, the Washington County Highway Department, the Waukesha County Department of Public Works, the City of Brookfield, and the City of West Bend (see Map 7).

- 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 2006, 11 such requests were fulfilled in Kenosha, Milwaukee, Walworth, and Waukesha Counties (see Map 7).
- 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 2006, nine such requests were fulfilled in Milwaukee, Washington, and Waukesha Counties (see Map 7).
- 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 2006, one such request by the Wisconsin Department of Natural Resources was fulfilled in Waukesha County (see Map 7).

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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 2006 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 2006, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

Personal-Use Vehicle and Commercial Truck Availability¹

The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 2006 totaled about 1,348,250. This represents an increase of 35,860, or about 2.7 percent, compared to the 2005 level of 1,312,390 (see Table 12). Increases in personal-use vehicle availability in 2006 occurred in all counties in the Region. Over the past 40 years, there has been a generally steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2006 was 2.2 percent.

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

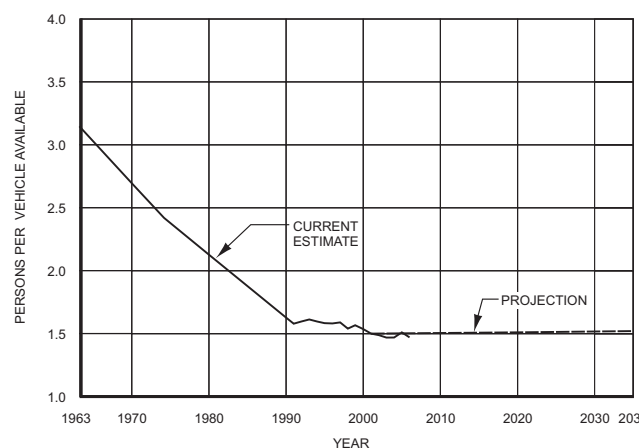
Table 12

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2005	2006
Kenosha	37,240	51,100	112,540	116,100
Milwaukee	316,350	392,000	536,180	548,360
Ozaukee	16,780	28,030	65,110	66,700
Racine	52,040	73,350	134,850	138,960
Walworth	22,220	33,450	80,570	84,020
Washington	18,340	30,390	95,410	98,410
Waukesha	69,390	114,450	287,730	295,700
Total	532,360	722,770	1,312,390	1,348,250

^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 53.

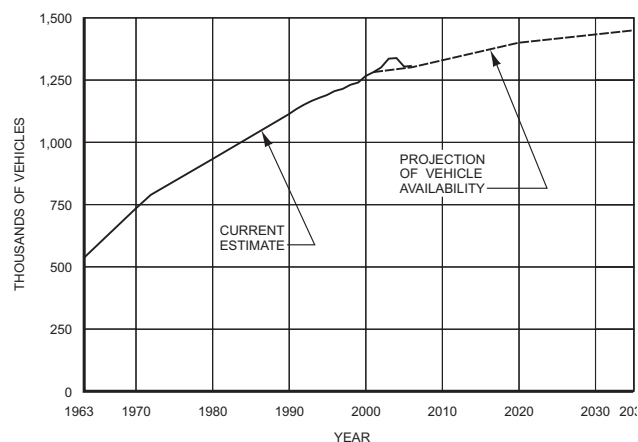
Figure 10

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 53.

The number of persons per personal-use vehicle within the Region was estimated to be 1.47 in 2006, slightly lower than the 1.51 estimated for 2005, as shown in Figure 10. The number of persons per personal-use vehicle has been relatively stable for over a decade, with minor fluctuations up and down annually. The forecast of the number of persons per personal-use vehicle expects long term stability as well. The forecast of total personal-use vehicle availability developed

Figure 11

PERSONAL-USE VEHICLE AVAILABILITY^a

^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 53.

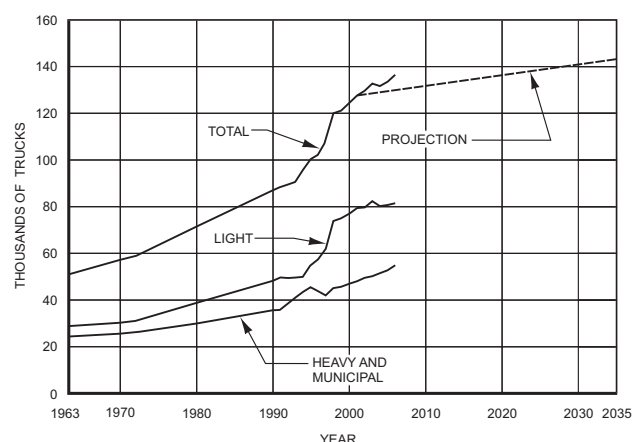
under the long-range regional transportation system plan, is shown in Figure 11, along with historic annual personal-use vehicle availability. The 2006 forecast personal-use vehicle availability level was 1,313,700 under the adopted regional transportation system plan. The estimated 2006 regional personal-use vehicle availability level of 1,348,250 was 34,450 vehicles, or about 2.6 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

Table 13

COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

County	1963	1972	2005	2006
Kenosha.....	4,370	4,490	11,090	11,290
Milwaukee.....	25,910	26,710	47,280	48,210
Ozaukee.....	2,270	2,550	6,430	6,510
Racine.....	5,670	6,460	14,960	15,060
Walworth.....	4,190	4,840	10,550	11,000
Washington.....	3,210	4,080	10,520	10,760
Waukesha.....	7,780	10,280	32,750	33,680
Total	53,400	59,410	133,580	136,510

^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 53.

Figure 12**COMMERCIAL-USE TRUCK AVAILABILITY^a**

^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 53.

The number of commercial and municipal trucks available in the Region during 2006 totaled about 136,510, an increase of about 2,930, or about 2.2 percent, above the 2005 level of 133,580 trucks (see Table 13 and Figure 12). In 2006, increases in commercial motor-truck availability occurred in all counties of the Region from 2005 levels. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 60 percent of all commercial

trucks in 2005, and 60 percent of all commercial trucks in 2006. The number of light commercial trucks available in 2006 totaled about 81,550, an increase of 840, or about 1.0 percent, above the 2005 level of 80,710. The number of heavy trucks and municipal trucks totaled 54,960 in 2006, an increase of about 2,090 trucks, or about 4.0 percent from the 2005 level of 52,870. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2006 was 2.1 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2006 through 10 intracounty systems and four intercounty systems (see Table 14 and Figures 13 and 14). As shown in Table 14, the total reported ridership on public transit services in the Region fell from about 52.9 million revenue passengers in 2005 to about 52.3 million revenue passengers in 2006, a decrease of about 1.1 percent. This decrease is attributable primarily to the 2006 drop in ridership on the transit system operated by Milwaukee County. Of the other 13 systems within the Region operating in 2005 and 2006, only four experienced ridership decreases.

Intracounty Services**Milwaukee County**

Ridership on the Milwaukee County Transit System decreased during 2006 to about 47.7 million revenue passengers from about 48.5 million revenue passengers

Table 14

REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP

Transit Services	Revenue Passengers ^a					
	1963	1972	1991	2005	2006	Percent Change 2005-2006
Intracounty Systems						
Milwaukee County	88,546,000	52,141,000	53,025,000	48,472,600	47,660,200	-1.7
City of Racine	2,907,000	526,000	1,829,000	1,135,400	1,165,000	2.6
City of Kenosha	1,876,000	503,000	1,128,000	1,468,600	1,488,600	1.4
City of Waukesha	451,000	227,000	434,000	604,800	595,100	-1.6
City of Whitewater	--	--	38,000	21,900	25,100	14.6
City of Hartford	--	--	8,000	19,400	18,700	-3.6
City of West Bend	--	--	--	129,800	124,400	-4.2
City of Port Washington	--	--	--	19,200	20,800	2.3
Ozaukee County	--	--	--	72,500	70,500	-2.8
Washington County	--	--	--	70,200	75,800	8.0
Subtotal	93,780,000	53,397,000	56,462,000	52,014,400	51,244,200	-1.2
Intercounty Systems						
Waukesha-Milwaukee Counties	534,000 ^b	240,000	290,000	656,900	731,700	11.4
Kenosha-Racine-Milwaukee Counties	230,000 ^b	153,000	82,000	75,600	84,800	12.2
Ozaukee-Milwaukee Counties	127,000	64,000	--	108,200	119,100	10.1
Washington-Milwaukee Counties	--	--	--	78,900	94,300	19.5
Subtotal	891,000	457,000	372,000	919,600	1,029,900	12.0
Region Total	94,671,000	53,854,000	56,834,000	52,934,000	52,274,100	-1.0

^aThe 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 42,228,300 in 2006, about 42,463,100 in 2005, and about 48,350,000 in 1991.

^bEstimated.

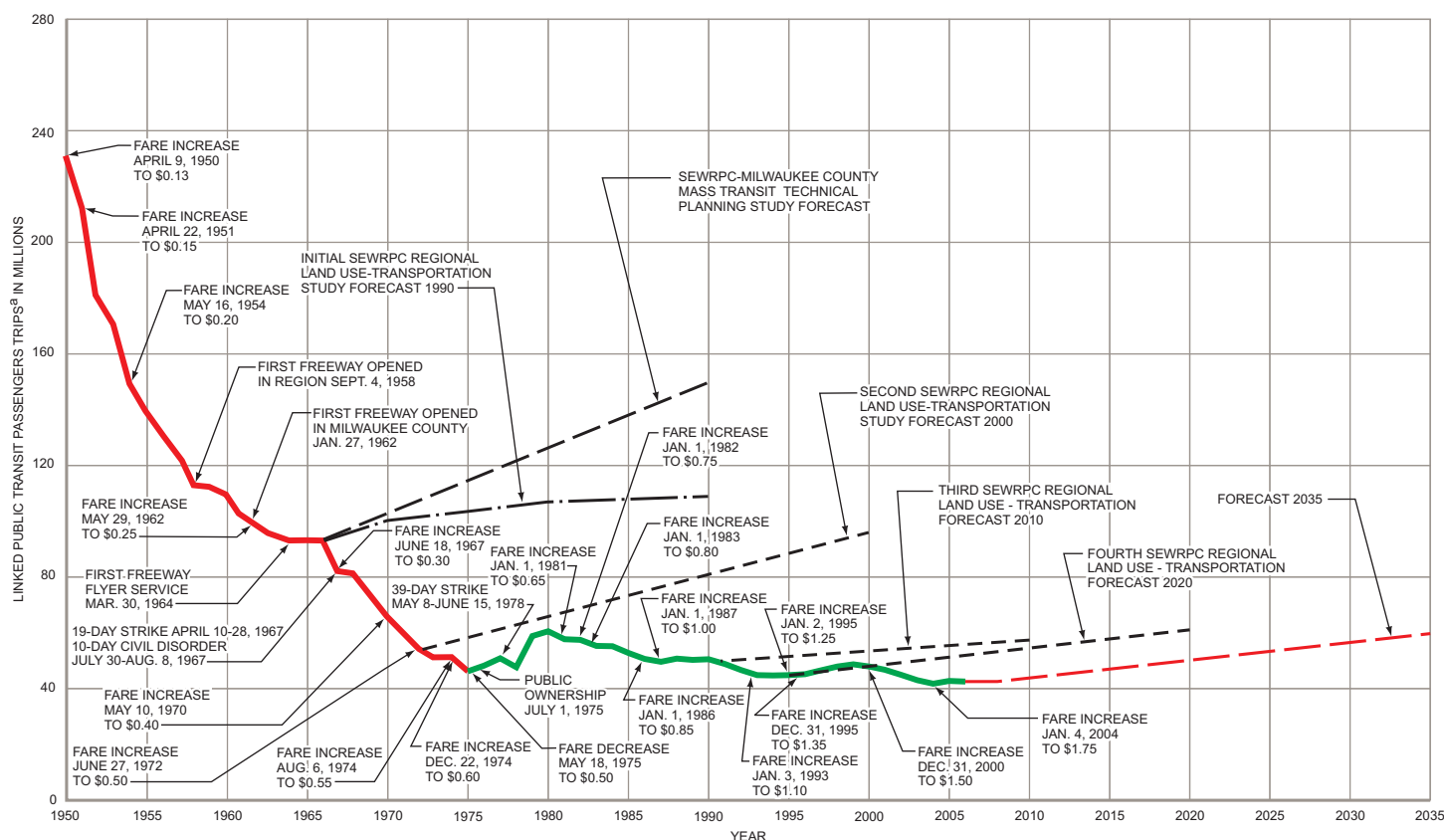
in 2005, or by about 2 percent (see Figure 15). This decrease is due in part to continued service cuts and increases in the price of weekly bus passes. The number of bus-miles operated by the Milwaukee County Transit System decreased by 2 percent during 2006, from about 17.0 million bus-miles in 2005 to about 16.7 million bus-miles in 2006. The service reduction in 2006 continued the trend of reductions in service that have occurred annually on the system since 2001. During 2006, the basic cash fare for the Milwaukee County Transit System remained unchanged at \$1.75 per one-way trip. However, fares for freeway flyer bus service rose from \$2.05 to \$2.25 per one-way trip, and adult weekly bus passes rose from \$13.00 to \$14.00 at the start of 2006.

During 2006, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2005, to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 1,053,200 revenue passengers in 2006, an increase of about 7 percent over the 988,800 revenue passengers carried in 2005 (see Figure 16). This large increase may be attributed to high motor vehicle fuel prices in 2006 which encouraged many commuters to use the freeway flyer bus service.

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

Figure 13

HISTORICAL ANNUAL TREND IN TRAVEL BY PUBLIC TRANSIT IN THE REGION



^aLINKED TRANSIT PASSENGER TRIPS APPROXIMATE THE NUMBER OF ONE-WAY TRIPS MADE ON THE TRANSIT SYSTEM BETWEEN SPECIFIC ORIGINS AND DESTINATIONS. PASSENGERS ARE COUNTED ONLY ONCE FOR EACH ORIGIN AND DESTINATION, AND TRANSFERS BETWEEN ROUTES ARE NOT COUNTED AS THEY ARE A CONTINUATION OF A SINGLE TRIP. THE ANNUAL LINKED TRANSIT PASSENGER FIGURES REPRESENTED IN THIS GRAPH DIFFER SOMEWHAT FROM THE ANNUAL REVENUE RIDERSHIP FIGURES REPORTED TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION BY THE PUBLIC TRANSIT OPERATORS IN THE REGION AS SHOWN IN TABLE 14. THE RIDERSHIP SHOWN IN TABLE 12 FOR THE URBAN BUS SYSTEMS FOR 1991 AND SUBSEQUENT YEARS INCLUDES A LIMITED NUMBER OF PASSENGERS THAT USED A TRANSIT PASS INSTEAD OF TRANSFER SLIP TO TRANSFER BETWEEN BUS ROUTES. CONSEQUENTLY, THE BUS RIDERSHIP FIGURES SHOWN IN TABLE 12 FOR 1991, 2005, AND 2006 ARE SOMEWHAT HIGHER THAN THE ESTIMATES OF LINKED TRANSIT PASSENGER TRIPS SHOWN IN THIS FIGURE.

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, Laidlaw Transit Services, Inc., 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 2006, about 1,033,000 one-way trips were made on the Transit Plus paratransit service, an increase of about 2 percent from the 1,015,200 one-way trips made on the service during 2005. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2006.

To assist in the public operation of the system, the Commission, at the request of Milwaukee County, is preparing a short-range transit system development plan for the Milwaukee County Transit System. The plan is the first transit system development plan prepared by the Commission for Milwaukee County and will recommend service changes and capital improvements for the transit system covering the period 2008-2012. The current planning effort is described in a later section of the 2006 *Annual Report*.

City of Racine

During 2006, ridership on the public transit system serving the City of Racine and environs increased by about 3 percent from approximately 1,135,400 revenue passengers in 2005 to about 1,165,000 revenue passengers in 2006 (see Figure 17). The increase reflects

Figure 14

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

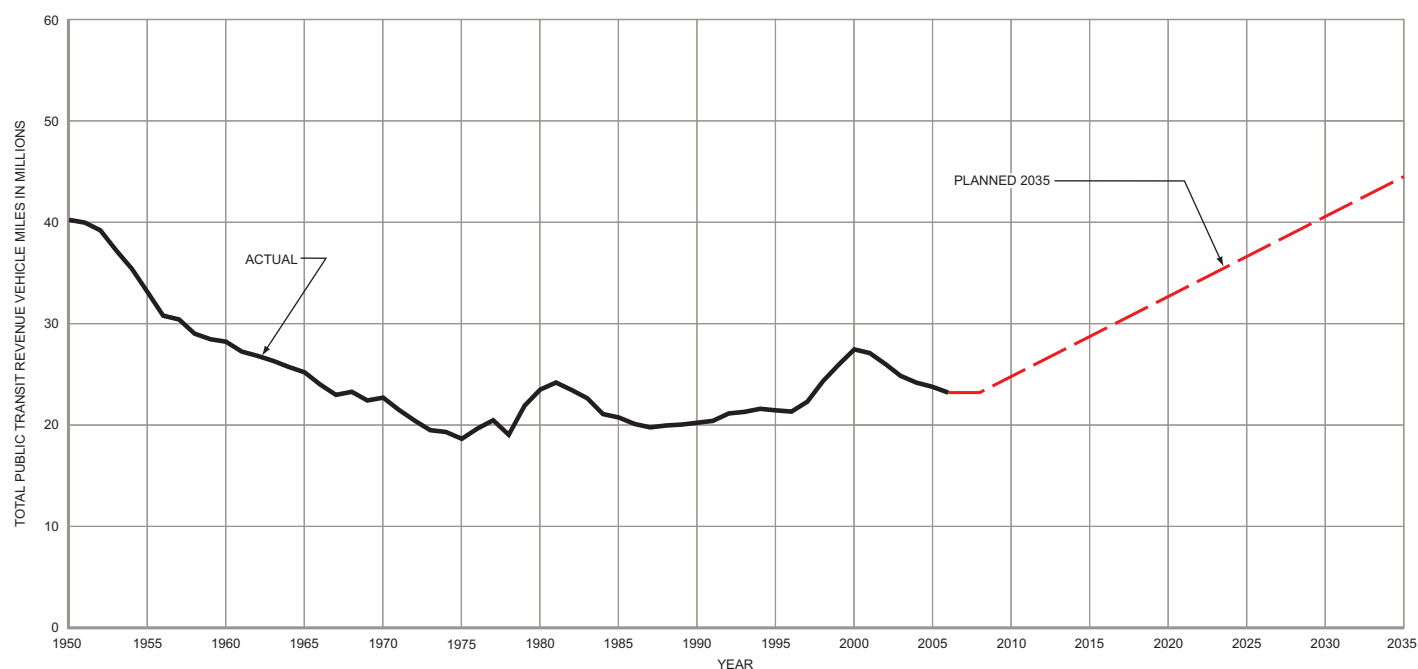


Figure 15

TRANSIT REVENUE RIDERSHIP MILWAUKEE COUNTY TRANSIT SYSTEM

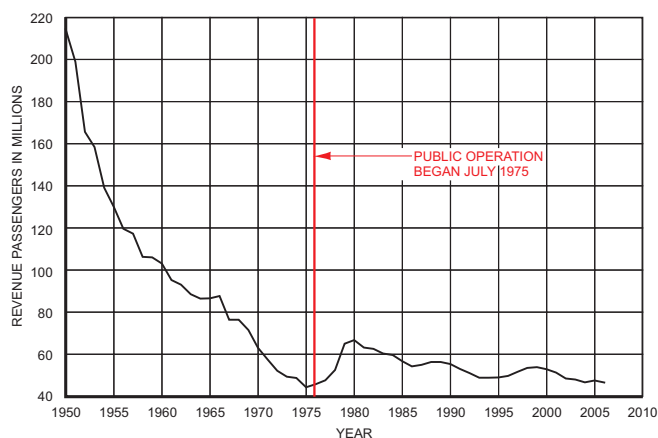
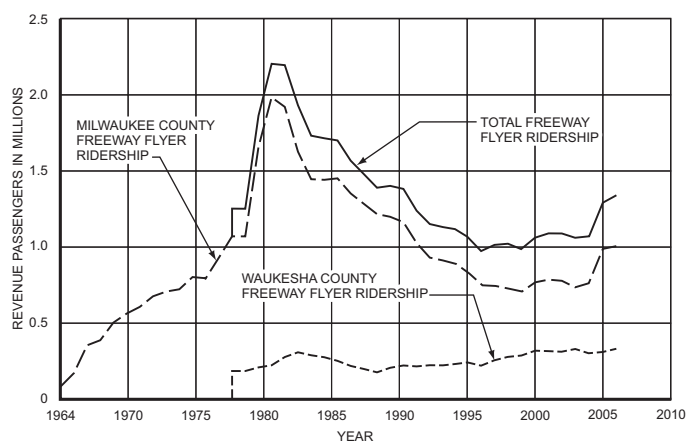


Figure 16

FREEWAY FLYER RIDERSHIP: MILWAUKEE AND WAUKESHA COUNTY TRANSIT SYSTEMS



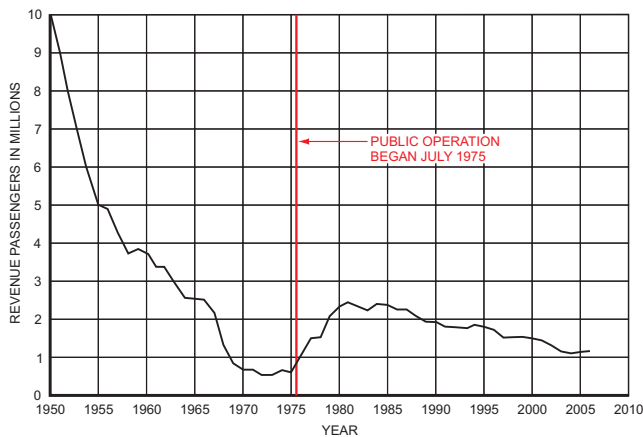
the second year of growth in ridership since 2004, when ridership dropped after the City implemented significant service cuts. The total number of bus-miles operated in revenue service decreased by about 3 percent, from about 1,144,200 bus miles in 2005 to about 1,106,700 bus-miles in 2006. In 2006, the transit system eliminated bus service to the University of Wisconsin-Parkside in Kenosha County in May and restructured service to Sturtevant in July, which eliminated service to the

Village provided over Durand Avenue. The adult base cash fare remained unchanged at \$1.25 per one-way trip in 2006.

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. Until

Figure 17

TRANSIT REVENUE RIDERSHIP CITY OF RACINE TRANSIT SYSTEM



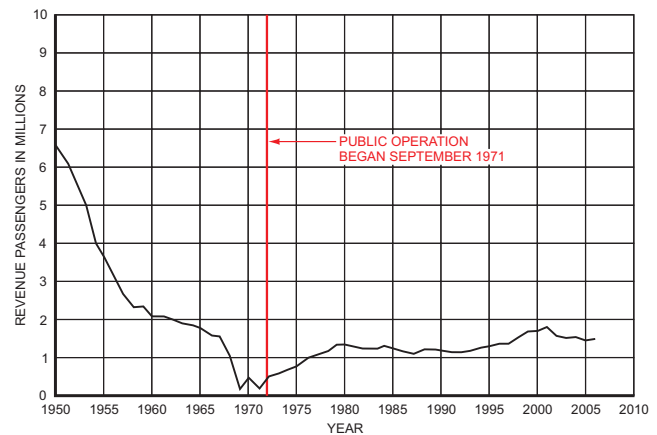
October 2006, paratransit service was provided under a program administered by the Racine County Human Services Department, which contracted directly with Laidlaw Transit, Inc., a private operator for paratransit service provided throughout the area east of IH 94 in the County. Since October 2006, the Belle Urban System provides its own 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 2006, about 14,600 one-way trips were made on the paratransit service, a decrease of about 18 percent from the 17,300 one-way trips made on the service in 2005. The drop in ridership may be attributed to the smaller service area for the DART paratransit service.

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

Figure 18

TRANSIT REVENUE RIDERSHIP CITY OF KENOSHA TRANSIT SYSTEM



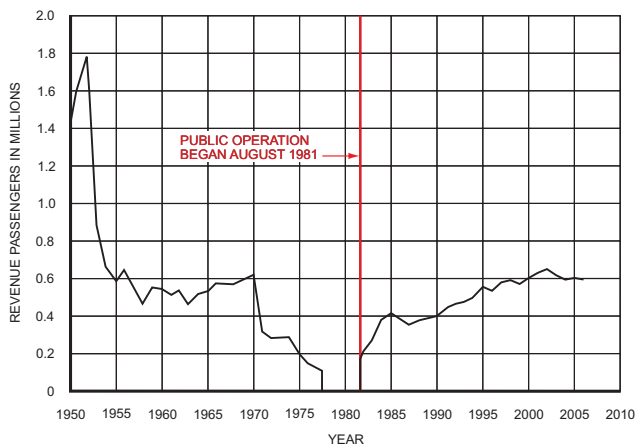
City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 2006 (see Figure 18) to approximately 1,488,600 revenue passengers, about 1 percent more than the 2005 ridership of about 1,468,600 revenue passengers. The transit system provides fixed-route service within the city and environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service totaled about 1,066,700, representing a decrease of less than 1 percent over the 1,071,200 vehicle-miles operated during 2005. The basic cash fare for the Kenosha system remained at \$1.00 per one-way trip for bus service and \$0.25 per one-way trip for street car service in 2006, unchanged from 2005.

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, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as unable

Figure 19

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



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. The total area served is somewhat larger than the service area for the City's fixed-route transit system. During 2006, about 15,400 one-way trips were made on the paratransit service, an increase of about 5 percent from the 14,800 one-way trips made on the service during 2005.

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

City of Waukesha

During 2006, the fixed-route public transit system serving the City of Waukesha carried approximately

595,100 revenue passengers, a decrease of about 2 percent from the 604,800 revenue passengers carried on the system during 2005 (see Figure 19). The number of bus-miles operated in revenue service during 2006 totaled about 748,700, a decrease of about 3 percent from the 769,700 bus-miles operated in 2005. The decrease in ridership may be partly attributed to a fare increase implemented in July 2005 when the base adult cash fare was raised from \$1.25 to \$1.50 per one-way trip. Fares remained unchanged during 2006.

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 the private firm with which the City contracts to manage and operate its fixed-route bus system. During 2006, about 20,100 one-way trips were made on the paratransit service, compared with about 19,700 trips made on the service during 2005, an increase of about 2 percent.

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.

City of Whitewater

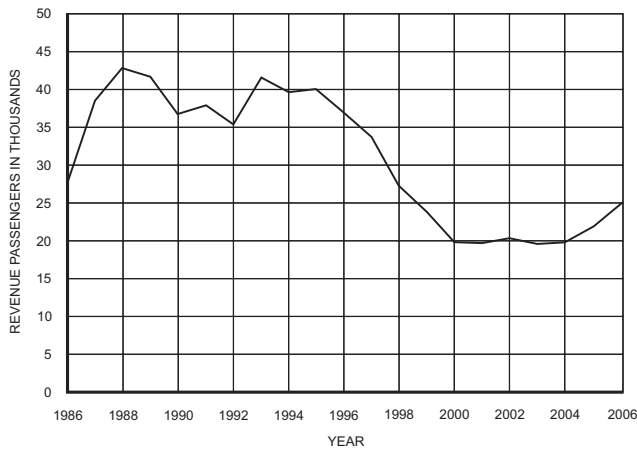
The shared-ride public taxicab system serving the City of Whitewater is operated on a contract basis by Brown's Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 25,100 revenue passengers in 2006, an increase of about 15 percent from the 21,900 revenue passengers carried in 2005 (see Figure 20). It operated about 67,300 total vehicle-miles during 2006, about 10 percent more than the 61,000 total vehicle-miles operated in 2005. During 2006, adult fares for the service remained unchanged at \$2.75 per one-way trip.

City of Hartford

Publicly operated transit service was also provided during 2006 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal

Figure 20

**TRANSIT REVENUE RIDERSHIP
CITY OF WHITEWATER TRANSIT SYSTEM**



Recreation Department. During the year, the Hartford taxicab service carried approximately 18,700 revenue passengers, a decrease of about 4 percent from the 19,400 revenue passengers carried in 2005 (see Figure 21). The service operated about 54,400 total vehicle-miles, an increase of about 9 percent from the 54,400 total vehicle-miles operated during 2005. Base cash passenger fares remained at \$2.25 per one-way trip in 2006.

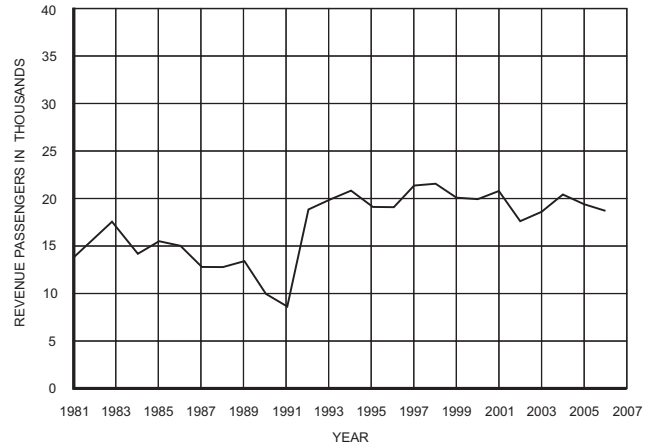
City of West Bend

During 2006, the City of West Bend taxicab service carried approximately 124,400 revenue passengers, a decrease of 4 percent from the 129,800 revenue passengers carried in 2005 (see Figure 22). The total vehicle-miles of service of approximately 416,800 represented a decrease of about 4 percent from the 427,300 total vehicle-miles operated during 2005. The base adult cash fare was raised to \$2.75 per one-way trip in September 2006.

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

Figure 21

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



City of Port Washington

During 2006, the City of Port Washington taxicab service carried approximately 20,800 revenue passengers, representing an increase of about 8 percent from the 19,200 revenue passengers carried in 2005 (see Figure 23). In 2006, the taxi service operated about 92,600 total vehicle miles, down 2 percent from 94,200 vehicle-miles operated during 2005. The taxicab service raised the base adult cash fare at the beginning of 2006 from \$2.50 to \$2.75 per one-way trip.

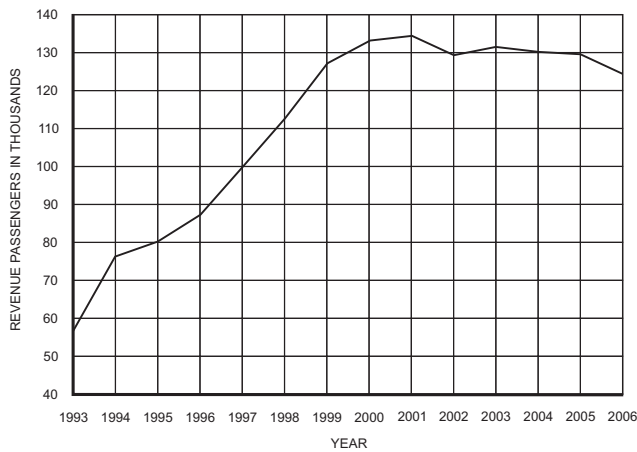
The institution of publicly subsidized shared-ride taxicab service in the City of Port Washington was guided by an analysis completed by the Regional Planning Commission in 1993 at the request of the City. The analysis, described in the Commission's *1993 Annual Report*, identified the potential ridership,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

Ozaukee County

During 2006, about 70,500 revenue passengers were carried on the Ozaukee County taxicab system, which operated a total of about 703,900 total vehicle-miles. Both these figures decreased about 3 percent from 2005 when 72,500 revenue passengers were carried (see Figure 24) and 725,200 total vehicle-miles were operated. Fares for the service in 2006 remained unchanged from 2005, with the base adult cash fare

Figure 22

**TRANSIT REVENUE RIDERSHIP
CITY OF WEST BEND TRANSIT SYSTEM**



ranging from \$2.75 per trip for travel within one zone, to \$6.50 per trip for cross-county travel encompassing four or more zones. At the start of 2006, the County began contracting with Specialized Transportation Services, Inc., to provide the taxicab service. Formerly, G & G Enterprises, Inc., provided County taxicab service. The Ozaukee County system does not serve trips that can be made on the Port Washington taxicab system.

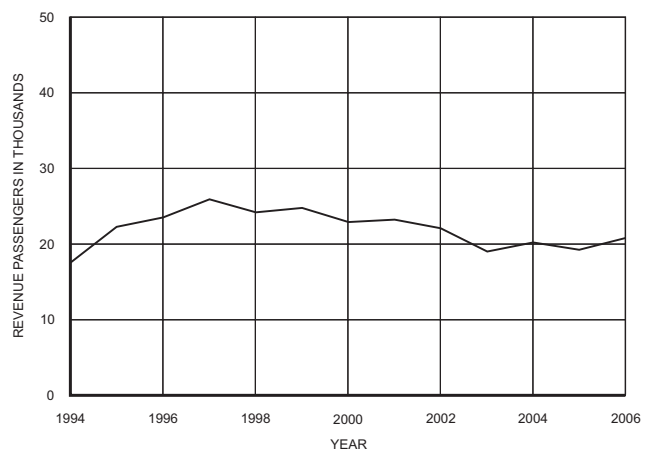
The institution of the Ozaukee County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1995 at the request of the County and described in the Commission's *1995 Annual Report*. Work on a new, updated plan for the County was completed in 2002. The new plan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

Washington County

During 2006, about 75,800 revenue passengers were carried on the Washington County taxi system, which operated a total of about 706,300 total vehicle-miles. These figures represent an increase of 8 percent from the 70,200 revenue passengers carried in 2005 and a decrease of about 28 percent from the 976,700 total vehicle-miles operated in 2005 (see Figure 25). Fares for the service in 2006 stayed the same as in 2005, with the

Figure 23

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



base adult cash fare ranging from \$2.50 per trip for travel within one zone, to \$7.00 per trip for cross-county travel encompassing four or more zones. In 2006, the County terminated its taxicab service contract with G & G Enterprises, Inc., and began using 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 taxi-cab systems.

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

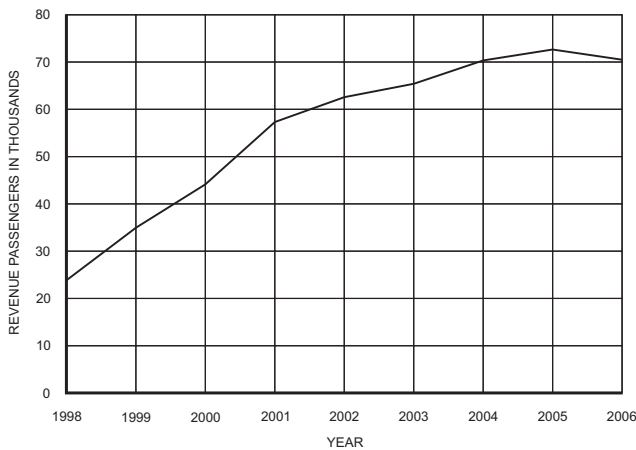
Intercounty Services

Waukesha County

During 2006, total ridership on the Waukesha County transit system increased by about 11 percent, from about 656,900 revenue passengers in 2005 to about 731,700 revenue passengers in 2006 (see Figure 26). The number of bus-miles operated in revenue service dropped from about 797,200 bus-miles in 2005 to about 744,400 bus-miles in 2006, or by about 7 percent. Waukesha County contracts with Wisconsin Coach Lines, Inc.; the Milwaukee County Transit System; and

Figure 24

**TRANSIT REVENUE RIDERSHIP
OZAUKEE COUNTY TAXI SYSTEM**



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.

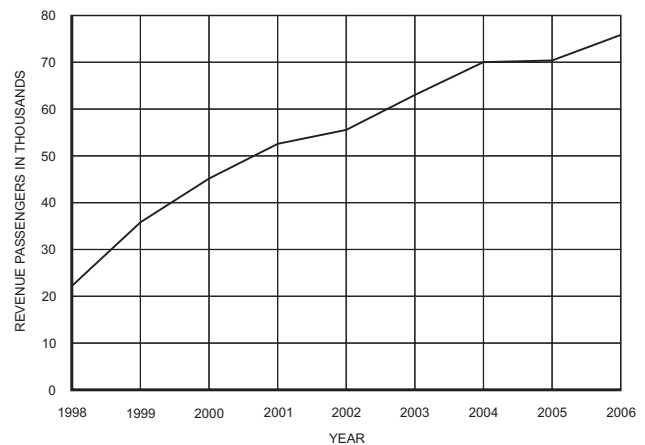
Adult cash fares on the Waukesha County transit system local bus routes operated by the Milwaukee County Transit System remained stable during 2006 at \$1.75 per one-way trip. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee were raised from \$2.40 to \$2.60 per one-way trip. The fares charged on the routes operated by Wisconsin Coach Lines, Inc. remained unchanged during 2006, with adult cash fares ranging from \$2.50 to \$3.00 per one-way trip.

Adult cash fares on the three routes operated by the City of Waukesha Metro Transit System also rose \$0.25 from \$1.25 to \$1.50. However, low ridership resulted in the elimination of the County route serving office and business development in the Village of Pewaukee in June 2006.

As shown in Figure 16, total ridership on freeway flyer routes operated by Waukesha County in 2006 was about 332,500 revenue passengers, an increase of about 8 percent from the estimated 309,000 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2005. The freeway flyer service in Waukesha County served a total of 12 outlying terminals in 2006.

Figure 25

**TRANSIT REVENUE RIDERSHIP
WASHINGTON COUNTY TAXI SYSTEM**

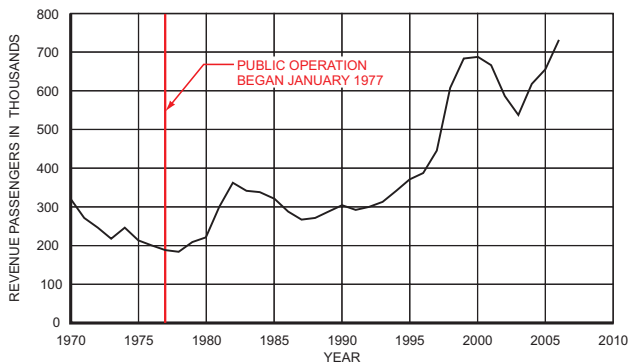


To comply with the Federal ADA paratransit regulations Waukesha County also operated the parallel commuter bus program. This program provided paratransit service for disabled persons unable to use the vehicles that provide the County's fixed-route bus service in the corridor between the City of Waukesha 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 that is subsidized by Waukesha County in this major travel corridor. The paratransit service is also administered by the staff of the Waukesha Metro Transit System, and provided through contracts with a private transit operator, Curative Transportation Services, Inc. and the Milwaukee County Transit Plus program. During 2006, about 11,600 one-way trips were made under the program, an increase of about 6 percent from the 11,000 one-way trips made under the program during 2005.

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 November 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*.

Figure 26

**TRANSIT REVENUE RIDERSHIP
WAUKESHA COUNTY TRANSIT SYSTEM**



Kenosha-Racine-Milwaukee Service

During 2006, 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.

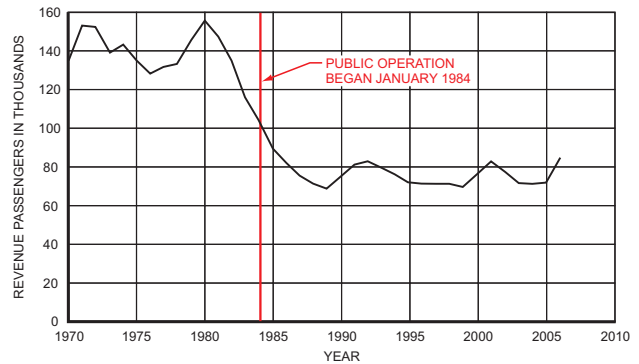
Ridership on the service approximated 84,800 revenue passengers during 2006, an increase of about 12 percent from the 2005 ridership level of about 75,600 revenue passengers (see Figure 27). This increase may be explained by high gasoline prices in 2006 which caused many commuters to take the rapid bus service. The number of bus-miles operated in revenue service remained steady in 2005 at 256,300 bus-miles, compared to about 256,100 bus-miles in 2006, a decrease of less than 0.1 percent. Transit fares for the rapid commuter bus service, which are distance-related, ranged from \$1.00 to \$4.00 per one-way trip, unchanged from 2005.

Ozaukee County

Ridership increased during 2006 on the commuter-oriented rapid bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2006, a total of about 119,100 revenue passengers were carried on the Ozaukee County commuter bus service, up 10 percent from the 108,200 revenue passengers carried in 2005 (see Figure 28). The increase may be attributed to higher gasoline prices in 2006 which caused commuters to use rapid bus service and to increased use of the service to

Figure 27

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



attend festivals on the Milwaukee lakefront. Fares for the express bus service remained unchanged during 2006 at \$2.25 per one-way trip, but rose for the connecting shuttle service provided by the County's shared-ride taxi system from \$0.75 to \$1.00 per one-way trip. The County's commuter bus and shuttle system operated a total of about 242,400 revenue vehicle-miles in 2006, an increase of about 4 percent from the 233,300 vehicle-miles operated in 2005.

The County contracted with the Milwaukee County Transit System to operate the rapid bus service using buses owned by Ozaukee County.

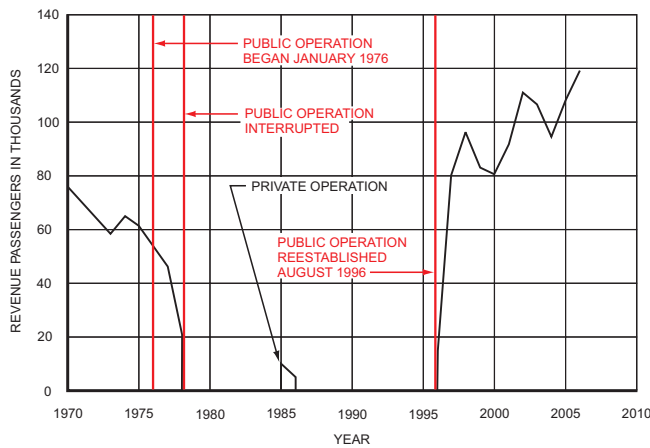
The implementation of the Ozaukee County commuter bus and shuttle service was guided by a transit service plan prepared by the Commission in 1995. Work on a new, updated plan for the County system was completed during 2002 and is documented in SEWRPC Community Assistance Planning Report No. 265, *Ozaukee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

Washington County

During 2006, about 94,300 revenue passengers were carried on the Washington County commuter bus service, an increase of about 20 percent from the 78,900 revenue passengers carried on the service during 2005 (see Figure 29). The County's commuter bus system operated a total of about 357,400 revenue vehicle-miles in 2006, up 55 percent from the 230,300 vehicle-miles operated in 2005. The increase in vehicle miles during 2006 reflects additional service to the Veterans Administration Medical Center and to the Milwaukee

Figure 28

**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.

County Research Park. The increase in ridership may be attributed to the new services added in 2005, and to higher gas prices in 2006 which boosted ridership in all rapid bus services in the Region. Fares on the County bus routes remained unchanged from 2005 at \$2.50 per one-way trip, and \$1.00 per one-way trip on the connecting shuttle service provided by the Washington County Taxi System.

