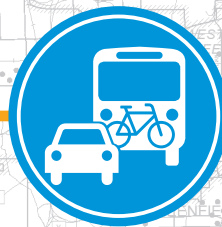


OVERALL WORK PROGRAM—2025 SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



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RESOLUTION NO. 2024-17

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION APPROVING THE 2025 OVERALL WORK PROGRAM

WHEREAS, the Southeastern Wisconsin Regional Planning Commission is charged with the responsibility of carrying out a long-range comprehensive planning program for the seven counties in the Southeastern Wisconsin Region and, as a part of that program, has been designated by the Governor of the State of Wisconsin as the official cooperative, comprehensive, continuing, areawide transportation planning agency (Metropolitan Planning Organization, or MPO) under the rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, with respect to the Kenosha, Milwaukee, Racine, and the Wisconsin portion of the Round Lake Beach Urbanized Areas, and West Bend urban area; and the transportation planning process conducted by the Commission specifically meets the Federal planning requirements set forth in the Code of Federal Regulations (23 CFR 450); and

WHEREAS, the aforesaid rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, require that the MPO shall develop and approve an overall work program outlining the transportation planning tasks and projects to be undertaken in any given year; and the Southeastern Wisconsin Regional Planning Commission has, in carrying out its responsibilities as the MPO, prepared a draft overall work program for 2025 and submitted that draft work program to and was reviewed with the cognizant Federal and State agencies at a meeting held on Tuesday, October 22, 2024, with the result that certain changes have been made and incorporated into a document entitled, *Overall Work Program-2025, Southeastern Wisconsin Regional Planning Commission*.

THEREFORE, BE IT RESOLVED that in accordance with 23 CFR 450.336(a), the Southeastern Wisconsin Regional Planning Commission hereby certifies that the regional transportation planning process is addressing the land use and transportation planning issues of the metropolitan planning area, and is being conducted in accordance with all applicable Federal requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (P.L.114.357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

RESOLUTION NO. 2024-17

8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.


RESOLVED, that the programs, tasks, and projects proposed to be undertaken as described in the document entitled, *Overall Work Program-2025, Southeastern Wisconsin Regional Planning Commission*, are hereby endorsed and approved.

RESOLVED, that a true, correct, and exact copy of this resolution and the document entitled, *Overall Work Program-2025, Southeastern Wisconsin Regional Planning Commission*, shall be transmitted to the Wisconsin Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and any other State and Federal agencies as may be deemed appropriate by the Commission Executive Director.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Executive Committee of the Southeastern Wisconsin Regional Planning Commission held on the 14th day of November 2024, the vote being: Ayes 5 ; Nays 0 .


Charles L. Colman, Chairman

ATTEST:


Stephanie Hacker, Deputy Secretary

SH/BRM/CTH/
#275039

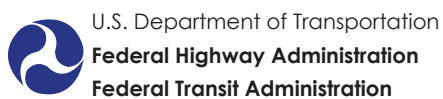
OVERALL WORK PROGRAM—2025
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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November 2024

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THE REGIONAL PLANNING COMMISSION

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 southeastern region of the State. By law, the work of the Commission is entirely advisory in nature. The Commission was created to provide the basic information and planning services necessary to solve problems that transcend the corporate boundaries of the 154 local units of government comprising the seven-county Region. The seven Southeastern Wisconsin Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha are illustrated on Map 1.

The Commission consists of 21 members, three from each of the seven member counties. The Commission is assisted in its work by numerous technical, citizen, and intergovernmental coordinating advisory committees. These committees include both elected and appointed public officials and interested private citizens with knowledge in the Commission work areas. The committees perform a significant function in both formulating and executing the Commission work programs. The Commission staff consists of a core 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. The 2025 budget staff totals 68, including 64 full-time and 4 part-time employees. The Commission staff is organized into seven divisions. Four of these are planning divisions—Transportation, Special Projects, Environmental, and Land Use—that have direct responsibility for the conduct of the Commission’s major planning programs. The remaining three divisions—Administration, Surveying and Mapping, and Community Engagement—provide day-to-day support to the planning divisions.

REGIONAL LAND USE AND TRANSPORTATION PLANNING




The Regional Planning Commission is the metropolitan planning organization (MPO) for transportation planning purposes. As the MPO, the Commission relies extensively on its various transportation-related advisory committees for guidance on transportation policy and projects, including the preparation of regional transportation plans and improvement programs. In terms of procedure, the Commission charges each committee with a specific task or tasks. The committee then works with the Commission staff in carrying out that charge, submitting a final report to the Commission for its consideration as the MPO. The Commission then acts as the MPO to accept and endorse the committee’s report, modify, and endorse the committee’s report, or reject the report and direct the committee to review and reconsider its recommendations. The Commission’s Advisory Committee on Regional Transportation Planning guides the preparation of the regional transportation plan. The Advisory Committee includes representatives of local governments on a population-proportional basis and appointed by local elected officials, and representatives of State and Federal governments.

The Commission has conducted regional planning for Southeastern Wisconsin for over 60 years and initiated its first major transportation planning program in 1963. The Commission has always affirmed the need to conduct transportation planning in a cooperative and intergovernmental, as well as a sound, technical manner. All planning has been conducted on an integrated multimodal basis, with highway, transit, and transportation systems management measures all given consideration since 1963. The planning has been conducted on a comprehensive basis with consideration given to the wide range of impacts of

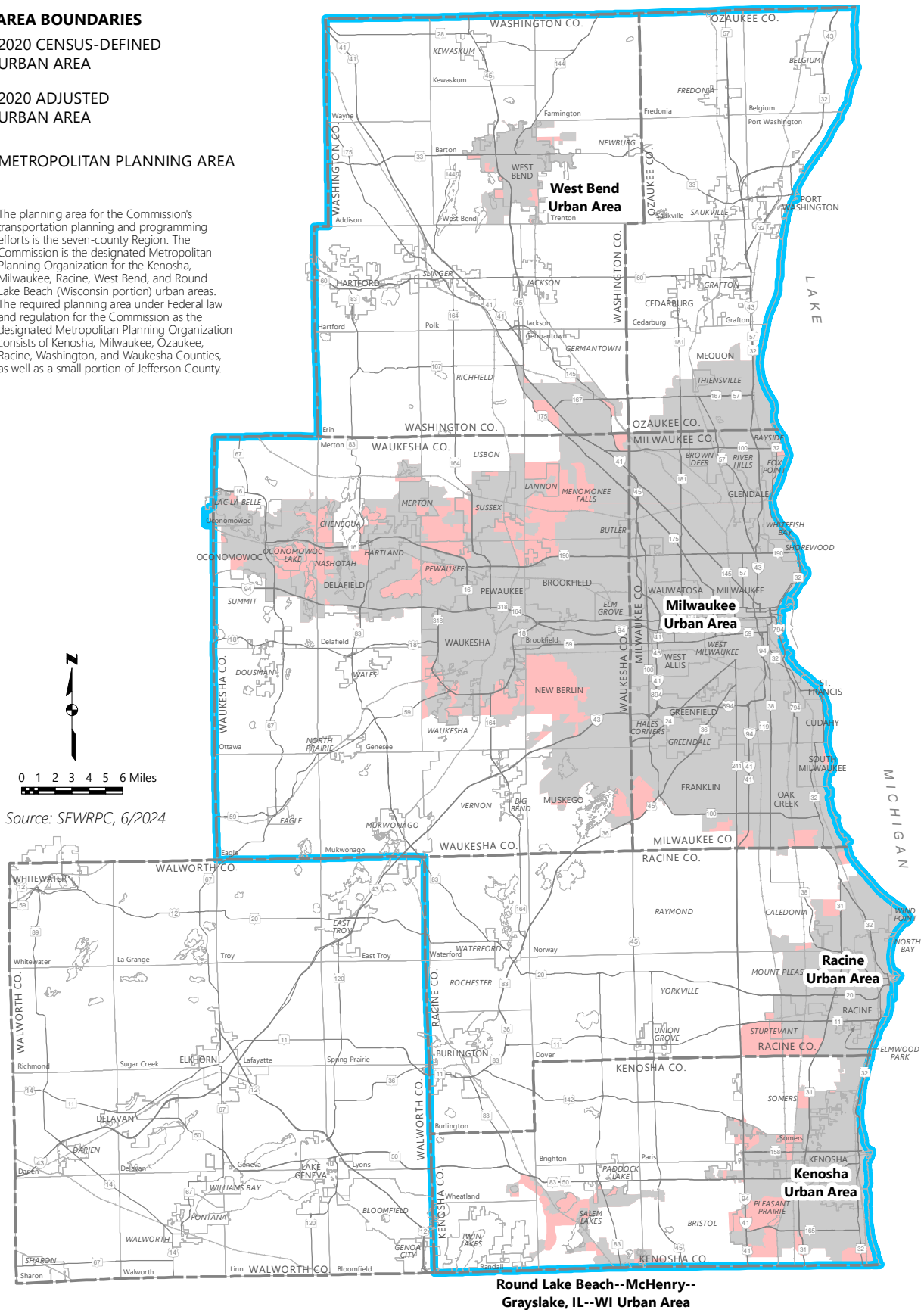
Map 1

Metropolitan Planning Area for Southeastern Wisconsin: 2020

URBAN AREA BOUNDARIES

-  2020 CENSUS-DEFINED URBAN AREA
-  2020 ADJUSTED URBAN AREA
-  METROPOLITAN PLANNING AREA

Note: The planning area for the Commission's transportation planning and programming efforts is the seven-county Region. The Commission is the designated Metropolitan Planning Organization for the Kenosha, Milwaukee, Racine, West Bend, and Round Lake Beach (Wisconsin portion) urban areas. The required planning area under Federal law and regulation for the Commission as the designated Metropolitan Planning Organization consists of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as a small portion of Jefferson County.



transportation, and the need to coordinate transportation planning with land use planning. The Commission has emphasized maintaining a sound base of planning data.

Without an intimate understanding of the current transportation system and of those factors that determine the need for transportation facilities and services of various kinds, sound transportation planning cannot be conducted. The Commission's transportation planning efforts focus on regionwide and systemwide transportation coordination, including working to ensure that implementing agencies and units of government are active participants in its planning. The Commission, over the years, has developed close working relationships with the local units of government in Southeastern Wisconsin, including the seven counties; 147 cities, villages, and towns; and public transit operators, and also with State and Federal Departments of Transportation. Appendix A is the cooperative agreement for transportation planning between the Commission, Wisconsin Department of Transportation, and local government transit operators.

Current key transportation planning issues in Southeastern Wisconsin include:

- A need to continue to work with WisDOT staff to monitor transportation system performance relative to targets established for performance measures including those relating to vehicular crash fatalities and serious injuries, highway condition, highway system performance/congestion, vehicular emissions, and truck freight movement.
- A need to reconsider the jurisdictional highway system plans for each of the seven counties, including refinements of the arterial street and highway improvements recommended in the regional transportation plan, and the jurisdictional responsibility recommendations of each county plan. To address concerns about jurisdictional responsibility, there will be a need to review and re-estimate the criteria for jurisdictional classification—trip service, land use service, and operational characteristics. Each county plan was reviewed as part of VISION 2050. More detailed refinement through updates to the jurisdictional highway system plans will occur at the request of each county. Initiated by request in 2020, work will continue on a multi-modal transportation system plan for Milwaukee County in 2024. In addition to addressing the jurisdictional responsibility of the roadways in Milwaukee County, this plan will study how to best allocate latent ROW to provide complete streets in the County (220-1000, SATO Activity)
- A need to incorporate amendments to the 2025-2028 transportation improvement program (TIP).
- A need to continue to assist in guiding the operation and development of the transit systems of the Region through the continuing preparation of five-year short-range plans. In 2022, work was completed on a plan for the City and County of Waukesha. In 2024, work was initiated on a plan for the City of Kenosha and work was initiated on a plan for Milwaukee County (210-1000, SATO Activity). Each system faces issues concerning service performance, improvement, extension, and funding. In 2025, the Commission will begin small studies for the shared-ride taxi systems for Ozaukee and Washington Counties (210-1000, SATO Activity). The Commission will also continue to assist transit systems in addressing funding issues, including the need for dedicated local transit funding and a regional transit authority.
- A need to assist transit systems in the Region with developing federally required annual condition assessment, data, and narrative reports. In 2022, work was completed on the quadrennial update to the group transit asset management (TAM) and City of Kenosha TAM plans.
- A need to support preliminary engineering studies of arterial street and highway improvements, including assisting in identifying need, considering alternatives, and providing traffic forecasts and

analyses. In particular, staff efforts will be needed to continue to support preliminary engineering for freeway reconstruction.

- A need to coordinate regional transportation forecasts and planning with air quality planning conducted by the Wisconsin Department of Natural Resources. Map 2 shows the current nonattainment and maintenance area designations with respect to the national ambient air quality standards. With respect to each nonattainment and maintenance area, the Commission has the responsibility to analyze and determine the conformity of regional transportation plans and programs with the State of Wisconsin Air Quality Implementation Plan (SIP). The conformity of the regional plan must be assessed at least every four years, and of programs at least every four years, and whenever plans and programs are amended. The Commission staff also continues to work with WisDOT and WDNR staff to assure that there will be minimal potential for conformity failure. As part of these efforts, the Commission staff will continue to work with WDNR and WisDOT staffs and other interested parties in establishing requisite SIP budgets for the transportation sector that will be used to establish regional transportation plan and program conformity.
- A need to complete the quadrennial review and update of the Public Transit Human Services Transportation Coordination Plans for each county (210-1000, SATO Activity).

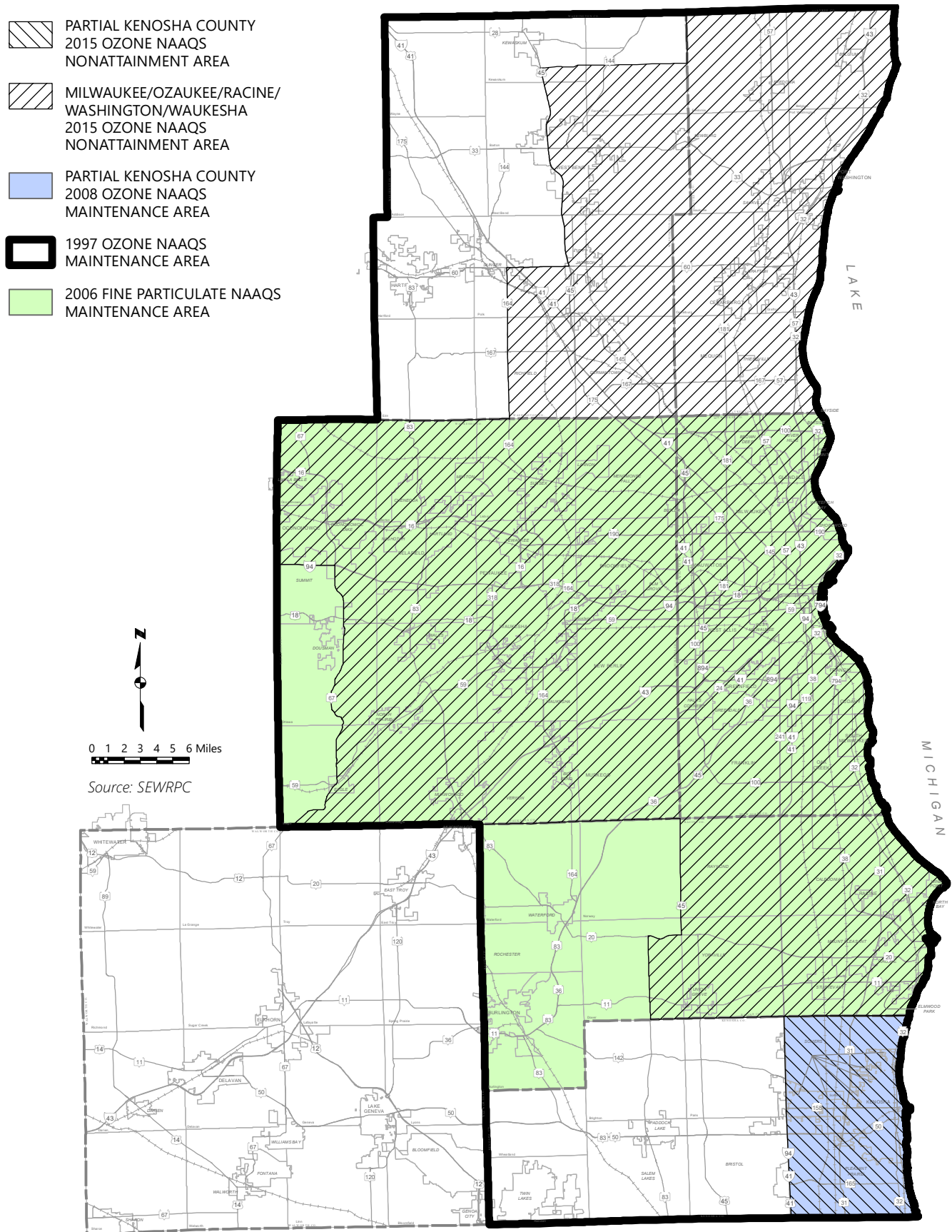
The planning area for the Commission's transportation planning is the seven-county Region. The required planning area under Federal law and regulation for the Commission as the MPO consists of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as a small portion of Jefferson County, as shown on Map 1. This planning area was updated to be consistent with the 2020 adjusted urban areas in 2024.

In December 2021, the U.S. Department of Transportation (USDOT) identified eight planning emphasis areas (PEA) MPOs and States need to consider in identifying work tasks for their respective agencies. The transportation planning work conducted and proposed for 2025 by the Commission is consistent with and serves to implement the applicable PEAs. The following highlights each of the PEAs and examples of Commission work addressing these issues:

- 1) **Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future:** The Commission is responsible for preparing a long-range land use and transportation plan (VISION 2050) (120-1000, 220-1000) that provides guidance to the State, county, and local units of government as to desirable land use and transportation decisions to support economic development and population growth in an efficient manner. This plan envisions a denser development pattern and supporting multimodal transportation infrastructure and services to reduce the Region's dependence on single-occupancy vehicle travel and slow the growth in vehicle-miles of travel through the provision of significant transit system improvements and bicycle and pedestrian accommodations. The denser development pattern and multi-unit housing recommendations included in VISION 2050 would reduce the energy needs of the Region and subsequently reduce the use of fossil fuels and production of greenhouse gases. Commission staff reviews projects included in the transportation improvement program (TIP) (210-1000) for consistency with the goals and recommendations of VISION 2050 and their ability to have a positive impact on Federal performance measures like the CMAQ performance measures. For those federal funds that the Commission has project selection authority (STBG, CMAQ, CRP, and TAP), Commission staff works with the appropriate agencies and advisory committees to develop selection processes that achieve a cleaner more resilient future for the region. While not funded using U.S DOT funding, the Commission received a Climate Pollution Reduction Grant from the U.S. Environmental Protection Agency to prepare a the Metropolitan Milwaukee Pollution Reduction Action Plan (500-3000) that will help implement VISION 2050 recommendations such as those that encourage an expansion of transit, more compact, walkable development, and the protection of natural areas. The

Map 2

Nonattainment and Maintenance Areas Within Southeastern Wisconsin



planning process will also support existing local climate pollution reduction activities and provide the basis for further study and funding opportunities. In addition, the action plan will inform the next major update of the regional land use and transportation plan.

- 2) **Equity and Justice⁴⁰ in Transportation Planning:** The Commission, in VISION 2050, identified transportation accessibility gaps with respect to jobs, healthcare, education, recreation, and other considerations. The ability of transportation plans to address these gaps was analyzed. Also, the Commission identified and considered the transportation needs of people of color and low-income populations as part of developing VISION 2050. The identified needs include expanding transit availability and accessibility to the entire urbanized area (linking residents to jobs and activity centers) and improving the speed of transit travel. The transit service needs of people of color and low-income populations were identified through and confirmed by public involvement and outreach. The development of VISION 2050 also utilized a visioning and scenario planning process to create a vision for land use and transportation system development in Southeastern Wisconsin that reflects how residents—including people of color and low-income populations—want their communities and the Region to develop. In addition, the Commission, as part of developing VISION 2050, worked with eight community group partners (now nine) that serve and represent people of color, low-income populations, and people with disabilities. The Commission’s visioning and scenario planning process was conducted with each of these partners as well, and staff specifically asked each group to identify unmet transportation needs.

Also, the Commission prepares short-range—five-year—transit development plans for each of the transit operators in Southeastern Wisconsin. These plans serve to further the implementation of the transit recommendations of the regional transportation plan. Over the last decade, the Commission staff has completed transit development plans for Milwaukee County, the City and County of Racine, Washington County, and Ozaukee County. In 2022, the Commission completed a plan for the City of Waukesha and Waukesha County (210-1000) and completed a transit enhancement study for Milwaukee County of the 27th Street corridor, ultimately recommending a bus rapid transit route be pursued.

In 2025, it is expected that work will continue on transit planning for the City of Kenosha, Ozaukee County, and Washington County. Initiated in 2024, work on an updated transit development plan for Milwaukee County will continue. As recommended in VISION 2050, in 2020, the Commission also initiated work on a regional food system plan (RFSP) (110-1000). The RFSP, expected to be completed in 2025, will address food access, reducing economic and health disparities, supporting locally owned and sustainable farming operations, and preserving productive agricultural land and sensitive natural resources. In addition, the Commission has completed the second four-year review and update to VISION 2050 (220-1000), that reviewed implementation of plan recommendations and identified minor changes to plan recommendations. As part of this work, public outreach was conducted to confirm or expand the identified transportation needs of people of color and low-income populations, and other disadvantaged communities, of the Region.

- 3) **Complete Streets:** While the safe and convenient travel of all roadway users has long been a part of the regional planning and programming conducted by the Commission, a specific recommendation related to complete streets was added to the transportation component of VISION 2050 (220-1000), adopted in 2016. Specifically, VISION 2050 recommends that complete street concepts be considered along arterial roadways, as appropriate, as part of their rehabilitation, reconstruction, and construction. VISION 2050 also identifies that the implementation of complete street measures can be used to right-size existing roadways by eliminating underutilized travel lanes.

Much of the Commission's transportation work programmed for 2025 involves promoting of, and providing assistance for, the implementation of the complete streets recommendation. Examples of programmed projects with expected complete streets elements include the Milwaukee County multi-modal transportation system plan (220-1000), the regional safe streets action plan (210-1000), and evaluating and prioritizing projects for STP and TAP funding in the Milwaukee urbanized area (210-1000).

- 4) **Public Involvement:** The Commission's public participation plan guides the agency's public involvement efforts, particularly helping it to meet its three-part goal to ensure early and continuous public notification about regional planning, provide meaningful information concerning regional planning, and obtain participation and input to regional planning. The plan and its two associated appendices can be accessed on the Commission's website at sewrpc.org/ppp. Consistent with this PEA, the Commission has been incorporating virtual meetings and increasing other forms of online engagement (e.g., videos and online surveys) to enhance its outreach for planning work since spring 2020. In 2024, Commission staff updated the PPP and incorporated policy on the use of virtual public outreach techniques.
- 5) **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:** The STRAHNET routes in Southeastern Wisconsin are largely represented by the Region's interstate system, which has been a part of the Commission's transportation planning work from its inception. The Commission has historically worked with the DOD on an ad-hoc basis. Most recently, Commission staff worked closely with the National Guard 128th Air Refueling Wing on concerns and needs associated with the potential extension of the Lake Arterial South from its current terminus at South Pennsylvania Avenue to STH 100 in the City of Oak Creek. As part of the Jurisdictional Highway System Planning work (220-1000) programmed for 2024, Commission staff will review the STRAHNET maps and Power Project Platform studies and will coordinate with the DOD to identify needs and potential impacts of plan recommendations on facilities with national defense significance.
- 6) **Federal Land Management Agency (FLMA) Coordination:** While the Commission has a history of working with and involving our federal partners in our various planning efforts, there are no FLMA lands within Southeastern Wisconsin. Should any be designated, the Commission would coordinate applicable planning efforts with the appropriate federal agency.
- 7) **Planning and Environmental Linkages (PEL):** Recognizing that there can be efficiencies gained when projects move from the planning stage to the implementation stage, the Commission created the VISION 2050 Natural Resource Agencies Task Force to involve natural resource agencies directly in the development of a long-range land use and transportation plan like VISION 2050. This group met four times during the development of VISION 2050 (220-1000) to educate agencies on how plans are developed and to also consider and potentially incorporate information the resource agencies would like to see when they are reviewing projects as they are going through the NEPA process.
- 8) **Data Sharing in Transportation Planning:** The Commission has long been a data clearinghouse within Southeastern Wisconsin and makes these data available to State, county, and local units of government. An update to the Commission's website in 2024 included improved access to datasets (400-1000). Commission staff also collects nonmotorized count data throughout the Region and, along with counts collected by other agencies within the Region, currently provides access to the count data through the Commission website. Commission staff will continue working with WisDOT staff on the next travel inventory through the purchase of NHTS add-on samples and NHTS NextGen Origin-Destination data (280-1000).