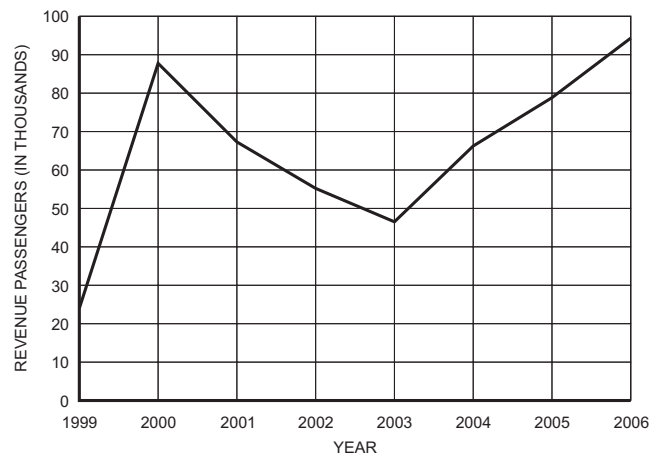
The County contracts with Riteway Bus Service, Inc., for the operation of the express bus service. The institution of the services was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance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

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 8.

Figure 29

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



During 2006, no new publicly-constructed park-ride lots were built.

Of the 50 existing park-ride lots and transit stations, 36 were served by rapid transit service and 14 were not served by transit and were used exclusively by carpoolers. Nine of the 50 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 15 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2006 at all park-ride lots and transit stations by patrons of freeway flyer bus service and carpoolers. The total number of spaces available at park-ride lots in the Region was 6,570 in 2006, including 5,745 at park-ride lots served by transit, and 825 at the lots not served by transit.

Of the 5,745 spaces available at the 36 park-ride lots served by transit, 3,202 spaces were used on an average weekday during 2006, a utilization rate of about 56 percent. Of the 825 spaces available at the lots not served by transit, 457 spaces were utilized during 2006, a utilization rate of about 55 percent. Five lots had utilization rates of 100 percent or higher.





Map 8

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

EXISTING 2006

-  PARK-RIDE LOT (EXCLUSIVE CONSTRUCTION AND USE)
-  TRANSIT STATION
-  RAPID BUS TRANSIT ROUTE (FREEWAY)
-  RAPID BUS TRANSIT ROUTE (NONFREEWAY)
- 37 PARK-RIDE LOT NUMBER (SEE TABLE 15)

**PROPOSED IN ADOPTED 2035
TRANSPORTATION SYSTEM PLAN**

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

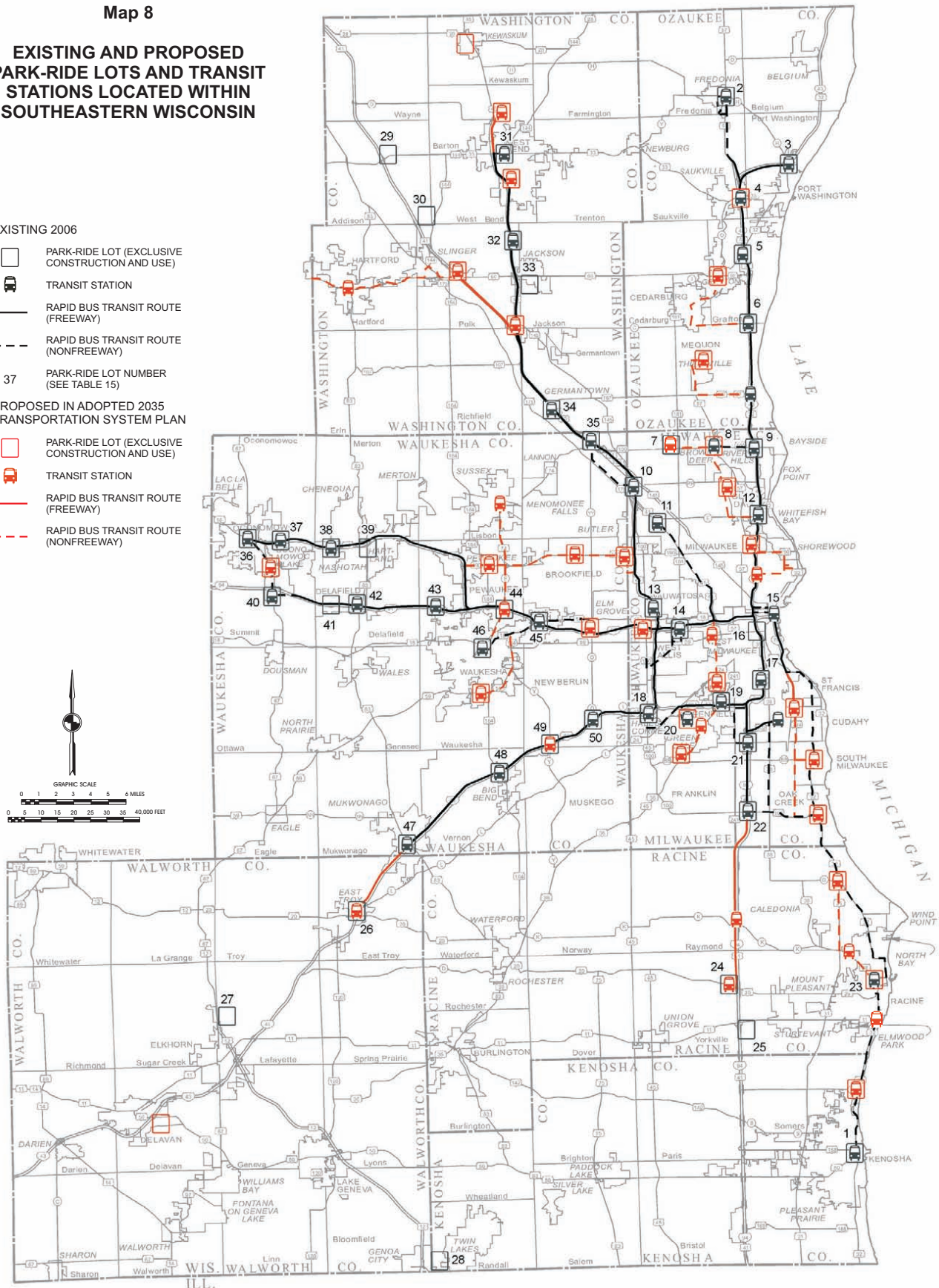
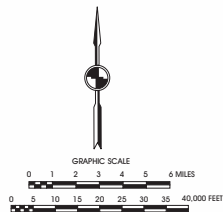


Table 15

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2006

Number ^a	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2006	Percent of Spaces Used
1	<u>Kenosha County</u> Metra Station (Kenosha)	X		X	145	-- ^b	-- ^b
2	<u>Ozaukee County</u> STH 57 and CTH H (Fredonia)	X			60	13	22
3	IH 43 and STH 32-CTH H (Port Washington)	X			50	23	54
4	Wal-Mart (Saukville)	X		X	50	-- ^b	-- ^b
5	IH 43 and CTH V (Grafton)	X			85	36	42
6	IH 43 and CTH C (Grafton)	X			65	65	100
7	<u>Milwaukee County</u> STH 100 and N. 85th Street (Milwaukee)		X		100	-- ^b	-- ^b
8	Kohl's (Brown Deer)	X			130	118	91
9	Brown Deer (River Hills)	X		X	360	126	35
10	W. Good Hope Road (Milwaukee)	X			135	40	40
11	Timmerman Field (Milwaukee)	X			140	41	29
12	North Shore (Glendale)	X			195	117	60
13	W. Watertown Plank Road (Wauwatosa)	X			240	117	49
14	State Fair Park (Milwaukee)	X			285	248	87
15	Milwaukee County Transit System Downtown Transit Center (Milwaukee)	X		X	-- ^c	-- ^c	-- ^c
16	National Avenue and IH 43 (Milwaukee)		X		160	142	89
17	W. Holt Avenue (Milwaukee)	X			235	135	57
18	Whitnall (Hales Corners)	X			360	262	73
19	W. Loomis Road (Greenfield)	X			410	117	29
20	Southridge (Greendale)	X		X	170	127	75
21	W. College Avenue (Milwaukee)	X			650	347	53
22	W. Ryan Road (Oak Creek)	X			305	171	56
23	<u>Racine County</u> Racine Metro Transit Center (Racine)	X			--	--	--
24	IH 94 and STH 20 (Ives Grove)		X		75	54	72
25	IH 94 and STH 11 (Mount Pleasant)		X		60	31	52
26	<u>Walworth County</u> East Troy Municipal Airport (East Troy)		X		40	11	28
27	USH 12 and STH 67 (Elkhorn)		X		40	19	48
28	USH 12 and CTH P (Genoa City)		X		40	9	23
29	<u>Washington County</u> USH 41 and STH 33 (Allenton)		X		35	41	117
30	USH 41 and CTH K (Addison)		X		50	16	32
31	STH 33 and Silverbrook Drive (West Bend)	X		X	100	80	80
32	Washington County Fair Park (Polk)	X		X	100	42	42
33	STH 60 and CTH P (Jackson)		X		30	30	100
34	USH 41 and Lannon Road (Germantown)	X			100	108	108
35	<u>Waukesha County</u> Pilgrim Road (Menomonee Falls)	X			70	55	79
36	Collins Street Parking Lot (Oconomowoc)	X		X	-- ^c	-- ^c	-- ^c
37	STH 16 and CTH P (Oconomowoc)	X			45	18	40
38	STH 16 and CTH C (Nashotah)	X			60	8	13
39	STH 16 and STH 83 (Chenequa)		X		35	14	40
40	STH 67 and CTH DR (Summit)	X			100	59	59
41	IH 94 and CTH C (Delafield)		X		30	23	77
42	IH 94 and STH 83 (Delafield)	X			200	83	42
43	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	74	30
44	IH 94 and CTH F (Pewaukee)		X		85	41	48
45	Goerke's Corners (Brookfield)	X			315	318	101
46	Waukesha Metro Transit System Downtown Transit Center (Waukesha)	X		X	-- ^c	-- ^c	-- ^c
47	IH 43 and Moorland Road (New Berlin)	X			175	82	47
48	IH 43 and CTH Y (New Berlin)		X		45	26	58
49	IH 43 and STH 164 (Big Bend)	X			145	78	54
50	IH 43 and STH 83 (Mukwonago)	X			165	90	55
--	Total	--	--	--	6,570	3,659	56

^aSee Map 8.^bData not available.^cParking available within larger public lot or structure.

Public Transit Operating Subsidies

Information on transit operating subsidies in the Region is shown in Table 16. Because 2006 year-end financial data for most transit systems were not available at the time data were compiled for this *2006 Annual Report*, such information is reported for calendar years 2004 and 2005. Transit operating subsidies approximated \$121.2 million during 2005 in the Region, compared with about \$117.7 million in 2004. The per-ride operating subsidies for the individual public transit operators in the Region are listed below for 2004 and 2005, respectively: Milwaukee County, \$2.03 and \$2.02; City of Racine, \$4.59 and \$4.90; City of Kenosha, \$3.10 and \$3.49; City of Waukesha, \$5.34 and \$6.41; City of Whitewater, \$6.65 and \$6.20; City of Hartford, \$4.86 and \$5.58; City of West Bend, \$3.24 and \$5.20; and City of Port Washington, \$7.58 and \$8.63. For the taxi transit services in Ozaukee County and Washington County, the per-ride operating subsidies for the years 2004 and 2005 were \$11.88 and \$12.64, and \$13.46 and \$17.06, respectively. For the Waukesha-Milwaukee Counties transit service, the per-ride operating subsidy was \$5.51 in 2004 and \$5.14 in 2005; for the Kenosha-Racine-Milwaukee Counties transit service, the per-ride operating subsidy was \$9.97 in 2004 and \$9.76 in 2005; for the Ozaukee County intercounty bus transit service, the per-ride operating subsidy was \$7.43 in 2004 and \$6.65 in 2005; and for the Washington County intercounty bus service, the per-ride operating subsidy was \$8.69 in 2004 and \$8.70 in 2005.

Traffic Count Data

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

Data Provision and Technical Assistance

The Commission spends a considerable amount of time and effort each year in responding to requests for transportation data and technical assistance. Many transportation data requests involve obtaining existing or forecast traffic volumes on selected arterial facilities. Other requests are usually for data necessary

for the support of special studies. These special requests are typically made by local units of government, the Wisconsin Department of Transportation, and private businesses and developers.

The following is a sample listing of the assistance provided by the Division in 2006:

- The Commission staff continued to serve on the Wisconsin Department of Transportation's Project Advisory committee for the STH 38 Corridor Study. The corridor extends from CTH K in Racine County to Oakwood Road in Milwaukee County.
- The Commission staff also served on a second Wisconsin Department of Transportation Committee reviewing the Department's current policy related to the jurisdictional control of the frontage roads adjacent to IH 94 in Kenosha and Racine Counties, attending the first of a series of workshops. This review is intended to develop a frontage road policy that identified whether the Department will retain jurisdiction of the frontage roads or transfer jurisdiction to the local municipalities.
- The Commission staff, at the request of the WisDOT, provided year 2035 average weekday traffic forecasts in support of the Department's ongoing preliminary engineering study for the IH 94 North-South corridor from the Mitchell Interchange in Milwaukee County to the Illinois-Wisconsin State line. The traffic forecasts were provided for the IH 94 freeway, and all cross street and parallel arterials within a corridor approximately four miles wide for two scenarios. The first scenario assumed that the freeway remains six lanes and the second scenario assumed that the freeway was widened to eight lanes.
- The Commission staff, at the request of the Wisconsin Department of Transportation, prepared year 2035 average weekday traffic forecasts for IH 94 and adjacent surface arterials between the State line and the Mitchell Interchange under five interchange configuration scenarios in support of the Department's ongoing IH 94 North-South corridor preliminary engineering study. The forecast volumes were to assist the Department

Table 16

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2004-2005

Transit Services	Public Transit Operating Assistance (dollars)							
	2004 Actual				2005 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	17,935,600	57,920,700	20,736,000	96,592,300	19,626,000	58,012,200	20,282,200	97,920,400
City of Racine	1,794,900	1,949,600	1,303,000	5,047,500	1,827,800	1,931,300	1,799,500	5,558,600
City of Kenosha	1,718,400	1,725,900	1,204,700	4,649,000	1,747,400	1,665,100	1,708,700	5,121,200
City of Waukesha	619,600	1,782,200	811,900	3,172,900	623,300	1,915,300	1,339,800	3,878,400
City of Whitewater	68,400	42,800	20,500	131,700	71,100	44,400	20,200	135,700
City of Hartford	60,100	37,600	1,500	99,200	63,200	39,500	5,600	108,300
City of West Bend	370,900	231,800	74,900	677,600	388,000	242,500	86,100	716,600
City of Port Washington	76,500	47,800	28,900	153,200	81,700	51,100	32,900	165,700
Ozaukee County	137,600	572,000	125,600	835,200	137,600	600,800	177,900	916,300
Washington County	0	661,200	281,100	942,300	184,000	774,900	238,600	1,197,500
Subtotal	22,782,000	64,971,600	24,588,100	112,341,700	24,750,100	65,277,100	25,691,500	115,718,700
Intercounty Systems								
Waukesha-Milwaukee Counties	832,600	1,733,300	837,700	3,403,600	823,700	1,560,100	992,800	3,376,600
Kenosha-Racine-Milwaukee Counties	0	559,500	149,600	709,100	0	577,100	160,700	737,800
Ozaukee-Milwaukee Counties	102,800	412,900	186,700	702,400	117,200	441,000	161,100	719,300
Washington-Milwaukee Counties	74,600	525,400	(23,900)	576,100	328,800	321,100	36,500	686,400
Subtotal	1,010,000	3,231,100	1,150,100	5,391,200	1,269,700	2,899,300	1,351,100	5,520,100
Region Total	23,792,000	68,202,700	25,738,200	117,732,900	26,019,800	68,176,400	27,042,600	121,238,800

Transit Services	Operating Subsidy per Ride (dollars)							
	2004 Actual				2005 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	0.38	1.22	0.43	2.03	0.40	1.20	0.42	2.02
City of Racine	1.63	1.77	1.19	4.59	1.61	1.70	1.59	4.90
City of Kenosha	1.14	1.15	0.81	3.10	1.19	1.13	1.17	3.49
City of Waukesha	1.04	3.00	1.30	5.34	1.03	3.17	2.21	6.41
City of Whitewater	3.45	2.16	1.04	6.65	3.25	2.03	0.92	6.20
City of Hartford	2.95	1.84	0.07	4.86	3.26	2.04	0.28	5.58
City of West Bend	2.85	1.78	0.57	5.20	2.99	1.87	0.66	5.52
City of Port Washington	3.79	2.37	1.42	7.58	4.26	2.66	1.71	8.63
Ozaukee County	1.96	8.14	1.78	11.88	1.90	8.29	2.45	12.64
Washington County	- -	9.45	4.01	13.46	2.62	11.04	3.40	17.06
Average	0.45	1.27	0.48	2.20	0.48	1.25	0.49	2.22
Intercounty Systems								
Waukesha-Milwaukee Counties	1.35	2.81	1.36	5.51	1.25	2.37	1.51	5.14
Kenosha-Racine-Milwaukee Counties	- -	7.87	2.10	9.97	- -	7.63	2.13	9.76
Ozaukee-Milwaukee Counties	1.09	4.37	1.97	7.43	1.08	4.08	1.49	6.65
Washington-Milwaukee Counties	1.13	7.92	(0.36)	8.69	4.17	4.07	0.46	8.70
Average	1.19	3.80	1.36	6.35	1.49	3.15	1.36	6.00
Region Average	0.46	1.31	0.50	2.27	0.49	1.29	0.51	2.29

in determining the impacts of different service interchange configurations being considered in this preliminary engineering study.

- The Commission staff, at the request of the Wisconsin Department of Transportation, prepared year 2035 average weekday traffic forecasts for the Zoo interchange under two scenarios. The forecast volumes were to assist the Department in determining the range of alternatives to be considered during a pending preliminary engineering study of the interchange.
- The Commission staff, at the request of the Wisconsin Department of Transportation, provided 2035 average weekday traffic forecasts on all state trunk highways, and selected other high volume facilities throughout the Region in support of Department's statewide traffic modeling effort.
- The Commission staff conducted a traffic impact study of the proposed closure of the direct connection between the existing IH 794 off-ramp to St. Paul Avenue and the conversion of the existing one-way segments of St. Paul

Avenue to two-way operation requested by the City of Milwaukee. The study was to estimate probable changes in traffic patterns in the vicinity of the St. Paul Avenue intersection with Plankinton Avenue following the closure. The findings of the requested study were transmitted to the City officials for consideration and use in evaluating how the proposed closure might impact traffic operations at nearby intersections.

- At the request of the Town of Delafield, the Commission staff completed a traffic impact study of a segment of Imperial Drive between Winston Way and CTH KE. The study was to determine average weekday traffic volumes and travel speeds. The data collected were compared to data collected prior to the installation of speed control measures on Imperial Drive and the findings were transmitted to Town officials in a letter report.
- Commission staff facilitated workshops for the coordination of public transit and human services transportation in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. Those workshops were held to comply with recently-enacted planning requirements stipulating that projects funded under the Federal Transit Administration (FTA) New Freedom, Job Access and Reverse Commute (JARC), and Elderly and Disabled Transportation Programs must be included in a locally-developed plan for coordinating public transit and human services transportation in order to be eligible for funding in 2007 and later years. In the Southeastern Wisconsin Region, 16 projects were affected by these new planning requirements. The Commission invited representatives from public and private human service agencies, job centers, and the general public to attend the workshop in their home county. Participants discussed transportation coordination issues and potential solutions, developed an initial action plan for coordinating transportation services, and reviewed a list of transportation projects in their county serving elderly persons with disabilities, and employment-related transportation needs that were selected by WisDOT to receive Federal funding.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

During 2006, the Commission continued a work effort to carry out transportation systems management or traffic engineering studies for communities in Southeastern Wisconsin. The Commission continued the preparation of a new transit system development plan for the Milwaukee County Transit System. The new plan is intended to provide direction in the operation and development of the County transit system through the year 2012 in much the same way that the previous plan prepared by the transit system provided direction during the mid 1990s. The new plan will be the first transit system development plan prepared by the Commission for Milwaukee County. At year's end, the performance evaluation of the transit system had been completed and was scheduled to be reviewed by the study Advisory Committee. The evaluation identified areas of excellent performance for the transit system, as well as areas of travel needs not being met by existing transit services provided both within and to areas outside the County. Work on the Milwaukee County Transit System development plan is expected to be completed during 2007.

Transportation Improvement Programming

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

The 2007-2010 TIP identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha

Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The total potential investment in transportation improvements and services over the programming period is about \$2.59 billion. Of this total, \$1.38 billion, or about 54 percent, is proposed to be provided in Federal funds; \$805 million, or about 31 percent, in State funds; and \$398 million, or about 15 percent, in local funds. Proposed expenditures for 2007 total about \$837 million. A cost summary for these projects is shown in Table 17.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 30 reflects graphically the proposed expenditures in 2007 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 79 percent. This allocation of resources is especially notable considering that virtually none of the funding for routine highway maintenance activities: snow plowing, ice control, grass cutting, power for street lighting, and litter pick-up is included in the TIP.
- The expenditure of funds for highway expansion totals about \$34.8 million, or about 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement to increase present highway capacities total approximately \$54.1 million, or 7 percent of total expenditures. This compares to the

\$502.7 million programmed for expenditures on highway preservation, or about 60 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 22 percent of programmed resources for 2007. Of the total programmed resources for public transit, 89 percent is for preservation, 8 percent is for service improvement, and 3 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 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.

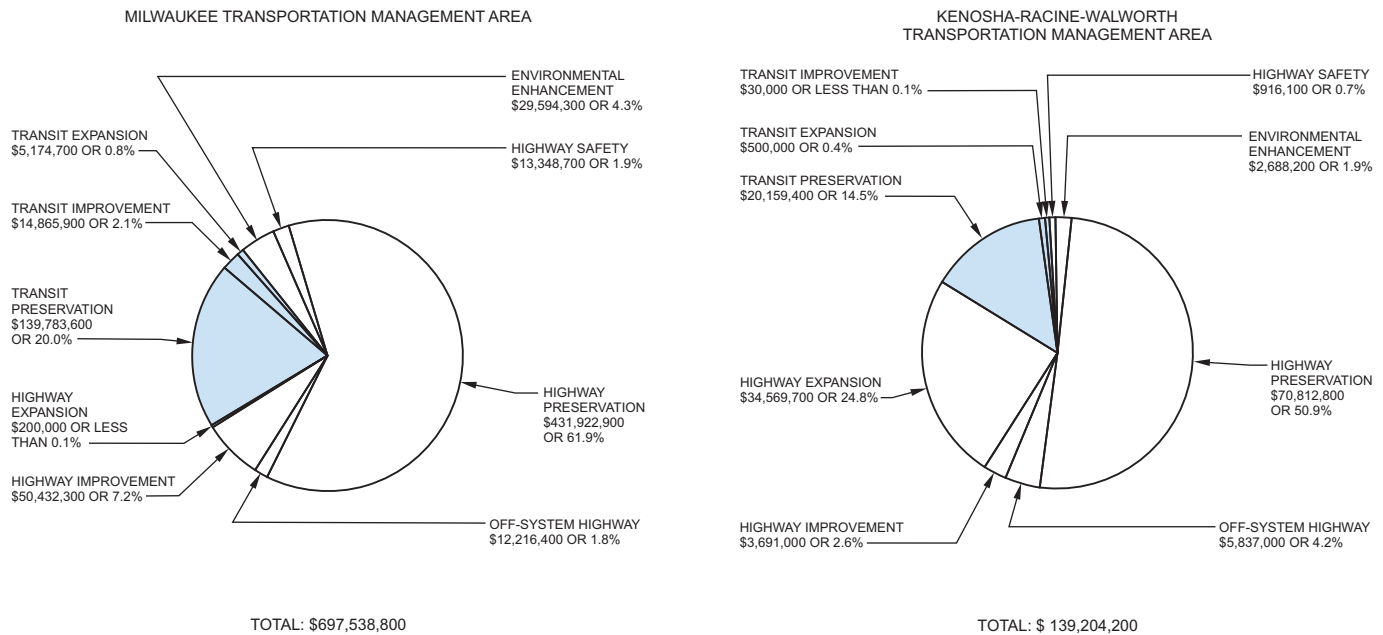
Table 17

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

Transportation Management Area	Proposed 2007 Expenditures
Milwaukee Area	
Milwaukee County	
Federal.....	\$245,421,600
State.....	245,682,500
Local	68,864,800
Total	559,968,900
Ozaukee County	
Federal.....	18,088,000
State.....	3,863,000
Local	4,985,300
Total	26,936,300
Washington County	
Federal.....	11,495,100
State.....	3,464,600
Local	1,674,800
Total	16,634,500
Waukesha County	
Federal.....	41,587,900
State.....	17,104,200
Local	35,307,000
Total	93,999,100
Milwaukee Area Subtotal	
Federal.....	316,592,600
State.....	270,114,300
Local	110,831,900
Total	\$697,538,800
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal.....	\$16,049,400
State.....	12,460,600
Local	10,025,000
Total	38,535,000
Racine County	
Federal.....	27,128,500
State.....	39,886,300
Local	7,732,100
Total	74,746,900
Walworth County	
Federal.....	18,957,500
State.....	5,309,300
Local	1,655,500
Total	25,922,300
Kenosha-Racine-Walworth Area Subtotal	
Federal.....	62,135,400
State.....	57,656,200
Local	19,412,600
Total	\$139,204,200
Region Total	
Federal.....	\$378,728,000
State	327,770,500
Local	130,244,500
Total	\$836,743,000

Figure 30

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



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

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

Public Transit Element

The public transit element of the year 2035 transportation plan recommends a doubling of transit service from 69,000 vehicle-miles of service on an average weekday in 2005, to 138,000 in the year 2035. The plan also recommends development of true rapid and express transit systems, and expansion of transit service to serve the entire metropolitan region, to serve travel on weekdays and weekends, to provide service in both traditional and reverse commute directions, and to provide service throughout the day and evening at convenient service frequencies. Map 9 displays the proposed transit system coverage for each of the three transit system components described below:

- Rapid transit (shown in red on the map) operates over freeways between urban centers and outlying areas with stops every three to five miles. The plan proposes increasing weekday vehicle-miles of rapid transit service by over 200 percent and operating throughout the day and evening in both directions, at convenient frequencies, to facilitate both the traditional and reverse direction commute to work travel.

Map 9

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

BUS ROUTE

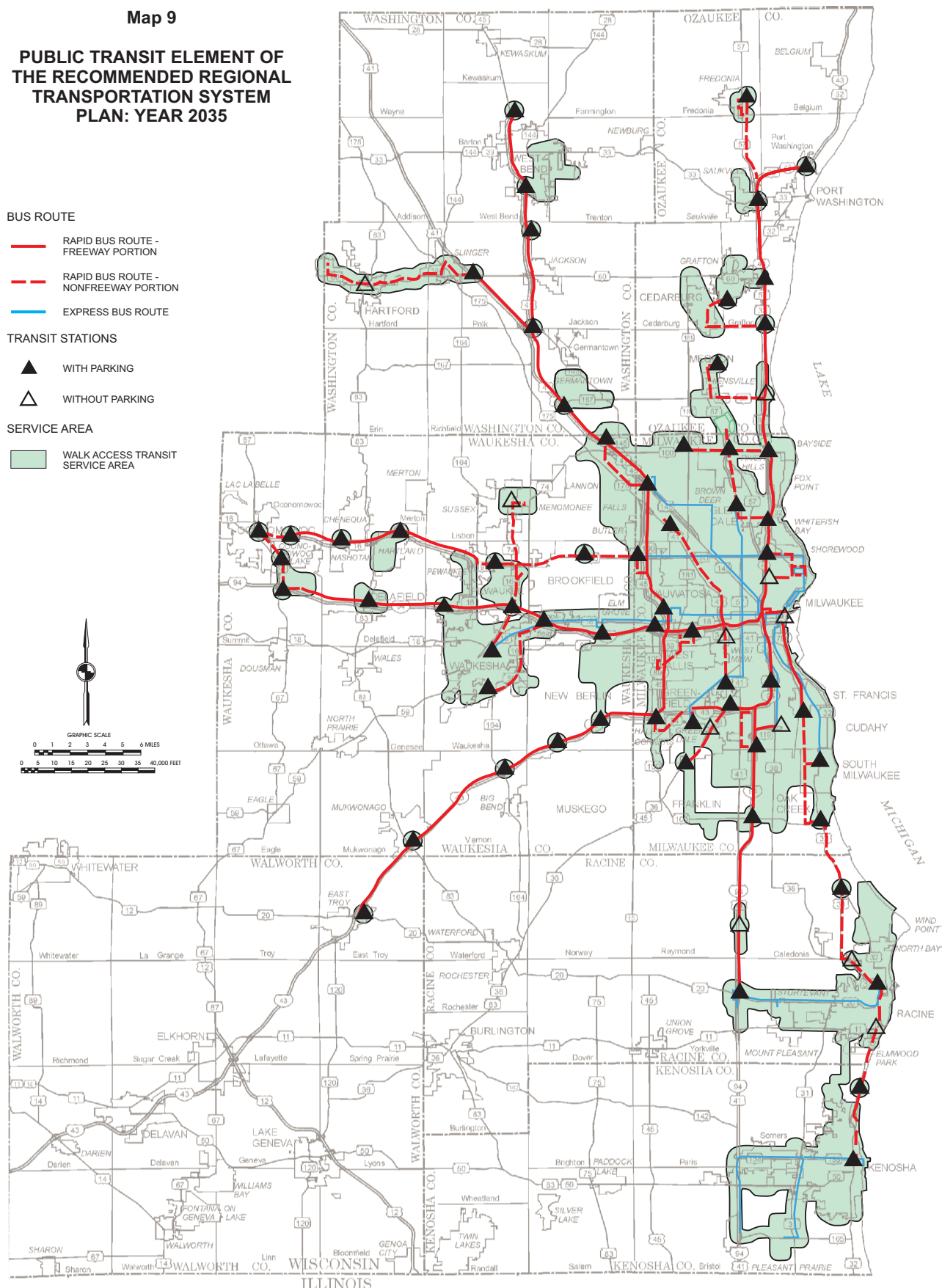
- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- ▲ WITH PARKING
- △ WITHOUT PARKING

SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



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

In addition to the rapid, express, and local transit service recommendations, the plan recommends conducting corridor studies to consider upgrading bus rapid transit service to commuter rail service, and express bus service to bus guideway or light rail service. Map 10 displays four 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 2006, there were two efforts underway in southeastern Wisconsin considering an upgrade to fixed guideways: the Milwaukee downtown connector study, which is considering an electric bus guideway system; and the Kenosha-Racine-Milwaukee commuter rail study.

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

Bicycle and Pedestrian Facilities Element

The bicycle and pedestrian facility element of the recommended plan is intended to promote safe accommodation of bicycle and pedestrian travel and

encourage it as an alternative to personal vehicle travel. The plan recommends that bicycle accommodation—paved and widened shoulders, widened outside travel lanes, bicycle lanes, or separate bicycle paths—should be considered as each segment of the 3,300-mile surface arterial street system is resurfaced, reconstructed, or constructed. The plan also recommends expanding the existing 203 miles of off-street bicycle paths to a planned 575-mile system of 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 11.

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

Transportation Systems Management Element

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

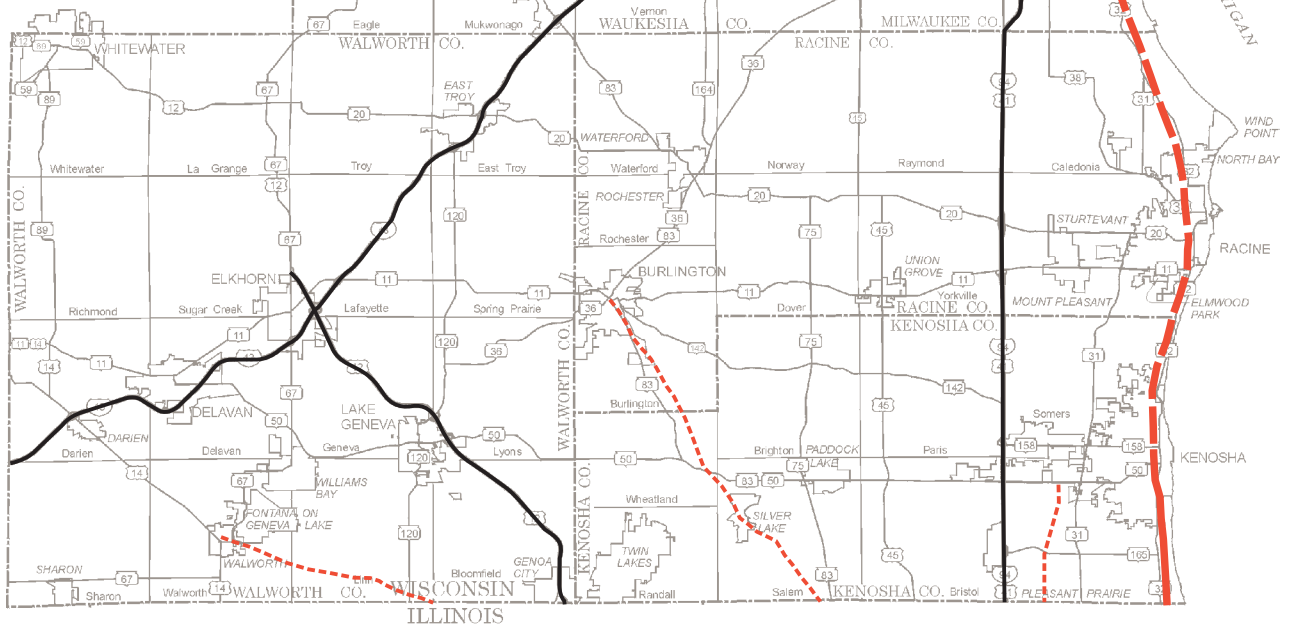
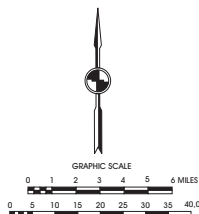
- Freeway traffic management: There are three classes of recommended measures to improve the operation and management of regional freeway system: operational control, advisory information, and incident management. The proposed operational control measures include maintaining existing freeway system traffic detectors and installing additional detectors on most segments of the regional freeway system at one-half-mile intervals; installing ramp meters on all freeway on-ramps within the Region with some exceptions; and expanding the ramp meter control strategy of varying vehicle release rates based on adjacent freeway traffic volume and congestion. The proposed advisory information measures include maintaining the existing variable message signs and providing additional variable message signs on the entire freeway system and on surface arterials leading to the most heavily-used freeway on-ramps; and consideration of a regional traveler

Map 10

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

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

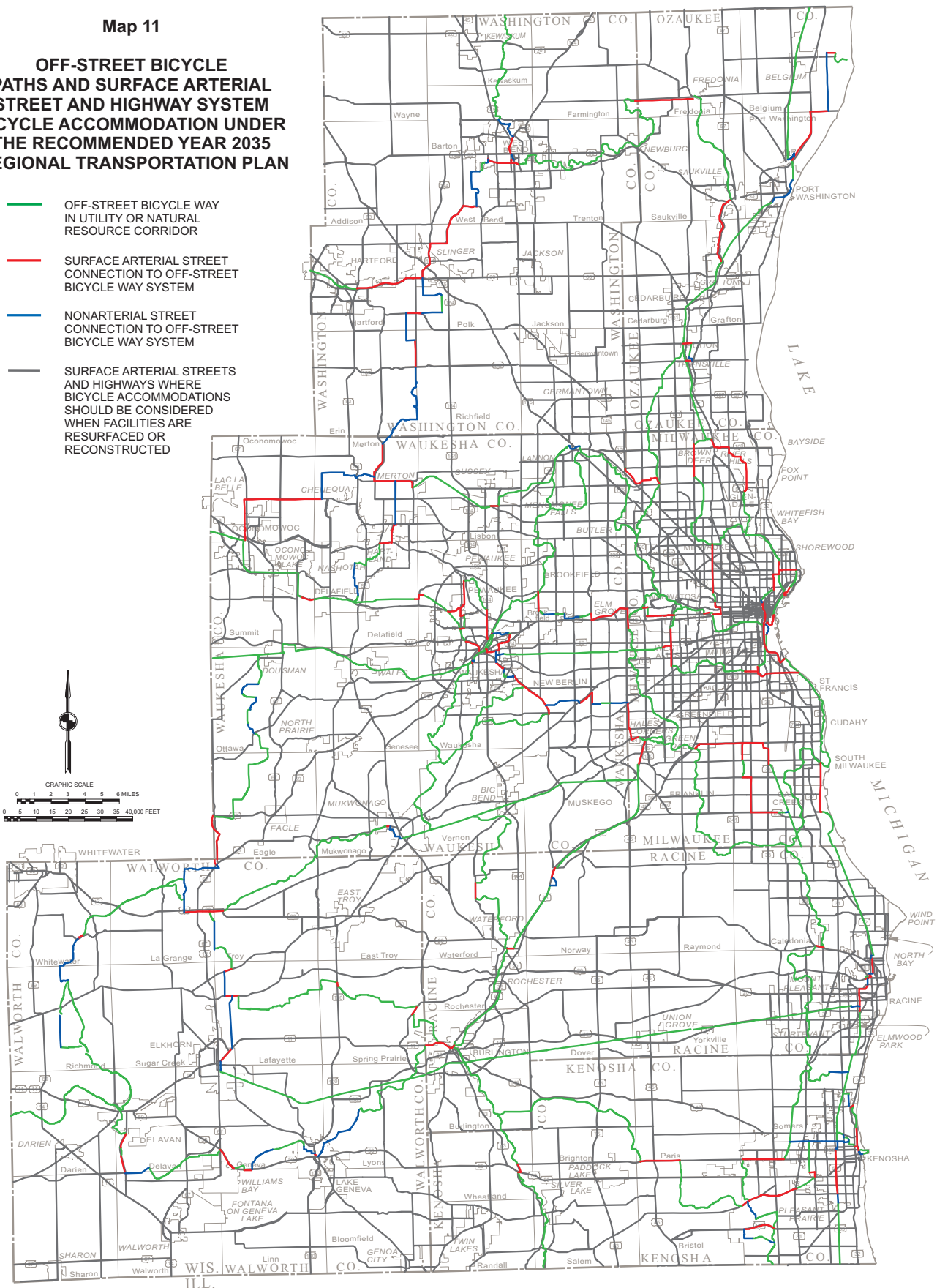
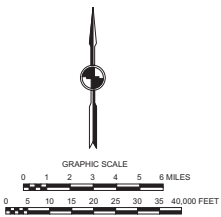


^aCorridor feasibility studies have been completed for the Chicago-based commuter rail extensions to the Village of Walworth in Walworth County and the City of Burlington in Racine County. The conclusion of the Walworth extension study was that it was potentially feasible and cost-effective, but should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

Map 11

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

- 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
RESURFACED OR
RECONSTRUCTED



information system which would allow the public to dial “511” and receive automated messages about current travel conditions. The proposed incident management measures include maintaining and expanding the network of closed circuit television cameras which allow for the rapid detection of, and appropriate response to, an incident; expanding the provision of enhanced reference markers to be placed at one-tenth mile intervals along the entire regional freeway system; and expanding freeway service patrols to aid in the rapid removal of disabled vehicles and assist in incident clearance.

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

implementation, in part, based upon the transportation systems management recommendations in the regional transportation system plan.

Travel Demand Management Element

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

- Preferential treatment for high-occupancy vehicles is recommended through the provision of high-occupancy vehicle queue bypass lanes at metered freeway on-ramps in the Region; expansion of the use of reserved bus lanes along congested surface arterial streets and highways; inclusion of transit priority signal systems along all express and major local transit routes; and voluntary employer-provided preferential parking for employees who carpool or vanpool.
- Park-ride lots are recommended along all major routes at their major intersections and interchanges where sufficient demand may be expected to warrant provision of an off-street parking facility. Map 8 on page 66 shows the proposed system of 75 park-ride lots including the existing 50 park-ride lots.
- Transit pricing programs are recommended to encourage greater use of transit and vanpool programs. The plan recommends that the annual transit pass program negotiated between the Milwaukee County Transit System and four colleges and universities be expanded to include the other local public transit operators in the Region and additional colleges and universities within the Region. The plan also recommends the annual pass program be expanded to employers, who could negotiate the cost of providing each employee an annual transit pass, or discounted monthly and weekly passes. The plan also proposes expansion of the existing vanpool program currently operated by the Milwaukee County Transit System, in which a group of employees who live in the same general area split the operation, maintenance, and a portion of the capital costs of a van.

- Personal vehicle pricing which would allocate more of the full construction and maintenance costs of parking, street and highway facilities to personal vehicle users is recommended. Proposed vehicle pricing measures include cash-out of employer paid parking, in which employers currently providing free/subsidized parking to employees would voluntarily begin charging their employees the market value of parking (and offset this charge through an increase in salary); and continued and expanded use of user fees which currently primarily include motor fuel tax and vehicle registration fees.
- Aggressive promotion of transit use, bicycle use, ridesharing, pedestrian travel, telecommuting, and work-time rescheduling.
- Transit information and marketing is proposed, including the continuation and expansion of the joint marketing efforts of the transit operators within southeastern Wisconsin, and the development of a single website where potential transit users could enter information such as the starting and ending points of a desired trip within the Region, and obtain the most feasible transit routing of the desired trip including all fares, transfers, and schedules. The plan also proposes that transit operators utilize global positioning system (GPS) data to provide real-time transit information to transit riders at transit centers and transit stops.
- Detailed site-specific neighborhood and major activity center land use plans are recommended to be prepared and implemented by local governmental units as recommended in the regional land use plan, in order to facilitate travel by transit, bicycle, and pedestrian movement, and reduce dependence on automobile travel.

Arterial Street and Highway Element

The arterial street and highway element of the year 2035 transportation plan totals 3,637 route miles. Approximately 3,191 miles, or 88 percent of these route miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 358 route miles, or less than 10 percent, of the total

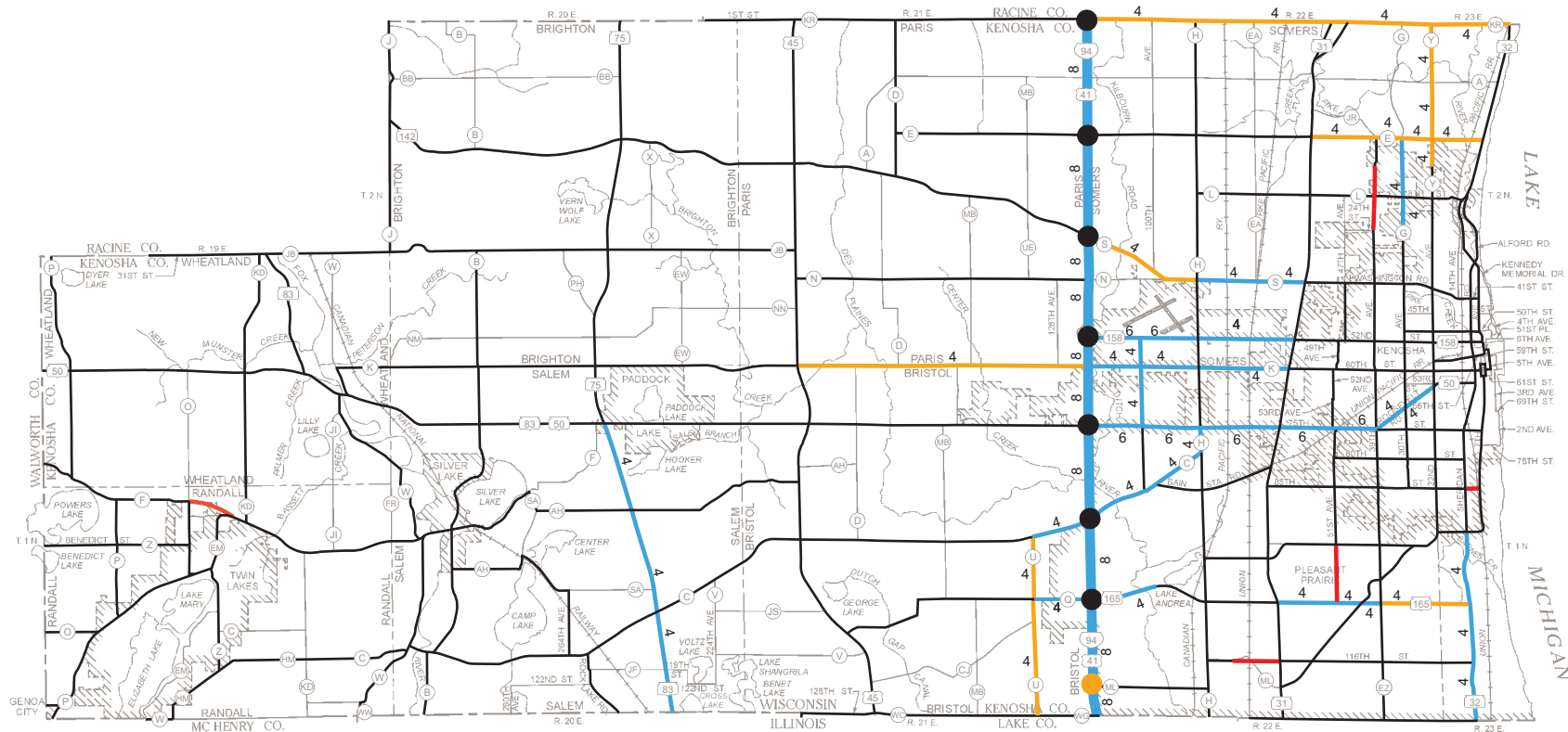
recommended year 2035 arterial street and highway system are recommended for widening to provide additional through-traffic lanes, including 127 miles of freeways. The remaining 88 route miles, or 2 percent, are proposed new arterial facilities. Thus, the plan includes recommendations for a capacity expansion of 12 percent of the total arterial system over the next 30 years, and when viewed in terms of lane miles, the plan includes only a 4 percent expansion over the next 30 years.

Map 12 displays, by County, the arterial street and highway system preservation, improvement, and expansion measures recommended under the plan. 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. Each proposed arterial street and highway improvement, and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and the responsible government entity will make the final decision on whether and how a planned project will proceed to implementation.

Evaluation of the Recommended Transportation Plan

The adopted year 2035 regional transportation plan contains an evaluation of the recommended plan, including its estimated capital and operating costs, effect on the convenience and efficiency of travel, impact on the environment, and safety. Three alternative transportation system plans were evaluated and compared as part of the evaluation process: a No-build plan alternative, which would maintain the existing transportation 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 transportation system with the exception of 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.

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



ARTERIAL STREET OR HIGHWAY

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

FREEWAY INTERCHANGE

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

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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

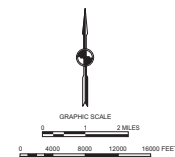
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact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

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

4. Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.

5. Sufficient right-of-way should be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six travel lanes.

Source: SEWRPC.



Map 12 (continued)

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

ARTERIAL STREET OR HIGHWAY

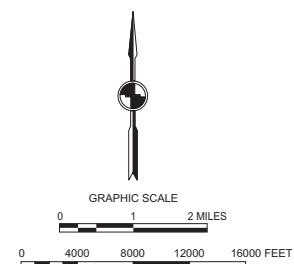
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OF NEW FACILITY)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND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

FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

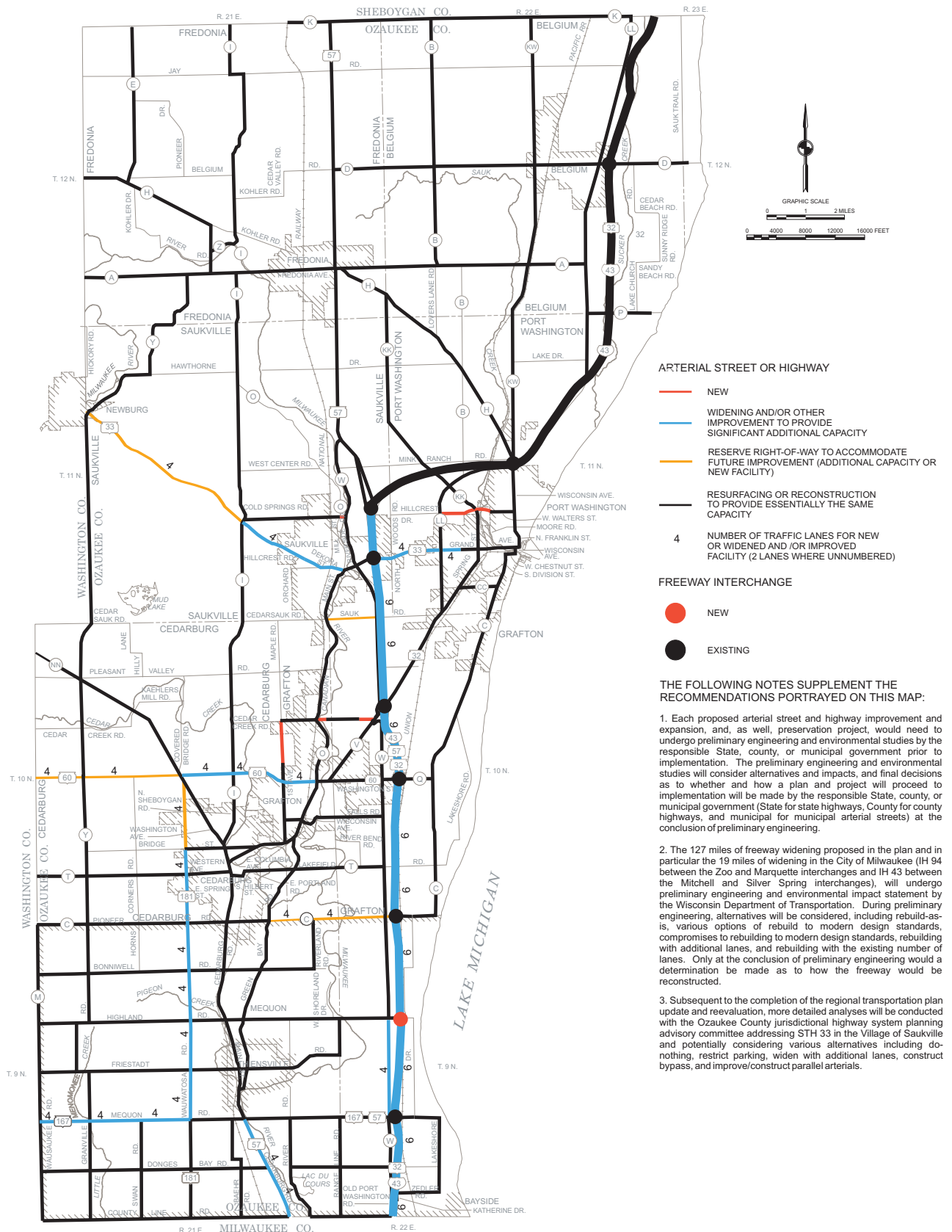
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the S. 27th Street with IH 94 interchange to a full interchange;
 - Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43; and
 - Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
4. The plan also recommends that during preliminary engineering for the reconstruction of STH 100 from W. Forest Home Avenue to IH 43, consideration be given to alternatives without additional traffic lanes, alternatives with additional traffic lanes or auxiliary lanes, and alternatives with frontage roads.



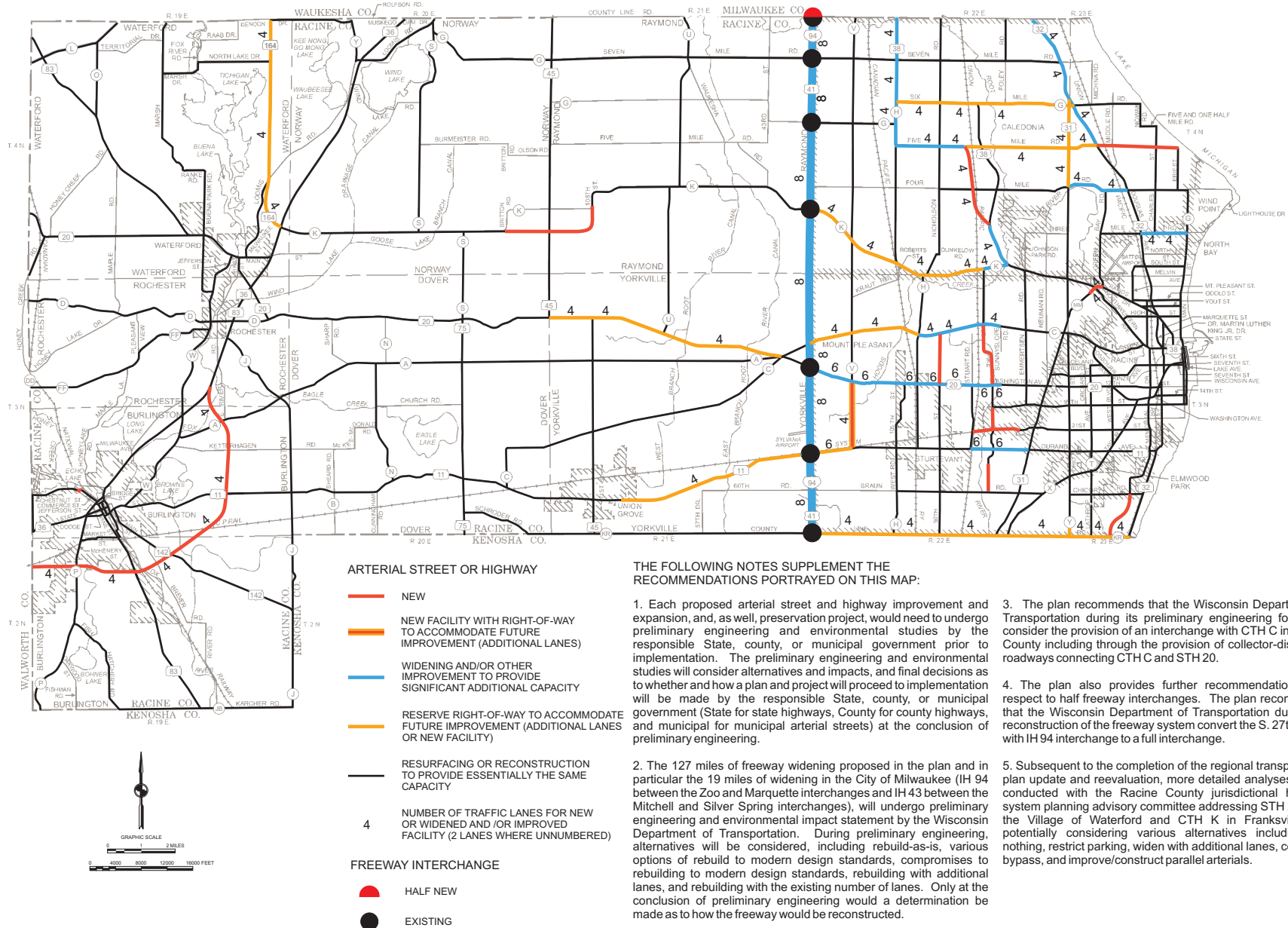
Map 12 (continued)

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



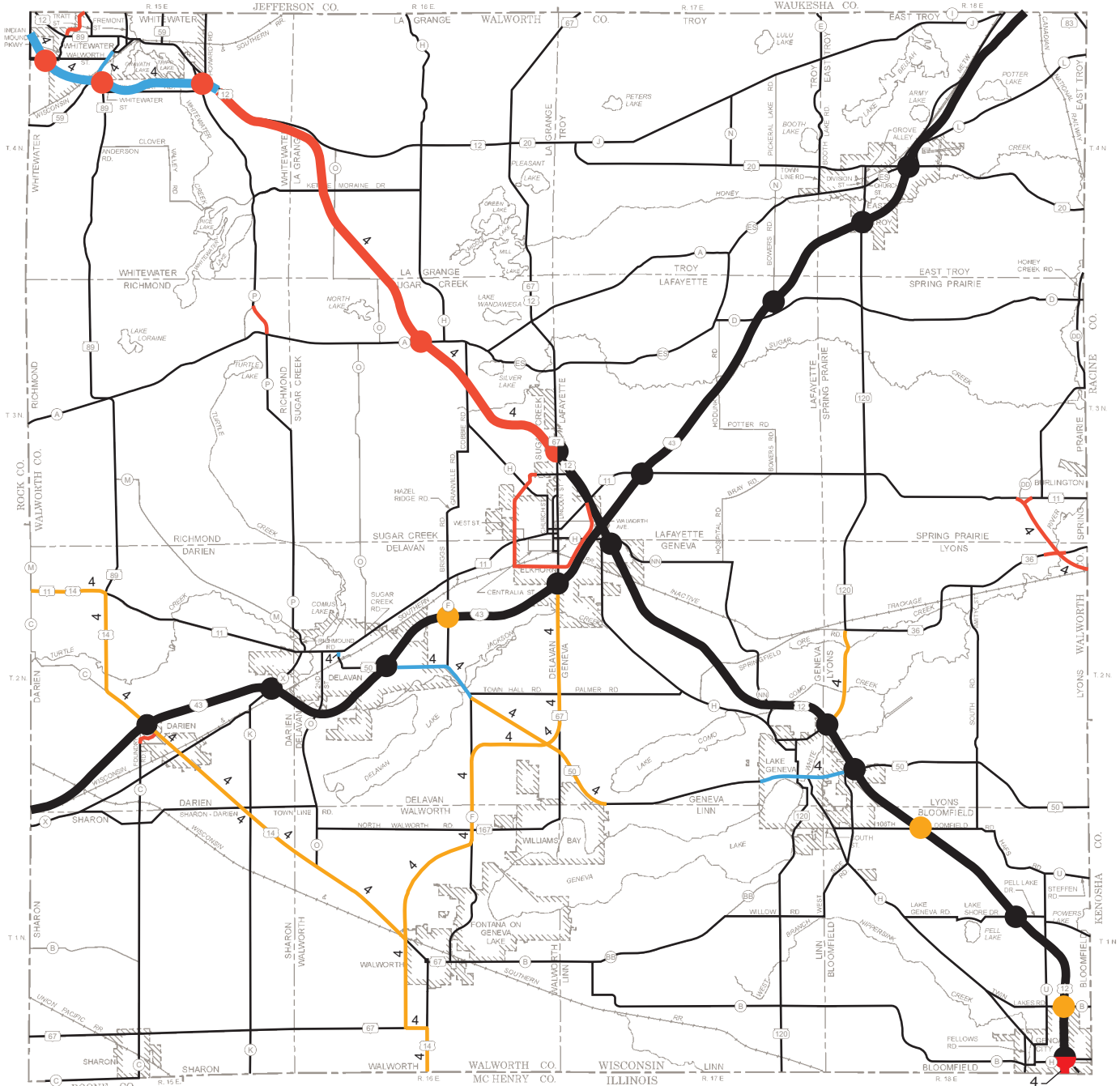
Map 12 (continued)

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



Map 12 (continued)

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



ARTERIAL STREET OR HIGHWAY

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

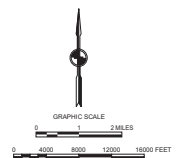
FREEWAY INTERCHANGE

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

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

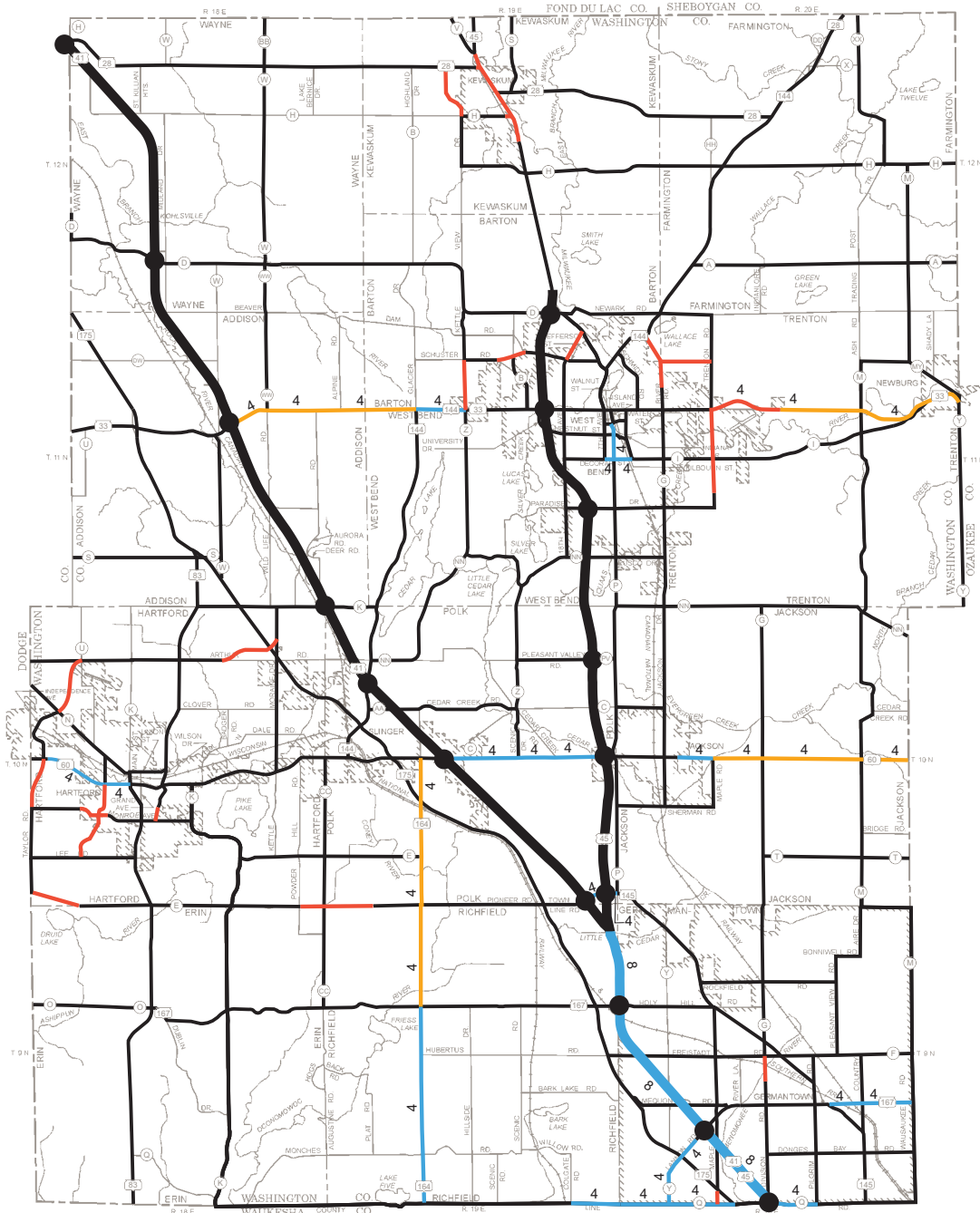
- Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
- The plan identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges is not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering conclude with a recommendation to construct the interchange, the Regional Planning Commission, upon the request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange. These potential future new interchanges are CTH B and Bloomfield Road with USH 12 and CTH F with IH 43.

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



Map 12 (continued)

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

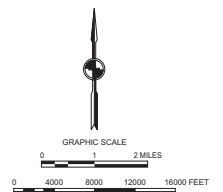


- ARTERIAL STREET OR HIGHWAY**
- NEW
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - 4 NUMBER OF TRAFFIC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

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

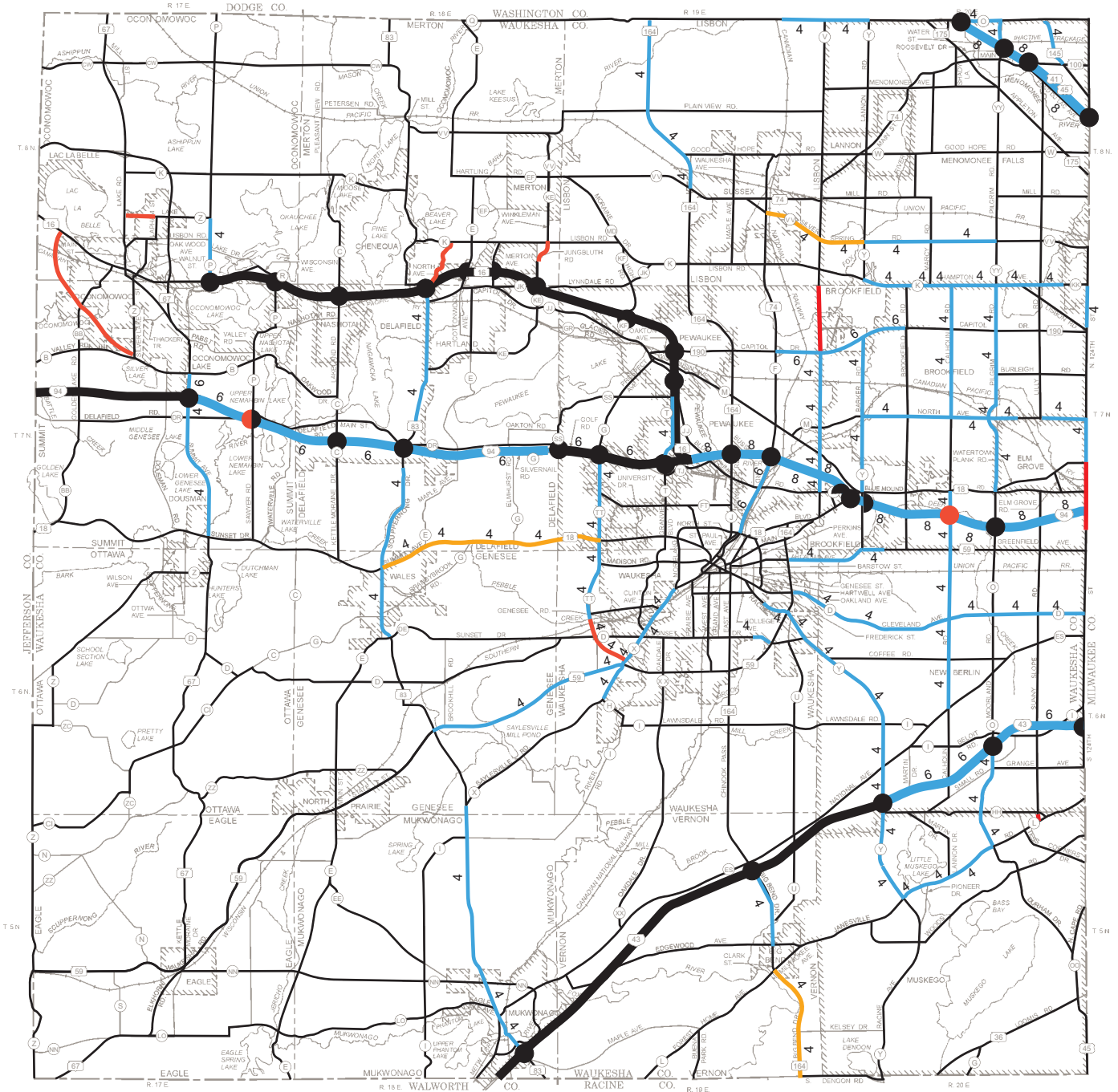
1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

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



Map 12 (continued)

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

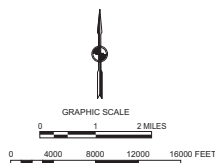


ARTERIAL STREET OR HIGHWAY

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

FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the CTH P with IH 94 interchange to a full interchange.
 - Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43; and
 - Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
4. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

- Map 13 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 declining even with increasing traffic due to the normal replacement of aging vehicles with new ones using existing emission control technology. Furthermore, these emissions are projected to continue to decline even with increasing traffic. Measures intended to encourage alternatives to personal and vehicular travel and increase public transit service are expected to have a small impact on projected air pollutant emissions from the transportation system.

Preparation of New County Jurisdictional Highway System Plans Initiated

This work effort continued following the preparation of the new year 2035 regional transportation system plan. The new jurisdictional highway plans will respond to planned changes in land use within each county to the year 2035 along with the traffic patterns attendant to the new 2035 regional land use plan.

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.

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 2006, total aircraft operations at Mitchell International totaled about 202,500, representing about an 8 percent decrease from 2005. The 2006 total is about 11 percent below the 228,600 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

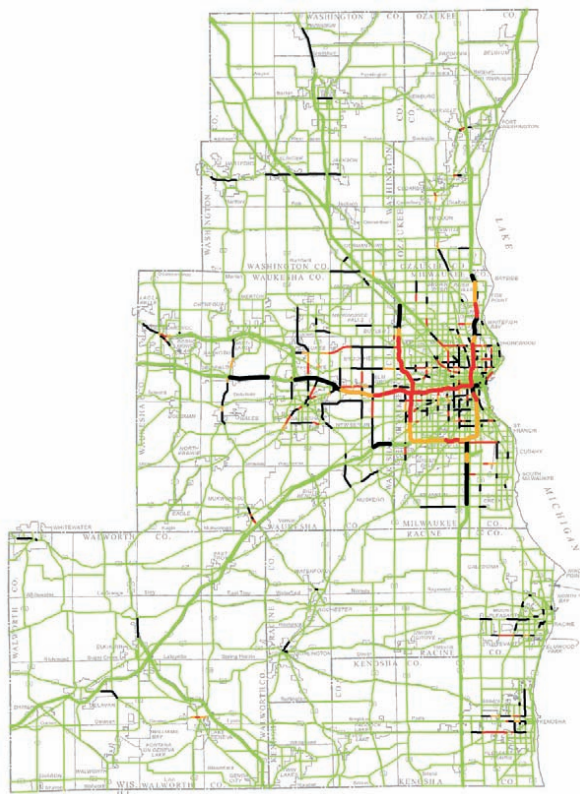
From 2005 to 2006, the number of air carrier enplaning and deplaning passengers at Mitchell International increased by about 31,000, to about 7,299,300 passengers, or less than one percent above the 2005 level of about 7,268,000 passengers. The 2006 level was within one percent of the 7,320,000 passengers forecast for that year under the adopted regional airport system plan.

General aviation activity can be measured in terms of the total number of general aviation aircraft operations—that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports. At all of the public airports other than General Mitchell International Airport, general aviation accounts for almost all activity. At Waukesha County-Crites Field, there were about 59,700 total operations during 2006, representing about a 28 percent decrease from the 82,700 total operations in 2005. At Kenosha Regional Airport, there were about 65,700 total operations during 2006, representing about a 16 percent decline from the 78,400 total operations in 2005. At Lawrence J. Timmerman Airport, there were about 53,000 total operations during 2006, representing about a 33 percent decrease from the 79,100 total operations in 2005. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 20,900 general aviation operations reported for 2006, representing about an 8 percent decrease from the 22,800 general aviation operations reported for 2005.

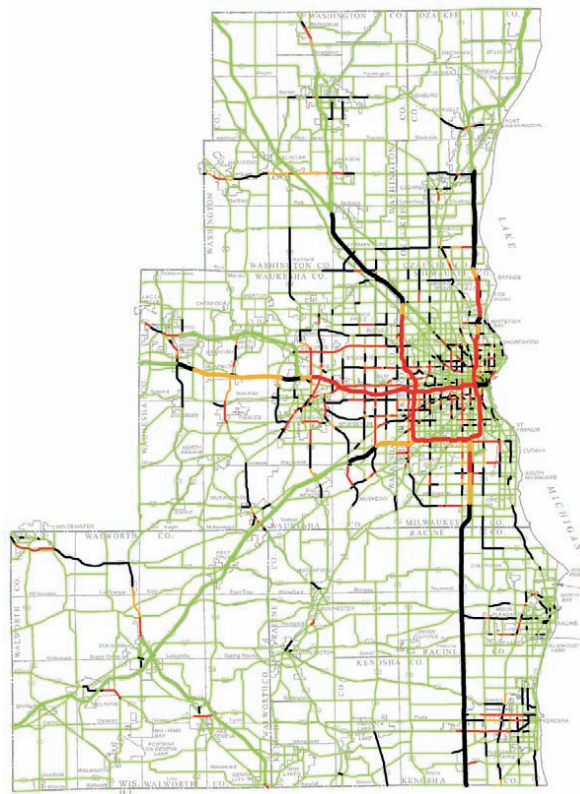
Map 13

**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**

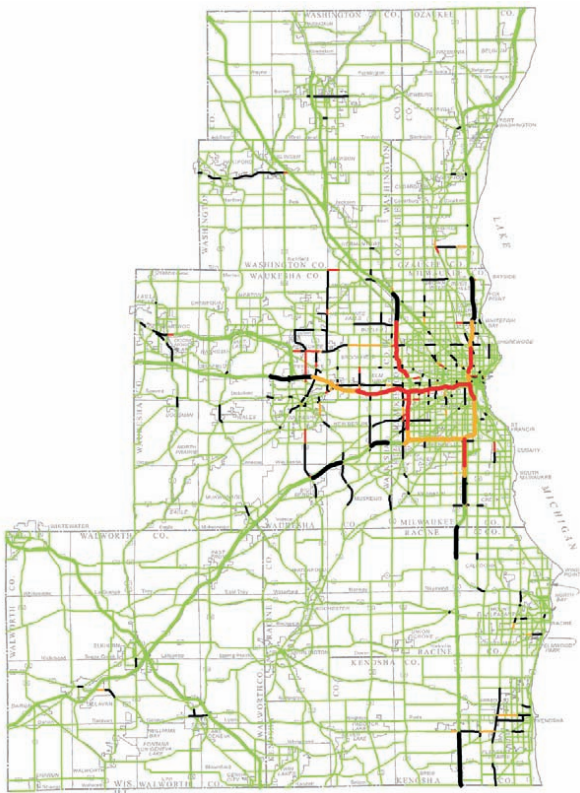
2001



TSM PLAN

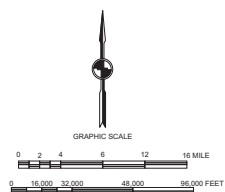


TSM PLUS HIGHWAY PLAN



FACILITY CONGESTION STATUS

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



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, 2006, rail freight service was being provided within Southeastern Wisconsin over a total of about 475 miles of active main line, as shown on Map 14.

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

Kenosha-Racine-Milwaukee Commuter Link Project

During 2006, the Commission staff completed significant work on the Alternatives Analysis/Draft Environmental Impact Statement planning effort for the Kenosha-Racine-Milwaukee (KRM) Commuter Link project. This phase of the KRM project was being conducted on behalf of, and for, an Intergovernmental Partnership of the County Executives for Kenosha, Milwaukee, and Racine Counties, the Mayors for the Cities of Kenosha, Milwaukee, and Racine, the Secretary of the Wisconsin Department of Transportation and the Chairman of the Regional Planning Commission. The Commission's role is that of project manager and fiscal agent for developing and carrying out the technical scope of work for the Partnership and the Steering Committee appointed by the Partnership. The goal of this phase of development for KRM is to evaluate and compare transit alternatives, at the conclusion of the study, recommend a transit alternative for implementation.

During the first half of 2006, extensive technical work was initiated and undertaken with respect to the definition of Alternatives, Transit-Supportive Land Use impacts, Ridership Forecasting, Capital and Operations and Maintenance Cost Estimates, Evaluation, Public Involvement Program, and Draft

Environmental Impact Statement reports. The technical work for the inventories, data collection, and initial analysis for all of these project elements was begun. Preparation of the detailed definition and initial screening of transit alternatives was undertaken. Drafts of initial chapters for the Definition of Alternatives, Ridership Forecasting, and Evaluation of Alternatives reports were prepared. To arrive at a preferred alternative, a three level screening process was employed with the evaluation measures being more detailed through each successive screening step. Under the Level 1 screening, three technologies were identified as having potential application in the KRM corridor: commuter bus or transportation system management (TSM) alternative, bus rapid transit (BRT), and commuter rail. Under the Level 2 screening, the project Steering Committee concluded that the commuter bus transportation systems management (TSM), and commuter rail alternatives should continue to be advanced for further consideration and that the bus rapid transit (BRT) alternative should be removed from further consideration.

During the second half of 2006, the technical work regarding alternative development and definition, transit-supportive land use impacts, ridership forecasting, capital and operations and maintenance cost estimates, financial plan, and evaluation of alternatives was largely completed. To arrive at a preferred alternative, the three-level screening process continued with the evaluation measures being more detailed through each successive screening step. Under the Level 3 evaluation, the best commuter rail and bus alternatives were further evaluated and refined to identify and compare the potential ridership, costs, and impacts.

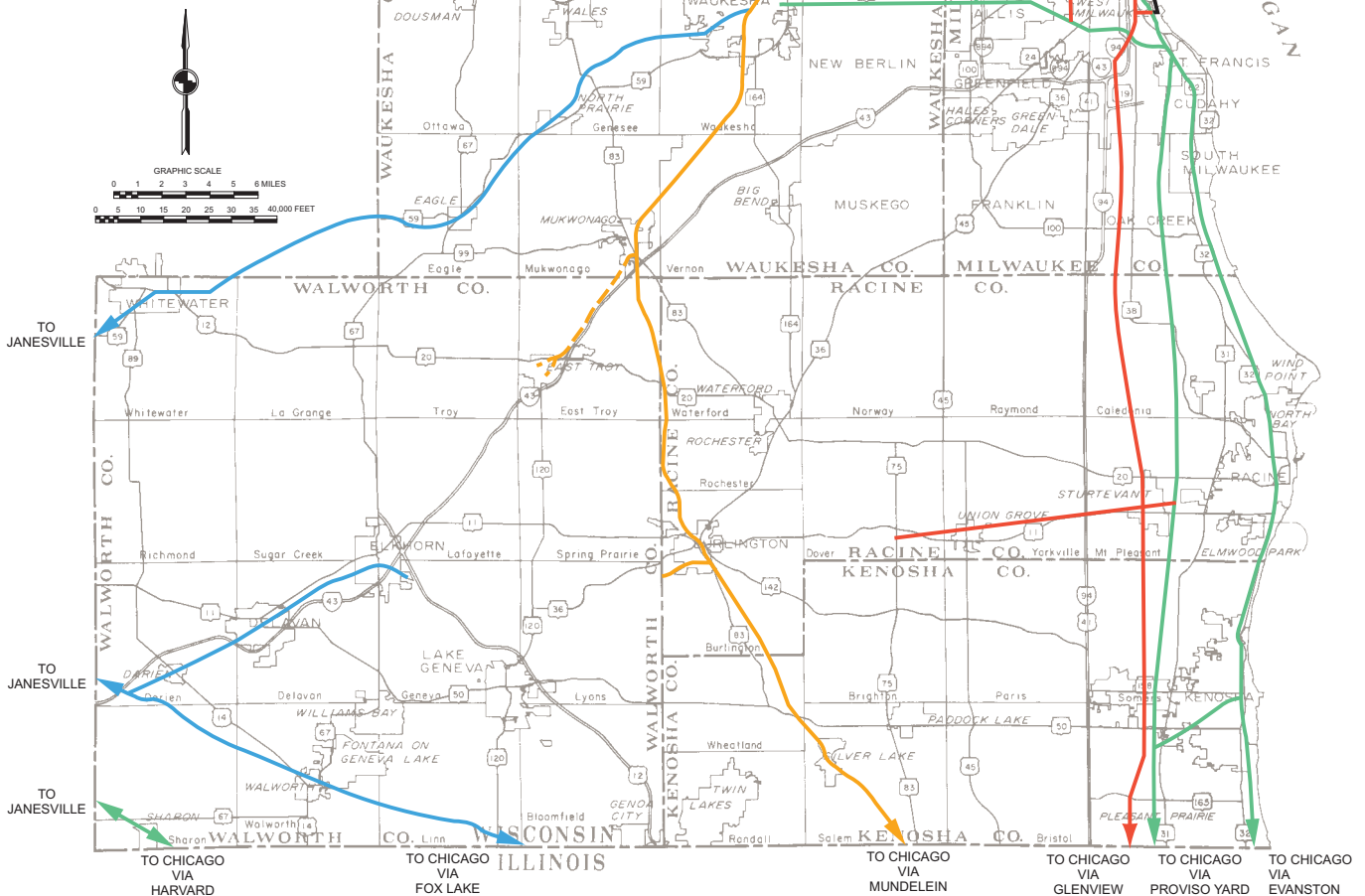
Extensive public involvement work was also initiated and undertaken. The public involvement scoping process for the project was completed. A draft scoping report was prepared and distributed. The first edition of the project newsletter for this phase was prepared and distributed. The study website was created and allowed viewers to submit feedback about the project. A series of public and agency scoping meetings were conducted and well attended. These meetings were widely announced through distribution of news releases, mailing of the study newsletter to residents, officials, businesses, groups, and interested persons, placement of paid advertisements in local newspapers, and the study website. Presentations were also made

Map 14

**COMMON CARRIER
RAIL FREIGHT LINES IN
SOUTHEASTERN WISCONSIN
DECEMBER 31, 2006**

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

TRACKAGE RIGHTS		
RAILROAD HAVING TRACKAGE RIGHTS	RAILROAD GRANTING TRACKAGE RIGHTS	LOCATION
CN	CP	DUPLAINVILLE-MILWAUKEE
CN	CP	NORTH MILWAUKEE-MILWAUKEE
CN	WSOR	RUGBY JUNCTION-CANCO
WSOR	CP	NORTH MILWAUKEE-MILWAUKEE
WSOR	CN	SLINGER-WAUKESHA
WSOR	CN	CANCO-SAUKVILLE



to public bodies and local civic groups. The scoping process resulted in two primary issues being identified, those being consideration of an additional station serving the south side of Milwaukee, and consideration of extending the KRM alternatives west of downtown Milwaukee. Technical meetings to review and discuss these issues were held between the project staff and local units of government and two memoranda were prepared. It was concluded that a westerly extension of the alternatives would be best accommodated under a separate but coordinated corridor effort and not as part of the current study, and that consideration of an additional station serving the Milwaukee south side would be appropriate. Accordingly, the current work effort was adjusted to include the additional Milwaukee station.

As part of the transit-supportive land use element of this project, interviews, and a series of local public workshops were held for each of the potential station areas. This work involved interviews and meetings with, and input from, local community officials, local economic development interests, residents, and land owners. Inventories of existing conditions, market assessments, and review of existing plans, and proposed station area plans were completed.

During the second half of 2006, the technical work on the draft environmental impact statement was near completion. The second edition of the project

newsletter was prepared and distributed. The study website was updated and additional materials added allowing site visitors to view and download items, such as preliminary drafts of reports, as well as to submit feedback about the project. Presentations, briefings, and meetings by project staff continued to public officials, business and civic local groups, local media, and other interested parties. Public meetings concerning the project also continued, largely in the form of station area workshops locally held for each potential station area.

Significant coordination of the project continued in the form of technical meetings, briefings, and other activities with a wide range of involved parties. During 2006, twelve meetings of the study Steering Committee were held to review project materials and progress. Three interagency meetings were held to coordinate project activities with the Federal Transit Administration Chicago Region office. A variety of technical meetings were also held with other agency, transit operator, and freight railroad personnel. The Commission staff continued to participate in discussions and briefings pertaining to technical, sponsorship, and funding matters at the request of officials and staff from the involved local governments, the Wisconsin Department of Transportation, and the newly formed Southeastern Wisconsin Regional Transit Authority (RTA).

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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 groundwaters of the Region? Is its water quality getting better or worse over time?
- What are the sources of water pollution? How can these sources best be controlled to abate water pollution and meet water quality objectives?
- What areas of the Region should be provided with sanitary sewer service, and what are the most cost-effective ways of providing such service?
- What are the location and extent of the natural floodlands along the lakes and streams of the Region?
- What are the best ways to resolve existing flooding problems and to ensure that new flooding problems are not created?
- What are the best ways to resolve existing stormwater drainage, as opposed to flooding, problems and to provide adequate drainage facilities for existing and probable future rural and urban development? How can improved stormwater drainage systems best be integrated with needed 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 2006 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 2006, Commission water quality management planning efforts continued to be focused primarily on activities relating to implementation and updating of the adopted regional water quality management plan. Such activities included providing assistance in the preparation of inland lake management plans; preparing local sanitary sewer service area plans; and assisting counties and other local units of government in the Region in activities related to the abatement of nonpoint source pollution and in completing sewerage facilities plans in preparation for the construction of point source pollution abatement facilities. The Commission also continued to assist the Wisconsin Departments of Natural Resources and of Commerce in the review of proposed public sanitary sewer extensions, proposed private main sewers and building sewers, and proposed large onsite sewage disposal systems and holding tanks.