The Commission also tracks performance measures developed as part of VISION 2050 land use development and infrastructure investment scenario and alternative plan evaluations. Following the development of VISION 2050, these performance measures, along with other measures, have been monitored at a frequency based on the availability of data—annually as reported in the Commission’s performance website (200-1000), every four years as part of an interim review and update of a plan (220-1000), or every ten years as part of the major update to the plan (220-1000) to coincide with the decennial U.S. Census and the regional travel survey conducted by the Commission.

SCHEME OF PRESENTATION

Chapters 2 through 9 set forth the detailed 2025 work programs for the regional land use, transportation, water quality management, floodplain management, coastal management, planning research, community assistance, economic development, and administrative work programs. Each chapter includes descriptions for each individual project contained within the work program.

Chapter 10 summarizes for each of the work programs a program budget, an activity schedule, and a resource summary.

PROPOSED 2025 REGIONAL LAND USE PLANNING PROGRAM

2

INTRODUCTION

The proposed 2025 regional land use planning program consists of five projects divided into two basic tasks as follows:

Task	Project Number	Project Name
Database Development	100-1000	Land Use Inventory
	100-2000	Land Platting Inventory and Special Environmental Assessments
	100-2200	Natural Areas Plan Update
	100-2500	MMSD Reforestation and Wetland Restoration Program
	100-2600	MMSD Greenseams® Program
Plan Extension and Refinement	110-1000	Plan Implementation and Community Assistance
	110-3000	Preparation of Regional Zoning Guide

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 100-1000 LAND USE INVENTORY

Objective

To monitor change in land development in the Region and provide a current land use database for use in all Commission planning activities.

Previous and Current Work

The Commission has completed land use inventories for the Region for the years 1963, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2010, 2015, and 2020. A companion environmental corridor inventory has been prepared for each of these years. In 2012, the Commission completed inventories of vacant lots and areas served by centralized sanitary sewer and water supply to support the last major update to the regional land use and transportation plan.

During 2024, the Commission completed work on the regional land use and environmental corridor inventories for the year 2020.

Relationship to Other Activities

The regional land use inventory and the companion environmental corridor inventory provide benchmark data on existing and historical land use and environmentally significant lands in the Region—data that are essential to the Commission’s land use planning, transportation planning, water quality planning, and community assistance planning programs. The year 2010 land use and environmental corridor inventories were used in updating and extending the regional land use and transportation plans to the year 2050. The regional transportation plan is designed to serve the regional land use plan, which if implemented would serve to provide for more efficient travel patterns, support more efficient and cost-effective transit system operations, and reduce vehicle miles of travel and attendant traffic congestion and vehicle emissions relative to a continuation of past development trends. The year 2020 inventories are being used to prepare updates to county and local comprehensive plans, as well as other planning programs. In addition, the land use and environmental corridor inventory data are made available to county and local units of government and private interests in support of a wide range of public and private planning efforts. The inventories will also be used in the next major update of the regional land use and transportation plan.

Work Description/Methodology

The Commission’s most recent regional land use inventory is dated 2020. In 2024, the Commission staff completed an update of the regional land use inventory to the year 2020. The land use inventory update was based upon new orthophotographs for the year 2020, online resources, and field checks as needed. A digital map file of the resulting year 2020 regional land use inventory was prepared.

In 2024, the Commission staff also completed updating the regional environmental corridor inventory to the year 2020. The environmental corridor inventory update will reflect changes in the pattern of wetlands, woodlands, and surface water identified as part of the year 2020 land use inventory.

Schedule

The work described above relating to updating the year 2020 regional land use and environmental corridor inventories was completed in 2024. In 2025, certain areas will be identified that do not currently have the resource features to be classified as environmental corridors, but that may eventually revert to more natural conditions and become part of the system of corridors for use in the next major update of the regional land use and transportation plan. In 2025, Commission staff will also update inventories of vacant lots and areas served by centralized sanitary sewer and water supply service for use in the next major update of the regional land use and transportation plan. In addition, Commission staff will explore new methods and technologies for future land use and environmental corridor inventory updates.

Products

Digital map files resulting from the above-described inventory work.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	208
Senior Engineer/Planner/Specialist	2,080
Engineer/Planner/Specialist	125
Technical/Analyst	1,664
Total	4,077

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	6%	14%	100%
\$192,000	\$14,000	\$34,000	\$240,000

PROJECT 100-2000: LAND PLATTING INVENTORY AND SPECIAL ENVIRONMENTAL ASSESSMENTS

Objective

To continually monitor and update the current regional development patterns and the extent of implementation of the adopted regional land use plan.

To provide inventory data, assessments, and evaluations, including field inspections and boundary staking's of woodlands, wetlands, prairies, wildlife habitats, natural areas, critical species habitats, fish and other aquatic life habitats, and environmental corridors in the Region.

Previous and Current Work

An historical platting inventory was initially completed for the Region in 1969; the inventory data have been updated annually since.

The conduct of detailed environmental inventories and assessments is an ongoing activity. Each year the Commission staff responds to numerous requests from State, county, and local units, and agencies of government for detailed natural resource base information for proposed infrastructure and utility projects, potential development sites, proposed public land acquisitions, or other sites of concern.

Relationship to Other Activities

The platting inventory provides a basis for monitoring current development activity in the Region in relation to the regional land use plan. The results of the platting inventory are also used to prepare each new generation of the regional land use plan and to prepare county and local comprehensive plans under the Commission's community assistance planning program.

The special environmental inventories and assessments precisely establish the boundaries of natural resource base features, thereby indicating how the open space recommendations of the regional plan apply to individual properties, an important step in plan implementation. In addition, the results of the special environmental inventories are incorporated into the Commission's environmental corridor and land use base files, which are used in many of the Commission's planning programs.

The ongoing inventory and update of the Region's land use inventory, especially regarding the platting and environmental inventories, supplements and enhances the land use inventory work conducted under project 100-1000, which is based on Orthophotography collected on a two-to-three-year cycle. The continually updated land use inventory information allows the Commission to quantify the potential impacts associated with the regional transportation plan and future refinements to the plan based on up to date information rather than relying solely on a once every five-year update.

Work Description/Methodology

As part of the platting inventory, copies of all subdivision plats recorded in 2024 will be obtained from the Wisconsin Department of Administration and from county Register of Deeds offices, as appropriate. Selected data—including the subdivision name, location by minor civil division and U.S. Public Land Survey one-quarter-section, date of recording, number of lots, lot size, dedicated areas, and type of sanitary sewerage facilities—will be computer encoded.

The special environmental inventories involve site-specific inventories of woodlands, wetlands, prairies, wildlife habitats, fish and aquatic life habitats, and environmental corridors; provision of species lists, noting any rare, endangered, or threatened species present; evaluation of the ecological value of the site and its

significance within the Region; and an assessment of any environmental impacts attendant to proposed public projects, upon request.

Schedule

The annual 2024 platting inventory update will be completed by April 2025. The special environmental inventories and assessments are on-going.

Products

The results of the platting inventory will be updated on the Commission's website.

The special environmental inventories and assessments will be documented in letter reports describing and evaluating the environmental quality of the sites concerned.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	624
Principal Engineer/Planner/Specialist	2,080
Senior Engineer/Planner/Specialist	988
Engineer/Planner/Specialist	156
Technical/Analyst	970
Total	4,818

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	5%	15%	100%
264,000	18,000	48,000	330,000

PROJECT 100-2200: NATURAL AREAS PLAN UPDATE

The Commission's original natural areas plan was published in 1997 and the most recent amendment was published in 2010. Since 1997, many local governments and conservation organizations in Southeastern Wisconsin have been implementing the plan's recommendations. As a result of those efforts and other fieldwork performed by staff, additional information on the Region's natural areas and critical species (State-designated as endangered, threatened, or special concern) has been developed. This includes changes to site boundaries, revision of site designations, designation of new sites, and losses of formerly designated sites, all of which need to be incorporated into the natural areas plan. Many sites in the natural areas plan have not been assessed for more than twenty years; review of aerial photography and / or site visits are needed to ensure that designations of those sites continue to be accurate. To date, the natural areas plan has focused on terrestrial resources; there remains a need to develop an assessment scheme and designation for aquatic resources in the Region. Further, local governments, agencies of government, and conservation organizations have become increasingly reliant on information available from geodatabases for conservation and planning activities, so there is need to develop and disseminate digital resources that meet the needs of end-users.

Objectives

Project outcomes:

1. Formation of an advisory committee consisting of representative from counties, resource management organizations, and the biological science
2. Development of a geodatabase of known sites that contains detailed site attributes (e.g., area recommended ownership, number of rare species)
3. Incorporation into the geodatabase of new sites and changes to designations or boundaries
4. Solicitation of information regarding potential sites from municipalities and organizations and field visits to assess the merits of affording those sites designations
5. Development of a design for site profiles that condenses information formerly presented in multiple tables located throughout a large document, so information about particular natural areas is easier to locate (based on feedback from multiple users)
6. Development of an assessment scheme for aquatic resources

Previous and Current Work

In anticipation of this project, staff have met with representatives from each county in the Region and other organizations to obtain feedback about the Natural Areas Plan and how to maximize its accessibility and utility to users. The Commission received a grant from the Wisconsin Coastal Management Program (WCMP) in 2019 to support the first phase of this project. The first phase of this project has been completed and the second phase, also funded in part by a grant from the Wisconsin Coastal Management Program, was initiated in 2021 and completed in 2022. The Commission was awarded a grant from the WCMP for the 2023-2024 grant cycle to help fund the third and final phase of this project to complete the 2nd Amendment of the Natural Areas Plan. In addition, the Commission was awarded a grant from the WCMP for the 2024-2025 grant cycle to help fund the implementation of the Regional Natural Areas Plan program to conduct inventories and develop management plans for 10 individual natural area sites held in protective public ownership amongst multiple public agencies. Plans developed under this effort will provide the framework to restore ecologically significant natural communities, improve landscape scale connectivity, enhance biodiversity, and increase resiliency to natural hazards.

Relationship to Other Activities

The regional natural areas plan provides a basis for identifying and protecting the highest quality and most imperiled natural resources throughout the Region. This plan is also recommended for use by counties and communities as an overall framework for the preparation of more detailed county and local plans.

Work Description/Methodology

This work will include the following elements over the course of this project:

- Formation of an advisory committee consisting of representatives from counties, resource management, and the biological sciences
- Development of a geodatabase of known sites that contains detailed site attributes (e.g., acreage, recommended ownership, number of rare species, etc.)
- Incorporation of new sites and changes to designations or boundaries into the geodatabase
- Solicitation of information regarding potential sites from municipalities and organizations and field visits to assess the merits of affording those sites designations
- Development of an interactive web-based tool hosted through the Commission's website to locate natural area sites and access individual site profiles that condenses information formerly presented in multiple tables throughout a large document, so information about natural areas is easier to locate (based on feedback from multiple users)
- Development of an assessment scheme for aquatic resources that will also be included within the interactive web-based tool hosted through the Commission's website.