The Regional Water Quality Management Plan

In 1979, the Commission completed and adopted a regional water quality management plan. The plan, designed in part to meet the Congressional mandate that the waters of the United States be made to the extent practicable "fishable and swimmable," is set forth in SEWRPC Planning Report No. 30, *A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000*, Volume One, *Inventory Findings*, September 1978; Volume Two, *Alternative Plans*, February 1979; and Volume Three, *Recommended Plan*, June 1979. The plan provides recommendations for the control of water pollution from such point sources as sewage 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 and grants in partial support of sewerage system development and redevelopment, for the issuance of waste discharge permits by the Wisconsin Department of Natural Resources (WDNR), for the review and approval of public sanitary sewer extensions by that Department, and for the review and approval of private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks by the Wisconsin Department of Commerce.

The adopted regional water quality management plan for Southeastern Wisconsin consists of five major elements: a land use element, a point source pollution abatement element, a nonpoint source pollution abatement element, a sludge management element, and a water quality monitoring element. A descriptive summary of the initial regional water quality management plan was provided in the Commission's *1979 Annual Report*.

Subsequently, the Commission completed a report documenting the updated content and implementation status of the regional water quality management plan as amended over approximately the first 15 years since the initial adoption of the plan. This report, SEWRPC Memorandum Report No. 93, *A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report*, March 1995, provides a comprehensive restatement of the regional water quality management plan as thus amended. The plan status report reflects implementation actions taken and plan amendments adopted since the initial plan was completed. The status report also documents, as available data permit, the extent of progress which had been made toward meeting the water use objectives and supporting water quality standards set forth in the regional water quality management plan.

During 2006, the Commission continued work on an update of the regional water quality management plan for the Greater Milwaukee Watersheds (Kinnickinnic River, Menomonee River, Milwaukee River, Root River, and Oak Creek watersheds, the Milwaukee Harbor estuary, and the adjacent nearshore Lake

Michigan area). As set forth on Map 15, the study area encompasses 1,127 square miles, and it contains all or part of 88 local municipalities and nine counties, including Dodge, Fond du Lac, and Sheboygan Counties which are outside the Southeastern Wisconsin Region. This effort is being coordinated with a parallel sewerage facilities planning program being carried out by the Milwaukee Metropolitan Sewerage District (MMSD) which has been designed to utilize the watershed approach consistent with evolving U.S. Environmental Protection Agency (USEPA) policies. The MMSD planning area is shown on Map 15. The approach of developing the regional water quality management plan in coordination with the MMSD facilities plan represents good public planning and administration, as well as being consistent with the requirements of Section 208 of the Federal Clean Water Act.

The approach to carrying out the regional water quality management plan update and the MMSD facilities planning program in a coordinated manner was developed cooperatively by the WDNR, the MMSD, and SEWRPC. The regional water quality management plan update will result 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 will be added based largely upon companion work programs. Consistent with the MMSD commitments for the completion of a new facilities plan, the plan update will be completed by the end of 2007, with selected elements being completed earlier as may be required by the MMSD facilities planning effort schedule.

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

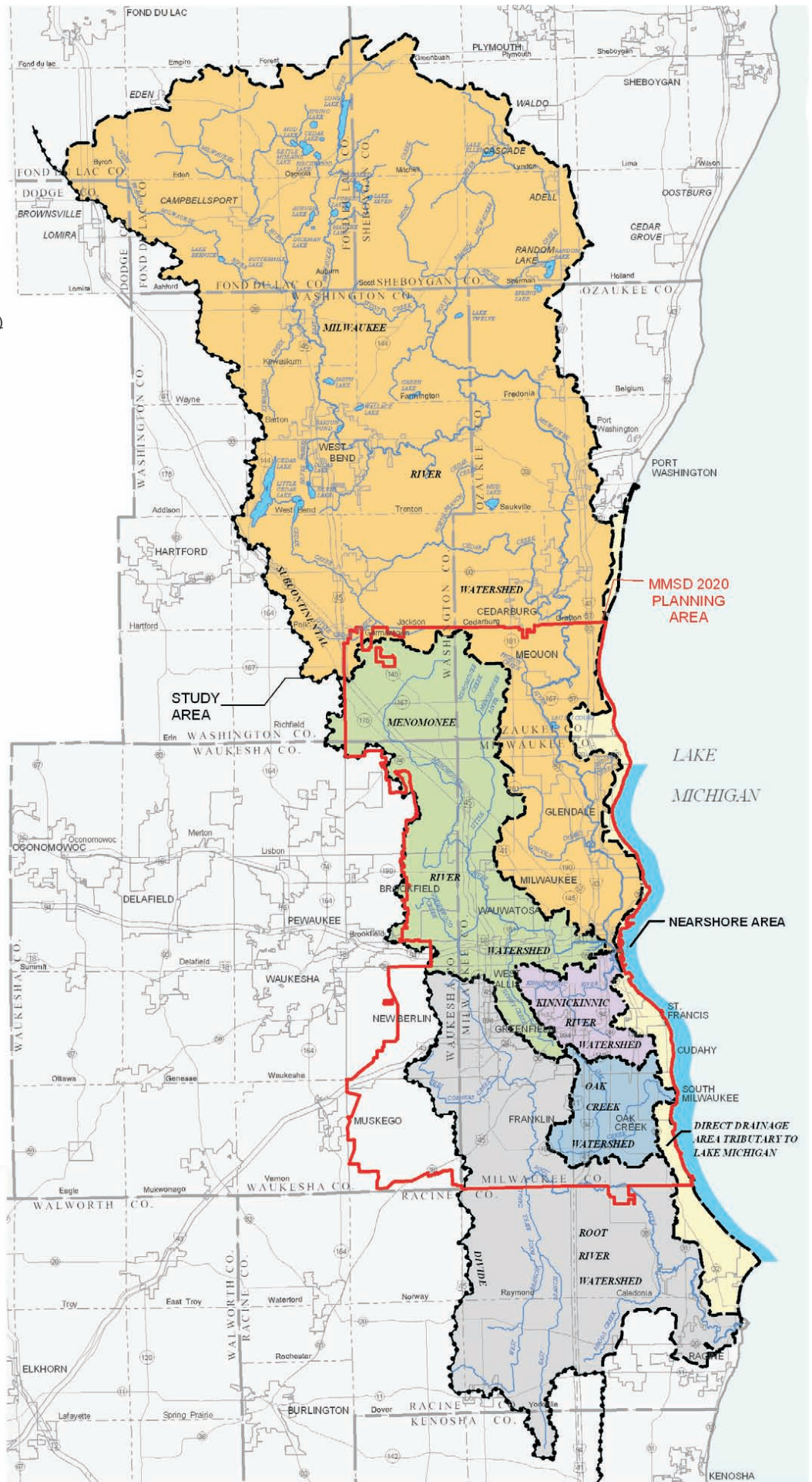
- SEWRPC Planning Report No. 50 (PR No. 50), *A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*, and
- SEWRPC Technical Report No. 39 (TR No. 39), *Water Quality Conditions and Sources of Pollution in the Greater Milwaukee Watersheds*

In 2006, the following chapters from PR No. 50 were prepared by the Commission staff and reviewed and approved by the Technical Advisory Committee that is guiding preparation of the plan:

Map 15

**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



- Chapter V – Water Resource Simulation Models and Analytic Methods,
- Chapter VI – Legal Structures Affecting the Water Quality Management Plan Update, and
- Chapter IX – Alternative Plan Description and Evaluation.

Also, the following chapters from TR No. 39 were completed and reviewed and approved by the Advisory Committee:

- Chapter IX – Surface Water Quality Conditions and Sources of Pollution in the Root River Watershed,
- Chapter X – Surface Water Quality Conditions and Sources of Pollution in the Milwaukee Harbor Estuary and Adjacent Nearshore Lake Michigan Areas, and
- Chapter XI – Groundwater Quality Conditions and Sources of Pollution in the Study Area.

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

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.

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 16 displays the riverine water quality model assessment points in the Milwaukee River watershed that were used to compare modeled water quality conditions projected to occur under alternative plan conditions.

Nonpoint Source Pollution Abatement Planning

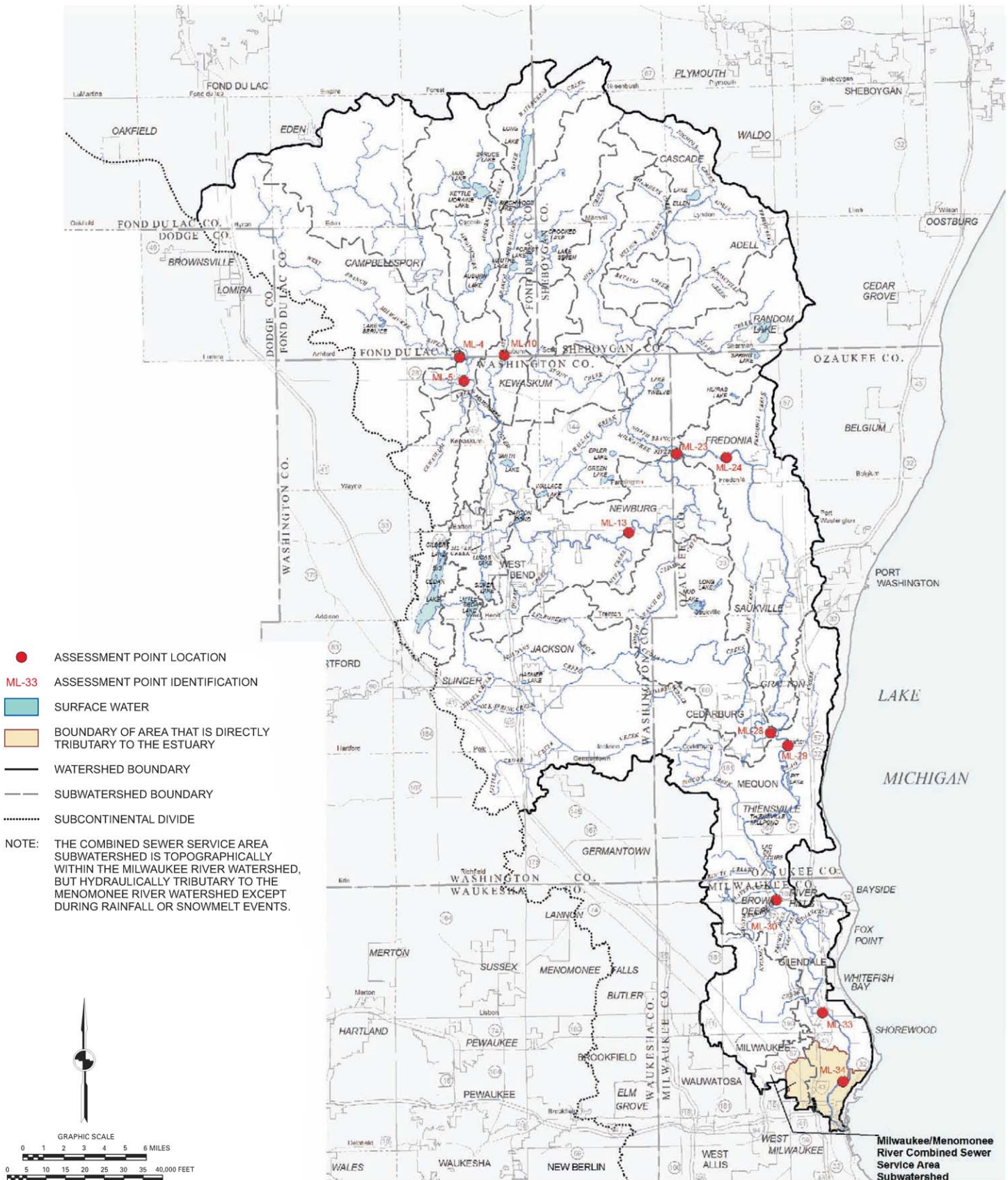
The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans and programs. Such plans and programs are to identify and implement the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

The Commission provides assistance in planning and project review activities for a number of programs which are considered to be steps toward implementation of the nonpoint pollution abatement recommendations set forth in the regional water quality management plan. These programs include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection, which provide 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 2006, the Commission provided assistance to the State agencies involved and the counties and other local units of government concerned in carrying out these programs. Examples of this work include the following:

- At the request of Kenosha County, the Commission staff reviewed and commented on proposed stormwater management plans incorporating nonpoint source pollution control measures attendant to site development plans for nine development projects, one in the Town of Brighton, two in the Town of Bristol, two in the Town of Salem, one in the Town of Somers, and three in the Town of Wheatland.
- The Commission staff continued to serve on the Waukesha County Storm Water Advisory Committee, and provided written comments on the draft County procedures to enforce existing ordinance restrictions to minimize basement flooding from surface water or groundwater.

Map 16

**ASSESSMENT POINTS WITHIN THE MILWAUKEE RIVER WATERSHED FOR
SCREENING ALTERNATIVES AND ALTERNATIVE WATER QUALITY PLANS**



Lake Management Planning

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

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

Prior to 2006, comprehensive lake management plans were completed for the following lakes within the Region: Powers in Kenosha and Walworth Counties; 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, and Pewaukee, all in Waukesha County. Of these, the comprehensive lake management plans for Friess Lake in Washington County, and for Okauchee and Pewaukee Lakes in Waukesha County were updated and refined, and published as second editions of these comprehensive plans, prior to 2006.

In addition, prior to 2006, a number of other, more narrowly focused plans and related reports were prepared. These plans and reports are published as Commission memorandum reports. These plans and reports include a lake use management plan for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant and recreational use management plan for Booth Lake in Walworth County; aquatic plant management plans for Crooked Lake, Fowler Lake, and the Phantom Lakes in

Waukesha County; an aquatic plant inventory for Pine Lake in Waukesha County; lake protection plans for Benedict and Tombeau Lakes in Walworth and Kenosha Counties and for Middle Genesee Lake, Silver Lake, Pretty Lake, and the Kelly Lakes in Waukesha County; a public boating access and waterway protection plan for Big Muskego Lake in Waukesha County; watershed inventory reports for Nagawicka and Upper Nemahbin Lakes in Waukesha County; lake protection and recreational use plans for Silver Lake in Washington County and Hunters Lake in Waukesha County; a lake protection and stormwater management plan for Big Cedar Lake in Washington County; a lakefront recreational use and waterway protection plan for that portion of the shoreline of Pewaukee Lake located within the Village of Pewaukee in Waukesha County; and an environmental analysis of lands at the headwaters of Gilbert Lake and Big Cedar Lake in Washington County. Of these, the lake protection plans for Silver Lake in Washington County, and for Pretty Lake in Waukesha County were updated and refined, and published as second editions of these plans, prior to 2006. While such plans or reports form elements of comprehensive lake water quality management plans, they do not, in and of themselves, constitute comprehensive lake management plans. The Commission staff also assisted a number of communities in the conduct of questionnaire-based lake-use surveys, including the communities on, and adjacent to, the Phantom Lakes and Eagle Spring Lake in Waukesha County, and Powers Lake in Kenosha and Walworth Counties. The results of these surveys were reported to the communities in the form of Commission letter reports.

During 2006, the Commission participated in lake-management-related meetings convened by the University of Wisconsin-Extension, the WDNR, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. The Commission assisted in the development and conduct of the 2006 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership; the 2006 South East Wisconsin Lakes Workshop, focusing on the specific concerns of lake-oriented communities within and adjacent to the Commission's planning region; and, the 2006 North American Lake Management Society Conference and International Symposium, held in Indianapolis, Indiana.

Also during 2006, 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 George Lake in Kenosha County; the Waterford Impoundment and Waubeesee and Wind Lakes in Racine County; Beulah, Cravath, East Troy, Geneva, Pleasant, Trippe, and Wandawega Lakes, all in Walworth County; Pike, Silver, and Wallace Lakes in Washington County; and Ashippun, Beaver, Cornell, Eagle Spring, Fowler, Upper Kelly, Lower and Upper Nemahbin, Little Muskego, Middle and Lower Genesee, Nagawicka, North, Oconomowoc, Pewaukee, Upper and Lower Phantom, Pine, Pretty, and Silver Lakes, and Lac La Belle, all in Waukesha County.

Assistance in preparing applications for State grants in partial support of lake protection and management planning was also provided during 2006 for several lakes. Over the years 1992 through 2006, the Commission assisted communities in preparing grant applications to support more than 75 lake-management-related projects on nearly 60 of the Region's lakes.

An Aquatic Plant Management Plan for Nagawicka Lake

During 2006, the Commission completed an aquatic plant management plan for Nagawicka Lake. This plan, documented in SEWRPC Memorandum Report No. 161, *An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin*, March 2006, was prepared by the Commission for the City of Delafield at the request of the City of Delafield Lake Welfare Committee. This plan documents existing aquatic plant communities and potential aquatic plant management concerns in Nagawicka Lake and presents a recommended plan for the resolution of those concerns, refining the recommendations set forth in SEWRPC Community Assistance Planning Report No. 262, *A Lake Management Plan for Nagawicka Lake, Waukesha County, Wisconsin*, published in March 2001. The refined Nagawicka Lake aquatic plant management plan recommends actions be taken to limit further human impacts on the in-lake macrophyte beds and reduce human impacts on the ecologically valuable areas adjacent to the lake and in its watershed. The plan recommends continued reliance on aquatic plant harvesting as the primary aquatic plant management measure employed on Nagawicka Lake. In addition to aquatic plant harvesting, at this time, the plan

recommends only limited additional aquatic plant management actions, including selected manual removal, selected use of aquatic herbicides, and ongoing surveillance activities. The limited use of chemical treatments is recommended specifically to treat species such as purple loosestrife, curly-leaf pondweed and Eurasian water milfoil that are present in specific areas of the Lake. The supplemental use of aquatic herbicides in portions of the Lake subjected to ecosystem restoration activities could also be considered, with additional plantings of emergent and floating-leaved aquatic plants where appropriate. The plan also recommends the use of demarcated boating lanes to limit motorized boating traffic through macrophyte beds that contain Eurasian water milfoil (*Myriophyllum spicatum*) and curly-leaf pondweed (*Potamogeton crispus*) to limit the further proliferation of this plant. Support for the conservation of lands within the primary environmental corridors to ensure the protection and preservation of ecologically valuable areas within the drainage area tributary to Nagawicka Lake also is recommended. Continuation of the ongoing program of public information and education being provided to both riparian residents and lake users is recommended, focusing on options for household chemical usage, lawn and garden care, shoreland protection and maintenance, and recreational usage of the Lake, thereby providing riparian residents with alternatives to traditional alternatives and activities. Informational programming on the control of nonnative or exotic species, such as Eurasian water milfoil and zebra mussel, designed to limit their spread and onward transmission from Nagawicka Lake to other lakes within the Southeastern Wisconsin Region, also is recommended.

A Lake Protection and Recreational Use Plan for Pell Lake

During 2006, the Commission completed a lake protection and recreational use plan for Pell Lake. This plan, documented in SEWRPC Memorandum Report No. 158, *A Lake Protection and Recreational Use Plan for Pell Lake, Walworth County, Wisconsin*, May 2006, was prepared by the Commission for the Pell Lake Sanitary District No. 1. This plan recommends actions be taken to reduce human impacts on ecologically valuable areas in and adjacent to the Lake, and reduce human impacts on the in-lake macrophyte beds, especially those beds dominated by Eurasian water milfoil. Specifically, the plan recommends that boating traffic be restricted where Eurasian water milfoil is prevalent, and where navigational channels and access

lanes have not been harvested, in order to limit the spread of nonnative invasive plant species. The plan also recommends limited use of chemical aquatic plant management measures for the control of Eurasian water milfoil and purple loosestrife, in addition to manual harvesting. Use of chemical herbicides is recommended to be limited mainly to areas where nonnative invasive species are present. The plan recommends establishing nearshore native aquatic floating and emergent vegetation to increase species diversity and numbers, and provide beneficial aquatic habitat for fishes and wildlife. In addition, the plan recommends strict enforcement of regulations designed to promote safe boating activities, and limit potential, boating-related threats to shorelands as a result of wave and wake action. The recommended plan includes the continuation of an ongoing program of public information and education, focusing on providing riparian residents and lake users with an improved understanding of the lake ecosystem. For example, additional options regarding household chemical usage, lawn and garden care, shoreland protection and maintenance, and recreational usage of the Lake should be made available to riparian property owners, thereby providing riparian residents with alternatives to traditional activities.

A Lake Protection Plan for Pretty Lake

During 2006, the Commission completed a lake protection plan for Pretty Lake. This plan, documented in SEWRPC Memorandum Report No. 122, 2nd Edition, *A Lake Protection Plan for Pretty Lake, Waukesha County, Wisconsin*, May 2006, was prepared by the Commission for the Pretty Lake Protection and Rehabilitation District. This plan documents existing and anticipated conditions and potential lake management concerns in Pretty Lake and presents a recommended plan for the resolution of these concerns, refining those recommendations set forth in the first edition of the plan, published by the Commission during April 1998. The refined Pretty Lake protection plan recommends actions be taken to limit further human impacts on the Lake, and to reduce human impacts on the ecologically valuable areas adjacent to the lake and in its watershed. To this end, the ongoing maintenance of onsite sewage disposal systems is recommended. Further, consideration should be given to ensuring provision of adequate forcemain capacity within the public sewerage system serving a proposed subdivision located to the north of the Lake. To action this recommendation, the public inland lake protection and rehabilitation district should consider adoption of

sanitary district powers, or work with the Town of Ottawa to create a town sanitary or utility district to serve either or both the Pretty Lake and School Section Lake communities, as a means of providing the necessary financing to cover the incremental cost of the larger forcemain. Acquisition by purchase or easement of lands within which the drain tile and ditch system located to the west of the Lake basin should be considered as a means of providing for the extension of sewerage services, as well as for the purposes of maintaining lake levels and forming part of a proposed Pretty-Section trail system linking Ottawa Lake State Park to the Ice Age Trail system. Support for the conservation of lands within the primary environmental corridors to ensure the protection and preservation of ecologically valuable areas within the drainage area tributary to Pretty Lake is also recommended.

With respect to water levels, the District should consider ongoing, if somewhat limited, operation of the high-capacity well installed for this purpose. It should be noted that the well will continue to contribute calcium carbonate to the Lake, leading to the creation of flocculent accumulations of marl, which, over time, will diminish lake depths and contribute to a disturbed aquatic plant community within the Lake.

With respect to managing the aquatic plant community in the Lake, the plan recommends continued reliance on manual aquatic plant harvesting as the primary aquatic plant management measure employed on Pretty Lake. In addition to the manual removal of aquatic plants, the plan recommends only limited additional aquatic plant management actions, including surveillance activities and limited use of chemical treatment as needed to treat curly-leaf pondweed and Eurasian water milfoil, at this time. Adoption of urban good housekeeping practices that limit the use of agro-chemicals, including phosphorus-containing fertilizers, within the shoreland area also will contribute to the control of undesirable growths of aquatic plants and algae by limiting inputs of nonpoint source nutrients and contaminants to the Lake. Installation and maintenance of shoreline buffer strips also will help to minimize runoff and the loss of agro-chemicals from the land surface.

Finally, the plan recommends the continuation of an ongoing program of public information and education focused on both riparian residents and lake users. For example, additional options regarding household chemical usage, lawn and garden care, shoreland protection and maintenance, and recreational usage of

the Lake should be made available to riparian householders, thereby providing riparian residents with alternatives to traditional alternatives and activities. Informational programming on the control of nonnative or exotic species, such as Eurasian water milfoil, designed to limit their spread and onward transmission from Pretty Lake to other lakes within the southeastern Wisconsin region, is also recommended.

A Lake Management Plan for the Phantom Lakes

During 2006, the Commission completed a comprehensive lake management plan for the Lower and Upper Phantom Lakes. This plan, documented in SEWRPC Community Assistance Planning Report No. 230, *A Lake Management Plan for the Phantom Lakes, Waukesha County, Wisconsin*, Volume One, *Inventory Findings*, and Volume Two, *Alternatives and Recommended Plan*, January 2006, was prepared by the Commission at the request of the Phantom Lakes Management District, in cooperation with the Wisconsin Department of Natural Resources. This plan builds, in part, on the foundation of aquatic plant management measures set forth in SEWRPC Memorandum Report No. 81, *An Aquatic Plant Management Plan for the Phantom Lakes, Waukesha County, Wisconsin*, published in July 1993. The plan is intended to serve as a guide to the making of decisions concerning the use and management of the Phantom Lakes. The study area, which is coterminous with the total drainage area tributary to the Lake, encompasses about 80 square miles in southwestern Waukesha County and northeastern Walworth County. Approximately 1.5 square miles of this drainage area is tributary to Upper Phantom Lake, with the balance being comprised by the Mukwonago River which drains through Lower Phantom Lake.

Alternative management techniques evaluated included watershed-based lake rehabilitation and in-lake management measures. Those alternative measures incorporated into the recommended management plan, after evaluation, included the following:

For the protection of the natural resource base:

- Maintenance, to the extent practicable, of historic lakefront residential dwelling densities.
- Protection of wetlands and shorelands, as well as other environmental corridor lands and isolated

natural resource features, through public or private acquisition of features of local or greater significance.

For the protection and maintenance of water quality and aesthetic conditions:

- Continued provision of wastewater treatment at the Village of Mukwonago treatment facilities as set forth in the adopted regional water quality management plan.
- Continued implementation of inspection and maintenance measures with respect to onsite sewage disposal systems in those portions of the watershed not served by public sanitary sewerage services.
- For rural areas, continued implementation of nonpoint source pollution controls through promotion of sound rural land management practices to reduce soil loss and contaminant loadings, preparation of farm conservation plans, and implementation of integrated nutrient and pest management practices.
- For urban areas, continued implementation of sound urban “good housekeeping” and yard care practices through informational programming, and development of lawn care and shoreland management ordinances in the Village and Town of Mukwonago.
- For developing areas, installation of construction site erosion control measures as required by local ordinances and enforcement of construction site erosion control and stormwater management ordinance provisions, through application of conservation subdivision designs with integrated stormwater management systems, where appropriate densities exist.
- Continued water quality monitoring.

For the protection and enhancement of fish and natural resources, including wildlife habitat, woodlands, and wetlands:

- Conduct of periodic fisheries surveys to determine management and stocking needs, conduct of stocking programs as appropriate, and enforcement of size and catch limits.

- Maintenance of existing shoreline protection structures and repair as necessary using vegetative means insofar as practicable.

For the enhancement of recreational opportunities:

- Maintenance of public recreational boating access opportunities, and continued enforcement and periodic review of recreational boating ordinances.
- Harvesting aquatic plants to facilitate recreational boating access, minimizing harvesting during the spring and autumn to avoid disturbances to fish breeding areas; manually harvesting around piers and docks; and, collecting floating aquatic plant fragments in shoreland areas to minimize rooting potential of Eurasian water milfoil and accumulation of organic debris.
- Limited application of appropriate chemical herbicides where necessary to specifically target Eurasian water milfoil and curly-leaf pondweed infestations in the Lake and purple loosestrife infestations in shoreland wetland areas.

For public information and education:

- Continued public informational and awareness-building programs, and encourage inclusion of lake studies in environmental curricula of local schools.

Maps 17 and 18 present a graphic summary of the recommended aquatic plant management plan for Lower and Upper Phantom Lake, respectively.

Stream Management Planning

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

Prior to 2006, the Commission provided technical assistance related to stream system management to the Wisconsin Departments of Natural Resources and Transportation, and certain municipalities and other organizations for: Rosenow Creek, a tributary to Lac La Belle and the Oconomowoc River in Waukesha County; Nippersink Creek and an unnamed tributary to Galloway Creek, both of which are tributary to the Fox River in Walworth County; an unnamed tributary to Sugar Creek, a tributary to the Fox River in Walworth County; Karcher Creek, a tributary to the Fox River in Kenosha County; and, Quaas Creek and two unnamed tributary streams, all tributary to the Milwaukee River in Washington County. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports. Also, prior to 2006, the Commission provided technical assistance to the City of New Berlin, Village of Hales Corners, and the Kelly Lakes Association, Inc., during the implementation of recommended lake protection measures set forth in SEWRPC Memorandum Report No. 135, *A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin*, published during October 2000. The assistance provided related to the recreation of stream and floodplain ecosystems tributary to Upper Kelly Lake, and is documented in a 2nd Edition of SEWRPC Memorandum Report No. 135, scheduled for publication during 2007.

During 2006, the Commission continued to provide technical assistance relating to stream system management to the Wisconsin Departments of Natural Resources and Transportation, and certain municipalities and other organizations. In addition, 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*, and to the U.S. Army Corps of Engineers with respect to the Upper Des Plaines River Phase II Feasibility Study. 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 East Troy Pond in Walworth County and the Roller Mill Dam in Waukesha County.

During 2006, the Commission participated in the development of a planning program for the Mukwonago River Basin, responding to requests from The Nature Conservancy, Eagle Spring Lake Management District,

Phantom Lakes Management District, and Wisconsin Department of Natural Resources. Assistance in preparing applications for State grants in partial support of this river protection and management planning program was provided.

Sewerage Facilities Planning

During 2006, 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 2006 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 2006:

- Continued assistance to local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. During 2006, local sewerage facilities plan amendments were reviewed for the Walworth County Metropolitan Sewerage District; the City of Burlington; the Villages of Dousman, East Troy, and Kewaskum; Town of Lyons Sanitary District No. 2; and the Town of Somers.
- Provided comments on proposed large private onsite wastewater treatment systems for portions of the Towns of Richfield and Sugar Creek.
- The Commission served on the Technical Advisory Committee for preparation of the Village of Caledonia IH 94 Sewer Service Area Trunk Sewer analysis. That study investigated the cost-effectiveness of various options for providing sewerage systems to serve areas of existing and future development in the City of Racine; the Villages of Caledonia, Mt. Pleasant,

and Sturtevant; and the Towns of Raymond and Yorkville.

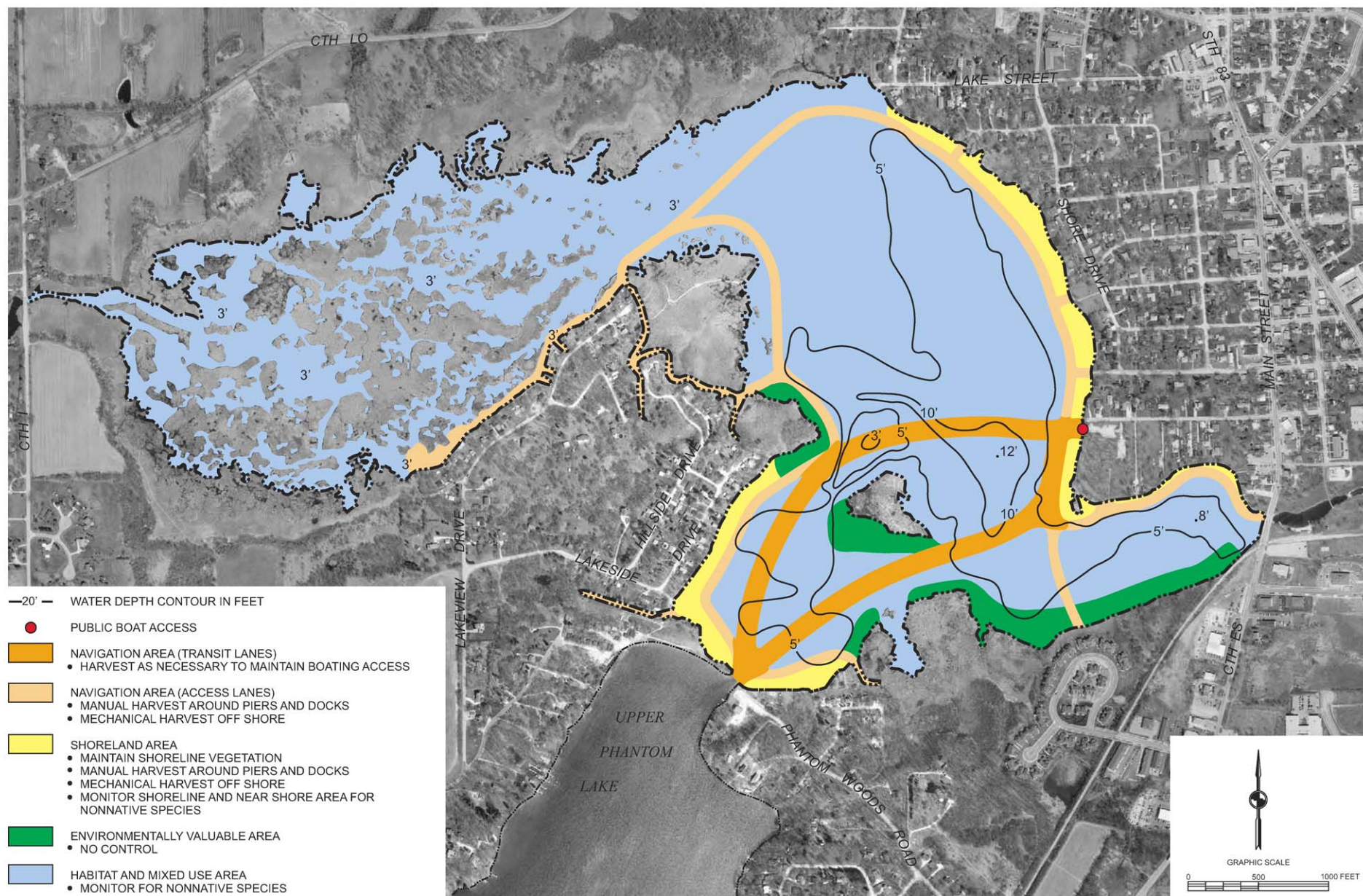
- The Commission staff prepared a preliminary cost-effectiveness analysis for the provision of sanitary sewer service to lands located between the adopted sewer service areas for the Village of Genoa City and the Pell Lake Sanitary District No.1.
- The Commission continued to work cooperatively with the MMSD and the WDNR to carry out the next round of MMSD facility planning in a coordinated manner with the ongoing updating of the regional water quality management plan for the greater Milwaukee area watersheds.

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 during 1985 require the Commission to comment on certain proposed private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks relative to the adopted areawide water quality management plan. Under Section COMM 82.20(4) of the *Wisconsin Administrative Code*, the Wisconsin Department of Commerce may not approve any proposed private main sewer or building sewer extension unless such extension is found to be in conformance with an adopted areawide water quality management plan. A similar finding must be made for large-scale onsite sewage treatment and disposal systems and holding tanks under a cooperation agreement between the Wisconsin Departments of Commerce and Natural Resources.

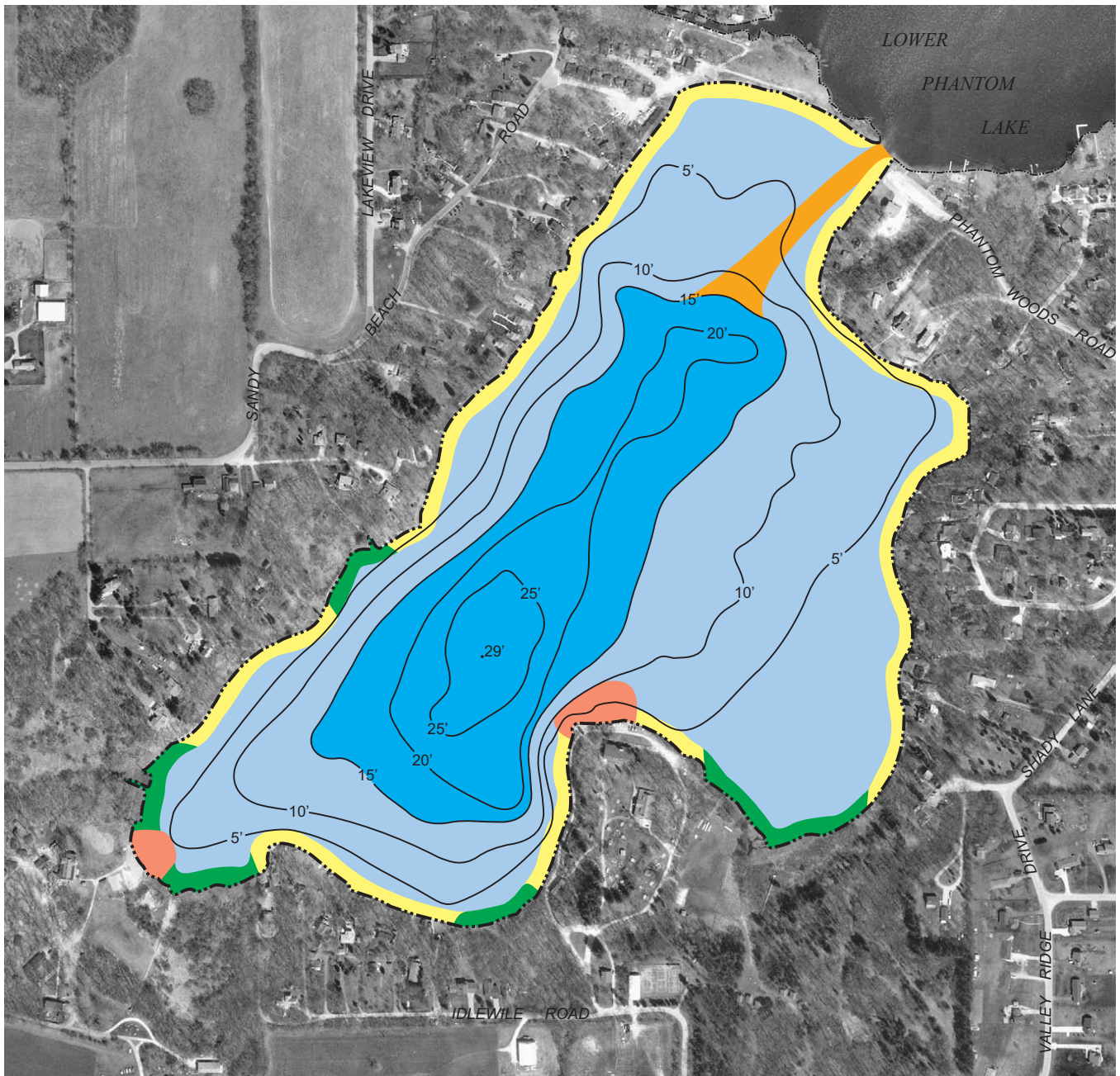
Map 17

RECOMMENDED AQUATIC PLANT MANAGEMENT PLAN FOR LOWER PHANTOM LAKE



Map 18

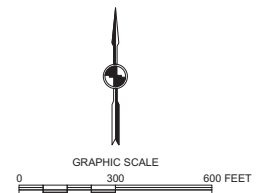
RECOMMENDED AQUATIC PLANT MANAGEMENT PLAN FOR UPPER PHANTOM LAKE



DATE OF PHOTOGRAPHY: MARCH 2000

- 20'— WATER DEPTH CONTOUR IN FEET
- OPEN WATER
 - NO CONTROL
 - ENVIRONMENTALLY VALUABLE AREA
 - NO CONTROL
 - SWIMMING AREA
 - MANUAL HARVEST NEAR SHORE
 - MECHANICAL HARVEST OFF SHORE
 - LIMITED HERBICIDE USE TO CONTROL NONNATIVE SPECIES AND ALGAE
 - HABITAT AND MIXED USE AREA
 - MONITOR NONNATIVE SPECIES
 - HARVEST AS NECESSARY TO MAINTAIN BOATING ACCESS

- SHORELAND AREA
 - MAINTAIN SHORELINE VEGETATION
 - MANUAL HARVEST AROUND PIERS AND DOCKS
 - MONITOR SHORELINE AND NEAR SHORE AREA FOR NONNATIVE SPECIES
- NAVIGATION AREA
 - HARVEST AS NECESSARY TO MAINTAIN BOATING ACCESS



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, which 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 2006, this work effort included the following:

- Adoption by the Commission of amendments to the sanitary sewer service areas for the Towns of Bristol and Salem (two amendments) in Kenosha County; the City of Mequon and the Village of Grafton in Ozaukee County; the Village of Caledonia in Racine County; the City of Hartford in Washington County; and the City of Muskego and the Villages of Mukwonago, Sussex (two amendments), and Wales, all in Waukesha County.

By the end of 2006, 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 2006, 12 such areas had been delineated by amendments to the regional water quality management plan. These 12 new areas include the following: the Powers-Benedict-Tombeau Lakes area, located in Kenosha and Walworth Counties; the City of Franklin and the City of Oak Creek portions of the Milwaukee Metropolitan Sewerage District (MMSD), located in Milwaukee County; the Bohner Lake area, located in Racine County; the Alpine Valley, the Country Estates Sanitary District, the Pell Lake, and the Mallard Ridge Landfill areas, all located in Walworth County; the Eagle Spring Lake Sanitary District, the Village of Lannon portion of the Lannon-Menomonee Falls area, and the Mukwonago County Park area, all located in Waukesha County; and the Rainbow Springs area, located in both Waukesha and Walworth Counties.

The planning status of the recommended sanitary sewer service areas within the Region is summarized in Table 18 and on Map 19. The table identifies the 85

Table 18

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2006

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, 2 nd Edition, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, March 2004

Table 18 (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)	Lake Church	--	--	--
	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

Table 18 (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)	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
	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, 2 nd Edition, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, March 2004
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
	Hartford	Hartford	September 12, 2001	SEWRPC Community Assistance Planning Report No. 92, 3rd Edition, Sanitary 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

Table 18 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	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
Waukesha	Beaver Lake	--	--	--
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
	Delafield-Nashotah Nashotah-Nemahbin Lakes	Delafield-Nashotah	January 18, 1993	SEWRPC Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992
	Dousman	Dousman	March 1, 2000	SEWRPC Community Assistance Planning Report No. 192, 2nd Edition, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, March 2000
	--	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

Table 18 (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)	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	--	--	--
	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

^a This 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.

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 2006; and the 57 redefined areas and the 12 new areas resulting from the plan refinement process. The table also identifies the documents setting forth each refined and detailed sanitary sewer service area plan and the respective dates on which the Commission adopted those documents as amendments to the regional water quality management plan.

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

During 2006, review comments were provided on 164 proposed public sanitary sewer extensions and 110

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2006



Table 19

SANITARY SEWER EXTENSION REVIEWS: 2006

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Jefferson ^a	2	1	3
Kenosha.....	22	12	36
Milwaukee.....	30	33 ^b	64
Ozaukee	9	11	15
Racine.....	23	11	39
Walworth.....	17	10	33
Washington.....	18	8	45
Waukesha.....	43	24	99
Total	164	110	274

^aCity of Whitewater.