Schedule

The update will be completed in 2025 and the management plans for 10 individual natural area sites will also be completed in 2025.

Products

This project will include an update to the Natural Areas Plan and ensure that Southeastern Wisconsin communities have access to accurate information regarding the Region's highest quality and most imperiled natural resources. The plan includes a database and associated recommendations to protect and manage these natural resources, which will be available for use in the preparation of other regional plans, and adaptable for use in county and local planning.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	796
Principal Engineer/Planner/Specialist	572
Senior Engineer/Planner/Specialist	1,167
Engineer/Planner/Specialist	164
Technical/Analyst	1,630
Total	4,329

Funding Source

Commission (tax levy)	Service Agreements	Total
87%	13%	100%
\$265,487	\$40,000	\$305,487

PROJECT 100-2500: MMSD REFORESTATION AND WETLAND RESTORATION PROGRAM

The Commission will assist the Milwaukee Metropolitan Sewerage District in identifying parks, open space plans, municipal forestry plans, managed forest law program, and related opportunities to work with other governmental entities, private landowners, and businesses for projects, collaboration, and support (Potential Opportunities) by municipality within the District's planning area that the District can use to supplement its Reforestation and Wetland Restoration (RWR) Program.

Objectives

Project outcomes:

The District is responsible for collecting and treating wastewater from local sewerage systems in the District's service area. During wet weather, stormwater enters local sewerage systems, increasing the volume of wastewater the District must convey and treat. At such times, stormwater also directly enters surface waters, carrying pollution into waterways and increasing the risk of flooding. By planting six million trees and restoring 4,000 acres of wetlands over 10 years, the District's RWR Program strengthens the natural processes that support its work managing stormwater in the sewer service area and reducing the risk of flooding. Mature trees and healthy wetlands are naturally effective resources to manage stormwater and bring additional local benefits of water and air quality improvement, reduction in the urban heat island effect, and habitat restoration. Such natural flood management captures and holds stormwater where it falls, reducing the volume of stormwater in the sewerage system and the amount of pollution discharged to surface waters. The District has funding available to implement natural flood management infrastructure for other governmental units, nonprofit organizations, and other property owners through its RWR Program. The Commission is authorized by Wisconsin Statutes 66.0309 to provide studies, plans, and advisory services to constituent local governments and to act as a coordinating agency for planning activities within its jurisdictional area.

Previous and Current Work

The Commission has provided guidance and resources during the establishment and development of the RWR program in 2021-2023. Plans and products developed under this effort will provide the framework to restore ecologically significant natural communities, improve landscape scale connectivity, enhance biodiversity, and increase resiliency to natural hazards.

Relationship to Other Activities

The work and assistance provided by this project will help to implement the regional natural areas plan and provide a basis for identifying and protecting the highest quality and most imperiled natural resources throughout the Region. This program can also be used by counties and communities as an overall framework for preparing more detailed county and local plans.

Work Description/Methodology

This work will include the following elements over the course of this project:

- Reviewing background information, consisting of at least:
 - Identifying Potential Opportunities
 - Reviewing Potential Opportunities for compatibility with the District's RWR Program
 - Creating a table and geodatabase of public lands within the District's planning area

- Developing a preliminary feasibility report for each Potential Opportunity, including minimally:
 - Explanation of compatibility with RWR Program
 - Inventory of parks, open spaces, environmental corridors, and priority private lands of interest, including map(s) and table of key attributes (e.g., size, vegetation)
 - Five-year budget history of vegetation maintenance and any restoration, enhancement, or protection, including a breakdown for invasive species removal compared to restoration
- Assessing the needs for the Potential Opportunities, including:
 - Develop and implement an information gathering strategy on landowner status, needs, interest, and project readiness relative to the District's RWR Program, focusing on:
 - » Funding status and needs: current budget, dedicated funding, grant funding, previous funding sources sought
 - » Physical resource status and needs: staffing and equipment
 - » Services the District's RWR Program could contribute to the landowner, including identification of potential funding opportunities, support of grant applications, planning and design, labor and materials procurement; project implementation
 - » Long-term maintenance capacity and need
 - » Summarize Potential Opportunities, gathered information about needs, and timeline discussed
- Preparing recommendation reports of priority of Potential Opportunities, including, for each Potential Opportunity, at least:
 - Project summary, including potential number of trees and number of acres of wetland, location relative to environmental corridors and priority waterfowl conservation areas, landholder type (public/private)
 - Project readiness and feasibility
 - Historic land cover and natural community type
 - Historic disturbance
 - Current conditions, including invasive species as defined by Wis. Admin. Code ch. NR 40 plus reed canary grass
 - Preliminary opinion of total project cost and gap in landowner secured funding
 - Estimated level of effort needed for project completion, including assessment, planning, design, construction, vegetation establishment, and long-term care operations
 - Next-step recommendations

- Development and project support of at least 12 Potential Opportunities by December 31, 2025, for completion between 2025-2029;
 - The following criteria govern the priority determination:
 - » Location within the District's planning area shown in Attachment A
 - » Landowner willingness and ability to grant the District a conservation easement
 - » Landowner willingness and ability to maintain the Potential Opportunity post-completion
 - » Location that could support a Potential Opportunity with a relatively high number of trees or one or more acres of wetlands to be enhanced or restored
 - » Location adjacent or connected to a recommended primary or secondary environmental corridor as identified by the Commission in its Year 2035 Regional Land Use Plan for Southeastern Wisconsin
 - » Potential Opportunity readiness
 - For each listed Potential Opportunity, the Commission will develop basic preliminary opinions of probable costs and completion timelines
 - The Commission will assist landowners with developing or refining Potential Opportunity plans for proposed projects, as needed
 - The Commission will advise and support the District as requested in implementing prioritized Potential Opportunities
- Project management, including:
 - Providing status updates through monthly meetings with the District
 - Participating in RWR Program meetings, including:
 - » Monthly meetings with the District and Ducks Unlimited
 - » Monthly meetings with the District and Nature for Water team
 - » Quarterly meetings with the RWR Program team
 - » Other stakeholder and partner meetings can be evaluated by District staff and Commission staff as they arise
 - Submit invoices to the District through e-Builder biannually and include on each invoice an invoice number; the District's contract number W98006P23; dates covered by the invoice, the name(s) of the Commission staff involved, the total hours worked during the dates covered, the amount being invoiced, a summary of the work performed, and reasonable and necessary expenses incurred by the Commission;
 - File and document management

- Providing electronic copies of all deliverables (and printed versions as requested) as completed on a rolling basis
- The Commission will assist the District with grant writing for priority Potential Opportunities

Schedule

This Agreement terminates on December 31, 2025, with an option, if the District's Commissioners approve and the Parties both agree in a written amendment to this Agreement, to extend to December 31, 2029.

Products

The work and assistance provided by this project will help to implement regional natural areas plan implementation and provide a basis for identifying and protecting natural resources and critical species habitat throughout the Region. The plan includes maintenance of a database and associated recommendations to restore and manage these natural resources, which will be available for use in the preparation of other regional plans, and adaptable for use in county and local planning.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	40
Senior Engineer/Planner/Specialist	389
Engineer/Planner/Specialist	1,200
Technical/Analyst	280
Total	1,909

Funding Source

Service Agreements	Total
100%	100%
\$102,600	\$102,600

PROJECT 100-2600: MMSD GREENSEAMS® PROGRAM

- The Commission will engage in and provide support to the Greenseams® Program
- Providing land management recommendations and natural community and critical species
- Data to assist prioritizing, planning, and implementing on-the-ground projects within the District's Greenseams® area.

Objectives

Project outcomes:

The District is obligated to manage drainage of the sewerage service area, including reducing the risk of flooding. During wet weather, stormwater enters local sewerage systems, increasing the volume of wastewater the District must convey and treat. At such times, stormwater also directly enters surface waters, carrying pollution into waterways and increasing the risk of flooding. By protecting land that stores and infiltrates water naturally, the District's Greenseams® Program strengthens the natural processes that support its work managing stormwater in the sewer service area and reducing the risk of flooding. Healthy natural systems are effective in managing floodwater and bring additional co-benefits of improved water and air quality, enhanced soil infiltration and organic carbon, and improved habitat. The District has funding available to implement natural flood management infrastructure for other governmental units, nonprofit organizations, and other property owners through its Greenseams® Program. The Commission is authorized by Wisconsin Statutes 66.0309 to provide studies, plans, and advisory services to constituent local governments and to act as a coordinating agency for planning activities within its jurisdictional area.

Previous and Current Work

The Commission provided guidance and resources during the establishment and development of the Greenseams® program and continues to provide technical assistance upon request. Plans and products developed under this effort will provide the framework to restore ecologically significant natural communities, improve landscape scale connectivity, enhance biodiversity, and increase resiliency to natural hazards.

Relationship to Other Activities

The work and assistance provided by this project will help to implement regional natural areas plan implementation and provide a basis for identifying and protecting the highest quality and most imperiled natural resources throughout the Region. This program can also be used by counties and communities as an overall framework for preparing detailed county and local plans.

Work Description/Methodology

This work will include the following elements over the course of this project:

- Site Assessments (Up to 5 sites annually 2024-2028)
 - Provide historical Commission data in the form of maps and executive summaries
 - Conduct biological inventories
 - Conduct hydrological assessments
 - Develop land management recommendations and plans

- Technical Oversight (up to 5 sites annually)
 - Provide technical reviews of land management plans, materials, and reports prepared by Greenseams® Program staff and by contractors
 - Provide technical reviews and inspections of land management activities
- Project Management
 - Provide monthly status updates when projects are in progress
 - Submit biannual invoices
 - Conduct file management
 - Communicate with external partners and engage with landowners to ascertain information above and convey Greenseams® Program requirements through oral or electronic communication.
 - Provide print and electronic copies of all deliverables
 - Develop and submit external grant proposals to facilitate completion of the tasks listed above in collaboration with the District and external partners

Schedule

This Agreement becomes effective when signed by both Parties and terminates on December 31, 2024, with an option to extend on an annual basis for an additional 4 years to December 31, 2028.

Products

The work and assistance provided by this project will help to implement regional natural areas plan implementation and provide a basis for identifying and protecting natural resources and critical species habitat throughout the Region. The plan includes maintenance of a database and associated recommendations to restore and manage these natural resources, which will be available for use in the preparation of other regional plans, and adaptable for use in county and local planning.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	100
Senior Engineer/Planner/Specialist	212
Engineer/Planner/Specialist	300
Technical/Analyst	200
Total	812

Funding Source

Service Agreements	Total
100%	100%
\$50,000	\$50,000

PROJECT 110-1000: PLAN IMPLEMENTATION AND COMMUNITY ASSISTANCE

Objective

To foster implementation of the regional plan by providing technical assistance to public agencies and private interests on land use and natural resource planning matters; by disseminating land use, housing, and natural resource base data to public agencies and private interests; and by assisting county and local units of government in preparing local plans that refine and detail the regional plan. Achieving more substantial implementation of the regional land use plan was a key goal identified by the Commission's Advisory Committees on Regional Land Use Planning and Transportation Planning. In addition, providing park and open space planning assistance to county and local governments fosters refinement of the regional park and open space plan and providing housing planning assistance helps to implement regional housing plan, which informed the VISION 2050 recommended land use development pattern. The purpose of this effort is to achieve such implementation by refining and detailing the regional plan for counties and communities through efforts such as preparing or updating their comprehensive, farmland preservation, park and open space, and land and water resource management plans; by providing technical assistance on land use, housing, and natural resources planning; and by disseminating land use, housing, and natural resource base data. These efforts also include public involvement and education with respect to regional land use, housing, and natural resources planning.