^bThe Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2006, 382 reviews of building sewer extensions were conducted by the City.

proposed private main sewer or building sewer extensions, distributed by county as shown in Table 19.

WATER SUPPLY PLANNING

During 2006, Commission water supply planning was focused primarily on the preparation of a regional water supply plan for the seven-county Southeastern Wisconsin Region. The plan will identify the best means of providing a sustainable water supply for the Region. The planning effort is being overseen by the SEWRPC Regional Water Supply Planning Advisory Committee. Membership on this Committee includes knowledgeable and concerned representatives of the constituent counties and municipalities; of concerned State and Federal agencies; of the academic community; and of businesses and industries. The water supply plan is scheduled to be completed over a three-year period ending at the end of 2007.

The preparation of the regional water supply plan represents the third, and final, element of the Commission's water supply planning program. The first element—completed in 2002—consisted of basic groundwater resource inventories. The second element—completed in 2004—consisted of the development of a groundwater simulation model for the Region. The completion of these elements involved interagency partnership programs with the U.S.

Geological Survey (USGS), the Wisconsin Geological and Natural History Survey (WGNHS), the University of Wisconsin-Milwaukee (UWM), the Wisconsin Department of Natural Resources (WDNR), and a number of the public water supply utilities serving the Region.

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

- A comprehensive inventory and analysis of the location, condition, and service areas of the existing public and private water supply facilities within the Region, and of the capacity of those facilities to treat and deliver water supply;
- An inventory and analysis of existing water use within the Region, with particular attention to the geographic distribution of the water uses;
- Determination of urban water supply service areas and of existing and forecast demand water use by these urban service areas; by exurban residential, commercial, and industrial uses; and by rural agricultural and recreational uses;
- Identification of existing and potential water supply problems as revealed by inventories, analyses, and forecasts;
- Development of recommendations for water conservation efforts to reduce water demand;
- Development and evaluation—including environmental assessment—of alternative means of addressing the identified water supply problems, culminating in the identification of an initially recommended plan for the sources of supply and for development of the basic infrastructure required to deliver that supply.
- Identification of groundwater recharge areas to be considered for protection from incompatible development;
- Identification of any constraints to development levels in subareas of the Region that may emanate from water supply sustainability concerns; and
- Identification of any new institutional structures found necessary to carry out the plan recommendations.

Two very important components—the evaluation of water supply sources and the specification of water conservation measures—will be done considering a full range of viable options. This evaluation will be constrained by the regulations and policies regarding the ability to obtain water from the Great Lakes basin, including the 2001 Great Lakes Charter Annex put forth by the Council of Great Lakes Governors and now under consideration. In addition, the planning is intended to be coordinated with, and consistent with, the State of Wisconsin groundwater legislation and the related activities of the Groundwater Coordinating Council.

During 2006, work was completed on the forecasts of 2035 water use and pumpage demands and on the water supply law inventory. Work was near completion on a state-of-the-art report for water supply management which will identify the viable water supply management measures and design standards for use in the planning program.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2006, 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; coordination with FEMA, WDNR, and the FEMA study contractor for the floodplain Map Modernization program in Kenosha, Racine, and Washington Counties; providing technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; providing hydrologic and hydraulic data, including flood flow and flood stage data, to consulting engineers and governmental agencies; and conducting a cooperative stream-gaging program.

Watershed Planning

The Commission staff continued work on a project to prepare updated, digital floodplain and floodway maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties that are adjacent

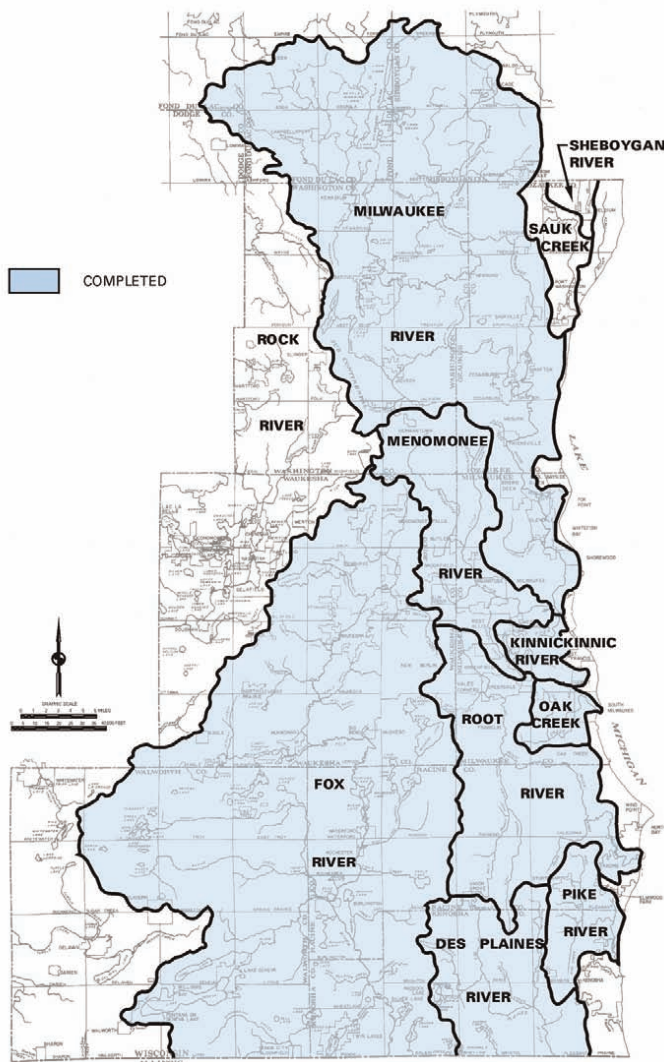
to Milwaukee County. The project is being performed for the Milwaukee County Automated Land Information System Steering Committee (MCAMLIS) and the Milwaukee Metropolitan Sewerage District (MMSD), with assistance from the Wisconsin Land Information Program. Under the first phase of the project, updated floodland maps are being prepared for streams in the Kinnickinnic, Menomonee, and Milwaukee River watersheds; the Oak Creek watershed; and the Legend Creek subwatershed. In 2006, hydrologic and/or hydraulic modeling was performed in the Menomonee, Milwaukee, and Root River watersheds and the Fish Creek subwatershed. The streams for which such work was conducted include, Beaver Creek, Brown Deer Park Creek, Fish Creek, the North Branch of Whitnall Park Creek, and Woods Creek.

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 2006 the Commission staff continued to coordinate with the U.S. Army Corps of Engineers and local sponsors in Illinois 1) in developing the "Upper Des Plaines River and Tributaries Phase II, Illinois and Wisconsin Multi-Purpose Feasibility Study" and 2) conducting a pilot project to implement watershed study recommendations related to the Kilbourn Road Ditch subwatershed. The Commission staff also served on the Project Delivery Team that is involved in oversight of that feasibility study. The feasibility study will utilize the products of the SEWRPC Des Plaines River watershed study and will provide Kenosha County with over \$500,000 in credits toward participation in the Phase II planning for their portion of the project cost based on work performed under the watershed study.

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 for Kenosha, Racine, and Washington Counties. Detailed map data and/or supporting information were provided for 1) streams in Kenosha and Racine Counties that were studied under the Pike River watershed study and 2) all streams for which the Commission staff previously mapped floodplain boundaries in Washington County.

Map 20

**SEWRPC WATERSHED STUDIES
COMPLETED: 2006**



Map 20 indicates the coverage of the watershed studies conducted by the Commission through 2006.

**Stormwater and Floodland
Management Planning**

During 2006, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

In 2006, the Commission undertook a number of stormwater and floodland management planning

activities at the request of local units of government and State of Wisconsin agencies. The following are examples of such work:

- At the request of Kenosha County, the Commission staff reviewed nine stormwater management plans for new development proposals within the County, one in the Town of Brighton, two in the Town of Bristol, two in the Town of Salem, one in the Town of Somers, and three in the Town of Wheatland. The reviews included consideration of stormwater drainage, nonpoint source pollution control, and construction erosion control. Where appropriate, the reviews were conducted within the broader context of the adopted watershed studies and the regional water quality management plan.
- At the request of Kenosha County, the Commission staff reviewed the floodplain impacts on an unnamed tributary to the Pike River of a proposed development in the Town of Somers and of another proposed development along the Pike River. Staff also reviewed a floodplain study for the headwaters of Dutch Gap Canal in the Town of Bristol and a proposed bridge crossing of Brighton Creek in the Town of Salem.
- At the request of the Village of Pleasant Prairie, the Commission staff reviewed a floodplain boundary adjustment proposal along Unnamed Tributary No. 4 to Jerome Creek.
- At the request of Milwaukee County, the Commission staff performed a hydraulic analysis of a proposed replacement for a bicycle trail bridge over the Little Menomonee River in the City of Milwaukee.
- At the request of the City of Glendale, the Commission staff reviewed floodplain aspects related to the proposed construction of a house along the Milwaukee River.
- At the request of the City of Milwaukee, the Commission staff prepared hydraulic and scour analyses for the proposed N. Humboldt Avenue replacement bridge over the Milwaukee River.
- At the request of the Village of Hales Corners, the Commission staff performed hydrologic and hydraulic analyses of the North Branch of

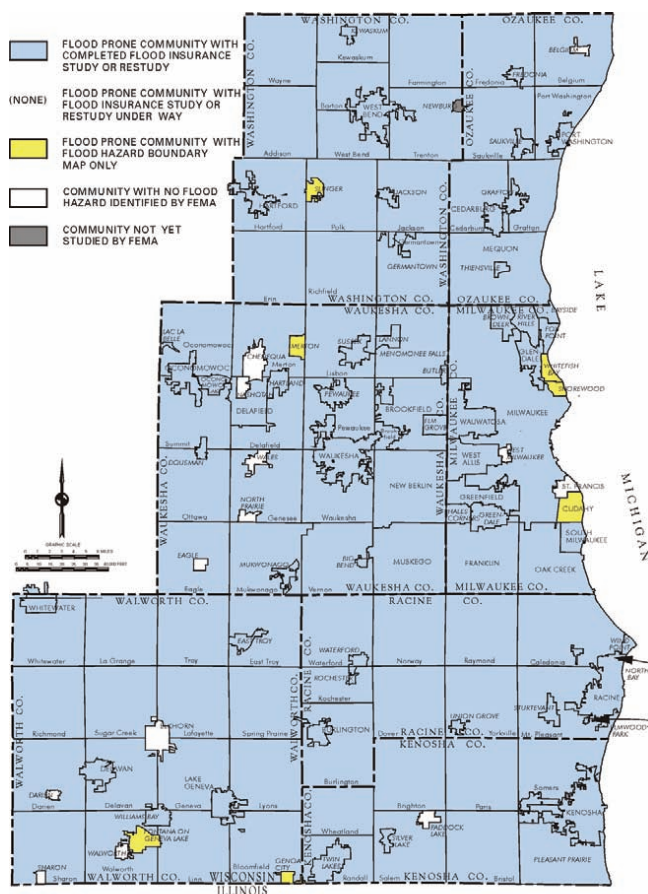
- Whitnall Park Creek, delineated the 100-year recurrence interval floodplain boundary, and prepared a submittal to WDNR and FEMA to obtain a letter of map revision. That study was undertaken to represent the effects of an MMSD flood control project that was constructed along the Creek. The Commission staff also reviewed the floodplain aspects of a proposal to modify the channel of the Northwest Branch of Whitnall Park Creek.
- At the request of Racine County, the Commission staff reviewed the floodplain aspects of a cut and fill proposal for a property located along an unnamed tributary to Hoosier Creek in the Town of Dover, a proposed driveway across Tributary No. 2A to the West Branch Root River Canal in the Town of Raymond, and of a proposed road crossing of Tributary No. 2 to the West Branch Root River Canal in the Town of Yorkville. Staff also reviewed a limited floodplain boundary adjustment request for a property located along the Fox River in the Town of Waterford.
- At the request of Waukesha County, the Commission staff reviewed floodplain analyses of Sussex Creek in the Town of Lisbon. The Commission staff also reviewed a floodplain analysis of an unnamed navigable waterway in the Village of Mukwonago.
- The Commission staff assisted the Waukesha County communities that are members of the Upper Fox River Watershed Stormwater Discharge Permit Application Group in establishing and administering group participation in a WDNR/USGS stormwater monitoring project that meets the group's discharge permit requirement.
- The Commission staff continued preparation of a watershed protection plan for the Pebble Creek watershed in Waukesha County. The Pebble Creek watershed protection plan is a collaborative effort with the Land Resources Division of the Waukesha County Department of Parks and Land Use. The plan will address management of the surface water resources of the watershed which includes Pebble Creek and Brandy Brook. A recommended plan will be developed and the 100-year recurrence interval floodplain boundaries will be delineated along Pebble Creek and Brandy Brook.
- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the design of bridges and culverts and other facilities and improvements along streams in the Region, in the facilities design phases of projects recommended under Commission plans, and in other water resource and environmental projects. During 2006, data were provided for the following: 1) the Milwaukee River watershed; 2) Jerome Creek and Unnamed Tributary No. 7 to the Des Plaines River in the Village of Pleasant Prairie; 3) Unnamed Tributary No. 5 to Kilbourn Road Ditch in the Towns of Paris and Somers; 4) Kilbourn Road Ditch and Somers Branch in the Town of Somers; 5) a tributary to New Munster Creek in the Town of Wheatland; 6) streams in the City of Cudahy; 7) Legend Creek in the City of Franklin; 8) the Milwaukee River and Wilson Park Creek in the City of Milwaukee; 9) Oak Creek in the City of Oak Creek; 10) Sorenson Creek in the Village of Mt. Pleasant; 11) Hoods Creek in the Village of Caledonia; 12) Tributary No. 3 to the West Branch Root River Canal in the Town of Yorkville; 13) Nippersink Creek in the Village of Genoa City; 14) Edgewood, North, Kettle View, Kewaskum, Knights Creeks and an unnamed tributary to Kewaskum Creek in the Village and Town of Kewaskum; 15) Unnamed Tributary 1 to the Coney River in the Town of Polk; 16) Dousman Ditch in the City of Brookfield; 17) Wildcat Creek, Poplar Creek, the S. 130th Street Tributary, and the South Branch of Underwood Creek in the City of New Berlin; 18) the Bark River in the Village of Dousman; 19) Underwood Creek and Dousman Ditch in the Village of Elm Grove; 20) the Fox River in the Village of Menomonee Falls; 21) the Fox River in the Town of Genesee; 22) Sussex Creek in the Town of Lisbon; ; and 23) the Ashippun River in the Town of Oconomowoc.

Floodplain Data Availability

The availability of flood hazard data within the Region is shown on Map 21. The Commission has completed comprehensive watershed plans for the Des Plaines, Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in definitive flood hazard data—in the form of peak flood flows and stages associated with the 100-year recurrence interval floods—for about 744

Map 22

STATUS OF FLOOD INSURANCE STUDIES: 2006



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 85 additional miles of stream channel. Large-scale topographic maps displaying the location and extent of the 100-year recurrence interval flood hazard areas and prepared to Commission specifications are available for the riverine areas along about 677 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 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 encourage development of such studies on a countywide basis. The status of flood insurance rate studies in the Region at the end of 2006 is shown on Map 22.

As shown on Map 22, as of 2006, there were 21 cities or villages in the Region for which the Federal Emergency Management Agency had not conducted a flood insurance rate study. In seven cases, FEMA has, instead, published a "flood hazard boundary map," which shows the approximate location of floodlands without the support of detailed engineering studies. The remaining 14 cities or villages in the Region are not considered by FEMA to contain flood hazard areas. In one of those 14, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was identified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

Besides providing available data from the Commission files to the contractors conducting such studies for the Federal Emergency Management Agency, the Commission staff helps to delineate floodplains and attends meetings with local officials and other citizens to discuss the results of flood insurance rate 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 2006, the Commission staff assisted the WDNR and FEMA in coordinating the FEMA Map Modernization Program in Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties. That assistance included community coordination and development of project scope of work information.

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 23). 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 2006, there were 35 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. Of the 35 gages, 14 were financially supported by the Waukesha County Board of Supervisors, the MMSD, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission's cooperative program. In addition, four gages were supported by the MMSD outside the Commission's cooperative program, four gages were supported by Milwaukee County, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, two gages were supported by the WDNR, one gage was supported by the U.S. Army Corps of Engineers and the Walworth County Metropolitan Sewerage District, one gage was supported by the Walworth County Metropolitan Sewerage District, one gage was supported by the City of Muskego, three gages were supported by the Town of Delavan, one gage was supported by the Geneva Lake Environmental Agency and the WDNR, one gage was supported by the City of Delafield, and two gages were supported by the Illinois Department of Transportation.

In addition, in 2006 there were four gages at which water levels, but not streamflow, were continuously recorded. These included, one at Delavan Lake near the City of Delavan, one at Geneva Lake in the City of Lake Geneva; one at Wind Lake in the Town of Norway, and one at Big Muskego Lake in the City of Muskego.

COASTAL MANAGEMENT PLANNING

During 2006, 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.

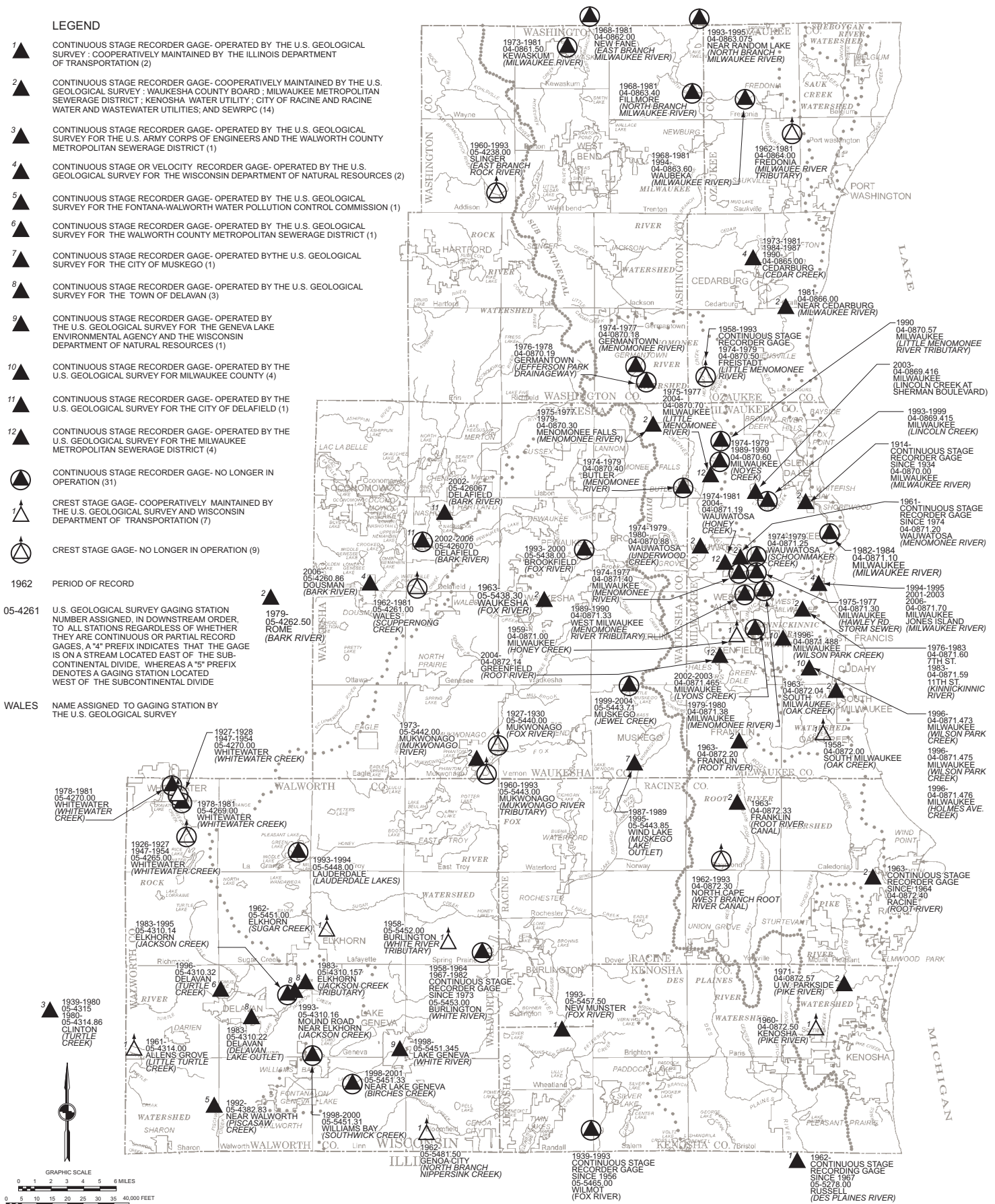
One of the continuing functions of the Commission under the coastal management program is to assist the Wisconsin Coastal Management Program in the designation of special coastal areas. In 2006, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 24. 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.

During 2006, the Wisconsin Department of Natural Resources formed a steering committee to establish delisting criteria for the Milwaukee Estuary Area of Concern (AoC). This committee is tasked with establishing the technical criteria to be employed in evaluating the effectivity of the Remedial Action Plan (RAP) being executed in the Milwaukee Harbor. The Commission staff serves on the steering committee and acts as technical advisor to the committee.

LOCATION OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2006

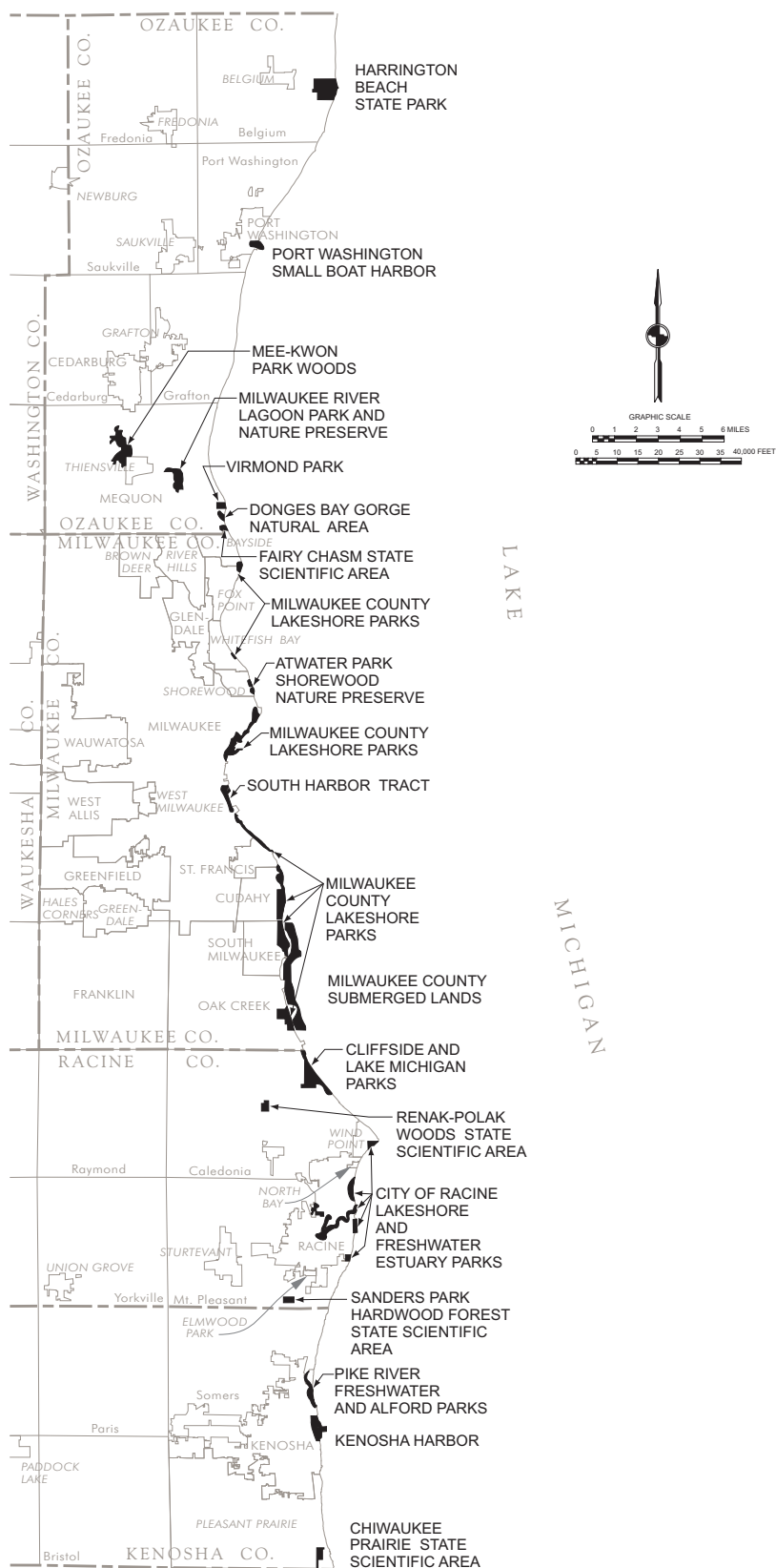
LEGEND

- | | |
|---|---|
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY; COOPERATIVELY MAINTAINED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (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 RACINE AND RACINE WATER AND WASTEWATER UTILITIES; AND SEWRPC (14) |
|  | 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) |
|  | CONTINUOUS STAGE OR VELOCITY RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (2) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE FONTANA-WALWORTH WATER POLLUTION CONTROL COMMISSION (1) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT (1) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE CITY OF MUSKEGO (1) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE TOWN OF DELAVAN (3) |
|  | 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) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR MILWAUKEE COUNTY (4) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE CITY OF DELAFIELD (1) |
|  | CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE MILWAUKEE METROPOLITAN SEWERAGE DISTRICT (4) |
|  | CONTINUOUS STAGE RECORDER GAGE- NO LONGER IN OPERATION (31) |
|  | CREST STAGE GAGE- COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (7) |
|  | CREST STAGE GAGE- NO LONGER IN OPERATION (9) |
| 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 SUBCONTINENTAL DIVIDE, WHEREAS A "5" PREFIX DENOTES A GAGING STATION LOCATED WEST OF THE SUBCONTINENTAL DIVIDE |
| WALES | NAME ASSIGNED TO GAGING STATION BY THE U.S. GEOLOGICAL SURVEY |



Map 24

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 2006



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TELECOMMUNICATIONS PLANNING DIVISION

DIVISION FUNCTIONS

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

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

BACKGROUND

In Fall 2004, the Commission initiated the conduct of a regional telecommunications planning program. The program is following a work scope identified in a Commission Prospectus published in December 2003. The new planning program is being guided by a Regional Telecommunications Planning Advisory Committee comprised of representatives from local and state governments, wireline and wireless service providers, and other interested parties. The Committee membership is listed in Appendix B.

The Commission recognized that following the breakup of the Bell System and the American Telephone and Telegraph Company, and with the subsequent rapid advances in communications technology, telecommunications, while becoming increasingly important in the local, national, and global economies, also was becoming increasingly difficult to understand by those outside the telecommunications industry. The Federal Telecommunications Act of 1996, intended to further encourage local competition, has led to the development of a "network of networks" largely beyond the regulatory purview of any level of government.

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

A major objective of the program relates to the provision of high speed, broadband telecommunication services throughout the Region. Currently, the first generation of broadband services in the form of telephone company DSL (digital subscriber line) and cable company hybrid fiber-coaxial cable (cable modem) are available in most urban and suburban areas of the Region. These services typically have capabilities to rapidly download web pages and other large files, particularly those with high video content for residential users and to expedite large data file transfers of all kinds for businesses and other enterprise organizations. Neither of these asymmetrical technologies has strong upload capabilities for applications such as video conferencing. Fixed wireless broadband is also available in some areas of

the Region. The goal of the regional telecommunications planning program, however, is to range out beyond the current networks to help plan for the next generation of broadband service capabilities (10 to 100 megabits per second for homes, and one to 10 gigabits per second for businesses and industries) that will be required to compete in the global economy. Such planning must also identify the broadband infrastructure required for public needs in such areas as healthcare, education, public safety, and the environment.

Accordingly, the end products of the regional telecommunications planning process in Southeastern Wisconsin are envisioned to be three plans:

- Regional Wireless Antenna Siting and Related Infrastructure Plan
- A set of proposals to identify potential public enterprise networks
- A Comprehensive Regional Wireline-Wireless Telecommunications Network or Universal Broadband Access Plan.

ANTENNA SITING AND RELATED INFRASTRUCTURE PLAN

The regional antenna siting and related infrastructure plan is intended to provide guidance to county and local units of government and to service providers operating within the Region on the location of antenna structure sites for mobile and fixed wireless networks. This plan will also be used in the preparation of the wireless component of the regional network plan. The antenna base station site is the basic element of any wireless network. The antenna and supporting electronic equipment at a particular site provide the means for communication with remote mobile and fixed location users. Wireless service providers seek to locate antenna sites so as to maximize their return on investment. They seek locations that will lead to new subscribers and increased revenues. The antenna site location process can be lengthy and costly for both the provider and the local units of government concerned. Site installation delays of several years are not uncommon.

The primary objective of the original antenna site location plan was to provide a rational basis for antenna site location in the form of a set of site

locations that provide adequate coverage and network capacity while minimizing the number of sites required to provide the needed service. The antenna site planning process has made extensive use of mathematical modeling software for both delineating antenna site coverage and for determining the best combination of sites necessary to provide the needed wireless services within the Region. This antenna site structure plan was to be prepared in cooperation with the wireless service providers serving the Region.

During 2005, it became apparent that a change was required in the basic direction of the regional wireless communications planning program. This need for change resulted from a number of factors that included:

- Poor Cooperation From Wireless Service Providers.

None of the six service providers was willing to provide the base station technical data needed to develop geographic radio coverage maps of the Region. Two service providers provided partial data, but in the end, all failed to provide the comprehensive databases needed for evaluation of second (2G) and third (3G) generation cellular/PCS wireless networks. Lacking such a database, there was no way to cooperatively upgrade existing 2G and emerging 3G wireless networks in the Region.

- Results of Cellular/PCS Wireless Network Monitoring System.

The Division staff developed and deployed a wireless network monitoring system to evaluate the performance of the six regional cellular/PCS wireless service providers. Testing was conducted in all seven counties over a period of 15 weeks. Results from the beginning indicated that the performance of regional wireless networks, even the latest 3G networks, was far below the performance levels specified in the objectives and standards of the regional wireless plan. Given these substandard performance results, the project focus moved to the forthcoming fourth generation (4G) technologies to achieve these objectives and standards.

The end result was a redirection of the wireless telecommunications planning program to fourth generation wireless networks planning. Such planning took the form of exploring new topologies and advanced technologies that have the potential for 4G level performance. The 4G wireless plan was completed in September 2006. This plan, documented in SEWRPC Planning Report No. 51, *A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin*, September 2006, extended in scope far beyond the original objective of recommended antenna site locations to a recommended regional broadband communication wireless plan that integrated a set of community based wireless networks into a region-wide wireless backhaul network. The final recommended wireless plan document also detailed comprehensive wireless infrastructure and system performance inventories that provided the foundation for the final wireless plan. The final plan was also designed to comply with the objectives, principles and standards documented in the report that served as the criteria for plan selection.

The regional 4G wireless plan was formally adopted by the Commission on September 13, 2006, and was certified to the county and local governments in the Region shortly thereafter. Even before completion of this plan, Commission staff initiated a community assistance program to support, upon request, constituent local units of government that are interested in planning, designing, and implementing broadband wireless networks. The process being followed involves refining and detailing the regional wireless system plan recommendations attendant to the community concerned, followed up by field testing to verify the efficacy of each detailed plan. Assistance is also provided in preparing and evaluating requests-for-proposals, whereby private service providers would be solicited to install and operate potential municipal networks.

PUBLIC ENTERPRISE TELECOMMUNICATION NETWORKS PLANNING

The term public enterprise networks within the context of the regional telecommunications planning program refers to telecommunications networks that perform public functions in such areas as public safety, transportation, environmental monitoring, and public health. These functions all represent public sector applications of the telecommunication networks. They

may or may not require new network infrastructure. Some public networks could operate as applications on existing physical networks. Others may require augmentations of existing physical networks, and still others may require new network infrastructure.

Public networks planning took the form of initial findings and recommendations relating to a series of potential public networks such as:

- Public Safety, Emergency Response, and Homeland Security
- Public Health and Environmental Monitoring
- Transportation System Control
- Public Administration

The findings and recommendations reflect the attitudes and viewpoints of the various interests that would be involved in the implementation and operation of these public networks. The prospects and procedures for moving to the next stage of development along with possible sources of funding was documented. Efforts would be made to convene stakeholder-based committees to stimulate initiation of public network projects aimed at the further identification and possible deployment and operation of these networks. In September 2005, the Commission documented potential public enterprise networks in SEWRPC Memorandum Report No. 164, *Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin*.

Primary emphasis in public enterprise networks planning relates to wireless public safety communications networks. These networks are currently in a state of transition from traditional public safety communications networks that feature primarily voice traffic to high speed multi-media communications systems that feature voice, data, and video traffic. Current public safety communications trends revolve around the new 4.9 GHz band allocated by the FCC exclusively for public safety functions. This frequency band provides sufficient bandwidth for data communications at rates exceeding 20 megabits per second; such throughput performance is in sharp contrast to present data rates of 19.2 kilobits per second characteristic of most regional public safety transceiver equipment. Unfortunately, the 4.9 GHz is also characterized by high attenuation losses in typical

metro areas. To overcome these obstacles, innovations in both network structure and equipment technology are required for the design of cost effective broadband wireless communications systems. A plan for a new high speed county-wide wireless data communications network in the 4.9 GHz band was prepared on a preliminary basis for field test in Ozaukee County in 2006.

The experience of plan preparation in Ozaukee County led to the concept of a joint public safety/commercial county-wide network using the public safety band (4.9 GHz) and higher WiFi band (5.8 GHz) on a common antenna site infrastructure. Since the bulk of wireless infrastructure costs are in the antenna site structure, sharing the costs of this infrastructure will help both public safety and commercial wireless networks to be more cost effective.

REGIONAL TELECOMMUNICATIONS NETWORK PLAN

The comprehensive regional wireline-wireless telecommunications, or universal broadband access plan, is intended to provide a set of technologies and a network structure believed to best serve the Region for the target year 2015. This plan will be selected from a set of alternative regional network plans prepared for objective evaluation by the Advisory Committee. Each alternative plan will be evaluated on the basis of agreed upon service objectives and standards and presented to the Advisory Committee for final plan selection and recommendation to the Commission for adoption.

Initial network design planning efforts was focused on the wireless portion of the future regional telecommunications systems. As a continuation and direct outgrowth of the antenna siting and related infrastructure plan, a set of regional wireless network plans based on WiFi, WiMAX and other advanced technologies will be prepared as the first element of a comprehensive regional wireless-wireline network plan.

In its final form, the comprehensive regional wireline-wireless plan will be selected from the following alternative and adjunct plans.

- **Community-Based Wireless Alternative Plan**—in which each of the Region's 147 communities has its own wireless network integrated into a region-wide wireless back-haul network.
- **Regional Wireless Alternative Plan**—in which a joint public safety/commercial wireless would be deployed on a county-by- county basis.
- **Regional Fiber-to-the-Node (FTTN) Wireline Alternative Plan**—in which fiber links from telephone central offices are deployed to remote nodes which then serve users through the legacy copper wire infrastructure in square mile areas.
- **Regional Fiber-to-the-Premises (FTTP) Wireline Alternative Plan**—in which fiber optic cable is deployed from telephone central offices to individual users in a passive optical configuration in which the primary fiber is split into smaller fibers targeted to home and business users.
- **Mobile Wireless Adjunct Plan A (WiMAX)**—in which a high speed cellular wireless system based on WiMAX (IEEE 802.16e) technology is deployed throughout the Region.
- **Mobile Wireless Adjunct Plan B (WiFi and WiFiA)**—in which the fixed community-based WiFi wireless network or the regionally-based WiFiA wireless network is used to serve mobile wireless users.

The final comprehensive regional broadband telecommunications plan will undoubtedly require a combination of the above alternative and adjunct plans. Work on this final plan will be completed in 2007.

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 2006, the Commission engaged in the following local economic development program planning efforts:

- Participation in 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 2006

included the following: 1) maintaining a site on the Internet that identifies the competitive advantages of the Southeastern Wisconsin Region as a business location, provides information on applying for tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone; and provides links to the home pages of Partnership members and community economic profiles that are prepared by the Commission in cooperation with the Regional Economic Partnership, as noted below; 2) contracting with the Wisconsin Procurement Institute to work with companies on gaining access to the Small Business Innovation Research (SBIR) Program and other technology-based Federal grant programs; 3) providing technical assistance to companies interested in obtaining tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone that are administered by the Partnership; 4) obtaining approval for four technology zone applications totaling \$1.35 million that were prepared with the assistance of Commission staff; 5) supporting periodic educational forums that provided economic development professionals, local officials, and businesses in the Region with information on important economic development issues; 6) providing staff assistance to the Milwaukee 7 regional economic development initiative in the development of a new website, an executive call program, and a resource center; and 7) collaborating with the Wisconsin Department of Commerce in hosting quarterly meetings with representatives from the Partnership, the Department of Commerce, and representatives of economic development agencies in Dane, Jefferson, and Rock Counties. A Commission staff member chairs the Partnership effort.

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic development-related data and information. This function also includes

the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 2006, 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 some examples of Division activity in performing this function during 2006:

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

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

Economic development project planning involves conducting detailed economic development planning studies for local units of government, not-for-profit development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 2006, the following representative project planning services were provided:

- Economic profiles were maintained for 63 cities, villages, and towns within the Region, along with profiles for Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. In addition, a new profile was prepared for the Town of Cedarburg in Ozaukee County. These profiles are part of a series of economic

profiles originally prepared in 1984 and updated periodically with the assistance of the Regional Economic Partnership. The profiles are available on the Commission website (www.sewrpc.org) and can be printed by individual users. The communities for which profiles were maintained in 2006 are shown on Map 25.

- Provision of assistance to the Racine County Economic Development Corporation and University of Wisconsin-Parkside in updating the data set that was originally compiled by Commission staff to evaluate the success of the County's strategic economic development planning process.
- Provision of assistance to the Burlington Area Chamber of Commerce in the data analysis for a wage survey of local businesses.
- Provision of assistance to the Geneva Lake Development Corporation in developing policies and procedures for a new revolving loan fund program.
- Provision of assistance to the Village of Shorewood in developing policies and procedures for a new revolving loan fund program.

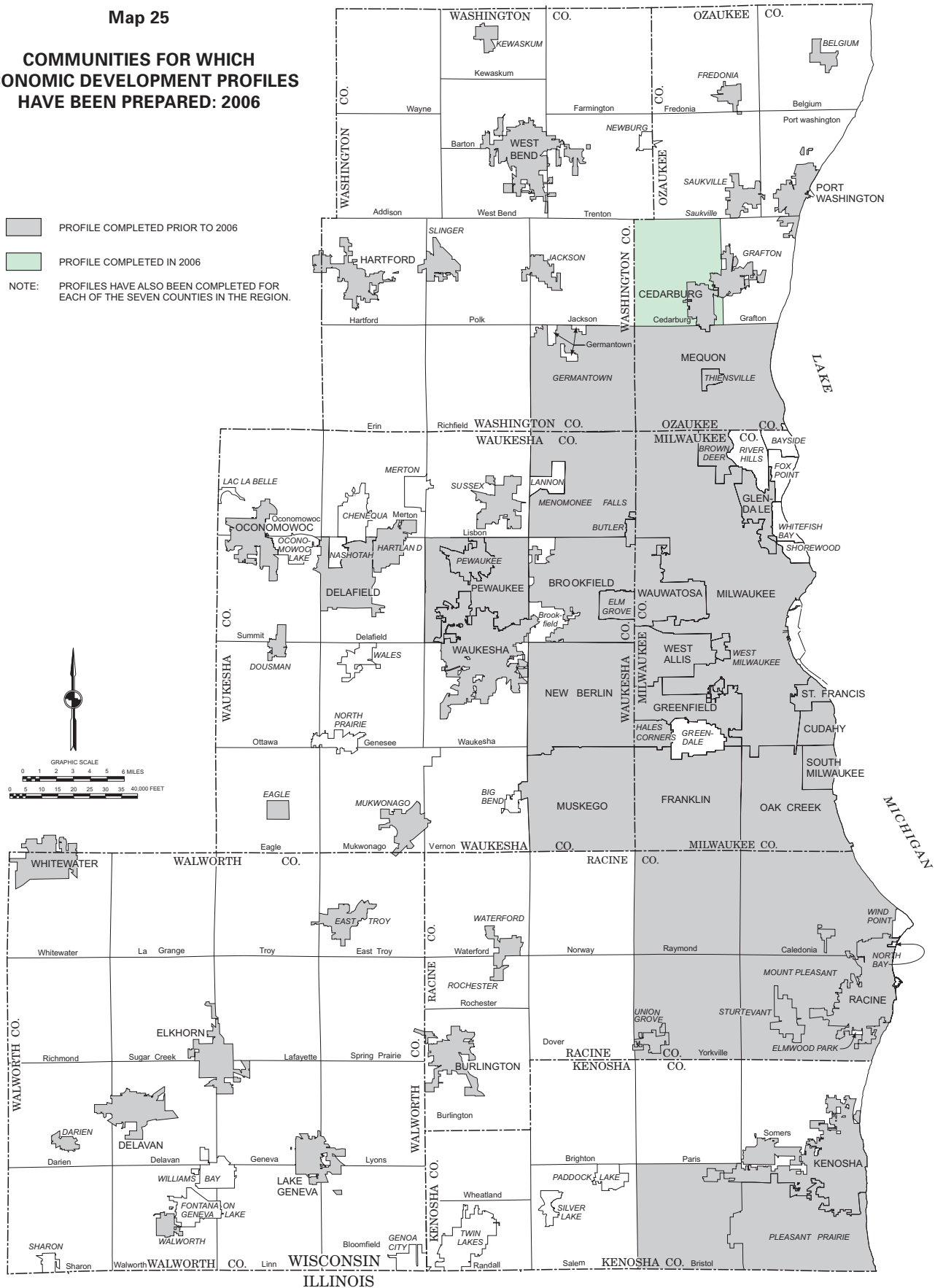
FEDERAL AND STATE GRANT-IN-AID PROCUREMENT AND ADMINISTRATION OF GRANT-IN-AID AWARDS

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 administering these programs,

**COMMUNITIES FOR WHICH
ECONOMIC DEVELOPMENT PROFILES
HAVE BEEN PREPARED: 2006**



including ensuring that the terms of each grant award or funding program are met. During 2006, the Commission provided contract services to administer the following grant awards:

- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County with the assistance of Commission staff. This grant award was used to assist Cedarburg Pharmaceuticals, LLC, with the purchase of new machinery and equipment for the firm's manufacturing facility in the Village of Grafton.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$172,400 that was prepared with the assistance of Commission staff. This grant award was used to assist the Kohler Company with training workers for its new manufacturing facility in the Village of Saukville.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$506,000 that was prepared with the assistance of Commission staff. This grant award was used by Chemtool, Inc., to equip its new manufacturing facility in the City of Elkhorn.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$81,000 that was prepared with the assistance of Commission staff. This grant award was used by Noble Dairy, LLC, to purchase dairy cows for its new operation in Ozaukee County.
- A Wisconsin Community Development Block Grant (CDBG) award totaling \$22,500 that was prepared with the assistance of Commission staff. This grant award is being used by BIO-CATT, Inc., to develop a plan to provide high-speed broadband service to western Kenosha County and eastern Walworth County.
- A Wisconsin Department of Transportation (WisDOT) Transportation Economic Assistance (TEA) grant award totaling \$325,500 obtained by the Village of Mt. Pleasant with the assistance of Commission staff. This grant award is being used to construct a rail spur for the expansion of Big Buck Building Centers, Inc., in the Village.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$577,378 obtained by Kenosha County in 2001 with the assistance of Commission staff, along with a \$148,752 supplement obtained in 2005. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$371,978 obtained by Kenosha County in 2002 with the assistance of Commission staff, along with a \$508,371 supplement obtained in 2005. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award and supplement totaling \$677,337 obtained by Kenosha County in 2005 with the assistance of Commission staff. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Pre-Disaster Mitigation (PDM) grant program award totaling \$297,300 obtained by Kenosha County in 2005 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Wisconsin Community Development Block Grant (CDBG) Emergency Assistance program grant award totaling \$109,000 obtained by Kenosha County in 2004 with the assistance of

Commission staff. This grant award is being used to finance the acquisition and removal of residential structures located in the 100-year recurrence interval 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 administering 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 2006 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 \$161,000 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.
- Provision of assistance to the Village of Menomonee Falls in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and the Village's economic development master fund program, and in completing the following activities: 1) provision of assistance in the servicing of 21 loans totaling \$2.3 million that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of three new loans totaling \$256,771; and 3) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Muskego in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of one loan totaling \$100,000 that was provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$100,000; and 3) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Mequon in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program.
- Provision of assistance to the Village of Sussex 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 community enhancement fund program.
- 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 two loans totaling \$214,000 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Port Washington in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of eight loans totaling \$988,500 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.

- Provision of assistance to Ozaukee County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$332,000 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Cudahy in providing information to businesses interested in obtaining financing from the City's economic development master fund program and in the provision of assistance in the servicing of four loans totaling \$42,450 that were provided with the assistance of the Commission.
- Provision of assistance to Washington County in providing information to businesses interested

in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of six loans totaling \$599,300 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports to the Wisconsin Department of Commerce.

- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the County's Community Development Block Grant (CDBG) revolving loan fund program for housing rehabilitation, which included the following activities: 1) provision of staff support for the Housing Authority office in western Kenosha County; 2) provision of assistance in the packaging and closing of 10 new loans totaling \$75,354; 3) provision of assistance to 32 residents interested in borrowing funds from the program; and 4) servicing of 160 outstanding loans.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in the conduct of local planning efforts, and assisting County and local governments in the preparation of multi-jurisdictional comprehensive plans. Such assistance promotes coordination between local and regional plans and plan implementation actions, resulting in good public administration as well as sound physical development within the Region. In 2006, the Division provided four basic types of services: educational, advisory, review, and county and local project planning.

EDUCATIONAL SERVICES

Educational services are provided by Commission staff to local units of government, citizen groups, and local colleges and universities on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. Examples of educational efforts carried out in 2006 include the following:

- The following presentations were made regarding the 2035 regional land use and transportation system plans and other regional planning efforts:
 - A presentation entitled, “Planning Regionally Yields Collective Wealth Locally,” was given as part of the University of Wisconsin-Milwaukee’s Smart Growth Lecture Series to acquaint attendees with regional planning in Southeastern Wisconsin, focusing on the regional land use and transportation plans, water quality management plan update, water supply plan, and comprehensive planning linkages.
 - A presentation on the KRM Commuter Link study was given to the Wisconsin Department of Transportation’s I-94 Disadvantaged Business Enterprise/Labor

Advisory Committee, consisting of the leadership and/or affiliates of organizations that represent minority, low-income, and special needs populations in Kenosha, Milwaukee, and Racine Counties, to share information and obtain comments.

- Ongoing coordinating meetings, including presentation and review of Commission findings, were conducted with a group consisting of the following organizations, for the purposes of obtaining additional input related to minority and low-income populations and regional land use and transportation system planning; KRM Commuter Link planning; and a prospective Environmental Justice Task Force: American Civil Liberties Union of Wisconsin, Black Health Coalition of Wisconsin, Citizens Allied for Safe Highways, Metropolitan Milwaukee Fair Housing Council, Milwaukee Branch NAACP, Story Hill Neighborhood Association, and University of Wisconsin-Milwaukee.
- Presentations on the regional telecommunications plan, the recommendations of the regional natural areas plan, and the Commission’s policies on protection of, as well as development considered compatible with, environmental corridors were given to the Washington County comprehensive plan advisory committee.
- An update on regional planning activities, with an emphasis on the multi-jurisdictional comprehensive plans being prepared by SEWRPC, was given at a meeting of the regional chapter of the Wisconsin City/County Management Association.
- Presentations on Watershed Planning were made to a Romanian Study Tour group and the Southwestern Pennsylvania Regional Water Management Task Force.

- A presentation on the City of Milwaukee All Hazards Mitigation Plan was made to the Milwaukee Metropolitan Sewerage District (MMSD) Commission.
- A presentation on environmental corridors was made to students and staff of Nature's Classroom Institute.
- A presentation was made to the Milwaukee Builders Association (MBA) on the topic of Environmental Corridors and Other Environmentally Sensitive Areas in Southeastern Wisconsin.
- A presentation was made at the Mid-Kettle Moraine Partners Group meeting on municipalities in the mid-Kettle Moraine area doing a good job of protecting open space and other unique landscape features and the methods used to do so, including conservation subdivision design concepts. A follow-up presentation on conservation subdivisions and conservation subdivision regulations in the Region was also made.
- A panel presentation on conservation subdivisions in Southeastern Wisconsin, and the cluster design technique, was given to a UW-Madison session co-sponsored by the Department of Urban and Regional Planning and the Wisconsin Chapter of the American Planning Association.
- A tour of conservation subdivisions in Waukesha County was conducted for representatives of the Department of Urban and Regional Planning, UW-Madison.
- Two presentations to a real estate records class at Waukesha County Technical College; the first on the regional plans prepared by the Commission and the second on automated land information systems.
- A presentation on the Regional Wireless Telecommunications Plan for Southeastern Wisconsin was given in Milwaukee at a symposium entitled, "Media, Wireless, and You," sponsored by the CNI/Fondy North Business Association.
- Presentations describing the purpose and findings to date of the regional water supply plan were made to a number of agencies and organizations, including the Legislative Council Study Workgroup for the Great Lakes Water Resources Compact, the Wisconsin Groundwater Advisory Committee, the regional chapter of the Wisconsin City/County Management Association, the Waukesha County Water Conservation Coalition, the Waukesha County Action Network, Waukesha County planners, the Washington County comprehensive plan advisory committee, the 8th Air Force Historical Society, the Elm Grove Kiwanis Club, and the Menomonee Falls Rotary Club. A presentation on the study was also made at the Southeastern Wisconsin Lakes Workshop.
- A number of presentations on the Regional Water Quality Management Plan (RWQMP) update were made, including the following:
 - Presentations to the Milwaukee Metropolitan Sewerage District (MMSD) Commission, staff, and advisory committees. Presentations to MMSD included background information on other regional plans supporting the RWQMP update, particularly the recommendations of the regional land use plan and the population projections developed as part of that plan.
 - A presentation at the Clean Rivers - Clean Lakes III conference in Milwaukee.
 - Presentations to the advisory committees for the Ozaukee, Racine, and Washington County multi-jurisdictional comprehensive plans.
 - A series of five open house meetings, with the first following the Clean Rivers - Clean Lakes III conference, was conducted in coordination with the MMSD to present information and obtain comments on the interagency planning involved with the RWQMP update and the MMSD 2020 Facilities Plan.
 - An exhibit pertaining to particularly rural aspects of the RWQMP update was

developed and staffed for the statewide Farm Technology Days exhibit held during July 2006 in Sheboygan County.

- The following activities were undertaken with regard to lake and stream management, including fisheries management:
 - Gave a presentation on the “Potential of the Greater Milwaukee River Watersheds Fishery” at the Clean Rivers - Clean Lakes III Conference in Milwaukee.
 - Presented a guest lecture on Water Resources Planning and Watershed Science at the University of Wisconsin-Milwaukee.
 - Participated in the Southeast Area Land & Water Conservation Association Fall Tour held in Kenosha County, and provided an on-site field presentation on the WisDOT Karcher Creek Relocation/Restoration Project.
 - Participated in the “Pontoon Classroom” held on Tichigan Lake, sponsored by the Waterford Waterway Management District, and attended by students from area high schools.
 - Presented a keynote address on the state of lakes and streams in Southeastern Wisconsin and on implementing lake management plans at the Southeastern Wisconsin Lakes Workshop held in Waukesha.
 - Acted as a docent for the Pewaukee River Partnership field day.
 - Provided information on organizational options for lake communities in Wisconsin to a meeting convened by the City of Whitewater.
 - Presented a report on “Trout Stream Restoration” to the South West Chapter of Trout Unlimited in Madison.
 - Provided technical assistance to the State University of Texas at San Marcos in the development of an interdisciplinary doctoral program on integrated water resources

management; this participation also involved a review of current courses and seminars offered by the University.

- Served as a key note speaker for the opening of the Unesco European Regional Centre for Ecohydrology in Lodz, Poland; SEWRPC staff subsequently were invited to submit a written version of this address to the international *Journal of Eco-hydrology and Hydrobiology* scheduled for publication during 2007.
- Educational sessions were conducted for five groups of Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organism and teach about the impact of land use and roadways on the aquatic environment. This annual event has taught around 2,000 youth and their leaders over the years.
- The following activities were undertaken with regard to wetland identification, vegetation management, and plant and wildlife habitat:
 - Gave a presentation on Butler’s Gartersnake Habitat Areas in Southeastern Wisconsin for the Butler’s Gartersnake Conference held at the Riveredge Nature Center.
 - Contributed to the Riveredge Nature Center Lecture Series with a presentation on the “Lake Park Bluff Stability and Plant Community Assessment.”
 - Participated in the Wisconsin Wetlands Association’s Science Forum in Madison as a Session Moderator.
 - Gave a presentation to an Engineering Department Class at UW-Milwaukee on Wetlands and Wetland Regulations.
 - Made presentations at Wetland Delineation Methods Training Session for consultants sponsored by the Wisconsin Department of Natural Resources and the Wisconsin Builders Association.
 - Served as a Training Instructor for the Department of Natural Resources Water

Management Specialist's Wetland Delineation Training Workshop.

- Conducted a tour of Fen Sites in the Scuppernong River Habitat Area for the Wisconsin Wetlands Association's Annual Meeting.
- SEWRPC staff participated in, and provided assistance to, the following professional organizations:
 - Dr. Thomas M. Slawski of the Commission staff was voted President Elect of the Wisconsin Chapter of the American Fisheries Society at the annual meeting of the Society held in January 2006.
 - SEWRPC staff convened a host committee to hold the 2007 annual meeting of the Wisconsin Chapter of the American Fisheries Society in Milwaukee.
 - Commission staff continued to serve as Coordinator for the Southeast Area Land and Water Conservation Association, comprised of county land conservation committee and department staff representatives. In that capacity, relevant Commission activities were presented and discussed as appropriate.
 - Assistance continued to be provided to the Wisconsin Association for Floodplain, Stormwater, and Coastal Management related to conference planning, awards, and bylaw revisions.
 - Worked cooperatively with the University of Wisconsin-Extension, Wisconsin Department of Natural Resources, and the Wisconsin Association of Lakes in developing and executing the program for the Wisconsin Lakes Convention held in Green Bay in April 2006, and the Southeastern Wisconsin Lakes Workshop held in Waukesha in February 2006.
 - Served as technical support and members of The Nature Conservancy's Mukwonago River fisheries committee.
 - Convened a follow-up conference session on the Great Lakes at the 2006 North American Lake Management Society (NALMS) International Conference and Symposium held in Indianapolis, Indiana; presented papers on the "Great Lakes Tributary Fisheries" and the "*World Lake Vision* and Wisconsin Lakes Partnership;" served as Guest Editors of the Fall 2006 edition of the North American Lake Management Society magazine, *Lake-Line*.
 - Contributed technical articles entitled "Implementing the World Lake Vision" and "Lake Michigan Tributary Fisheries" to the Fall 2006 issue of the North American Lake Management Society magazine, *LakeLine*.
 - Participated as a member of the drafting committee in the preparation of the *World Lake Vision Action Report*, an initiative of the International Lake Environment Committee Foundation to document approaches to managing lakes throughout the world in a sustainable manner (the *World Lake Vision* is initially intended to be the premier product of the Third World Water Forum. The *World Lake Vision Action Report* will be presented to the 12th World Lake Conference to be held in Dehli, India, during 2007).
 - Commission staff continued to participate 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 2006, staff again worked with the Washington County Land Conservation Department to plan and conduct two watershed bus tours for students and their teachers to view land use changes, water quality problems, and solutions particularly in the rural landscape.

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 2006 included the following:

- Provided an interpretation of the extraterritorial plat review jurisdiction for the Village of Menomonee Falls, to be used to help define the planning area for the Village's comprehensive plan.
- Participated in the Kinnickinnic River Trail Charrette and provided planning and design input to establish a recreation corridor with trails along the River in the City of Milwaukee.
- Reviewed and provided recommended changes to shoreland and floodplain zoning regulations to the City of Cudahy and Village of Hartland.
- Reviewed and commented on a draft Wisconsin Department of Natural Resources floodplain brochure titled, "Living in the Floodplain: What You Need to Know – Who You Need to Know."
- Drafted proposed zoning regulations for the Town of Polk pertaining to traffic visibility, kennels in residential subdivisions, keeping of large animals in certain zoning districts, and a sample application for amending zoning ordinance regulations.
- Prepared and provided sample resolutions to the City of Delafield, Villages of Hartland and Wales, and the Town of Belgium to be used by plan commissions and governing bodies to amend community master and land use plans.
- Provided updated maps and tables to the Town and Village of Rochester for inclusion in an update of the joint Town and Village land use plan.
- Researched and provided information on groundwater protection ordinances to Walworth County, information on regulations for accessory apartments to the Town of Jackson, and information on right-to-farm ordinances to the Town of Wayne.
- Provided a summary of conservation subdivision regulations adopted by County and

local governments in the Region to a commercial real estate firm.

- Provided information regarding extraterritorial authorities granted by Wisconsin law to cities and villages to the Town of Polk and to Ozaukee County newspaper reporters.
- Provided selected land use data for the City of Elkhorn and the Village of Mukwonago to the Wisconsin Department of Natural Resources for use in a stormwater permitting designation evaluation.
- Provided information on building permits and typical lot sizes to the Washington County Land Conservation Partnership.
- Presented the Pebble Creek watershed inventory findings to the Waukesha County Park and Planning Commission in April 2006.
- Participated in a field review and discussion of the impacts and potential benefits and consequences of dam removal on the Mukwonago River at a meeting hosted by The Nature Conservancy.
- Participated in the formulation meeting for the creation and revision of statewide technical standards for riparian buffers, convened by the Standards Oversight Committee, a State-Federal initiative.

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. Three basic types of review services are performed by Commission staff: review of local plans, plan implementation devices, and development proposals; review of Federal and State grant applications; and review of environmental impact statements, reports, and assessments.

At the request of local units of government, the Commission reviews and comments on locally prepared community comprehensive and neighborhood

unit development plans and cooperative and boundary agreements for conformity with the regional plan. During 2006, the Commission provided review comments on the following plans and boundary agreements:

- Four neighborhood plans prepared by the Town of Salem. Commission staff also attended a meeting with the Town Parks Commission to discuss a potential amendment to an adopted neighborhood plan.
- The Intergovernmental Cooperation Element and draft planned land use map for the City of Greenfield comprehensive plan.
- The Carol Beach South neighborhood plan prepared by the Village of Pleasant Prairie.
- Reviewed and prepared extensive comments on a draft comprehensive plan prepared by the Town of Bloomfield. At the request of the Town Chairperson, SEWRPC staff attended a meeting with Town officials and the Town's planning consultant to discuss SEWRPC comments.
- A neighborhood plan document for the Village of Caledonia compiling the eight neighborhood plans for the Village and providing overall development policies. At the request of the Village, SEWRPC staff updated the Village zoning map for inclusion in the report, attended a public meeting prior to approval of the plan report, and reviewed and commented on a list prepared by the Village Plan Commission of future policy and ordinance changes needed to implement the plan.
- An updated City of Kenosha/Town of Somers boundary agreement.
- The Village of Paddock Lake/Town of Salem municipal boundary and sewer service area agreements.

The Commission staff routinely reviews proposed subdivision plats and certified survey maps for Kenosha, Racine, and Walworth Counties, as well as a number of cities and villages in the Region. In 2006, 60 preliminary subdivision plats and two certified survey maps were reviewed and comments were provided to the County or local government

concerned. Plats submitted to the Commission are reviewed against all regional plan elements.

Commission activities regarding the review of Federal and State grant applications during 2006 are summarized in Table 20. Review comments were provided for 70 applications for Federal and State grants, loans, or mortgage insurance guarantees requesting in the aggregate about \$98 million in Federal and State financial assistance. All 70 applications were found to be not in conflict with adopted regional plan elements. During 2006, the Commission staff participated in the review of the environmental assessment conducted for the City of West Bend airport expansion project.

PROJECT PLANNING SERVICES

Project planning services generally involve the conduct for member units of government of detailed planning studies resulting in the preparation of County and local plans or plan implementation ordinances. During 2006, the Commission's project planning efforts included the following:

Comprehensive and Master Plans

Commission staff work on comprehensive and master plans is focused on assisting six counties and 91 partnering cities, towns, and villages to prepare multi-jurisdictional county-local comprehensive plans to meet the requirements of the Wisconsin comprehensive planning law. Comprehensive planning activity in 2006 included the following:

- Commission staff initiated work on a Kenosha County multi-jurisdictional comprehensive plan. The participating local governments are the City of Kenosha, the Villages of Pleasant Prairie and Silver Lake, and the Towns of Brighton, Bristol, Paris, Salem, Somers, and Wheatland. The Multi-Jurisdictional Advisory Committee (MJAC), consisting of representatives from the County and participating local governments and stakeholder group representatives, was established to oversee the planning process. Work on the plan during 2006 included the following:
 - Chapters I (Introduction and Background) and II (Population, Household, and Employment Trends) of the multi-jurisdictional

Table 20

STATE AND FEDERAL GRANT REVIEWS: 2006

Review Category	Number of Reviews	Aggregate Amount of Federal and State Grant, Loan, or Mortgage Insurance Requests
Community Action	25	\$15,490,120
Community Facilities	1	1,029,425
Conservation	39	71,026,860
Housing	5	10,234,054
Total	70	\$97,780,459

comprehensive plan report were prepared by SEWRPC staff and approved by the MJAC. Chapter III (Agricultural, Natural, and Cultural Resources Inventory) was prepared by SEWRPC staff and distributed to participating local governments, the MJAC, and County staff and officials for review.

- A draft public participation plan (PPP) for the Kenosha County Multi-Jurisdictional Comprehensive Plan was prepared by UW-Extension with assistance from SEWRPC staff. The PPP was approved by the MJAC in November, and forwarded to the County Board and each participating local government for adoption. Several of the local government partners had adopted the countywide PPP as their local PPP by the end of the year.
- Commission staff continued to work with Ozaukee County staff to prepare an Ozaukee County multi-jurisdictional comprehensive plan and comprehensive plans for the 14 cities, villages, and towns partnering with the County. The partnering local governments are the Cities of Mequon and Port Washington; Villages of Belgium, Fredonia, Grafton, Newburg, Saukville, and Thiensville; and Towns of Belgium, Fredonia, Cedarburg, Grafton, Port Washington, and Saukville. SEWRPC work during 2006 included the following:
 - An introductory Chapter and Chapters II through V of the plan, which include inventory information about the County and

participating local governments, and Chapter VI, the Issues and Opportunities Element, have now been approved by the plan advisory committee and the Comprehensive Planning Board (CPB), a committee of the County Board. The inventory chapters include Population, Household, and Employment Trends and Projections (Chapter II), Agricultural, Natural, and Cultural Resources Inventory (Chapter III), Existing Land Uses, Transportation Facilities, and Utilities and Community Facilities Inventory (Chapter IV), and Existing Plans and Ordinances (Chapter V).

- SEWRPC staff prepared a draft of Chapter XI, the Housing Element, and Chapter XII, the Economic Development Element, for review by the plan advisory committees.
- A “template” Issues and Opportunities Element chapter and a “template” Housing Element chapter were prepared and distributed to participating local governments for use in preparing their local plan chapters.
- Commission staff worked with Ozaukee County and Natural Resources Conservation Service (NRCS) staff on a Land Evaluation and Site Assessment (LESA) analysis for Ozaukee County. The LESA analysis is intended to identify farmlands well-suited for long-term agricultural use for incorporation into the comprehensive plan.

- Local government comprehensive plan design workshops were held with the plan commission, governing body, or local citizen advisory committee of each participating local government. The focus of each meeting was on the local government population projection for 2035 and the issues and opportunities element of the local comprehensive plan.
- SEWRPC staff worked with County and UW-Extension staff to organize and staff a countywide comprehensive planning open house in May 2006.
- Commission staff continued to work with Washington County staff to prepare a Washington County multi-jurisdictional comprehensive plan and comprehensive plans for the 10 towns and one village partnering with the County. The participating local governments are the Towns of Addison, Barton, Erin, Farmington, Germantown, Hartford, Kewaskum, Polk, Trenton, and Wayne, and the Village of Kewaskum. SEWRPC work during 2006 included the following:
 - An introductory Chapter and Chapters II through VI of the plan, which include inventory information about the County and participating local governments, have now been approved by the plan advisory committees and the Planning, Conservation, and Parks Committee (PCPC) of the Washington County Board of Supervisors. Inventory chapters include Chapter II, Population, Household, and Employment Trends and Projections, Chapter III, Inventory of Agricultural, Natural, and Cultural Resources, Chapter IV, Inventory of Existing Land Uses and Transportation Facilities and Services, Chapter V, Inventory of Utilities and Community Facilities, and Chapter VI, Existing Plans and Ordinances: 2006.
 - The inventory portions of Chapter X, Housing Element, and Chapter XIII, Economic Development Element, were completed and distributed for review.
 - SEWRPC staff worked with Washington County, UW-Extension, and NRCS staff on a Land Evaluation and Site Assessment (LESA) analysis for Washington County. The LESA analysis is intended to identify farmlands well-suited for long-term agricultural use for incorporation into the comprehensive plan.
 - SEWRPC staff reviewed and commented on draft questionnaires used for the countywide comprehensive planning telephone survey conducted by UW-Milwaukee in February. The County hired UW-Milwaukee and UW-Oshkosh to conduct the survey, analyze the results, and prepare a survey report.
 - SEWRPC staff worked with Washington County and UW-Extension staff to organize and conduct a series of public “visioning workshops” held for the County and local government partners.
 - Work was initiated on comprehensive planning reports for the participating local governments.
- Commission staff initiated work on the preparation of a multi-jurisdictional comprehensive plan for Walworth County. The participating local units of government are the Towns of Darien, Delavan, East Troy, LaFayette, LaGrange, Richmond, Sharon, Spring Prairie, Sugar Creek, Walworth, and Whitewater. The work is being carried out under the guidance of the Walworth County Smart Growth Technical Advisory Committee, consisting of representatives of each participating town and representatives of the County Zoning Committee and County Land Conservation Committee. Progress on the comprehensive planning program during 2006 included the following:
 - The Commission staff prepared preliminary drafts of Chapter I (Introduction and Background), Chapter II (Inventory of Population, Housing Stock, and Economic Base), and Chapter III (Inventory of Agricultural, Natural, and Cultural Resources) of the comprehensive plan report. Chapter I was given final approval by the Technical Advisory Committee in September; Chapter II was given preliminary approval by the Technical

Advisory Committee in November. Chapter III will be reviewed by the Technical Advisory Committee in January 2007.

- The Commission staff prepared a preliminary draft questionnaire for use in a countywide public opinion survey for the comprehensive plan and presented the draft to the Technical Advisory Committee at its September meeting. The Commission staff subsequently finalized the survey questionnaire, based upon suggestions from the Advisory Committee. The Commission staff also explored alternative means for drawing the sample of individuals to be included in the public opinion survey.
- A public participation plan for the comprehensive planning effort was approved by the Technical Advisory Committee and County Zoning Agency in July and formally adopted by the Walworth County Board in August. Most of the participating towns had adopted the County public participation plan as their town public participation plan by the end of the year.
- Commission staff initiated work on the preparation of a multi-jurisdictional comprehensive plan for Racine County. All 18 local units of government in Racine County are participating in the planning process. The work is being carried out under the guidance of the Racine County Multi-jurisdictional Advisory Committee (MJAC), consisting of one representative of each participating local government and a representative of the Racine County Board Land Use and Economic Development Committee. Progress on the comprehensive planning program during 2006 included the following:
 - A public participation plan (PPP) for the comprehensive planning effort was prepared by SEWRPC with assistance from Racine County staff. The PPP was approved by the MJAC in September and formally adopted by the Racine County Board in November. The participating local governments had adopted, or were in the process of adopting, the County public participation plan as their

local public participation plan by the end of the year.

- The Commission staff prepared preliminary drafts of Chapter I (Introduction and Background) and Chapter II (Inventory of Population, Housing Stock, and Economic Base) of the comprehensive plan report. Chapter I was approved by the MJAC in September; Chapter II was approved by the MJAC in October. Work was initiated on Chapter III (Inventory of Agricultural, Natural, and Cultural Resources).
- The Commission staff provided the MJAC with information relating to public survey techniques and instruments at a Committee meeting in November in anticipation of conducting a countywide public opinion survey in 2007.
- The Commission staff serves on the Waukesha County Comprehensive Development Plan Advisory Committee. Commission staff also serves on the Agricultural, Natural, and Cultural Resources and the Land Use and Transportation subcommittees and serves as staff for all subcommittees. Twenty-eight of the 37 cities, towns, and villages in the County are participating in a multi-jurisdictional planning process. The process is being led by County staff. The role of the Commission is to provide data from the Commission's data base as needed, to review draft plan materials, and to provide other assistance as needed. During 2006, Commission staff reviewed and continued to provide extensive comments on revised drafts of Chapter 2, "Trends, Issues, and Opportunities," Chapter 3, "Agricultural, Natural, and Cultural Resources," and Chapter 6, "Economic Development," of the plan report, and provided extensive comments on a draft public opinion survey questionnaire.

Park and Open Space Plans

- A draft park and open space plan was completed and provided to the City of West Bend for review in late 2005. SEWRPC staff is continuing to work with the City to address concerns regarding the extent of planned environmental corridors.

- Work continued on a park and open space plan for Milwaukee County. The Commission staff completed a preliminary draft plan and submitted it to the County Parks Department for review in 2006.

Zoning Ordinances and Maps

- Work was initiated on digital zoning maps for the Town of Barton and the Town of Erin. In both cases, draft maps were completed and sent to the Towns for review.
- Prepared updated zoning maps for the Town of Polk and the Town of Kewaskum.
- Work was completed on a comprehensive update to the shoreland zoning ordinance for Ozaukee County. The ordinance was adopted by the County Board in April 2006. Work on updated shoreland and floodplain zoning maps was placed on hold pending approval of new floodplain delineations by the Department of Natural Resources/Federal Emergency Management Agency as part of the Map Modernization Program.
- Work continued on a comprehensive update to the Village of Wales zoning ordinance and map.
- Work was initiated on an update to the Village of Hartland zoning ordinance and map. Work will focus on site design and parking regulations

for the downtown area, revisions to floodplain regulations to reflect changes in the State model floodplain ordinance, and an update to the Village zoning map to reflect new floodplain mapping resulting from the Department of Natural Resources/Federal Emergency Management Agency Map Modernization Program.

Land Division Ordinances

- Work was completed on a new land division ordinance for the Town of Belgium.

Other Project Planning Efforts

- In response to a request from the Village of Hartland Plan Commission, Commission staff prepared base maps showing various mapping features for the “Village Center” area of the Village, and reviewed and commented on proposals submitted in response to a Request for Proposals issued by the Village for preparation of detailed design guidelines for the Village Center.
- Completed publication work for a memorandum report regarding industrial land development trends and the availability of land for industrial development in Racine County.
- Publication work was completed on a design plan for the north segment of State Trunk Highway (STH) 36 in Racine County.

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 2006, work continued on the updating of the Commission's one-inch-equals-2,000-foot-scale county planning base maps, using Commission orthophotography and Wisconsin Department of Transportation state aid mileage summary maps. In 2006, 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-foot-scale and one-inch-equals-200-foot-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 26 and in Table 21, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2006 had been relocated, monumented, and coordinated, representing 100 percent of all such corners in the Region. Map 27 shows those areas of the Region for which, as of the end of 2006, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 21, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region. Samples of products obtained under the monumentation, control survey, and large-scale topographic mapping programs are shown in Figures 31 and 32 and on Map 29. Map 28 shows those areas of the Region for which, as of the end of 2006, large-scale cadastral (parcel) maps had been or were being 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 30.

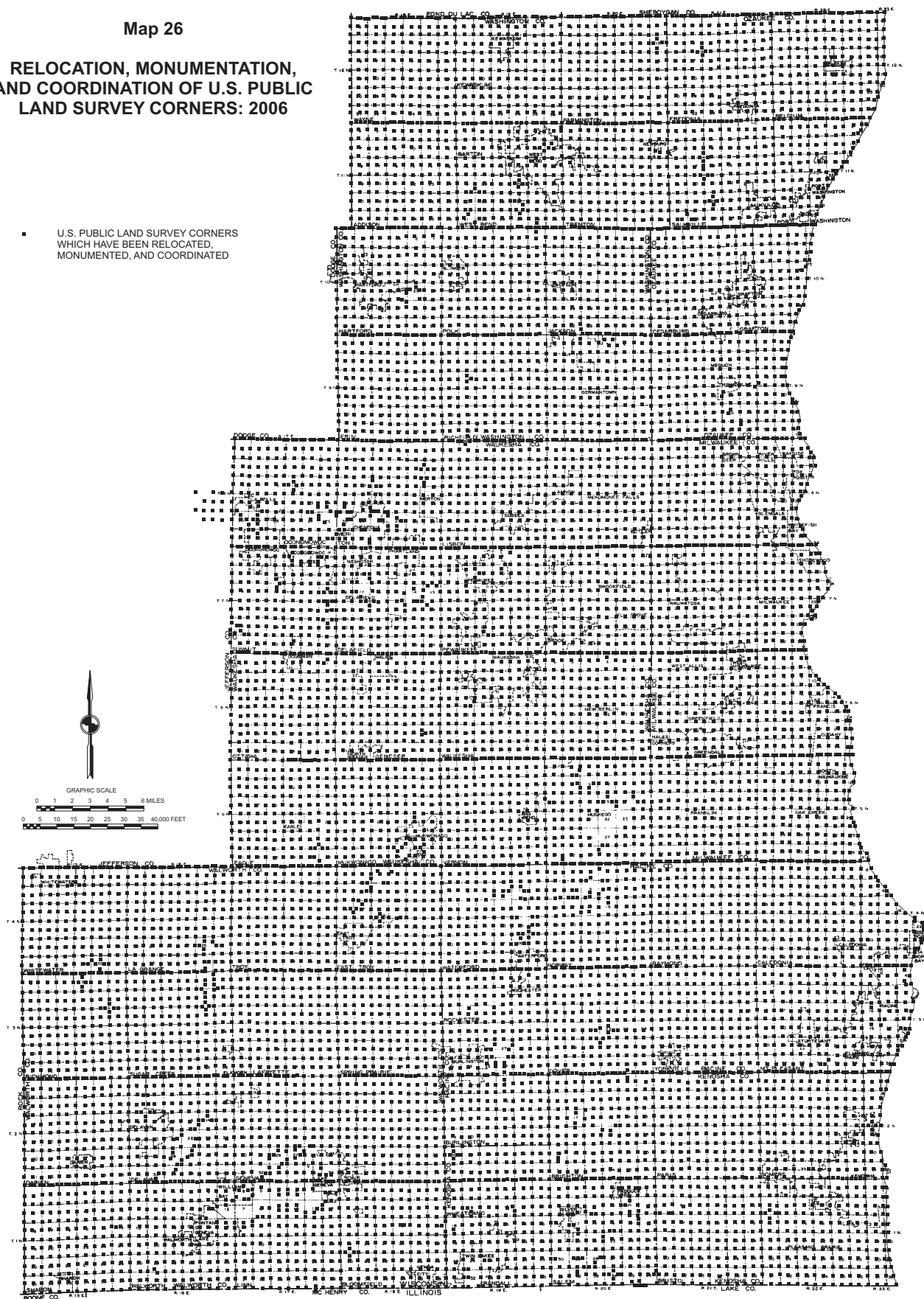
RELOCATION, MONUMENTATION,
AND COORDINATION OF U.S. PUBLIC
LAND SURVEY CORNERS: 2006

Table 21

**RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND
SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2006**

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

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

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

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

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

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

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






COUNTY SURVEYING ACTIVITIES

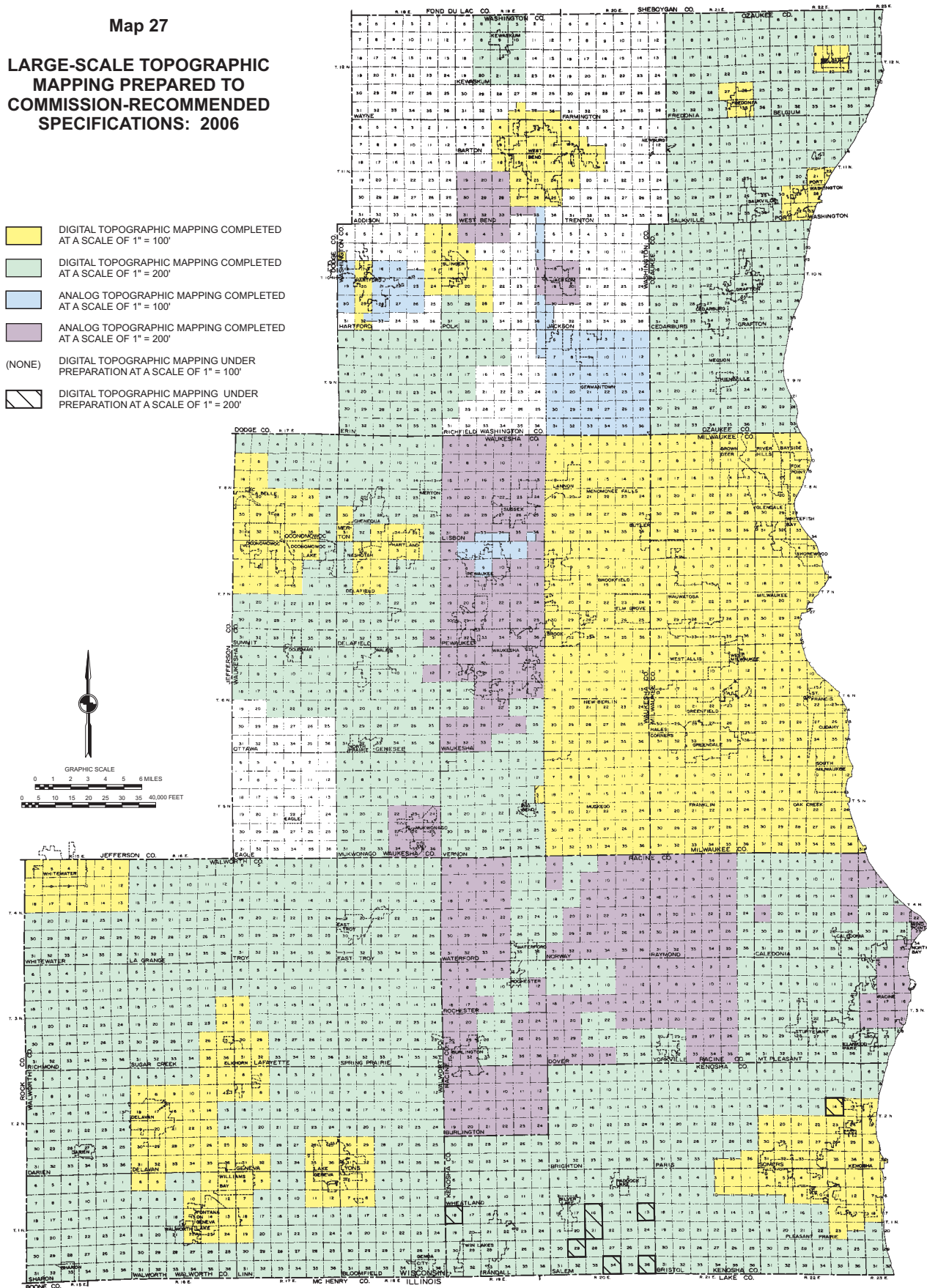
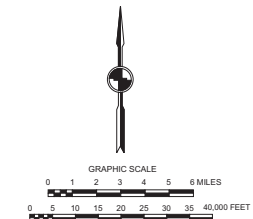
In 1984, State legislation was enacted which in part requires that in a county having a population of 500,000 or more (Milwaukee County), where there is no county surveyor, a copy of each land survey plat prepared by a land surveyor be filed in the office of the regional planning commission, the executive direc-

tor of which is to act in the capacity of county surveyor for the county. Under this act, the Commission is also made responsible for perpetuating corners of the U.S. Public Land Survey which maybe subject to destruction, removal, or burial through construction or other activities and for maintaining a record of the surveys required for such perpetuation. This act became effective on May 28, 1984.

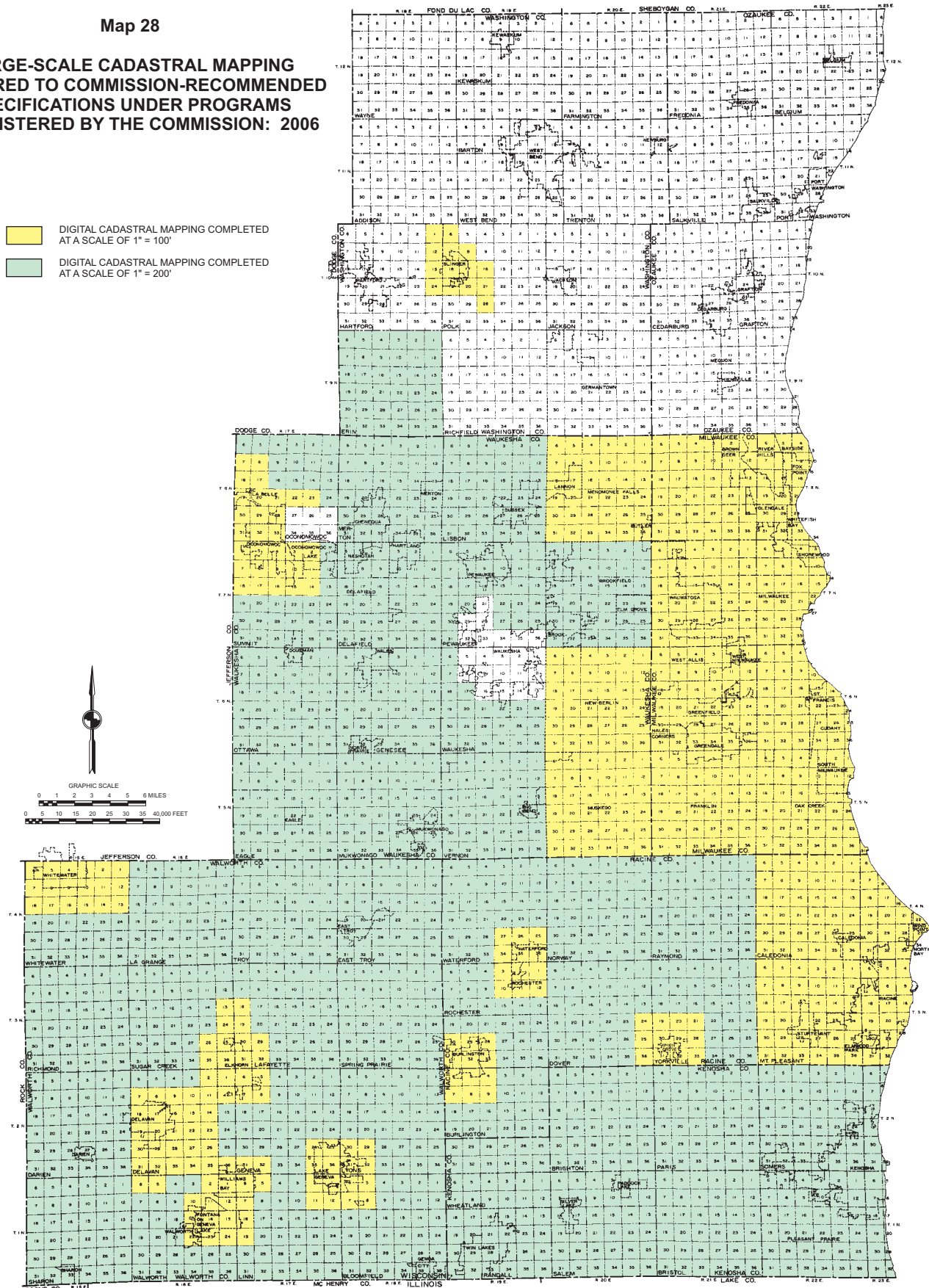
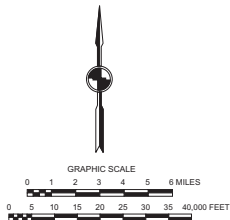
Map 27

LARGE-SCALE TOPOGRAPHIC MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS: 2006

-  DIGITAL TOPOGRAPHIC MAPPING COMPLETED AT A SCALE OF 1" = 100'
-  DIGITAL TOPOGRAPHIC MAPPING COMPLETED AT A SCALE OF 1" = 200'
-  ANALOG TOPOGRAPHIC MAPPING COMPLETED AT A SCALE OF 1" = 100'
-  ANALOG TOPOGRAPHIC MAPPING COMPLETED AT A SCALE OF 1" = 200'
- (NONE) DIGITAL TOPOGRAPHIC MAPPING UNDER PREPARATION AT A SCALE OF 1" = 100'
-  DIGITAL TOPOGRAPHIC MAPPING UNDER PREPARATION AT A SCALE OF 1" = 200'



**LARGE-SCALE CADASTRAL MAPPING
PREPARED TO COMMISSION-RECOMMENDED
SPECIFICATIONS UNDER PROGRAMS
ADMINISTERED BY THE COMMISSION: 2006**



RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

has been responsible for the perpetuation of the U.S. Public Land Survey System in Milwaukee County. Since 1999, the Commission has been responsible for the remonumentation and perpetuation of the U.S. Public Land Survey System in Walworth County. Since 2000, the Commission has been responsible for the perpetuation of the U.S. Public Land Survey System in Waukesha County. In 2006, the Commission assumed responsibility for the perpetuation of the U.S. Public Land Survey System in both Kenosha and Racine Counties. In Kenosha, Racine, Walworth, and Waukesha Counties, the Commission performs the duties of County Surveyor under agreements with those Counties.