Previous and Current Work

Comprehensive Plans

Between 2004 and 2011, the Commission staff assisted county and local units of government in the Region in preparing comprehensive plans in accordance with the State comprehensive planning law (Section 66.1001 of the *Wisconsin Statutes*). Such comprehensive plans serve to refine and detail the regional land use and transportation plans and other elements of the regional plan. Commission assistance included preparing multi-jurisdictional comprehensive plans for Kenosha, Ozaukee, Racine, and Washington Counties, with a total of 65 cities, villages, and towns participating in those multi-jurisdictional planning efforts. The Commission also provided data and technical assistance to Waukesha County in the preparation of its multi-jurisdictional comprehensive plan. The Commission provided data, other assistance, and reviewed comments to cities and villages in Milwaukee County and cities, towns, and villages in other counties upon request. After 2011, work shifted to assistance with updating and implementing comprehensive plans, including responding to requests from local governments for assistance with plan updates and in determining consistency between local plans and implementing ordinances. Other ongoing work since the completion of the county multi-jurisdictional comprehensive plans includes review, on request, of local comprehensive, neighborhood, and public facility plans and cooperative boundary agreements, evaluating their conformity with adopted regional plans in each case. The Commission also provides planning data and technical assistance to public agencies and private interests. In a typical year, the Commission staff responds to about 300 requests for information from its land use, housing, and natural resource base data files.

More recently the Commission staff have coordinated with Kenosha, Ozaukee, Racine, Washington, and Waukesha Counties to discuss the 10-year comprehensive plan updates required by Section 66.1001(2)(i) of the *Statutes*. Information to help county and local governments update comprehensive plans was developed and posted on the Commission website. Kenosha, Ozaukee, Racine, and Washington Counties in particular expressed interest in the Commission preparing or otherwise assisting with updating their comprehensive plans.

In 2024, the Commission continued work on an update of the Kenosha County multi-jurisdictional plan, which is anticipated to be completed in late early 2025.

In addition to the multi-jurisdictional planning efforts, during 2024 the Commission continued work on plans for the City of Waukesha, Village of Salem Lakes, Village of Somers, and Town of Cedarburg, which are all anticipated to be completed in late 2024 or early 2025. In addition, the Commission assisted the City of Cudahy with a redevelopment plan for the South Packard Corridor, ensuring the redevelopment plan was consistent with the City's comprehensive plan.

In 2018, the Wisconsin Legislature enacted legislation that relates to the implementation of the housing element of a municipality's comprehensive plan. The legislation requires cities and villages with populations of 10,000 people or more to prepare a housing affordability report and a housing fee report by January 1, 2020, and that the housing affordability report must be updated annually. The Commission has agreed to assist those municipalities with their housing affordability reports as requested, using recommendations from the regional housing plan as applicable. The Commission assisted the Village of Germantown with a housing affordability report in 2024. It is anticipated that this will be an ongoing effort.

Farmland Preservation Plans

Commission staff initiated work on updating County farmland preservation plans in 2023. The Wisconsin Legislature enacted comprehensive changes to the Wisconsin Farmland Preservation Program in 2009. As a result, six of the seven counties in the Region (all counties except Milwaukee County) are required to update their farmland preservation plans. These plan updates will fulfill a key recommendation of the regional land use plan that counties update their farmland preservation plans, identifying prime agricultural lands as part of those plan updates. Racine County has requested, and Ozaukee County will likely request, that Commission staff take the lead role in preparing their farmland preservation plans. In addition, Washington County has requested that Commission staff assist with the preparation of the LESA (Land Evaluation and Site Assessment) analysis portion of the County's farmland preservation plan update. During 2024, Commission staff continued work on the Racine County Farmland Preservation plan and on the Washington County LESA analysis.

Park and Open Space Plans

The Commission staff has prepared a park and open space plan for each county in the Region, which refine and detail the regional park and open space plan, and updates those plans on a cyclical basis. Providing park and open space planning data and related technical assistance is an ongoing activity. An example of technical assistance is the detailed evaluation of the natural and recreational values of park and open space lands considered for sale or other disposition by Milwaukee County.

County, city, village, and town park and open space plans are prepared by the Commission at the request of a local government. In the last five years, an updated park and open space plan was completed for the Village of Mount Pleasant and Milwaukee County (in 2022). In 2024, Commission staff continued work on an update of the Village of Sussex plan and the Ozaukee County plan. The Village of Sussex plan was completed in 2024 and it is anticipated that the Ozaukee County plan will be completed in early 2025. In addition, Commission staff initiated work on an update of the Village of Caledonia plan.

Commission staff also initiated preparation of a comprehensive inventory of existing and potential water trails for canoeing and kayaking in the Region in 2015, including identification of put-in and take-out sites along rivers, streams, and lakes. The focus of these efforts from 2017 through 2019 was the Fox River in Waukesha, Racine, and Kenosha Counties, as part of an interagency effort to designate the Fox River as a National Water Trail, including the preparation of a user-friendly water trail website for the Fox River which was launched in early 2019 utilizing WDNR funding. Water trail information has been added as a component of recent park and open space plans prepared by the Commission.

Land and Water Resource Management Plans

The Commission has previously worked with Kenosha, Milwaukee, and Racine Counties to prepare updates to their land and water resource management plans. Commission staff has also served on the committee established for previous updates to the Ozaukee County plan. In 2022, updates were completed on the Ozaukee County (another separate update) and the Milwaukee County plans.

Regional Food System Plan

Work on a regional food system plan for Southeastern Wisconsin was initiated in 2020. This plan is recommended by VISION 2050, which recognizes a need to improve access to healthy foods for all residents, especially for low-income residents in the Region's "food deserts." The proposed regional food system plan will address concerns such as access to healthy food in areas with concentrations of people of color and low-income residents, which is compounded by the comparatively high reliance of these populations on public transportation; economic and health disparities in the Region; connections between local farmers, food distributors, and consumers; and the impacts of certain agricultural operations on sensitive natural resources.

A Lead for America planning fellow had been enlisted at a cost of \$50,000 for 2021 and \$29,167 for 2022 to serve in a lead role in developing the plan. Under the guidance of senior Commission staff, the fellow performed research and plan writing. In addition, the fellow assisted the Commission's Community Engagement Division with outreach to a wide variety of community organizations and the general public. Work conducted in 2021 included assembling an Advisory Committee to guide the effort; holding a public outreach "kick-off" event; and compiling data about the agriculture, processing, distribution, point of sale, and food waste components of the regional food system. Work in 2022 included continuing the effort to compile the data describe above and compiling data related to the socio-economic characteristics of the Region and food security in the Region. In addition, public outreach was conducted, primarily at farmers' markets across the Region. Work in 2023 and 2024 included continued research, report preparation, and public outreach. In 2024, new Agricultural Census data as well as socio-economic data from the latest American Community Survey (prepared by the U.S. Census Bureau), was incorporated into the plan.

Relationship to Other Activities

The regional plan is intended to be refined and detailed by county- and local-level plans. As it assists counties and communities with such refinements, the Commission encourages them to incorporate regional land use plan recommendations regarding the location and intensity of future residential and other urban development; protecting environmentally significant areas; preserving productive agricultural land; and preserving or enhancing community character. Counties and communities are also encouraged to incorporate regional transportation system plan recommendations regarding arterial streets and highways, transit, airports, and bicycle and pedestrian ways. As it assists counties and communities in preparing or amending plans that refine and detail the regional plan, the Commission structures such work in a way that is consistent with the 1999 State comprehensive planning law and the nine elements of a comprehensive plan prescribed under that law, and the Wisconsin Farmland Preservation Program and the changes enacted by the Wisconsin Legislature in 2009. In addition, County Park plans, which are prepared cooperatively by the Commission and each county, serve to update and extend the regional park and open space plan.

Providing land use, housing, and natural resource base inventory data and related regional plan data to public agencies and private interests and providing technical assistance on land use, housing, and natural resource planning matters are key to the Commission's effort to foster regional plan implementation. With ready access to Commission planning data and technical assistance resources, public agencies and private interests can more readily formulate development plans consistent with the regional plan.

Developing the regional food system plan will help to implement Recommendation 1.15, Develop a Regional Food System Plan, of VISION 2050. In addition, the plan will address land use and transportation issues that impact food supply, distribution, and access.

Work Description/Methodology

During 2025, Commission work efforts in relation to local land use planning will continue to focus on incorporating the regional land use, housing, and transportation plans into the updates of County and local comprehensive plans; County farmland preservation plans; County and local park and open space plans; and land and water resource management plans. Commission staff will also assist county and local governments, upon request, in interpreting their comprehensive plans to help ensure that decisions regarding zoning, land divisions, and official mapping are consistent with such plans. Such assistance will continue to be carried out within the framework of the State's comprehensive planning law, the Wisconsin Farmland Preservation Program, and regional plans.

The Commission will continue to respond to requests from public agencies and private interests for land use, housing, natural resource base, and park and open space inventory data and related regional plan data from Commission files. Types of data to be provided include planning-related soils data, including soils well-suited for agricultural use; information on historic, existing, and planned land use; information on housing types and densities; data to conduct local job-housing balance analyses; information on environmental corridors, isolated natural resource areas, and other environmentally sensitive areas, and open space acquisition. The Commission will also continue to provide park and open space planning standards based on the regional park plan and technical assistance that may include feasibility studies with respect to specific park and open space sites.

The Commission will continue to review locally prepared comprehensive, neighborhood, and public facility plans, and boundary agreements as to their conformity with the regional land use, transportation, and housing plans. The Commission will also continue the monitoring activities recommended by the regional housing plan, as well as provide continuing assistance with housing affordability reports as requested.

The Commission will continue to undertake research, report preparation, and public outreach for the regional food system plan. It is anticipated the plan will be completed in 2024.

Schedule

Providing land use, housing, and natural resource base data and providing technical assistance on those matters to public agencies and private interests will continue throughout 2025, as will the review of locally prepared comprehensive, neighborhood, and public facility plans and boundary agreements. Monitoring of activities to implement the regional housing plan will also continue.

Providing technical assistance to counties and communities on comprehensive planning matters will continue throughout 2025. The Commission will continue to assist counties and communities in revising and updating their multi-jurisdictional comprehensive plans, and further refining and detailing regional plans, as appropriate. During 2024, work continued on the update of the multi-jurisdictional comprehensive plan for Kenosha County, which also included separate plan updates for the Villages of Salem Lakes and Somers, which are expected to be completed in early 2025. It is likely that Racine County will request an update of its multi-jurisdictional comprehensive plan in early 2025, which would likely be initiated later in 2025, and which will likely include a separate plan update for the Village of Caledonia to also be initiated later in 2025.

Commission staff will continue to work with the other Counties upon request to update their comprehensive plans and will work with local governments that did not participate in a multi-jurisdictional planning process to provide planning data and other information upon request. During 2024, Commission staff continued to work with the City of Waukesha, Village of Salem Lakes, Village of Somers, and the Town of Cedarburg plan updates, all of which are anticipated to be completed in early 2025. In addition, the City of Cudahy redevelopment plan for the South Packard Corridor is anticipated to be completed in early 2025. It is likely that the City of Pewaukee will request an update of its comprehensive plan in early 2025, which would likely be initiated later in 2025.

Providing park and open space planning data and related technical assistance will continue throughout 2025. An update of the Ozaukee County early 2025, and update of the Village of Caledonia plan is anticipated to be completed in mid 2025. It is likely that the Cities of Brookfield and/or Racine will request an update of their park and open space plans during early 2025, which would likely be initiated later in 2025.

In addition, it is anticipated that Commission staff will initiate work on the Ozaukee County Farmland Preservation Plan and complete it in late 2025. Commission staff will also complete work on the Racine County Farmland Preservation plan and on the Washington County LESA analysis in early 2025. Furthermore, work on the regional food system plan is anticipated to be completed in 2025.

Products

Community assistance planning reports document county and local plans that refine and detail the regional land use and transportation plan, and memorandum reports or letter reports document special-purpose technical assistance efforts. Sample resolutions and other information to assist in comprehensive plan updates will remain on the Commission website. Monitoring of regional housing plan implementation will be documented in the annual implementation report, which will be posted on the Commission's website. In addition, the Commission will prepare materials that present housing data, regional housing plan recommendations, and VISION 2050 recommendations to local governments in an approachable and graphical manner upon request.

Community assistance planning reports document county park plans, which refine, detail, and amend the regional park and open space plan. Reports documenting city, village, and town park and open space plans will also be prepared for local governments that request Commission assistance to prepare or update a plan. Reviews of locally proposed park and open space plans for conformity with the regional plan are typically documented in letter reports.