In 2003, the Commission completed the development of an internet site which provides access to land survey and control survey documents, aerial orthophotography, and planning related mapping for the Southeastern Wisconsin Region. The land survey and control survey documents—see samples shown in Figures 31 and 32—are updated on the internet site as new or revised data becomes available. In 2006, the Commission began work on updating the website to include access to the record of land surveys index data base. When completed, the user will be able to search the index listing to determine if a

particular record, or plat of survey, has been filed in the Commission offices. The internet site can be accessed at www.sewrpc.org/regionallandinfo/.

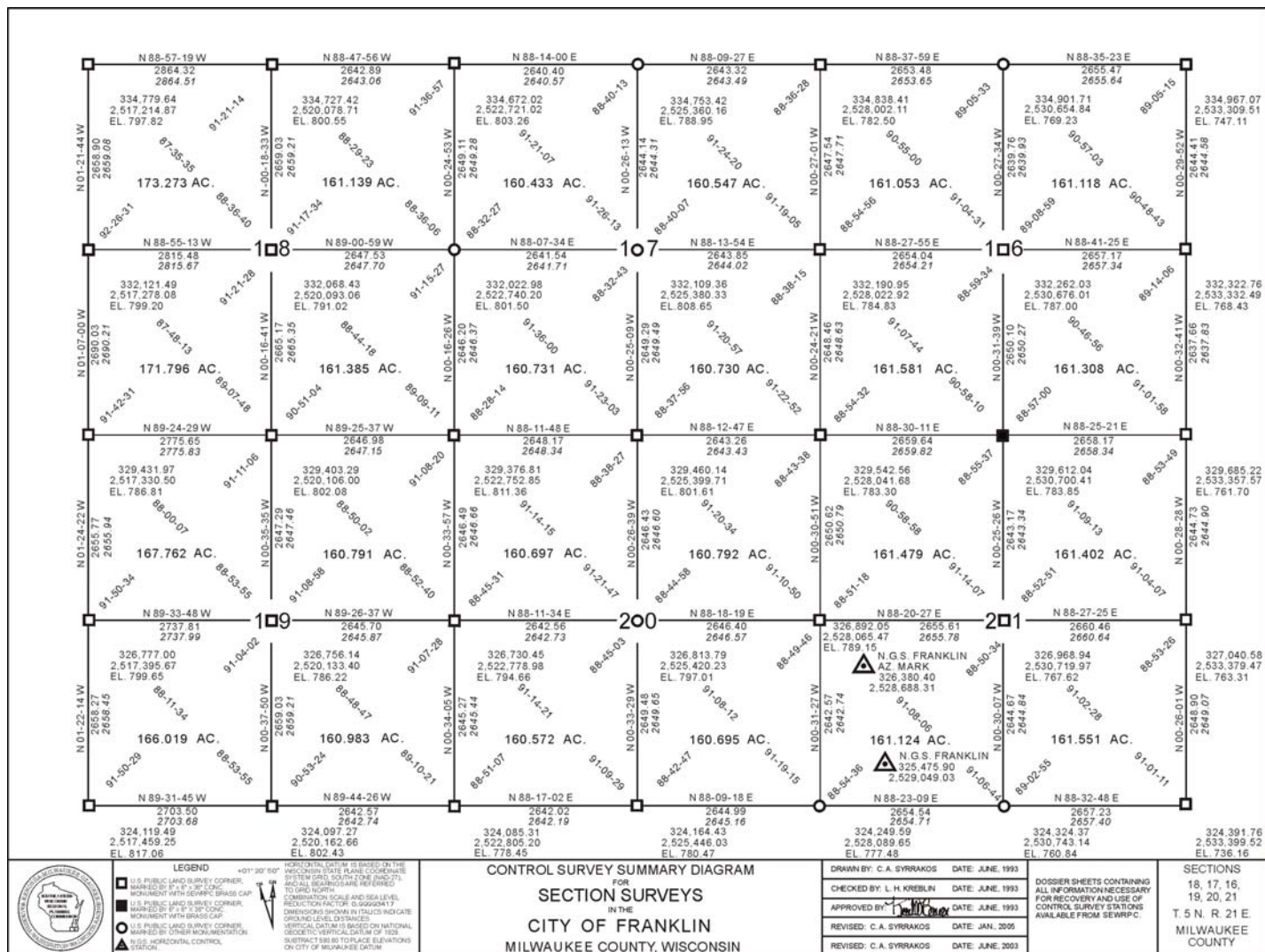
In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. During 2006, a total of 1,145 prints of aerial photographs of portions of the Region were reproduced, along with 1 soil map print.

In 2006, under the requirements of this legislation, the Division received, indexed, and filed 2,272 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. A portion of these records have been indexed and filed, bringing the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 51,010.

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,

Figure 32

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2006, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

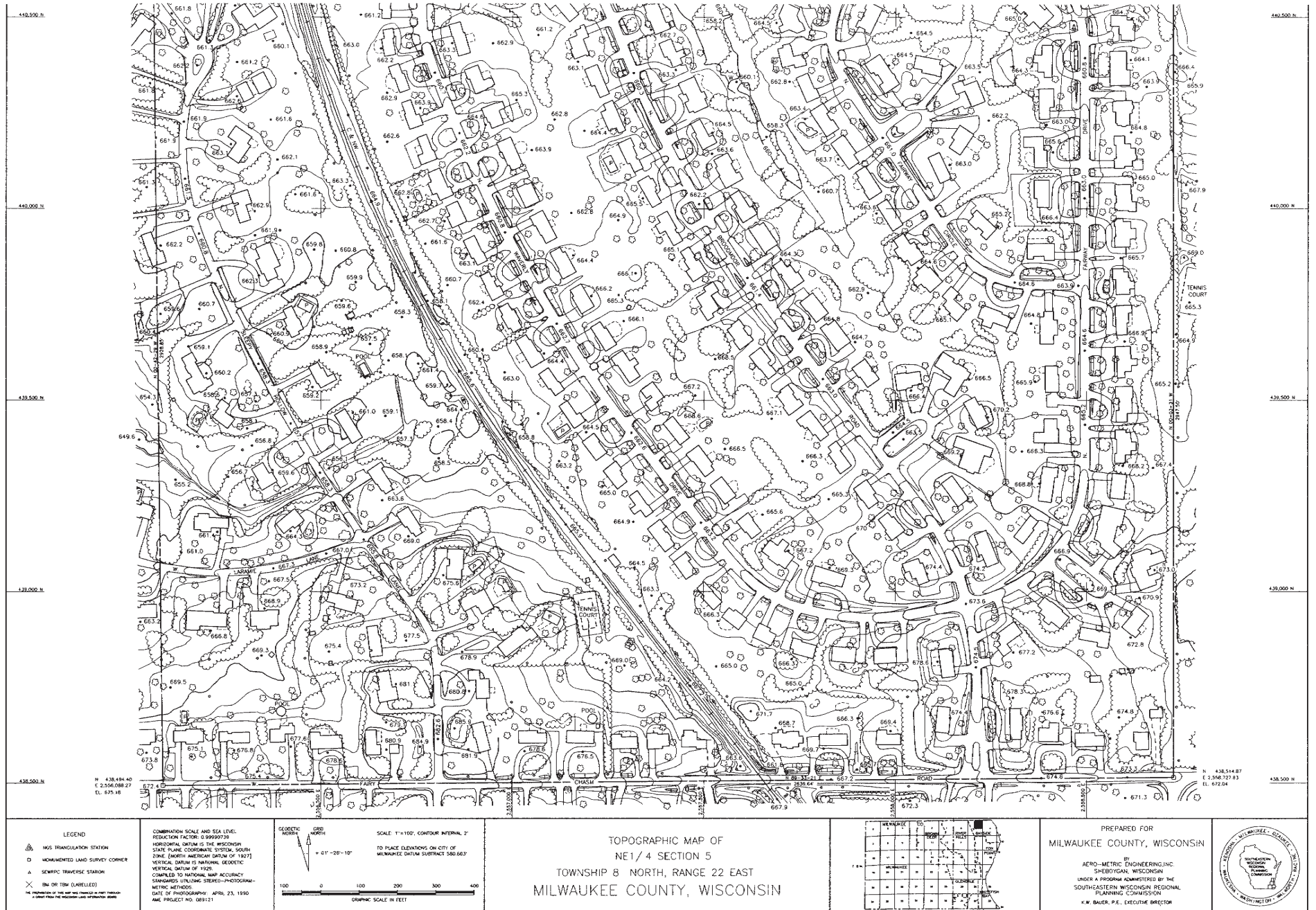
PLANNING REPORTS

- No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035*, June 2006, 210 pages
- No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, June 2006, 604 pages

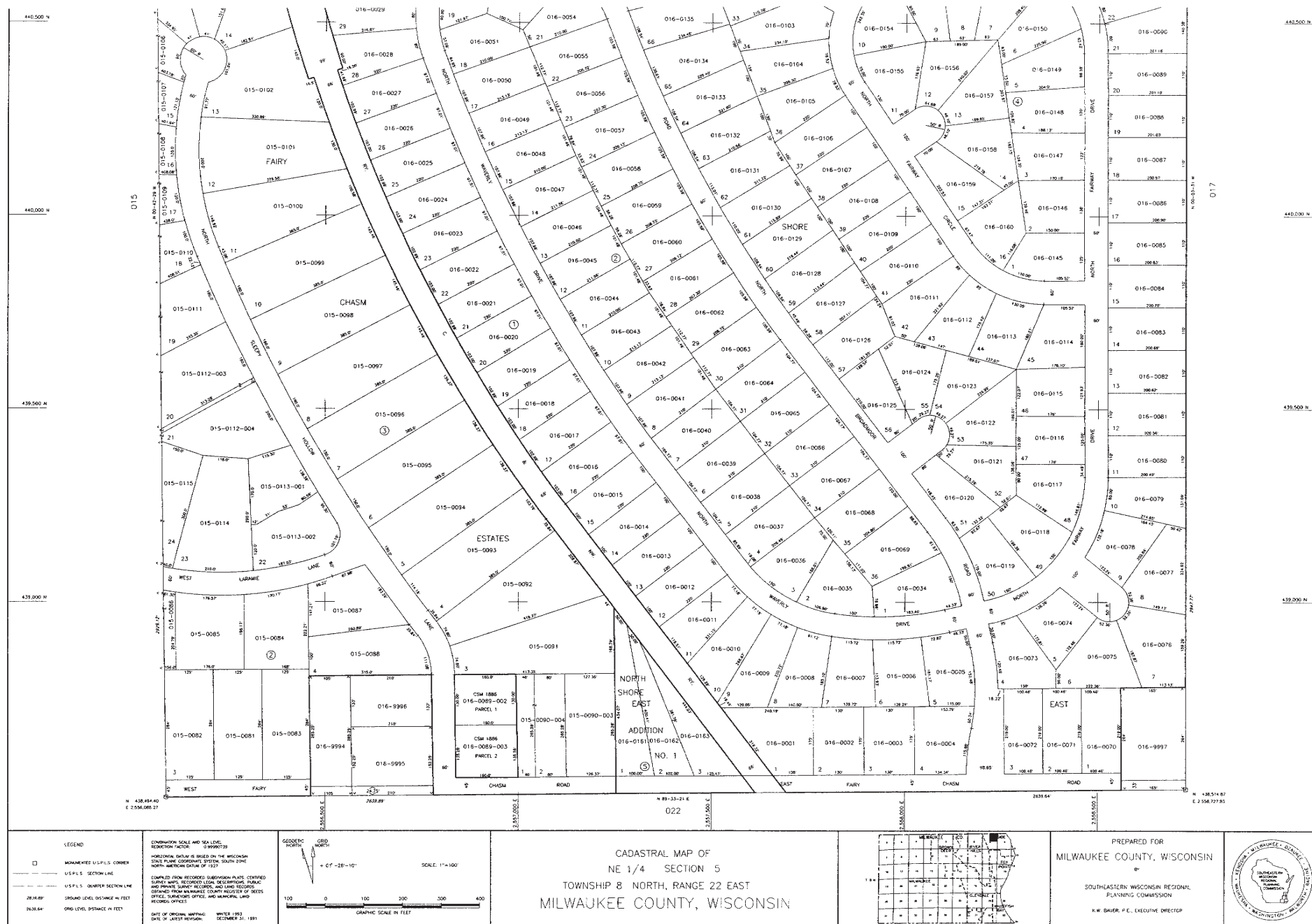
Map 29

TYPICAL TOPOGRAPHIC MAP

150



TYPICAL CADASTRAL MAP



- *No. 51, A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin*, September 2006, 266 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- *No. 230, A Lake Management Plan for the Phantom Lakes, Waukesha County, Wisconsin*, January 2006, Volume 1, *Inventory Findings*, 134 pages, Volume 2, *Alternatives and Recommended Plan*, 143 pages

ANNUAL REPORTS

- *2005 Annual Report*, September 2006, 198 pages

MEMORANDUM REPORTS

- *No. 122-2nd Edition, A Lake Protection Plan for Pretty Lake, Waukesha County, Wisconsin*, May 2006, 78 pages
- *No. 158, A Lake Protection and Recreational Use Plan for Pell Lake, Walworth County, Wisconsin*, May 2006, 86 pages
- *No. 161, An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin*, March 2006, 84 pages
- *No. 165, Assessment of Conformity of the Year 2035 Regional Transportation System Plan and the Year 2005-2007 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Nonattainment Area*, June 2006, 158 pages
- *No. 167, Simulation of Shallow Groundwater Flow in the Vicinity of the Village of Eagle, Waukesha County, Wisconsin*, June 2006, 42 pages

NEWSLETTERS

- *Review and Update of Regional Land Use and Transportation System Plans for Southeastern Wisconsin*, March 2006, 20 pages

OTHER

- *Record of Public Comments, Review and Update of Regional Land Use and Transportation System*

Plans for Southeastern Wisconsin, Volume 3, December 1, 2005 Through April 20, 2006, April 2006, 134 pages

- *Amendment to the Regional Water Quality Management Plan, City of Mequon*, March 2006, 5 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Mukwonago*, March 2006, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Sussex and Environs*, March 2006, 7 pages
- *Amendment to the Regional Water Quality Management Plan, City of Muskego*, June 2006, 6 pages
- *Amendment to the Regional Water Quality Management Plan, Town of Salem*, June 2006, 7 pages
- *Amendment to the Regional Water Quality Management Plan, Town of Bristol Utility District No. 1*, September 2006, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Grafton*, September 2006, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of Hartford*, September 2006, 5 pages
- *Amendment to the Regional Water Quality Management Plan, Town of Salem*, September 2006, 3 pages
- *Amendment to the Regional Water Quality Management Plan, City of Waukesha/Village of Wales*, September 2006, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Caledonia*, December 2006, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Sussex*, December 2006, 7 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

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

A land information system (LIS) is similar to a GIS, but this information system has the added component of real-property boundary maps with ownership and parcel data. The maps and data sets in an LIS are therefore directly related, and geographically-referenced, to parcels and property information. With the inclusion of parcel information, land information systems have become an important administrative and decision-making tool for municipalities. At the local level, every county and many city, village, and town governments in the Southeastern Wisconsin Region have developed land information system capabilities as part of their planning activities. Many municipalities have expanded their LIS functionality to provide essential services, such as assistance with zoning decisions, public works inventories and maintenance,

and access to public records. Since nearly all local land information systems use the common framework of survey control advocated by the Commission, regional planning data from the Commission's GIS has been distributed and integrated into a number of municipal land information systems. Similarly, the Commission has been able to acquire and incorporate large-scale parcel and topographic data sets from county and other land information systems to augment its GIS. Sharing data between GIS and LIS systems provides users with a wide range of planning-related information about the physical, cultural, and ownership characteristics of land—all important factors in the planning process.

COMPUTER MAPPING CAPABILITIES

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

The Commission's geographic information system currently includes ArcInfo and ArcView GIS software and AutoCAD 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 AutoCAD and 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.

DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM

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

- Aerial Orthophotography: 1995, 2000, 2005
- Land Use: 1963, 1970, 1980, 1985, 1990, 1995, 2000
- Soil Mapping Units
- Historical Urban Growth: 1995, 2000
- Vegetation: 1985
- Wildlife Habitat: 1985
- Inventory Environmental Corridors: 1990, 1995, 2000
- Planned Environmental Corridors
- Floodplain Boundaries
- Pre-European-Settlement Vegetation: 1836
- County Base Maps: 1985, 1990, 1995, 2000, 2005
- Natural Areas and Critical Species Habitats
- Civil Division Boundaries: 1985, 1990, 1995, 2000
- Regional Land Use Plans: 2010, 2020, 2035
- Watershed, Subwatershed, and Subbasin Boundaries
- Park and Open Space Sites

- Sewer Service Areas
- Depth to Bedrock
- Depth to Water Table
- Water Table Elevation
- Contaminant Attenuation Potential of Soils
- Groundwater Contamination Potential

The Commission continues to work annually toward building and enhancing the regional geographic information system. Over time, the Commission intends to augment its GIS by adding demographic boundaries, planning analysis areas for regional planning purposes, network and attribute data attendant to regional transportation system mapping, and numerous additional data sets. Because the regional GIS is continually evolving, potential users of the data residing in the system need to make specific inquiries to the Commission regarding data availability.

2005 REGIONAL ORTHOPHOTOGRAPHY PROGRAM

In 2005, the Commission began a project to acquire large-scale aerial photography, known as orthophotography, for the entire Southeastern Wisconsin Region. Orthophotography is aerial photography that is enhanced by the removal of horizontal displacement caused by ground relief, thereby creating image products that can be used as true maps. The 2005 regional orthophotography program continues the series of regional aerial photography inventories first acquired by the Commission in 1963 and thereafter collected in 1967, 1970, and at five-year intervals since. Combined with large-scale orthophotography projects conducted separately by Milwaukee and Waukesha Counties, the orthophotography, captured in the spring of 2005, provides an areawide inventory for use in municipal and regional planning activities. This project was funded jointly by the Commission, the seven county land information programs, the U.S. and Wisconsin Departments of Transportation, and the U.S. Geological Survey.

The 2005 regional orthophotography program involved the preparation of several types of digital image products. Digital color orthophoto images are available as one-inch-equals-200-feet scale, 12-inch pixel resolution, GeoTIFF format files for the five

counties of Kenosha, Ozaukee, Racine, Washington, and Walworth. For Milwaukee and Waukesha Counties, the digital color images are available as one-inch-equals-100-feet scale, 6-inch pixel resolution GeoTIFF format files. Each GeoTIFF file covers slightly less than one square mile. In addition, the Commission staff prepared color orthophoto files in MrSID compressed file format for all seven counties. Each MrSID file covers approximately one USPLSS survey township. Finally, a set of black-and-white orthophotos in GeoTIFF and MrSID formats were prepared to complement the color imagery. Hardcopy orthophoto products were not included in the 2005 orthophotography program, but can be prepared on demand from the digital orthophoto files.

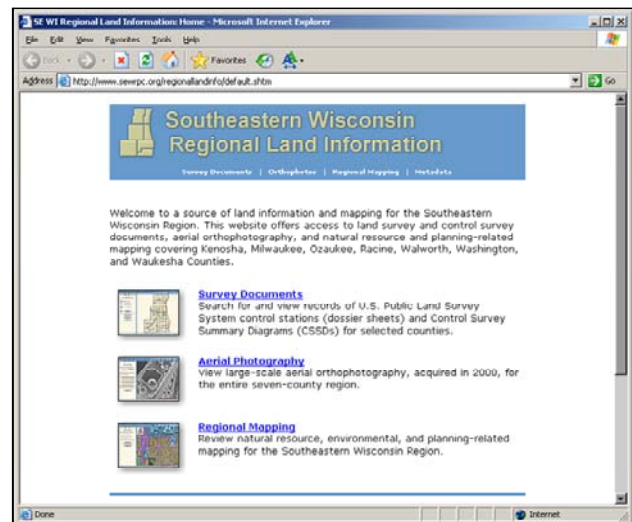
The Commission staff reviewed the color GeoTIFF files, prepared the MrSID files, and delivered the digital orthophotography to participating counties and agencies by mid 2006.

DEVELOPMENT OF A 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 33). The Southeastern Wisconsin Regional Land Information website (http://www.sewrpc.org/regional_landinfo) 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

Figure 33
REGIONAL LAND INFORMATION WEBSITE



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

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

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

DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

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

1. The completion of the location and remonumentation of all U.S. Public Land Survey corners and quarter-section corners, including the centers of the sections and meander corners, to Commission standards.
2. The completion of high-order horizontal and vertical control surveys to establish the State Plane Coordinates and elevations of the U.S. Public Land Survey corners to Commission standards.

3. The completion of topographic base maps in digital and hardcopy form at one-inch-equals-100-feet or one-inch-equals-200-feet scales, with two-foot contour intervals. Recently, the acquisition of digital terrain model files (DTMs) has been included in this component.
4. The completion of cadastral overlay maps in digital and hardcopy form at similar one-inch-equals-100-feet or one-inch-equals-200-feet scales. These maps provide detailed information on the location and configuration of all real-property boundaries, including the boundaries of all streets and public ways and other public landholdings. These maps also assign a parcel identification number (tax key number) to each ownership parcel to enable the linking of geographic with nongeographic data files.
5. The creation of an initial series of planning-oriented overlay maps in digital form, including parcel ownership, assessed valuation, soils, land use, wetland, floodplain, shoreland, and zoning data.

The first four components of this model establish the creation of large-scale topographic base maps and cadastral overlay maps founded upon a Commission-recommended monumented control survey network that accurately relates the U.S. Public Land Survey System to the State Plane Coordinate System. With this foundation in place, the final component of planning-oriented mapping can be added to create a modern system of land information access and management. Land information systems developed in this manner can be further enhanced with the addition of a wide variety of maps and related data files, providing information on demographic and administrative areas, public works, transportation, emergency services, public safety, land conservation, and numerous other applications. All counties and many local units of government in the Region are actively developing and enhancing land information systems according to this model of implementation.

Efforts to develop county-based land information systems were significantly enhanced in 1990 by the initiation of the Wisconsin Land Information Program. This program, overseen by the Wisconsin Land

Information Board (WLIB), provides a focal point for land records modernization issues and efforts within Wisconsin. Under the program, counties throughout the State are to prepare and implement plans to modernize land records systems. The program includes a funding mechanism, based upon supplemental Register of Deeds filing and recording fees, that facilitates the implementation of county land information system plans.

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

The Commission has continued to assist the seven counties in the implementation of their initial and updated land information plans. In 2006, the Commission carried out the following major activities in support of development of the county-based land information systems:

Kenosha County

- A large-scale topographic mapping project was completed in Kenosha County. The Commission assisted the County in acquiring digital and hardcopy topographic mapping—with supplemental floodplain boundary mapping—and digital terrain model files for an area of approximately eight square miles.
- The Commission began a new mapping project that will obtain digital and hardcopy topographic mapping, supplemental floodplain boundaries, and digital terrain model files for an additional eight square miles in the County.

Milwaukee 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 will prepare a detailed

floodplain and floodway boundary data set that can be used for local floodplain zoning and in updating Federal Emergency Management Agency flood insurance rate maps. Upon completion of this project, floodplain boundaries will be accurately delineated and added to all digital topographic maps which have been prepared under the MCAMLIS program.

- The Commission, on behalf of the MCAMLIS Steering Committee, continued a project that will acquire color orthophotography, new digital terrain model files, and new and updated digital topographic mapping for all of Milwaukee County. Commission staff worked with the photogrammetric engineering firm selected for the project in reviewing and approving high-resolution orthophotography files covering the County. The orthophotography files were accepted and delivered to Milwaukee County in 2006. The majority of the digital terrain model files and digital topographic map files were delivered to the County by the end of 2006; the remainder of the project will be completed in early 2007. The exception is the area covered by the Marquette Interchange Reconstruction Project, where final orthophotography, digital terrain model files, and topographic map files will be completed for this 2.5-square-mile area when the highway project is finished.

Ozaukee County

- The Commission continued to work with Ozaukee County staff on a shoreland and floodplain zoning mapping project. This project involves the preparation of digital and hardcopy shoreland zoning maps covering all Towns in the County. The mapping will contain floodplain and floodway boundaries, navigable water features, shoreland boundaries, wetlands, and related features.

Racine County

- The Commission assisted in the completion of one large-scale topographic mapping project and the initiation of another similar project in Racine County. The completed project acquired updated control survey information for an area of about 11 square miles and extended the topographic mapping coverage in the County for an area of

approximately seven square miles. A similar large-scale topographic mapping project was started that will acquire digital and hardcopy topographic mapping and digital terrain model files for an area of about 12 square miles.

- The Commission completed a project that resulted in the conversion of Racine County's digital topographic mapping from MicroStation DGN format to ESRI geodatabase format. The project also integrated separate layers of planimetric and hypsometric mapping available for some areas of the County with full topographic mapping available for other areas to create a uniform set of digital topographic map files covering the entire County.
- On behalf of Racine County, the Commission obtained a grant from the Wisconsin Coastal Management Program for the acquisition of digital elevation features for a 1.5 square mile area on the Lake Michigan shoreline in the County. This work effort completed the inventory of digital topographic mapping for the entire Lake Michigan coastline in Southeastern Wisconsin
- Commission staff continued to provide technical assistance to Racine County in 2006 by attending the County's regularly scheduled GIS Advisory Committee meetings.

Walworth County

- At the request of Walworth County, the Commission entered into two agreements with the County in 2006 to assist in map maintenance efforts. Under the first agreement, the Commission staff performs updates to the County's digital zoning map. The second agreement calls for the Commission, when requested by the

County, to review and perform quality control procedures on the County-maintained digital cadastral mapping.

Washington County

- In 2006, the Commission completed a project that conducted structure surveys and prepared detailed hydrologic and hydraulic analysis and floodplain mapping for an area of approximately 30 square miles along the Oconomowoc River.
- The Commission completed a project that resulted in the acquisition of digital terrain model files and digital elevational mapping for an area of approximately 111 square miles.
- The Commission also completed a project on behalf of the City of Hartford that obtained digital terrain model files and large-scale digital and hardcopy topographic mapping for an area of about 3.75 square miles.

Waukesha County

- The Commission assisted Waukesha County in the completion of a project that acquired large-scale orthophotography, digital terrain model files, and digital contour line mapping. The orthophotography, collected in the spring of 2005, provides high-resolution imagery for the entire County and was designed to complement the Commission's 2005 regional orthophotography program.
- During 2006, the Commission continued to provide technical assistance to Waukesha County by attending regularly scheduled meetings of the County Land Information Technical Working Group.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

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

FINANCIAL MANAGEMENT AND PLANNING

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

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 2006 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 2006, 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 2006, the Division distributed a total of 2,376 copies of Commission publications. These included the following: one prospectus, 347 planning reports,

201 amendments to planning reports, 12 technical reports, 335 community assistance planning reports, 693 memorandum reports, two technical records, 532 annual reports, 82 newsletters, 149 transportation improvement programs and 22 planning guides. In addition, the Division distributed 1,145 aerial photographs, one soils map, 47 topographic maps, and three maps from the Commission's base map series.

APPENDICES

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Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2006

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
*** Leon T. Dreger	2006
** Adelene Greene	2010
* Anita M. Faraone.....	2010
MILWAUKEE COUNTY	
*** William R. Drew, Vice-Chairman	2008
** Lee Holloway.....	2010
* Linda J. Seemeyer	2008
OZAUKEE COUNTY	
* Gustav W. Wirth, Jr.	2008
** Thomas H. Buestrin, Chairman	2008
*** vacancy.....	2006
RACINE COUNTY	
*** Richard A. Hansen, Treasurer.....	2010
* Michael J. Miklasevich.....	2008
** James E. Moyer	2006
WALWORTH COUNTY	
*** Anthony F. Balestrieri	2006
** Gregory L. Holden	2008
* Allen L. Morrison	2006
WASHINGTON COUNTY	
* Charlene S. Brady	2008
** Daniel S. Schmidt.....	2010
*** David L. Stroik.....	2006
WAUKESHA COUNTY	
* Kenneth C. Herro	2006
*** Anselmo Villareal.....	2010
** Paul G. Vrakas	2010

* Elected by County Board or appointed by County Executive and confirmed by County Board.

** Appointed by the Governor from a County-supplied list of candidates.

*** Appointed by the Governor on his own motion without reference to any County-supplied list.

COMMITTEES

EXECUTIVE COMMITTEE

Thomas H. Buestrin, Chairman
William R. Drew, Vice-Chairman
Adelene Greene
Richard A. Hansen
Allen L. Morrison
Daniel S. Schmidt
Linda J. Seemeyer
David L. Stroik
Paul G. Vrakas
Gustav W. Wirth, Jr.

ADMINISTRATIVE COMMITTEE

Paul G. Vrakas, Chairman
David L. Stroik, Vice-Chairman
Thomas H. Buestrin
William R. Drew
Adelene Greene
Richard A. Hansen
Allen L. Morrison
Daniel S. Schmidt
Linda J. Seemeyer
Gustav W. Wirth, Jr.

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Allen L. Morrison, Chairman
Kenneth C. Herro, Vice-Chairman
Charlene S. Brady
Thomas H. Buestrin
Anita M. Faraone
Richard A. Hansen
Lee Holloway
Michael J. Miklasevich
Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
David L. Stroik, Vice-Chairman
Anthony F. Balestrieri
Charlene S. Brady
Thomas H. Buestrin
Leon T. Dreger
Anita M. Faraone
Kenneth C. Herro
Gregory L. Holden
Lee Holloway
Michael J. Miklasevich
James E. Moyer
Anselmo Villarreal
Paul G. Vrakas

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Appendix B

COMMISSION ADVISORY COMMITTEES: 2006

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

Duane H. Bluemke Former Commissioner, Southeastern
Chairman Wisconsin Regional Planning Commission
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
C. Barry Bateman Airport Director, General Mitchell
International Airport
Wayde B. Buck Airport Director, Kenosha Regional Airport
John B. Capelle Director of Community Development,
City of West Bend
Justin Drew City Planner, City of Hartford
Major Steven Ford Base Civil Engineer, Wisconsin National Guard
Thomas J. Gorlinski Former Supervisor, Kenosha County Board
David M. Greene Director, Bureau of Aeronautics,
Wisconsin Department of Transportation
N. David Mann Vice President and General Manager,
Batten Airport, Racine
Keith Markano Airport Manager, Waukesha County-Crites Field
George E. Melcher Director, Department of Planning and
Development, Kenosha County
Daniel J. Millenacker Community Planner,
U.S. Department of Transportation,
Federal Aviation Administration
Paul M. Roback Community Resource Development Educator,
University of Wisconsin-Extension,
Ozaukee County
Douglas Seymour Director of Community Development,
City of Oak Creek
Albert Stanek Chief of Intercity Planning,
Bureau of Planning, Division of Transportation,
Investment Management, Wisconsin
Department of Transportation
George A. Torres Director of Transportation and Public Works, Department
of Public Works, Milwaukee County
Earl E. Vorpapel, Jr. Former Chairman, Airport Commission,
City of Burlington
Judy Weter Administrator, Village of East Troy

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Frederick J. Patrie Director of Public Works,
Chairman Kenosha County
Kenneth R. Yunker Deputy Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Jeff Albrecht President, Village of Silver Lake
David C. Buehn President, Village of Paddock Lake
Wisconsin Department of Transportation
David E. Cox Administrator, Village of Twin Lakes
Carol J. Fischer Chairman, Town of Somers
Virgil Gentz Chairman, Town of Paris
Richard Gossling Chairman, Town of Bristol
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Wayne Kaddatz Chairman, Town of Wheatland
Thomas W. Kerkman Chairman, Town of Brighton
Michael M. Lemens Director of Engineering, City of Kenosha
Robert Martin Village Engineer,
Village of Pleasant Prairie
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
Matthew Ostrander Chairman, Town of Randall
Diann D. Tesar Chairman, Town of Salem

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

George A. Torres Director of Transportation and Public Works,
Chairman Department of Parks and Public Infrastructure
Milwaukee County
Kenneth R. Yunker Deputy Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
John M. Bennett City Engineer, City of Franklin
Melinda K. Dejewski City Engineer, City of St. Francis
David Eastman Director of Public Works, City of Genendale
E. Graig Faucett Engineering Director, Department of Public Works,
City of Cudahy
Timothy J. Freitag Village Administrator, Village of West Milwaukee
Steven Helminiak City Engineer, City of Greenfield

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

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

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow Highway Commissioner,
Chairman Ozaukee County
Kenneth R. Yunker Deputy Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Lester A. Bartel, Jr. Chairman, Town of Grafton
Bill Cording Clerk, Village of Newburg
William Hamm President, Village of Fredonia
William Hoppe City Engineer, City of Mequon
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
James Kadow Chairman, Town of Saukville
Frederick Kaul Chairman, Ozaukee County
Public Works Committee
Francis J. Kleckner Chairman, Town of Belgium
Bruce E. Matzke Administrator,
U.S. Department of Transportation,
Federal Highway Administration
Donald A. Molyneux President, Village of Thiensville
Dave Murphy Director of Public Works/
Village Engineer, Village of Grafton
Richard Mueller Chairman, Town of Fredonia
Gregory P. Myers Mayor, City of Cedarburg
Lee E. Schlenvogt Chairman, Town of Port Washington
Donald J. Schommer President, Village of Belgium
Robert Vanden Noven City Engineer/Public Works Director,
City of Port Washington
Jerold F. Voigt Chairman, Town of Cedarburg
Roy Wilhelm Director of Public Works,
Village of Saukville

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Glenn M. Lampark Director of Public Works,
Chairman Racine County
Kenneth R. Yunker Deputy Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Julie A. Anderson Director, Planning
and Development,
Racine County
Michael H. Andreason President, Village of Mount Pleasant
Donna Block Supervisor, Town of Waterford
Christopher Denman President, Village of Rochester
Frederick A. Haerter Village Engineer, Village of Caledonia
Mark Hoefs President, Village of Union Grove
Steven Jansen President, Village of Sturtevant
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Richard M. Jones Commissioner of Public Works,
City of Racine
John W. Knuteson President, Village of Wind Point
Thomas R. Kramer Treasurer, Town of Norway
Thomas P. Lembcke Chairman, Town of Dover
Claude Lois Mayor, City of Burlington
Dennis C. Mahoney President, Village of North Bay
Bruce E. Matzke Wisconsin Division Administration,
U.S. Department of Transportation,
Federal Highway Administration
Terrence J. McMahon Supervisor, Town of Yorkville

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

Cecil F. Mehring Manager of Planning and Engineering Services,
Public Works Department, Racine County
Brian F. O'Connell Director of City Development, City of Racine
Barbara Ruud Chairman, Town of Burlington
Colin Sadler Chairman, Town of Raymond
Diane D. Schleicher Administrator, Village of Waterford
Audrey Viau President, Village of Elmwood Park
Michael Weinkauff Supervisor, Town of Rochester

**WALWORTH COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Shane Crawford Director of Public Works, Walworth County
Chairman
Kenneth R. Yunker Deputy Director, Southeastern
Secretary Wisconsin Regional Planning Commission
David Bollweg Chairman, Town of Linn
Tom Brandemuehl Superintendent of Public Works,
Village of Mukwonago
Kevin M. Brunner City Manager, City of Whitewater
Robert Carlson President, Village of Sharon
Allen Curler Chairman, Town of Troy
Ron Fero Chairman, Town of Whitewater
Barry S. Goad President, Village of Genoa City
David Heilmeier Chairman, Town of LaGrange
Dewayne J. Johnson Director, Southeast Region
Wisconsin Department of Transportation
Dennis Jordan Administrator, City of Lake Geneva
Joseph F. Kopecky Chairman, Town of Geneva
Richard Lauderdale Chairman, Town of LaFayette
William R. Loesch President, Village of East Troy
Cecil R. Logterman Chairman, Town of Darien
William R. Mangold Chairman, Town of Lyons
Dwight E. McComb Planning and Program Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Jerry Mehring Superintendent of Public Works,
Village of Williams Bay
Kenneth Monroe Chairman, Town of Bloomfield
Robert R. Mueller Chairman, Town of East Troy
John Pelletier Chairman, Town of Delavan
Allan Polyock Chairman, Walworth County
Public Works Committee
Wayne Redenius Chairman, Town of Richmond
James C. Simons Chairman, Town of Spring Prairie
Samuel E. Tapson Administrator, City of Elkhorn
Edward Vander Veen Chairman, Town of Sharon
Loren E. Waite Chairman, Town of Sugar Creek
Todd V. Watters President, Village of Walworth
Mark E. Wendorf Director of Public Works, City of Delavan
Robert Wenzel President, Village of Darien
Thomas Whowell President, Village of Fontana-on-Geneva Lake

**WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Kenneth M. Pesch Highway Commissioner,
Chairman Washington County
Kenneth R. Yunker Deputy Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Douglas Bade Mayor, City of West Bend
James Bennett Chairman, Town of Hartford
Richard L. Bertram Chairman, Town of Barton
Robert A. Bingen Chairman, Town of Addison
Russell Brandt President, Village of Slinger
Justin Drew City Planner, City of Hartford
Joseph C. Gonnering Chairman, Town of Trenton
Russell Hanson Chairman, Town of Jackson
Charles J. Hargan President, Village of Germantown
Scott M. Henke Mayor, City of Hartford
Willard F. Heppel Chairman, Town of Polk
Leander Herriges Chairman, Town of Wayne
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Ellis R. Kahn Chairman, Town of Kewaskum
Dennis E. Kenealy Chairman, Town of Erin
Dwight E. McComb Planning and Program Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Paul J. Metz Chairman, Town of Germantown
Kenneth F. Miller Chairman, Washington County Board of Supervisors
Scott A. Mittelsteadt President, Village of Jackson
Paul E. Mueller Administrator,
Planning and Parks Department, Washington County
Diane Pedersen Chairman, Town of Richfield
Gene L. Reiter Citizen, Town of Polk

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

Paul R. Rice Chairman, Town of West Bend
Thomas J. Sackett Supervisor, Washington County Board
Daniel S. Schmidt Administrator, Village of Kewaskum
Gary Schreiber Chairman, Town of Farmington
Dawn Woda Trustee, Village of Newburg

**WAUKESHA COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Richard L. Manke Supervisor, Waukesha County Board
Chairman Waukesha County Public Works Committee
Kenneth R. Yunker Deputy Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Tim Barbeau Town Engineer, Town of Delafield
Richard A. Bolte Director of Public Works,
Waukesha County
Donna L. Brown Systems Planning Group Manager,
Southeast Region, Wisconsin
Department of Transportation
Gordon Carlson Supervisor, Town of Genesee
Harlan E. Clinkenbeard Planner, City of Pewaukee
Paul Craig Mayor, City of Delafield
David Dubey Chairman, Town of Mukwonago
Richard Eberhardt Town Engineer, Town of Waukesha
John Ehlinger President, Village of Butler
Paul A. Feller Director of Public Works, City of Waukesha
Jeffery A. Flaws President, Village of Wales
Raymond O. Foster, Jr. President, Village of Oconomowoc Lake
Todd Gillette Chairman, Town of Eagle
Scott Gosse Administrator, Village of Pewaukee
Thomas Gottschalk Supervisor, Town of Ottawa
Keith Henderson Chairman, Town of Brookfield
Brian Hense President, Village of Big Bend
Robert Hultquist Chairman, Town of Oconomowoc
Arlyn Johnson Director of Engineering Services,
Village of Menomonee Falls
Gregory W. Kessler Director, Department of City Development,
City of New Berlin
Michael M. Knapp President, Village of Sussex
Alan Kunert Chairman, Town of Vernon
David C. Lamerand President, Village of Hartland
Richard Lartz President, Village of Nashotah
Dan Martin President, Village of Lannon
Dwight E. McComb Planning and Program
Development Engineer,
U.S. Department of Transportation,
Federal Highway Administration
Sean E. McMullen Director, Engineering/Building Department,
City of Muskego
Richard Nawrocki Supervisor, Town of Merton
Neil Palmer President, Village of Elm Grove
Gerald J. Schmitz Chairman, Town of Lisbon
Jeff R. Speaker Mayor, City of Brookfield
Richard A. Spurrell President, Village of Eagle
George Stumpf President, Village of Lac La Belle
Bryce P. Styza President, Village of Chenequa
Maury Sullivan Mayor, City of Oconomowoc
Leonard Susa Chairman, Town of Summit
James O. Wagner President, Village of Mukwonago
Robert W. Weber President, Village of Merton
Joseph L. Whitmore President, Village of North Prairie
Bartley Zilk President, Village of Dousman

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

Glenn M. Lampark Director of Public Works,
Chairman Racine County
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Michael H. Andreasen Administrator, Village of Mt. Pleasant
Sandra K. Beaupre Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Michael J. Glasheen Transit Planner, City of Racine
Frederick A. Haerter Village Engineer, Village of Caledonia
Mark C. Janiuk Administrator, Village of Sturtevant
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Richard A. Jones Director of Public Works, City of Racine
John W. Knuteson President, Village of Wind Point
Dennis C. Mahoney President, Village of North Bay
Bruce E. Matzke Wisconsin Division Administrator,
U.S. Department of Transportation,
Federal Highway Administration