Products related to the regional food system plan will include draft chapters, public outreach materials, and a final plan report.

Responses to requests for land use natural resources base, and park and open space data from Commission files will typically be in the form of letter reports or email responses, with appropriate tables, figures, and aerial photographs included as attachments.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	1,664
Principal Engineer/Planner/Specialist	1,412
Senior Engineer/Planner/Specialist	3,536
Engineer/Planner/Specialist	2,912
Clerical	312
Total	9,836

Funding Source

USDOT	WisDOT	Commission Service Agreements	Commission (tax levy)	Total
80%	3%	13%	4%	100%
\$600,000	\$19,500	\$100,500	\$30,000	\$750,000

PROJECT 110-3000: PREPARATION OF REGIONAL ZONING GUIDE

Objective

To update the Regional Zoning Guide to assist county and local governments in developing and updating zoning ordinances and zoning-related procedures to promote orderly community development and implementation of land use and transportation elements of the regional plan and county and local comprehensive plans.

Previous and Current Work

Shortly following its creation in 1960, the Commission prepared six planning guides, which were intended as manuals to assist in local planning practice. The guides, which were published between 1963 and 1969, include one each on zoning, land division control, official mapping, organization of planning agencies, floodplain and shoreland developments, and soils. The goal was to improve the overall quality of public planning within the Region and thereby promote sound community development, properly coordinated on a regionwide basis. The guides discuss basic planning and plan implementation practice, contain examples of good planning practice, and provide county and local governments with model ordinances and forms to assist them in their everyday planning efforts.

In 1996, a seventh planning guide was published providing information and model ordinances for rural cluster development. The official mapping guide was also updated in 1996, and the land division control guide was updated in 2001 and 2018. From 2016 through 2021, work on an update to the Zoning Guide focused on updating sections of the model zoning ordinance affected by recent changes to State law or Court decisions. Additional work in 2018, 2019, 2020, and 2021 focused on preparing and updating model zoning and other related regulations, including the flexibility to allow affordable, accessory, and accessible housing, and green development and infrastructure. Work in 2022 focused on site/landscape/architectural plan review, performance standard, and modifications and measurements sections. Work in 2023 continued to focus on affordable housing, including tiny homes and potential housing unit sizes and living areas. Work in 2024 focused on incorporating recent Federal and State regulatory changes pertaining to such matters as geothermal energy conversion systems, battery energy storage systems, solar farms, and wind energy systems. The following have been posted on the Commission's website:

- Regulations for Exclusive Agricultural Zoning District are not eligible for claiming Farmland Preservation Tax Credits, but consistent with State law limiting local regulations on livestock facilities.
- Link to DATCP model Farmland Preservation zoning ordinances consistent with State requirements for claiming farmland tax credits (includes options that allow and do not allow nonfarm residences).
- Regulations for nonconforming uses, structures, and lots based on changes to the Wisconsin Statutes through 2017.
- Shoreland regulations for areas adjacent to navigable waters in cities and villages.
- Links to WDNR model ordinances for floodplain (with and without floodplain storage provisions), county shoreland, and city and village shoreland-wetland zoning regulations.
- An updated model bluff and ravine erosion setback ordinance for Lake Michigan bluffs and ravines, developed in cooperation with Wisconsin Sea Grant in 2002.

- Links to model WDNR stormwater management and erosion and sedimentation control ordinances and technical standards as well as links to such ordinances, including illicit discharge regulations, by Waukesha and Washington Counties. Also link to such template model ordinance prepared by Washington County for local communities to use to help prepare or convert to a town, village, or city ordinance.
- Regulations for wind energy systems.
- Link to a model ordinance for mobile (cell) tower facilities prepared by the Wisconsin Towns Association.
- Updated sign regulations to comply with the 2015 Reed v. Town of Gilbert Supreme Court decision, which requires sign regulations to be content-neutral.
- Regulations for planned (unit) developments that include design flexibility to accommodate Traditional Neighborhood and Transit-Oriented Developments; affordable, accessory, and accessible housing; and sustainable green developments that may be incentivized with a density bonus.
- Regulations related to short-term rentals, urban agriculture, small scale manufacturing, live-work housing units, large scale solar systems, and rules and procedures for boards of zoning appeals and plan commissions have also been draft and will be posted on the Commission website.

Relationship to Other Activities

County and local zoning regulations, if properly designed, can help implement regional plans. The new Zoning Guide will include information and model ordinance language to assist in implementing regional plan recommendations, such as property maintenance requirements and zoning to accommodate various housing types to help implement recommendations from the regional housing plan, conservancy zoning regulations to help protect environmental corridors and other natural resource areas, including prime farmland, and zoning to protect or enhance the character and further the sustainability and resiliency of communities. Information and model ordinance language to promote mixed-use and compact development in urban service areas, and to accommodate rural development including conservation subdivisions or rural cluster developments, at appropriate densities will also be included to assist in implementing recommendations from the regional land use and transportation plan. More specifically model regulations will be included to support the affordable, accessory, and accessible housing and transit oriented development recommendations included in the regional housing plan and regional land use and transportation system plan (VISION 2050). In addition, model regulations to help preserve highway capacity by limiting the number and location of driveways, providing adequate on-site parking and loading/unloading facilities, and providing appropriate vision clearance triangles at street intersections will be included.

Work Description/Methodology

Staff will continue to update sections of the model zoning ordinance for the Zoning Guide in 2025.

Schedule

Work on the update of the Commission's Zoning Guide was initiated on a limited basis in 2016. Work continued in 2024 and will continue in 2025.

Products

The updated Zoning Guide and attendant model zoning ordinance will be published as a Commission report. Interim materials will continue to be posted on the Commission's website as they are completed.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	104
Principal Engineer/Planner/Specialist	1,248
Total	1,352

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	10%	10%	100%
\$104,000	\$13,000	\$13,000	\$130,000

PROPOSED 2025 REGIONAL TRANSPORTATION PLANNING PROGRAM

3

INTRODUCTION

The proposed 2025 regional transportation planning program consists of seven projects as follows:

Task	Project Number	Project Name
Data Collection and Assistance	200-1000	Transportation Planning Support and Assistance: Data Collection and Development, Model Refinement, and Technical Assistance
	200-1100	A Chloride Impact Study for the Southeastern Wisconsin Region
Transportation Systems Management and Programming	210-1000	Short-Range Transportation Improvement Programming and Transit Planning
Long-Range Planning and Plan Implementation	220-1000	Long-Range Transportation Planning and Plan Implementation
	220-1200	Flooding Vulnerability Assessment of the Arterial Streets and Highways in Southeastern Wisconsin
Traffic Forecasting	240-1000	Traffic Forecasting for the Wisconsin Department of Transportation
Kenosha Racine Milwaukee	250-3000	Kenosha Racine Milwaukee Regional Passenger Rail Project

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 200-1000: TRANSPORTATION PLANNING SUPPORT AND ASSISTANCE: DATA COLLECTION AND DEVELOPMENT, MODEL REFINEMENT, AND TECHNICAL ASSISTANCE

Objective

- To maintain and provide data for transportation planning, including the existing and historical supply and use of transportation facilities and services, existing and historical travel behavior, and current and planned future land use data.
- To maintain and refine as needed the simulation models developed and installed for transportation planning.
- To promote and assist with implementing the adopted regional plan by providing inventory and forecast data to public and private agencies and individuals, and by providing traffic engineering and transportation planning services to the units of government within the Region. This includes assistance to the Wisconsin Department of Transportation (WisDOT) and local governments for local and statewide grant and plan preparation, and facility preliminary engineering.

Previous and Current Work

- Transportation system data are collated annually with respect to arterial street and highway physical and operational characteristics and traffic volumes; automobile and truck availability; transit facilities and services, supply, cost, and ridership; vehicular, transit, bicycle, and pedestrian crash data; and aviation demand. In U.S. census years and for years midway between census years, additional data are collected and developed, including data on highway and transit system networks and vehicle-miles of travel.
- Planned and alternative future land use data have been developed for the year 2050. Current land use data are developed for each U.S. census year.
- Travel simulation models were developed in 1963, and recalibrated and revalidated in 1972, 1993, 2005, and 2015, using data from major travel surveys conducted in 1963, 1972, 1991, 2001-2002, and 2011-2012. A review of models by the U.S. Department of Transportation was completed in 1997, and the refinements suggested were completed in 1998 and 1999. A peer review of the Commission's 2005 travel demand models was conducted in 2014 with refinements and suggestions being incorporated in the 2015 travel demand model update. In 2017/2018 Commission staff periodically reviewed the travel demand model battery, scripts implementing the model, and forecasting practice with WisDOT. FHWA and FTA staff were invited to participate.

Data concerning the regional transportation system and system plan were provided through numerous letters, telephone calls, and meetings. Technical assistance was provided to local units of government and to State and Federal levels of government, including preparing or reviewing land development traffic impact studies; participating in review of facility planning and engineering studies; assisting transit system operators with preparing their budgets; evaluating the hydraulic impacts of proposed new bridges; and preparing facility, corridor, and municipal traffic engineering, systems management, and transportation plans. Under this project, the Commission staff provides assistance to WisDOT, including participating on WisDOT advisory committees. Key efforts in the last five years included an analysis of routes to the City of Racine from IH 94 requested by the City of Racine, traffic forecasts for local government arterial reconstruction projects, a traffic study to develop recommendations for improving the safety of pedestrian crossings of Washington Boulevard in the City of Milwaukee, participation in the development of a Washington County Bicycle Plan, traffic forecasts for the City of Milwaukee's study of the intersection of STH 175 and W. Lisbon Avenue, providing revised and updated information to the City of Racine regarding

the KRM Commuter Rail project, and providing data to assist with studying future extensions of the Milwaukee Streetcar project.

Relationship to Other Activities

This project provides essential travel and transportation system data, land use data, and travel simulation models for short- and long-range transportation planning.

Work Description/Methodology

- Transportation data collection/collation includes the following
 - Traffic count data for 2024, which will be collated from secondary sources (principally WisDOT) and encoded into the highway network. The data will be used to prepare an estimate of year 2024 regional vehicle-miles of travel.
 - Estimates of automobile and truck availability for 2024, which will be prepared from secondary sources (WisDOT).
 - Inventories will be conducted of the year 2024 characteristics of public transit systems, including routes, headways, hours of operation, and fares. Data will also be collated concerning ridership on each public transit system.
 - Data on changes in arterial street physical and operational characteristics essential to capacity estimation will be updated, along with data on changes in arterial street system bicycle accommodation and off-street bicycle path systems.
 - The Commission will continue and expand the non-motorized count program.
- Transportation planning support land use data development includes the following:
 - Continuing inventories of vacant platted lots, developable land, and public utilities.
- Travel simulation model maintenance and refinement includes the following:

Travel Model Review and Recalibration

The review, refinement, recalibration, and validation of Commission travel simulation models was completed in 2015. The refinement and application of an hourly time period assignment including testing and validation was completed in 2016. In 2021, the travel demand model was revalidated to a 2017 base year. Continued refinement and improvement of the 2015 travel demand model battery, primarily focused on improving the run times of the models, will be ongoing throughout 2024.

Travel Data Analysis

In 2025, the Commission will complete several analyses of travel survey data in support of model refinements.

- Transportation planning data provision and technical assistance will include the following:
 - Providing public agencies and private interests data and technical assistance through letters, meetings, and memorandums to guide transportation and land use decisions to implement regional land use and transportation plans.

- At the request of local municipalities, the Commission will conduct special transportation studies, including traffic impact studies, highway access plans, and short-range and long-range highway corridor or community plans, and law enforcement/emergency management telecommunications studies, plans, and implementation activities. Current work includes the study of the potential for transit-oriented development (TOD) along the Connect 1 Bus Rapid Transit (BRT) corridor in Milwaukee County and assist communities along the corridor to promote transit ridership, walking, and sustainable, equitable reinvestment.
- At the request of constituent county and local governments, the Commission will provide traffic forecasts for use in arterial street and highway preliminary and final engineering and design.
- The Commission will continue to participate in, and assist the Wisconsin Department of Transportation in, statewide transportation planning efforts, including Connect 2050, Wisconsin Rail Plan 2050, and potential planning efforts such as freight planning and transportation demand management (TDM).
- As may be necessary during 2025, the Commission will continue to provide support to the Wisconsin Department of Transportation and other agencies in conceiving and structuring corridor studies, including the supplemental EIS being developed for the IH 94 E/W between 16th Street and 70th Street, Reimagining STH 175 corridor study, IH-794 Lake Interchange Study, and 30th Street Corridor Study.

Schedule

Addressed in discussion of work description.

Products

- Transportation system use and supply data for existing condition and historical trend analysis.
- Base and design year land use and related data files by U.S. Public Land Survey one quarter-section to support transportation modeling.
- Maintenance and refinement of travel simulation models and transportation system networks.
- Meetings, telephone conversations, letters, memorandums, community assistance planning reports, and travel and traffic data concerning the transportation system and the regional plan to promote plan implementation.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	4,007
Principal Engineer/Planner/Specialist	1,248
Senior Engineer/Planner/Specialist	2,340
Engineer/Planner/Specialist	4,555
Technical/Analyst	1,040
Total	13,190

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	3%	17%	100%
\$960,000	\$30,000	\$110,000	\$1,100,000

(It is anticipated that approximately 25 percent of the work conducted in 2025 under this project is related to travel model development and traffic forecasting.)

PROJECT 200-1100: A CHLORIDE IMPACT STUDY FOR THE SOUTHEASTERN WISCONSIN REGION

Objective

There is a growing public concern over the environmental impacts of chloride, including the use of road salt in winter street and highway maintenance operations and other possible significant sources of chloride such as water softening systems, other sources that discharge to sanitary sewers or private onsite wastewater treatment systems, salt storage areas, large agricultural feed lots, fertilizers, landfills, and certain manufacturing operations. In response to these concerns, the Southeastern Wisconsin Regional Planning Commission is conducting a study of the environmental impacts of chloride on the surface and groundwater resources of the seven-county Southeastern Wisconsin Region. The study will determine the relative magnitude of the chloride loads on the environment from all significant sources. The study recognizes the need to maintain public safety through winter road maintenance and to protect public health through avoiding adverse effects of chloride on potable water supplies. This comprehensive approach will permit the identification of the importance of the various sources of chloride and provide a basis for identifying means of abatement.

Previous and Current Work

The Prospectus for a Chloride Impact Study for the Southeastern Wisconsin Region was prepared and unanimously approved by a Commission Technical Advisory Committee in March 2016. The Prospectus details the need for and purpose of the study, the proposed scope and content of the study, identifies the most feasible means for organizing and accomplishing the study, recommends a practical time sequence and schedule for the study, and recommends a budget, funding source, and cost of the study.

In 2017, work began on the design of the water quality monitoring program for the study, and a pilot monitoring site was installed to evaluate monitoring equipment, winter operation, telemetry units, and field sampling techniques. In 2018, monitoring equipment was purchased and field installation was completed for 37 stream locations throughout the Region. Quarterly monitoring to develop vertical chloride concentration profiles also began on six lakes in the Region. In 2020, the two-year stream and lake monitoring effort was completed. During the winter 2020-2021 high conductance event sampling was completed. Supplemental sampling for a few Milwaukee metropolitan sites was completed in spring and summer 2021. Conductance sensors were removed from the field by fall 2021. In 2022, field data cleaning was completed and work began on the technical reports for the study. By 2024, four of these reports were completed, with topics related to documenting the field work, the impacts of chloride, the regression analysis for conductance to chloride, and legal and policy considerations for managing chloride. Work continued on the technical reports related to the chloride trend evaluation for changes over time, the chloride mass balance analysis, and the state-of-the-art for managing chloride.

Relationship to Other Activities

This study will establish baseline data, identify surface water and groundwater resources with problematic chloride concentrations under both existing and planned year 2050 conditions, estimate the relative contributions of chloride from significant sources, evaluate the impacts of chlorides on infrastructure, and provide the Region with a better understanding of the potential environmental impacts of the VISION 2050 land use and transportation system recommendations on chloride levels in the environment. As well, the identification of existing and emerging technologies and methodologies to reduce the dependence on chloride, in particular with regard to winter deicing will provide the State, county, and local municipalities with valuable information and tools to reduce and mitigate stormwater runoff impacts, provide more efficient management and operation practices, and potentially reduce chloride-related damage to roadways and structures not only within Southeastern Wisconsin, but Statewide. The chloride study directly addresses a minimum of four of the metropolitan planning factors (23 CFR 450.306) that the Commission needs to

consider in developing transportation plans and programs. The four planning factors the chloride study benefits are as follows:

Factor 5: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Factor 7: Promote efficient system management and operation.

Factor 8: Emphasize the preservation of the existing transportation system.

Factor 9: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

Work Description/Methodology

The primary purpose of the study is to investigate and define the relationship between sources of chloride and the chloride content of surface waters and groundwater within the Region. The study will:

- Provide accurate data on the historical, current, and forecast use of road salt in winter street and highway maintenance operations and on this contribution of chloride to the environment, together with such baseline data for the other significant sources of chloride within the Region. The baseline data would be provided by pertinent geographic areas including counties and municipalities, and importantly, surface watersheds and groundwater recharge areas.
- Provide estimates of historical, existing, and forecast surface and groundwater quality conditions within the Region with respect to chloride content by defined surface watersheds.
- Review existing surface and groundwater quality standards related to human health, the health of freshwater aquatic plant and animal communities, fertile soil conditions, and the health of terrestrial plant and animal communities.
- Identify particular surface water and groundwater resources significantly impacted by the existing and forecast use of road salt and other significant sources of chloride.
- Identify state-of-the-art technologies applicable to reducing road salt use and of other chloride sources discharging to the environment together with attendant costs.
- Evaluate alternative scenarios for reducing the use of road salt and the discharge of chloride from other sources to abate the adverse impacts of chloride discharges on surface water and groundwater resources while protecting public health and safety.

Schedule

Analysis work began in 2022, and the study effort will be completed in 2026. In 2025, work will continue on the technical reports related to the trend analysis, chloride mass balance analysis, and state-of-the-art practices. Work will also begin on the planning report.

Products

Described in Work Description/Methodology

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	416
Principal Engineer/Planner/Specialist	1,091
Senior Engineer/Planner/Specialist	1,560
Engineer/Planner/Specialist	2,808
Technical/Analyst	208
Clerical	104
Total	6,188

Funding Source

July – December 2017

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
33%	21%	33%	13%	100%
\$83,708	\$51,959	\$83,709	\$31,750	\$251,126

Calendar Year 2018

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
33%	21%	33%	13%	100%
\$167,416	\$103,916	\$167,418	\$63,500	\$502,250

Calendar Year 2019

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
33%	8%	25%	34%	100%
\$119,083	\$29,771	\$87,137	\$121,260	\$357,251

Calendar Year 2020

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
33%	8%	22%	36%	100%
\$119,083	\$29,771	\$79,511	\$128,884	\$357,249

Calendar Year 2021

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
30%	7%	18%	45%	100%
\$119,082	\$29,770	\$74,017	\$175,667	\$398,538

Calendar Year 2022

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
27%	7%	46%	20%	100%
\$99,089	\$24,772	\$173,393	\$74,772	\$372,026

Calendar Year 2023

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
37%	9%	43%	11%	100%
\$191,557	\$47,889	\$219,199	\$52,757	\$511,402

Calendar Year 2024

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
37%	--	51%	12%	100%
\$173,393	--	\$237,363	\$52,757	\$463,513

Calendar Year 2025

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
39%	--	61%		100%
\$173,393	--	\$269,498		\$442,891

Calendar Year 2026

USDOT	Commission (tax levy)	Commission (program development)	Service Agreements	Total
39%	--	61%		100%
\$173,393	--	\$269,498		\$442,891

Note: USDOT Match is a portion of the Commission Program Development Funds.

PROJECT 210-1000: SHORT-RANGE TRANSPORTATION IMPROVEMENT PROGRAMMING AND TRANSIT PLANNING

Objective

- To prepare and maintain current the four-year transportation improvement program, including demonstration of the conformity of the transportation improvement program (TIP) and regional transportation plan (RTP) with the State Implementation Plan for Air Quality.
- To assist public transit operators in the Region in transit-related planning activities through the provision of staff services and data, including preparation of short-term transit development programs.
- Work with local units of governments, transit operators, and businesses to research, analyze, and implement transportation options.

Previous and Current Work

Biennially, Commission staff prepares the TIP for Southeastern Wisconsin. This four-year program of federally funded projects is reviewed for consistency with the Region's fiscally constrained transportation system included in VISION 2050. The current TIP covering the years 2025-2028 was completed and adopted by the Commission in December 2024. Amendments to the TIP occur periodically throughout the year. Work was completed in 2024 on the development of an updated TIP website. As part of this effort, the TIP management and public interface was moved to a much more visual fully online database, with interactive mapping capabilities.

During the preparation of proposed amendments to the TIP that affect the assumed staging of nonexempt transportation projects included in the fiscally constrained transportation system (FCTS), attendant conformity determinations of the TIP and FCTS are required.

In the past five years, short-range transit development plans (TDP) were completed for the City of Waukesha and Waukesha County (in 2022). Updates to the public transit-human services coordination plans for each county were completed in 2021. In 2022, the Commission served as sponsor and completed the 2022-2025 Group Transit Asset Management Plan in close coordination with the eight participating transit operators and assisted Kenosha Area Transit with the completion of their TAM Plan for 2022-2025. Commission staff also submit an annual report to the National Transit Database on behalf of the eight participating transit operators.

Within the Milwaukee urbanized area, the Commission staff coordinates the distribution of Federal Transit Administration (FTA) formula program funds (Sections 5307/5340, Section 5337, and Section 5339) among the formally designated recipients in the Milwaukee urbanized area—the City of Milwaukee, Milwaukee County, and Waukesha County. As a result of the new 2020 Census urbanized area designations, Ozaukee County and Washington County will no longer receive funds through the Milwaukee urbanized area distributions. The process developed by the Commission staff was used again in 2024 to distribute FTA 5307/5340, 5337, and 5339 formula funds.

At the recommendation of the Milwaukee urbanized area transit operators, the Commission staff evaluates and recommends projects for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funding allocated to the Milwaukee urbanized area. This evaluation process was used in 2018, 2020, and 2022 to distribute two years of FTA 5310 funding. Commission staff will conduct the 5310 evaluation process in 2024.

Biennially, the Commission staff evaluates, prioritizes, and recommends candidate projects for Federal Surface Transportation Block Grant – Milwaukee Urbanized Area (STP-M) funding using a performance-based evaluation process. In coordination with the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area, this process is reconsidered and adjusted as needed before each project selection cycle. In 2021, this process was reevaluated and considered by the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area and used with modest revisions in 2021 and 2022 to evaluate candidate projects for years 2026-2027 STP-M Funding. In 2022, the Commission worked with the Milwaukee TIP Committee to evaluate and select projects for two special solicitations by WisDOT for additional funding made available from the Bipartisan Infrastructure Law (BIL) enacted in November 2021—one for Federal Fiscal Year (FFY) 2022 and another for FFY 2023-2026. In 2023, this process was reevaluated and considered by the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area and used to evaluate candidate projects for years 2028-2029 STP-M Funding.

Also biennially, the Commission staff works with WisDOT, WDNR, and local governments to evaluate and prioritize candidate projects seeking Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. In 2021, WisDOT solicited candidate projects for years 2025-2026 CMAQ funding. The cooperative procedures, most recently revised in 2013, were again used to evaluate candidate projects for years 2025-2026 CMAQ funding at the end of 2021. In 2022, the Commission staff worked with the two agencies and local governments to prioritize projects for additional FFY 2023-2026 CMAQ funding made available from the BIL legislation. In 2023, the Commission staff again worked with the two agencies and local governments to prioritize projects for FFY 2024-2028 CMAQ funding.