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

Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton Environmental Protection Specialist, Region V,
U.S. Environmental Protection Agency
Kevin O'Donnell Administrator, Village of Mt. Pleasant
Michael Pjevach President, Wisconsin Coach Lines, Inc.
Marisol Simón Regional Administrator, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Audrey Viau President, Village of Elmwood Park

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

Frederick J. Patrie Director of Public Works,
Chairman
Philip C. Evenson Executive Director, Southeastern
Secretary
Sandra K. Beaupre Wisconsin Regional Planning Commission
Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Leonard Brandrup Director, Department of Transportation
City of Kenosha
Ronald L. Bursek Director, Public Works Department,
City of Kenosha
Donald Gismondi Acting Regional Administrator, Region V,
U.S. Department of Transportation,
Federal Transit Administration
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
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Wisconsin Department of Natural Resources
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**INTERGOVERNMENTAL COORDINATING AND ADVISORY
COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND
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Robert R. Dreblow Highway Commissioner, Ozaukee County
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Robert C. Johnson Transit Director, City of Waukesha
Transit System Utility
William A. Kappel Director of Public Works,
City of Wauwatosa
Michael G. Lewis City Engineer, City of West Allis
Michael J. Maierle Manager of Long-Range Planning,
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City of Milwaukee
Jeffrey J. Mantes Commissioner,
Department of Public Works,
City of Milwaukee
Michael J. Martin Director of Public Works,
Village of Hales Corners
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George A. Torres Director of Transportation and Public Works,
Department of Parks and Public Infrastructure,
Milwaukee County
Paul Vornholt Mayor's Office, City of Milwaukee
Scott K. Walker Milwaukee County Executive
Dr. James G. White Supervisor, Milwaukee County Board of Supervisors

Nonvoting Technical Staff Members

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Sandra K. Beaupre Wisconsin Regional Planning Commission
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**INTERGOVERNMENTAL COORDINATING AND ADVISORY
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(continued)**

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Shane Crawford Public Works Director, Walworth County
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Wisconsin Department of Natural Resources
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Michael K. Lynett Village Engineer/Commissioner of
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City of Milwaukee Health Department
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County Transit System

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Philip C. Evenson Executive Director, Southeastern
Secretary
Robert Dreblow Wisconsin Regional Planning Commission
Highway Commissioner,
Ozaukee County Highway Department
Paul A. Feller Director of Public Works, City of Waukesha
Thomas P. Huber State Bicycle and Pedestrian
Program Coordinator, Wisconsin
Department of Transportation
Richard A. Jones Director of Public Works, City of Racine
James W. Kavemeier Parks System Manager, Waukesha County
Department of Parks and Land Use
Vivian M. Keller Public Policy Consultant
Jaclyn D. Lawton Environmental Coordinator,
Federal Highway Administration

Randal LeClaire.....	Traffic Engineer, City of Kenosha
Jeffrey J. Mantes	Commissioner, Department of Public Works
	City of Milwaukee
Raymond G. Meyer	Public Member, Ozaukee County
Steve Mokrohisky	Deputy Chief of Staff, Milwaukee County
Kenneth Neitzke	Government Relations Committee Chairman,
	Waukesha County Chapter,
	Ice Age Trail Committee
Robert F. Pfeiffer	Project Development Chief, Southeast Region,
	Wisconsin Department of Transportation
Mark A. Piotrowicz	Assistant Director of Community Development,
	City of West Bend
Jeffrey S. Polenske.....	City Engineer, City of Milwaukee
Linda A. Ruess.....	President, Bay View Bicycle Club
Ronald J. Rutkowski.....	Director, Transportation Planning
	and Development, Milwaukee County
	Department of Parks and Public Infrastructure
Paul S. Sandgren	Forest Superintendent, Kettle Moraine
	State Forest, Southern Unit
Karen Springob.....	Project Engineer, City of Brookfield
Robert Wagler	Safety Specialist Senior,
	City of Milwaukee Police Department
William R. Waldron	Planning Analyst, Milwaukee County
	Department of Parks, Recreation and Culture

George E. Melcher	Director, Department of Planning and
Chairman	Development, Kenosha County
Sonny K. Havn	President, Mt. Pleasant
Vice-Chairman	Stormwater Drainage District No. 1
Philip C. Evenson	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
Julie A. Anderson	Director, Planning and Development,
	Racine County
Michael Andreasen	Administrator, Village of Mt. Pleasant
John Berge	Conservation Chairman,
	Southeast Gateway Group, Sierra Club
Michael Callawaert	Director of Public Works,
	Village of Mt. Pleasant
Carol J. Fischer	Chairman, Town of Somers
Gerald L. Hebard	District Conservationist,
	U.S. Natural Resources Conservation
	Service, Racine County
Steven D. Jansen	President, Village of Sturtevant
Jeffrey B. Labahn	Director of City Development, City of Kenosha
Mary J. Lichter	Director, Division of Parks,
	Public Works Department, Kenosha County
James L. McNelly	Regional Water Leader,
	Southeast Region, Wisconsin
	Department of Natural Resources
Edward St. Peter	General Manager,
	City of Kenosha Water Utility
Charles A. Schweitzer	Chief Engineer, Racine Water
	and Wastewater Utility
Charles L. Seeger	County Conservationist, Racine County
Richard Walasek	Associate Professor,
	Department of Geography,
	University of Wisconsin-Parkside

George E. Melcher	Director, Department of Planning and Development, Kenosha County
Philip C. Evenson	Executive Director, Southeastern Wisconsin Regional Planning Commission
Julie A. Anderson	Director, Planning and Development, Racine County
David C. Buehn	President, Village of Paddock Lake
John F. Burke	Manager, Halter Wildlife Area
James D'Antuono	Basin Supervisor Illinois/Fox Team, Wisconsin Department of Natural Resources
Carol J. Fischer	Chairman, Town of Somers
Virgil Gentz	Chairman, Town of Paris
Richard J. Gossling	Chairman, Town of Bristol
Ronald L. Johnson	Chairman, Kenosha County Land and Water Conservation Committee; Supervisor, Kenosha County Board
Wayne E. Koessl	Representative, WISPARK Corporation
Jeffrey B. Labahn	Director of City Development, City of Kenosha
Douglas J. Noble	Supervisor, Kenosha County Board
Michael R. Pollockoff	Administrator, Village of Pleasant Prairie
Edward St. Peter	General Manager, City of Kenosha Water Utility
Steve Richter	Director of Conservation and Land Management, The Nature Conservancy
Ronald L. Thomas	Deputy Director of Planning, Chicago Metropolitan Agency for Planning
Michael D. Warner	Executive Director, Lake County Stormwater Management Commission

Dr. Norman P. Lasca	Professor, Department of Geological Sciences,
Chairman	University of Wisconsin-Milwaukee
Susan Black	Superintendent, Parks System Administration
Vice-Chairman	Milwaukee County Department of Parks and Public Infrastructure
Dr. Donald M. Reed	Chief Biologist, Southeastern Wisconsin
Secretary	Regional Planning Commission
Hubert J. Albert	Representative, Port Washington Yacht Club
E. Craig Faucett	Director of Engineering, City of Cudahy
Scott A. Huebner	Mayor, City of Port Washington
Tammy LaBorde	Administrative Coordinator, City of South Milwaukee
Jeffrey J. Mantes	Commissioner of Public Works, Department of Public Works, City of Milwaukee
Gloria L. McCutcheon	District Director, Southeast Region, Wisconsin Department of Natural Resources
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C. William Nelson	Member, Great Lakes Sports Fisherman's Club
Susan E. Robertson	Manager, Village of Fox Point
Phil H. Sander	Representative, Southeastern Wisconsin Sportsmen's Federation
Charles L. Seeger	County Conservationist, Racine County
Kevin L. Shafer, P.E.	Executive Director, Milwaukee Metropolitan Sewerage District
Kenneth J. Szallai	Municipal Port Director, Port of Milwaukee

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Douglas S. Cherkauer.....	Professor of Hydrogeology, University of Wisconsin-Milwaukee
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Raymond Grzy.....	Director of Utilities, City of New Berlin
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Terrance H. Kiekhaefer.....	Director of Public Works, City of West Bend
Thomas J. Krueger.....	Water and Wastewater Utility Director, Village of Grafton
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Daniel Naze.....	Village Engineer, Village of Germantown
Charles A. Peters.....	Director, Wisconsin Water Science Center, U.S. Geological Survey
Michael P. Rau.....	General Manager, We Energies-Water Services
Thomas Rossmiller.....	Director of Public Works, Village of East Troy
Shuichi Sasaki.....	Production Manager, Kikkoman Foods, Inc.
Steven H. Schultz.....	Department Head, Water Supply and Wastewater Treatment
Mark D. Simon.....	Water Superintendent, City of Brookfield
Constance R. Wilson.....	Utility Manager, Burlington Water Utility

Daniel S. Schmidt.....	SEWRPC Commissioner
Chairman	
Michael G. Hahn	Chief Environmental Engineer, Southeastern
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Julie A. Anderson	Director, Planning and Development,
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Michael Ballweg	Crops and Soils Agent,
	University of Wisconsin-Extension, Sheboygan County
John R. Behrens	Commissioner-Secretary, Silver Lake
	Protection and Rehabilitation District

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

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James L. McNellyRegional Water Leader, Wisconsin
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Planning and Parks Department
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Metropolitan Sewerage District
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Steven Crandell Director of Community Development,
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Henry ElingTown Manager/Planner, Town of Summit
Charles EricksonDirector of Planning and Economic
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Daniel F. Ertl..... Director of Community Development,
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Robert Greenstreet.....Planning Director, Department of
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**ADVISORY COMMITTEE ON
REGIONAL LAND USE PLANNING
(continued)**

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Planning and Parks Department
Brian F. O'Connell..... Director of City Development, City of Racine
Douglas Seymour..... Director of Community Development,
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Dale R. Shaver..... Director, Waukesha County Parks
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Nancy L. Welch Director of Community Development,
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**ADVISORY COMMITTEE ON
REGIONAL POPULATION AND ECONOMIC FORECASTS**

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Chairman Washington County Planning
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Wisconsin Manufacturers and Commerce
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**TECHNICAL ADVISORY COMMITTEE FOR THE
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S. C. Johnson & Son, Inc.
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City of Brookfield
Raymond Grzys..... Director of Utilities,
City of New Berlin
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Carrie M. Lewis..... Superintendent, Milwaukee Water Works,
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**REGIONAL WATER SUPPLY PLANNING
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Patrick T. Marchese Member, Water Policy
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Paul E. Mueller..... Administrator, Washington County
Planning and Parks Department
Jeffrey Musche..... Administrator/Clerk, Town of Lisbon
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We Energies-Water Services
Edward St. Peter General Manager,
Water Utility, City of Kenosha
Dale R. Shaver..... Director, Waukesha County
Department of Parks and Land Use
James Surfus..... Senior Environmental Engineer,
Miller Brewing Company
George A. Torres Director, Transportation and Public Works
Department, Milwaukee County
Daniel S. Winkler..... Director of Public Works and Utilities,
City of Lake Geneva
Steven N. Yttri..... General Manager, Water and Sewer Utility,
City of Oak Creek

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William R. Drew..... Vice-Chairman, SEWRPC, and
Vice-Chairman
Milwaukee County Research Park
Roger Caron..... President, Racine Area
Manufacturers and Commerce
Bob Chernow Chairman,
Regional Telecommunications Commission
David L. DeAngelis..... Village Manager,
Village of Elm Grove
Michael Falaschi President, Wisconsin Internet
Barry Gatz Network Supervisor, CenturyTel
Michael E. Klasen Director of Regulatory Affairs, SBC
J. Michael Long Attorney at Law, Murn and Martin, SC
Jeff Lowney Vice President/General Manager,
Time Warner Telecom
Jeff Mantes..... Commissioner, Department of Public Works,
City of Milwaukee
Jody McCann Network Domain Manager, Wisconsin
Department of Administration, BadgerNet
George E. Melcher Director, Department of Planning and
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Paul E. Mueller..... Administrator, Washington County
Planning and Parks Department
Steven L. Ritt..... Attorney at Law,
Michael Best & Friedrich
James W. Romlein Managing Director, MVLabs, LLC
Bennett Schliesman Director, Kenosha County Emergency
Management/Homeland Security
Dale R. Shaver..... Director, Waukesha County Department of
Parks and Land Use
Michael Ulicki Vice President and
Chief Technology Officer,
Norlight Telecommunications
Darryl Winston..... Director of Data Services,
City of Milwaukee Police Department
Gustav W. Wirth, Jr. SEWRPC Commissioner

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2006

EXECUTIVE DIVISION

Philip C. Evenson, AICP
Executive Director

Kenneth R. Yunker, PE
Deputy Director

Loretta Watson
Executive Secretary

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

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson, AICP
Chief Community
Assistance Planner

Richard R. Kania, AICP, RLA
Principal Planner

Jesse P. Gotz
Benjamin R. McKay
Robbie L. Robinson
Todd R. Roehl
Planners

Joyce A. Gramz
GIS Planning Specialist

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

John G. McDougall
Geographic Information
Systems Manager

Paul J. Clavette
Principal Systems Analyst

Michael G. Gosetti
Geographic Information
Systems Supervisor

Bradley T. Subotnik
Senior GIS Applications
Specialist

Patricia L. Bouchard
David M. Schulze
Michael B. Scott
GIS Application Specialists

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

James M. Kocher
Web Technician

LAND USE PLANNING DIVISION

William J. Stauber, AICP
Chief Land Use Planner

David A. Schilling
Timothy J. McCauley
Principal Planners

Kathryn E. Sobottke
Senior Specialist

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

Frank G. Fierek, Jr.
Land Use Mapping
Specialist

ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland
Chief Economic
Development Planner

Tina M. Chitwood
Planner

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Donald P. Simon, RLS
Chief Planning Illustrator

Jean C. Johnson
Nancee A. Nejedlo
Principal Planning
Draftsmen

LuAnn Sakale
Senior Planning Draftsman

John T. Washburn, RLS
Senior Specialist–
Land Surveyor

David J. Schopp
Andrew J. Traeger
Land Survey Assistants

Richard J. Wazny
Print Shop Supervisor

TRANSPORTATION PLANNING DIVISION

Robert E. Beglinger
Chief Transportation
Engineer

Albert A. Beck
Otto P. Dobnick
Principal Planners

Ryan W. Hoel
Christopher T. Hiebert
David M. Jolicoeur
Senior Engineers

Sonia Dubielzig
Planner

Reginald L. Mason
Research Analyst

TELECOMMUNICATIONS PLANNING DIVISION

Dr. Kenneth J. Schlager, PE
Chief Telecommunications
Engineer

Jason W. Zehrung
Senior Telecommunications
Planner

ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen
Business Manager

Marcia L. Hayd
Linette G. Heis
Secretaries

Kathleen A. Lisota
Bookkeeper

Sylvia Carlson
Receptionist

Robert J. Klatkiewicz
Office Clerk

ENVIRONMENTAL PLANNING DIVISION

Michael G. Hahn, PE, PH
Chief Environmental
Engineer

Dr. Donald M. Reed
Chief Specialist-Biologist

Robert P. Biebel, PE, PH
Special Projects Engineer

Ronald J. Printz, PE
Principal Engineer

Joshua A. Murray
Senior Engineer

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

Dr. Joseph E. Boxhorn
Senior Planner

Catherine D. Madison
Planner

Dr. Lawrence A. Leitner
Principal Biologist

Daniel R. Treloar
Land and Water
Conservation Specialist

Dr. Dhruva N. Vangipuram
Engineer

Christopher J. Jors
Kristin A. Sherfinski
Specialists

Jennifer L. Dietl
Nicole T. Ammentorp
Research Analysts

Edward J. Schmidt
GIS Planning Specialist

Patricia M. Kokan
Secretary

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Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2006

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
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Urban Area, December 1975
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- 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

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- 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*
- No. 89 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System, January 1994*
- No. 90 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System, January 1994*
- No. 91 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility, January 1994*
- No. 92 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System, January 1994*
- No. 93 - A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995*
- No. 94 - A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994
- 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*
- No. 97 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System, January 1995*
- No. 98 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System, January 1995*
- No. 99 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility, January 1995*
- No. 100 - A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System, January 1995*
- No. 101 - Upper Nemadji Lake Watershed Inventory Findings, Waukesha County, Wisconsin, May 1995
- 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
- No. 106 - A Paratransit Service Plan for Disabled Persons: 1996 Update/Milwaukee County Transit System, January 1996
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- No. 111 - Waukesha County Greenway Corridor Study, Towns of Waukesha and Vernon, May 1996

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- No. 113 - Traffic Study of the Intersection of N. Port Washington Road (CTH W) and W. Highland Road for the City of Mequon: June 1995, Following Opening of St. Mary's Hospital, City of Mequon, Ozaukee County, Wisconsin, September 1996
- No. 114 - Traffic Control Study for the Village of Fox Point, Village of Fox Point, Milwaukee County, Wisconsin, August 1996
- 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
- No. 116 - Assessment of Conformity of the 1997-1999 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, October 1996
- No. 117 - Traffic Study of Selected Intersections in the Village of Hartland, Waukesha County, Wisconsin, November 1996
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- No. 119 - A Paratransit Service Plan for Disabled Persons: 1997 Update/Milwaukee County Transit System, January 1997
- No. 120 - A Lake Protection and Recreational Use Plan for Hunters Lake, Waukesha County, Wisconsin, May 1997
- No. 121 - Traffic Engineering Study of N. 68th Street in the Village of Brown Deer, Milwaukee County, Wisconsin, December 1996
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- No. 124 - An Aquatic Plant Inventory for Pine Lake, Waukesha County, Wisconsin, December 1998
- 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
- No. 126 - Traffic Engineering Study of Selected Intersections along Fond du Lac Avenue (USH 45) in the Village of Kewaskum: 1997, Washington County, Wisconsin, July 1998
- 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
- No. 132 - Highway Maintenance Facility Location Study, Washington County, Wisconsin, December 1998
- No. 133 - Review and Update of Regional Airport System Plan Forecasts, October 2004
- No. 134 - An Aquatic Plant Management Plan for Fowler Lake, Waukesha County, Wisconsin, October 2000
- No. 135 - A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin, October 2000
- No. 136 - Racine County Industrial Park Land Absorption Study, July 1999
- No. 136 - 2nd Edition, Racine County Industrial Park Land Absorption Study, December 2005

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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
- 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
- No. 144 - An Aquatic Plant and Recreational Use Management Plan for Booth Lake, Walworth County, Wisconsin, September 2003
- No. 145 - Lake and Stream Resources Classification Project for Waukesha County Wisconsin: 2000
- 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 Quaa 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
- 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
- No. 158 - A Lake Protection and Recreational Use Plan for Pell Lake, Walworth County, Wisconsin, May 2006
- 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

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- No. 161 - An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin, March 2006
- No. 162 - Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2005
- No. 163 - A Hartland/Merton Cluster Development Plan, Waukesha County, December 2004
- No. 164 - Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin, September 2005
- No. 165 - Assessment of Conformity of the 2035 Regional Transportation System Plan and the Year 2005-2007 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Nonattainment Area, June 2006
- No. 167 - Simulation of Shallow Groundwater Flow in the Vicinity of the Village of Eagle, Waukesha County, Wisconsin, June 2006

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
City of Kenosha
Village of Pleasant Prairie
Town of Bristol

Milwaukee County
City of Cudahy
City of Franklin
City of Glendale
City of Greenfield
City of Milwaukee
City of Oak Creek
City of St. Francis
City of South Milwaukee
City of Wauwatosa
City of West Allis
Village of Brown Deer
Village of Hales Corners
Village of West Milwaukee

Ozaukee County
City of Cedarburg
City of Mequon
City of Port Washington
Village of Belgium
Village of Fredonia
Village of Grafton
Village of Saukville
Village of Thiensville

Racine County
City of Burlington
City of Racine
Village of Rochester
Village of Sturtevant
Village of Union Grove
Village of Waterford
Town of Caledonia
Town of Mt. Pleasant
Town of Yorkville

Walworth County
City of Delavan
City of Elkhorn
City of Lake Geneva
City of Whitewater
Village of Darien
Village of East Troy
Village of Walworth

Washington County
City of Hartford
City of West Bend
Village of Germantown
Village of Jackson
Village of Kewaskum
Village of Slinger

Waukesha County
City of Brookfield
City of Delafield
City of Muskego
City of New Berlin
City of Oconomowoc
City of Pewaukee
City of Waukesha
Village of Butler
Village of Dousman
Village of Eagle
Village of Elm Grove
Village of Hartland
Village of Menomonee Falls
Village of Mukwonago
Village of Pewaukee
Village of Sussex

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-276, 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*
No. ML-16, West Bend Pond

TECHNICAL RECORDS

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Regional Planning in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director
The SEWRPC Land Use-Transportation Study
by J. Robert Doughty, Study Director
Home Interview Sample Selection-Part I
by Kenneth J. Schlager, Chief Systems Engineer
Truck and Taxi Sample Selection
by Thomas A. Winkel, Urban Planning Supervisor
A Backward Glance: Early Toll Roads in Southeastern Wisconsin
by Richard E. Rehberg, Editor

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

Arterial Network and Traffic Analysis Zones
by Richard B. Sheridan, Chief Transportation Planner
Conducting the Household Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the Home Interview Survey
by Sheldon W. Sullivan, Administrative Officer
Aerial Photographs and Their Use in the Land Use Inventory
by Harlan E. Clinkenbeard, Land Use Planning Chief
A Backward Glance: The U. S. Public Land Survey in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 3, February-March 1964

Conducting the Truck and Taxi Survey
by Sheldon W. Sullivan, Administrative Officer
Conducting the Truck and Taxi Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the External Survey
by William E. Creger, P.E., Traffic Operations Engineer
Rail and Transit Inventory and Design of the Transit Network
by David A. Kuemmel, P.E., Transportation Planning Engineer
A Backward Glance: The Man-Made Ice Age
by Richard E. Rehberg, Editor

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

The Application of Soil Studies to Regional Planning
by Kurt W. Bauer, Executive Director
Coding
by Wade G. Fox, Cartography and Design Supervisor, and Robert L. Fisher, Coding Supervisor
Inventory of Existing Outdoor Recreation Facilities and Historic Sites in Southeastern Wisconsin
by Theodore F. Lauf, Research Analyst
Inventory of Potential Park and Related Open Space Sites
by Karl W. Holzwarth, Landscape Architect
A Backward Glance: The Electric Interurban Railway
by Richard E. Rehberg, Editor

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

- Reconciliation of Sample Coverage in the Internal O & D Surveys
by Eugene G. Muhich, P.E., Transportation Planning Engineer
- The Contingency Check Program
by Wade G. Fox, Cartography and Design Supervisor
- Inventory of the Arterial Street Network
by William T. Wambach, Jr., P.E.
- A Backward Glance: The Milwaukee and Rock River Canal
by James E. Seybold, Editor

Volume 1-No. 6, August-September 1964

- Checking the Network Description for Arterial Highway and Transit Networks
by Richard B. Sheridan, Chief Transportation Planner
- A Study of the Water Quality and Flow of Streams in Southeastern Wisconsin
by Roy W. Ryling, Hydrologist
- Expanding the Origin-Destination Sample
by Richard B. Sheridan, Chief Transportation Planner, and
Wade G. Fox, Cartography and Design Supervisor
- A Backward Glance: Greendale-Garden City in Wisconsin
by Kurt W. Bauer, Executive Director

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

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

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

- Capacity of Arterial Network Links
by Richard B. Sheridan, Chief Transportation Planner
- The ABC Method of Current Population Estimating
by Donald L. Gehrke, Economics and Population Analyst, and
Orlando E. Delogu, Financial Resources and Legal Analyst
- O & D Surveys Accuracy Checks
by Eugene G. Muhich, P.E., Transportation Planning Engineer
- A Backward Glance: Railroad Transportation in Southeastern Wisconsin
by Patricia J. Tegge, Editor

Volume 2-No. 3, February-March 1965

- Determination of Historical Flood Frequency for the Root River of Wisconsin
by James C. Ringenoldus, P.E., Harza Engineering Company
- The Regional Multiplier
by Kenneth J. Schlager, Chief Systems Engineer
- A Backward Glance: The Street Railway in Milwaukee
by Henry M. Mayer, Administrative Assistant, Milwaukee & Suburban Transport Corporation

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- Determination of Runoff for Urban Storm Water Drainage System Design
by Kurt W. Bauer, Executive Director

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Screen Line Adjustment of Trip Data

by Richard B. Sheridan, P.E., Chief Transportation Planner

Inventory of Land Development Regulations in Southeastern Wisconsin

by William J. Kockelman, Chief Community Assistance Planner

A Backward Glance: Highway Development in Southeastern Wisconsin-Part I

by Jean C. Meier, Librarian and Research Assistant

Volume 2-No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin

by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards

by Edward Weiner, Transportation Planning Engineer

Modified Rapid Transit Service in the Southeastern Wisconsin Region

by Sheldon W. Sullivan, Administrative Officer

A Backward Glance: Highway Development in Southeastern Wisconsin-Part II

by Jean C. Meier, Research Assistant, and Sheldon W. Sullivan, Administrative Officer

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District

by Sheldon W. Sullivan, Administrative Officer

Computing the Center of Population and the Geographic Center

by Wayne H. Faust, Associate Planner

A Backward Glance: Downtown Yesterdays

by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

Hydrogeologic Considerations in Liquid Waste Disposal, with a Case Study in Southeastern Wisconsin

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

Volume 3-No. 4, September 1971

Characteristics of Air and Ground Travel Generated by General Mitchell Field Airport Terminal: May 1968

by Sheldon W. Sullivan, Chief of Data Collection

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

by Wayne H. Faust, Associate Planner

A Backward Glance: The Development of General Mitchell Field

by Sheldon W. Sullivan, Chief of Data Collection

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- Freeway Flyer Service in Southeastern Wisconsin-A Progress Report: 1964-1971
by Sheldon W. Sullivan, Chief of Data Collection
- Development of Equations for Rainfall Intensity-Duration-Frequency Relationship
by Stuart G. Walesh, Water Resources Engineer
- A Backward Glance: The American Automobile-A Brief History of the Development
of the American Automobile and the Growth of Automobile Registrations in the
United States, Wisconsin, and the Southeastern Wisconsin Region: 1896-1970
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 6, April 1976*

- Floodland Management: The Environmental Corridor Concept
by Stuart G. Walesh, SEWRPC Water Resources Engineer
- Characteristics of Travel in the Milwaukee Central Business District: 1963 and 1972
by Sheldon W. Sullivan, SEWRPC Chief of Data Collection, and Jean Lusk, SEWRPC Research Analyst
- The Changing Factorial Ecology of Milwaukee's Black Ghetto
by Harold McConnell, Richard A. Karsten, and Marilyn Ragusa
- A Backward Glance: Environmental Corridors of Yesterday and Today
by Dr. Jeremy M. Katz, Research Psychologist, and Jeanne Sollen, Editor

Volume 4-No. 1, March 1978*

- A Backward Glance: Milwaukee's Water Story
by Milwaukee Water Works
- Is There a Groundwater Shortage in Southeastern Wisconsin?
by Douglas S. Cherkauer and Vinton W. Bacon, University of Wisconsin-Milwaukee
- An Overview of the Sources of Water Pollution in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director, SEWRPC
- The Effect of Sample Rate on Socioeconomic and Travel Data Obtained through Standard Home Interview
by Jean Lusk, SEWRPC Planner

Volume 4-No. 2, March 1981

- Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin
by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and
Gerald H. Emmerich, Jr., Senior Planner, SEWRPC
- Water Quality and Quantity Simulation Modeling for the Areawide
Water Quality Management Planning Program for Southeastern Wisconsin
by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC
- Evaluation of a Water Quality Standard for Total Phosphorus
in Flowing Streams in Southeastern Wisconsin
by David B. 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

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Volume 4-No. 3, February 1982

Preservation of Scientifically and Historically Important Geologic Sites in Milwaukee County, Wisconsin
by Donald G. Mikulic, Staff Geologist, Illinois State Geological Survey, and Joanne Kluessendorf,
Geologic Research Assistant, Illinois State Geological Survey, Champaign, Illinois
Inventory of Solid Waste Management Facilities in Southeastern Wisconsin: 1980
by Robert P. Biebel, Principal Engineer, SEWRPC, and Joseph E. Stuber, Senior Engineer, SEWRPC
Inventory Findings of Cannonball Passenger Surveys: 1980 and 1971
by Jean M. Lusk, SEWRPC Planner
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 4, February 1984

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

Volume 4-No. 5, December 1989

Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. 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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1961,* 1962,* 1963, 1964, 1965, 1966, 1967, 1968, 1969,* 1970, 1971, 1972,* 1973, 1974, 1975, 1976, 1977,
1978,* 1979,* 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994,
1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, and 2005

CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961*
2nd Regional Planning Conference, November 4, 1962*
3rd Regional Planning Conference, November 20, 1963*
4th Regional Planning Conference, May 12, 1965*
5th Regional Planning Conference, October 26, 1965*
6th Regional Planning Conference, May 6, 1969
7th Regional Planning Conference, January 19, 1972
8th Regional Planning Conference, October 16, 1974
Regional Conference on Sanitary Sewerage System User and
Industrial Waste Treatment Recovery Charges, July 18, 1974
9th Regional Planning Conference, April 14, 1976
10th Regional Planning Conference, March 15, 1978
11th Regional Planning Conference, April 19, 1979
12th Regional Planning Conference, January 31, 1980*
13th Regional Planning Conference, November 9, 1983
14th Regional Planning Conference, May 13, 1985
15th Regional Planning Conference, November 14, 1988
16th Regional Planning Conference, May 5, 1992
17th Regional Planning Conference, June 27, 1994

NEWSLETTERS

SEWRPC Newsletter, Volume 2 through Volume 42, Number 4
SEWRPC Freeway System Study Newsletter, Nos. 1 through 5
SEWRPC Review and Update of Regional Land Use and
Transportation System plans for Southeastern Wisconsin Nos. 1 through 4

TRANSPORTATION IMPROVEMENT PROGRAMS

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
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Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
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Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
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Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*

TRANSPORTATION IMPROVEMENT PROGRAMS—continued

- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1988-1992, December 1987*
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990
- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991
- A Transportation Improvement Program for Southeastern Wisconsin: 1993-1998, December 1992
- A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994
- A Transportation Improvement Program for Southeastern Wisconsin: 1997-1999, September 1996
- A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000, November 1997
- A Transportation Improvement Program for Southeastern Wisconsin: 2000-2002, February 2000
- A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004, February 2002
- A Transportation Improvement Program for Southeastern Wisconsin: 2004-2006, December 2003
- A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007, January 2005

OTHER

- Twenty-Five Years of Regional Planning, December 1985
- Economic Development Planning Staff Memorandum No. 94-01, Southeastern Wisconsin Region Industrial/Business Park Directory: July 1994, August 1994
- Scope of Work for a Detailed Planning Study of Commuter Rail and Bus Alternatives in the Kenosha-Racine-Milwaukee Corridor, July 1998
- Job Access and Reverse Commute Regional Transportation Plan, December 1998
- Scope of Work, A Regional Freeway System Reconstruction Study for Southeastern Wisconsin, December 2000

*Out of print.

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Appendix E

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INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying general purpose financial statements of Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2006, as listed in the table of contents. These general purpose financial statements are the responsibility of Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these general purpose 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 general purpose financial statements referred to above present fairly, in all material respects, the financial position of Southeastern Wisconsin Regional Planning Commission, as of December 31, 2006, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

In accordance with Government Auditing Standards, we have also issued our report dated March 15, 2007, 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 general purpose 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 general purpose financial statements of Southeastern Wisconsin Regional Planning Commission. Such information has been subjected to the auditing procedures applied in the audit of the general purpose financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the general purpose financial statements taken as a whole.



David L. Scrima, S.C.
Waukesha, Wisconsin
March 15, 2007

Southeastern Wisconsin Regional Planning Commission
Combined Balance Sheet - All Fund Types and Account Groups
 December 31, 2006

	Governmental Fund Types			Account Groups		(Memorandum Only)	
	General	Special Revenue	Debt Service	General Fixed Assets	General Long-Term Debt	2006 Total	2005 Total
<u>Assets</u>							
Pooled cash and cash equivalents	\$ 2,396,496	\$	\$	\$	\$	\$ 2,396,496	\$ 3,689,150
Grants receivable		733,915				733,915	595,643
Contracts and service agreements receivable	768,991					768,991	881,822
Interest receivable	6,570					6,570	5,773
Prepaid expense	117,906					117,906	78,452
Property and equipment				4,975,268		4,975,268	4,778,346
Deferred bond expenses			87,874			87,874	94,218
Due from other funds	1,015,614					1,015,614	874,097
Amount to be provided for retirement of bonds					2,600,000	2,600,000	2,710,000
Restricted assets:							
Cash with bond trustee			1,536,008			1,536,008	1,237,237
Total Assets	\$ 4,305,577	\$ 733,915	\$ 1,623,882	\$ 4,975,268	\$ 2,600,000	\$ 14,238,642	\$ 14,944,738
<u>Liabilities</u>							
State sales tax	\$ 49	\$	\$	\$	\$	\$ 49	\$ 104
Accounts payable	390,944					390,944	209,878
Vacation accrual	175,381					175,381	202,075
Deferred revenue	862,876					862,876	2,041,489
Sick pay accrual	209,283					209,283	255,671
Due to other funds		733,915	281,699			1,015,614	874,097
Accrued payroll and taxes	105,780					105,780	108,468
Deposits and advance rents	3,333		1,300,000			1,303,333	1,003,333
General long-term debt					2,600,000	2,600,000	2,710,000
Accrued interest payable			42,183			42,183	43,650
Total Liabilities	1,747,646	733,915	1,623,882		2,600,000	6,705,443	7,448,765
<u>Fund Equity</u>							
Investments in fixed assets				4,975,268		4,975,268	4,778,346
Fund Balances - designated	1,229,741					1,229,741	1,211,938
- undesignated	1,328,190					1,328,190	1,505,689
Total Fund Equity	2,557,931			4,975,268		7,533,199	7,495,973
Total Liabilities and Fund Equity	\$ 4,305,577	\$ 733,915	\$ 1,623,882	\$ 4,975,268	\$ 2,600,000	\$ 14,238,642	\$ 14,944,738

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements

Southeastern Wisconsin Regional Planning Commission
Combined Statement of Revenues, Expenditures and Changes
in Fund Balance - All Governmental Fund Types
 For the Year Ended December 31, 2006

	Governmental Fund Types			Total (Memorandum Only)
	General	Special Revenue	2006	2005
<u>Revenues</u>				
Contributions from counties	\$ 2,380,290	\$	\$ 2,380,290	\$ 2,364,790
Grant revenues		2,914,628	2,914,628	2,953,735
Contract and service grants	782,273	3,119,497	3,901,770	1,686,586
Pass-through grants	2,904,234		2,904,234	2,395,466
Interest on invested funds	157,769		157,769	116,132
Other income	56,397		56,397	55,584
Rental income	62,845		62,845	48,843
Total Revenues	6,343,808	6,034,125	12,377,933	9,621,136
<u>Expenditures</u>				
Salaries and fringe benefits	2,888,024	2,128,406	5,016,430	5,257,010
Office and other expenses:				
Technical consultants	180,314	153,487	333,801	2,129,911
Technical consultants - pass-through	3,106,292	2,336,195	5,442,487	544,301
Office supplies	53,202	13,162	66,364	50,515
Insurance, audit, legal fees	56,757	415	57,172	56,468
Library acquisition and dues	30,560	11,511	42,071	30,782
Printing and graphics supplies	145,578	5,428	151,006	97,360
Public information	5,685		5,685	995
Postage expense	24,972	390	25,362	20,931
Travel expense	44,523	23,220	67,743	51,286
Telephone expense	43,417		43,417	49,580
Building usage	192,585		192,585	212,846
Building maintenance	119,868		119,868	
Annual report				969
Other operating expenses	4,900	19,633	24,533	122,523
Unemployment compensation expense				788
Software and equipment maintenance	171,593	42,881	214,474	141,445
Capital outlay	313,339		313,339	166,129
Interest expense	121,292		121,292	131,608
Total Expenditures	7,502,901	4,734,728	12,237,629	9,065,447
Excess (Deficit) Revenues Over Expenditures	(1,159,093)	1,299,397	140,304	555,689
Indirect Expense Allocation	1,299,397	(1,299,397)		
Fund Balance - beginning of year	2,717,627	-0-	2,717,627	2,986,552
Transfer - amount transferred to trustee	(300,000)		(300,000)	(1,000,000)
Fund Balance - end of year	\$ 2,557,931	\$ -0-	\$ 2,557,931	\$ 2,542,241

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission
Combined Statement of Revenues, Expenditures and Changes
in Fund Balance - Budget and Actual - All Governmental Fund Types
For the Year Ended December 31, 2006

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	\$ 2,380,290	\$ 2,380,290	\$
Grant revenues	2,987,500	2,914,628	(72,872)
Contract and service grants	1,910,535	3,901,770	1,991,235
Pass-through grants		2,904,234	2,904,234
Interest on invested funds		157,769	157,769
Other income		56,397	56,397
Rental income	49,200	62,845	13,645
Total Revenues	7,327,525	12,377,933	5,050,408
Expenditures			
Salaries and fringe benefits	5,432,710	5,016,430	416,280
Office and other expenses:			
Technical consultants	812,100	333,801	478,299
Technical consultants - pass-through		5,442,487	(5,442,487)
Office supplies	70,000	66,364	3,636
Insurance, audit, legal fees	70,000	57,172	12,828
Library acquisition and dues	30,000	42,071	(12,071)
Printing and graphics supplies	95,000	151,006	(56,006)
Public information	25,000	5,685	19,315
Postage expense	25,000	25,362	(362)
Travel expense	45,000	67,743	(22,743)
Telephone expense	45,000	43,417	1,583
Building usage	110,000	192,585	(82,585)
Building maintenance	125,000	119,868	5,132
Annual report	6,500		6,500
Other operating expenses	25,000	24,533	467
Unemployment compensation expense	20,000		20,000
Software and equipment maintenance	112,000	214,474	(102,474)
Capital outlay	150,465	313,339	(162,874)
Interest expense	128,750	121,292	7,458
Total Expenditures	7,327,525	12,237,629	(4,910,104)
Excess Revenues Over Expenditures	\$ -0-	140,304	\$ 140,304
Fund Balance - beginning of year		2,717,627	
Transfer: amount transferred to trustee		(300,000)	
Fund Balance - end of year		\$ 2,557,931	

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, 2006

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 and account groups, 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 and account groups 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.

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2006

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

Account Group

General Fixed Asset Group - Used to account for fixed assets not accounted for in any other fund.
General Long-Term Debt - Used to account for long-term liabilities, which are not accounted for in any other fund.

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type and account groups. 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 balances and account groups balancing accounts have not been eliminated.

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, 2005 are recorded as depreciated in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost in the general fixed assets account group.

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.

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2006

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

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.

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.

	2006	2005
Land	\$ 335,300	\$ 335,300
Land improvements	213,655	42,600
Building and improvements	3,287,879	3,211,582
Office furniture	248,683	249,604
Computers and related equipment	276,603	326,718
Office equipment	393,561	391,992
Automobiles	189,412	193,447
Field equipment	30,175	27,103
	<u>\$ 4,975,268</u>	<u>\$ 4,778,346</u>

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, 2006 was \$3,417,834, the employer's total payroll was \$3,510,606.

All permanent employees expected to work over 600 hours a year are eligible to participate in the System. Covered employees in the general category are required by statute to contribute 5.9% of their salary (2.9% for Executives and Elected Officials, 5.0% for Protective Occupations with Social Security, and 3.3% for Protective Occupations without Social Security), to the plan. Employers may make these contributions to the plan on behalf of employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. Total contributions for the years ending December 31, 2006 and 2005 were \$355,444 and \$351,443, respectively, equal to the required contributions for each year.

Employees, who retire at or after age 65, are entitled to receive a retirement benefit. Employees may retire at age 55, (50 for protective occupation employees), and receive actuarially reduced benefits. Retirement benefits are calculated as 1.6% (2.0% for Executives, Elected Officials, and Protective Occupations with Social Security and 2.5% for Protective Occupations without Social Security) of final average earnings for each year of creditable service. Final average earnings is the average of the employees' three highest years earnings. Employees terminating covered employment before becoming eligible for a requirement benefit may withdraw their contributions and, by doing so, forfeit all rights to any subsequent benefit. For employees beginning participation after 1/1/90, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998 are immediately vested.

The System also provides death and disability benefits for employees. Eligibility for and the amount of all benefits is determined under Chapter 40 of the State Statutes.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for the effects of projected salary increases, estimated to be payable in the future as a result of employee service to date and disregarding the Wisconsin Retirement System funding objective of maintaining stable contribution rates over the long-term future. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the System's funding status on a going-concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and make comparisons among PERS and employers. The System does not make separate measurements of assets and pension benefit obligation of individual employers.

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	\$ 719,714
Temporary cash investments	<u>1,676,782</u>
	<u>\$ 2,396,496</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 5.25% as of December 31, 2006.

Note 5 – Cognizant Agency

The cognizant agency for the Single Audit report is the Wisconsin Department of Transportation.

Note 6 – Designated Funds

The Commission has designated the following funds for future purposes:

Equipment replacement	\$ 175,000
Errors and Omissions Insurance	300,000
Building Improvement & Maintenance	124,741
Program Development Fund	<u>630,000</u>
	<u>\$ 1,229,741</u>

Note 7 – Long-Term Debt

The City of Pewaukee issued \$3,000,000 of Industrial Revenue bonds on March 1, 2001. These bonds are to be repaid within 20 years from the date of issue. The interest rate varies from 3.85% to 5.25%. The following is a schedule of principal and interest payments over the next five years:

	<u>Principal</u>	<u>Interest</u>
2007	\$ 115,000	\$ 124,193
2008	120,000	119,315
2009	130,000	113,968
2010	135,000	108,136
2011 and thereafter	<u>2,100,000</u>	<u>647,886</u>
Total	<u>\$ 2,600,000</u>	<u>\$ 1,113,498</u>

The commission has an option to prepay the balance of the bonds, at par, commencing March 1, 2011. With this option the Commission has deposited irrevocably with the bond trustee \$1,300,000 to be invested in U.S. Treasury notes. On March 1, 2011 this deposit and accrued interest will be used to pay the remaining bonds outstanding.

Note 8 – Cash Risks

As of the balance sheet date, balances of cash at a financial banking institution exceeded the federally insured limit of \$100,000 by \$480,390. These balances fluctuate greatly during the year and can exceed this \$100,000 limit. Management monitors, regularly, the financial condition of the banking institution, and tries to keep this potential risk to a minimum.



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