Commission staff works biennially with the State and local governments within the Milwaukee urbanized area to prioritize and recommend projects for Federal Transportation Alternatives Program (TAP) funding and Carbon Reduction Program (CRP) funding allocated to the Milwaukee urbanized area. These efforts were most recently completed in 2024.

In 2023, Commission staff launched a commute program, called CommuteWISE, to encourage Transportation Demand Management (TDM) strategies and promote multimodal transportation options. CommuteWISE is a regionwide initiative that provides tools and resources to encourage a shift from drive-alone commuting to cost-effective and sustainable options like riding the bus, carpooling, or biking. The program aims to enhance mobility by connecting workers to job opportunities, providing transportation options, reducing traffic congestion, and improving air quality. Staff worked with the Wisconsin Department of Transportation and the Greater Madison MPO to update the statewide Rideshare Etc. online platform, which is a key component of the CommuteWISE initiative.

In Fall 2022, Commission staff, in partnership with UW-Milwaukee professors and multiple partners, completed a pilot on-demand transportation program called FlexRide Milwaukee. The pilot's goal was to address first/last-mile transportation challenges between the City of Milwaukee and locations with high job densities in the Menomonee Falls area in Waukesha County. Following the pilot, staff worked to transition the FlexRide service to MobiliSE, assisted MobiliSE and partners in selecting an operator for 2023 and 2024, launching an updated and expanded FlexRide service in April 2023, and providing temporary program oversight in early 2024 as MobiliSE transitioned to a new program management firm. Staff continues to support MobiliSE and partners in the service's ongoing operations.

Relationship to Other Activities

This project provides a refinement and staging of the transit element, and programming of all elements of the long-range regional transportation plan (VISION 2050).

Work Description/Methodology

In 2025, Commission staff will continue to provide short-range planning support to the public transit operators within the Region, including subsequent work on an analysis of route changes resulting from a possible new transfer center location and a short-term transit plan for the Kenosha area (SATO Activity). In addition, the Commission staff will continue work on short-term transit plan analyses for the Milwaukee County Transit System. Work will also begin on small studies for the shared-ride taxi systems for Ozaukee and Washington Counties. In addition, updates to the public transit-human services coordination plans for each county will be completed in 2025.

The Commission staff will periodically amend the 2025-2028 transportation improvement program (TIP) throughout 2025 for changes to projects listed in the TIP and new projects to be added to the TIP, as requested by WisDOT and local governments. The Commission will work with FHWA, FTA, WisDOT, and local units of government to periodically identify those projects that have been deferred beyond the four years of the TIP or have been dropped and should not be listed within the TIP.

As necessary, the Commission staff will also, in 2025, work with the State, local transit operators, and local governments in the prioritization and selection of projects for FHWA (STP, TAP, and CRP) funding allocated to the Milwaukee urbanized area and the allocation to individual Milwaukee area transit operators of FTA Sections 5307/5340, 5337, and 5339 transit capital funding allocated to the Milwaukee urbanized area. The Commission may also, upon request, assist the State and local governments within the Region in the prioritization of local and county projects for FHWA TAP and Highway Safety Improvement Program (HSIP) funding that is available to such projects statewide.

Commission staff will complete work on a regional safe streets action plan that will identify system-wide safety-related recommendations and provide a priority listing of intersections and corridors along the arterial street and highway system with the highest rates of crashes and fatalities/serious injuries in the Region.

As the sponsor of the Group Transit Asset Management Plan: 2022-2025, last completed in 2022, the Commission, in close coordination with the eight participating transit operators, will assist with preparing data, narrative reports, and an annual consolidated condition assessment in compliance with the final Transit Asset Management Rule (49 CFR 625.53 and 49 CFR 625.55).

During 2025, the Commission staff will continue and expand the CommuteWISE program launched in 2023. Program work will focus on promoting TDM strategies, including working with businesses to increase multimodal transportation options available to employees, encouraging increased participation in the CommuteWISE Connect trip-planning and ridesharing platform, and pursuing TDM marketing strategies (potentially including incentives, advertising, and regionwide challenges) (SATO Activity).

Schedule

Addressed in discussion of work description.

Products

A transportation improvement program amendment documents, including necessary air quality-related documentation. Community assistance planning reports documenting new transit development programs; plan amendment documents; and letter reports and other documents as required.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	2,496
Principal Engineer/Planner/Specialist	2,445
Senior Engineer/Planner/Specialist	3,692
Engineer/Planner/Specialist	5,512
Technical/Analyst	208
Clerical	312
Total	14,665

Funding Source

FTA SATO	FHWA	WisDOT	Commission (tax levy)	Total
79%	8%	2%	11%	100%
\$946,667	\$97,824	\$29,256	\$125,073	\$1,198,820

PROJECT 220-1000: LONG-RANGE TRANSPORTATION PLANNING AND PLAN IMPLEMENTATION

Objective

- To refine and detail the adopted year 2050 regional land use plan (a component of VISION 2050) information and recommendations for use in other Commission planning programs and for incorporation into County and local comprehensive plans.
- To maintain and refine the long-range regional transportation plan (a component of VISION 2050) in ways that will meet local and State needs and Federal transportation planning requirements.
- To monitor and promote the adoption and implementation of VISION 2050.
- To implement a congestion management process that monitors existing levels of traffic congestion on the regional transportation system, evaluating those levels against forecast levels as identified in VISION 2050, and determining the need for amendments to that plan and the plan implementation schedule. The congestion management process is fully integrated with—that is, conducted as a part of—any amendment and reevaluation of VISION 2050.
- To help WisDOT, the transit agencies in the Region, and concerned county and local governments in initiating the corridor studies identified in VISION 2050.
- To provide the necessary support to WDNR to prepare the State Implementation Plan for air quality attainment and to conduct necessary regional transportation plan conformity analyses.
- To provide for public participation, education, and debate in the conduct of the ongoing regional land use and transportation planning program, and to promote intergovernmental and interagency coordination in the conduct of the program.

Previous and Current Work

- Related to the Commission's congestion management process, past long-range regional transportation plans have defined congestion performance measures; established existing and forecast future levels of congestion; and evaluated and recommended alternative actions to resolve existing and future congestion problems. The measures and their attainment have been reviewed during each generation of the plan, including most recently as part of VISION 2050. This major update and extension of the regional land use and transportation plan also included an analysis of the expected costs of the VISION 2050 transportation system and identification of the improvements that would be implemented given reasonably expected revenues through the year 2050.
- In 2020, at the request of Milwaukee County, the Commission initiated work on a corridor study to explore refinement and implementation of the VISION 2050 recommended enhanced transit service in the 27th Street Corridor in the County. The North-South Transit Enhancement Study, as this effort is titled, was completed in 2022.
- During 2023 and 2024, Commission staff prepared the 2024 review and update of VISION 2050, which represents the second interim plan review and update. Like the 2020 update, the 2024 update assessed the progress in implementing the original VISION 2050 recommendations, the performance of the transportation system, year 2050 forecasts underlying the plan, and changes in recent years that impact the plan. Following review of this information and two rounds of public input, the 2024 update identified

updates to the plan recommendations. The 2024 update also includes an updated financial analysis for the recommended transportation system and updated equity analyses related to the updated plan.

- In 2021, at the request of the City of Milwaukee and the City of Wauwatosa, the Commission initiated work on a project to study the potential for transit-oriented development (TOD) along the Connect 1 Rapid Transit (BRT) corridor in Milwaukee County and assist communities along the corridor to promote transit ridership, walking, and sustainable, equitable reinvestment. In 2022, work concluded on the existing conditions and opportunities analysis, which describes the context for potential policy, zoning, and public works decision making as they relate to TOD. In 2023, a summary of the existing conditions analysis was prepared and outreach to key stakeholders in the City of Milwaukee section of the corridor was conducted. Additional work could be undertaken in 2025 on an ad hoc basis.
- The Commission has carried out an extensive public participation program associated with its regional land use and transportation planning efforts. During recent years, many of these activities have revolved around obtaining input on VISION 2050, which the Commission developed utilizing extensive public engagement and outreach. Input from residents was obtained at each step of the process, with staff engaging residents in a variety of ways, including five rounds of interactive workshops held to obtain input from the public at every step of the process. During each round, workshops for the public were held in each county and eight community organizations partnered with the Commission to hold individual workshops for their constituents. These partnerships were designed to reach and engage certain groups that have traditionally been underrepresented—in particular, minority populations, people with disabilities, and low-income individuals—and encourage them to participate and provide input. Web tools allowed residents to replicate the workshop experience with interactive maps of plan elements, survey questions on different concepts, and interactive graphics showing evaluation results and plan benefits. Following completion of VISION 2050, the Commission staff launched a new website for VISION 2050 (www.vision2050sewis.org), which presents the final plan recommendations and includes interactive map applications for several main elements, as well as a new Facebook page (@SEWRPC) and Twitter account (@SEW_RPC). Staff have also presented to numerous groups, attended various events, distributed news releases, published op-eds, and conducted informational sessions for the Region's State legislators. In addition, staff prepared public-friendly documents related to VISION 2050, including a fact sheet providing a quick overview of the plan and a plan summary identifying key plan recommendations. The Commission also conducted significant public engagement to obtain input on a proposed VISION 2050 plan amendment related to Foxconn in 2018, the 2020 Review and Update of VISION 2050 in 2019 and 2020, and the 2024 Review and Update of VISION 2050 in 2023 and 2024.

The Commission's Environmental Justice Task Force met for the first time in 2007 and continues to meet quarterly, or as needed based on regional planning schedules. The primary role of the Task Force is to enhance the consideration and integration of environmental justice throughout the regional planning process. The Task Force assists the Commission staff in involving minority populations, low-income populations, and people with disabilities in regional planning. The Task Force also assists the Commission staff in identifying the potential benefits and adverse impacts of regional plans with respect to such populations and helps to assess whether they may be expected to receive a proportionate share of regional plan benefits and/or a disproportionate share of any negative impacts. In recent years, the Task Force provided guidance to Commission staff on potential changes to be incorporated into VISION 2050 related to plan amendments, the 2020 Review and Update, and the 2024 Review and Update.

- In 2024, a review and update of the Commission's public involvement process was completed. The public participation plan for transportation planning can be accessed at sewrpc.org/ppp.

- The Commission pursued the completion of the following agreements:
 - Agreement with Jefferson County regarding planning for those facilities included within the census-defined Milwaukee urbanized area (completed in 2016).
 - An update to cooperative agreement with WisDOT and transit operators regarding planning within Southeastern Wisconsin (completed in 2020).
 - An update to the agreement with the Chicago Metropolitan Agency for Planning regarding planning within the Wisconsin portion of the Round Lake Beach urbanized area (completed in 2024).
- The Commission has provided WDNR with data analyses and forecasts, including traffic assignments for use in the State Implementation Plan. In addition, the Commission has conducted conformity analyses of the fiscally constrained transportation plan and transportation improvement program.

Relationship to Other Activities

VISION 2050 serves as the cornerstone of the comprehensive plan for Southeastern Wisconsin. All the other elements of the regional comprehensive plan—including the housing element, water quality management element, and park and open space element—are prepared within the framework of VISION 2050. The updated regional land use and transportation plan for the year 2050 provides a basis for updating and extending the other elements of the regional comprehensive plan to that design year and will serve as a basis for developing the new regional food system plan. If implemented, VISION 2050 would serve to provide for more efficient travel patterns, support more efficient and cost-effective transit system operations, and reduce vehicle-miles of travel and attendant traffic congestion and vehicle emissions relative to a continuation of past development trends.

VISION 2050 provides a framework for short-range transportation planning, and transportation improvement programming. It is also recommended for use by counties and communities as an overall framework for, and point of departure for, preparing more detailed county and local comprehensive plans.

Work Description/Methodology

During 2025, work will focus on ongoing work supporting the VISION 2050 plan implementation, refining its recommendations, and monitoring plan implementation progress (SATO Activity).

- Commission staff will continue to work with counties, by request, on county jurisdictional highway system planning. Arterial functional improvement changes recommended in VISION 2050 will be reviewed and refined, and jurisdictional responsibility changes will be addressed through work with each county jurisdictional highway planning committee. Commission staff will continue work on a multi-modal transportation plan for Milwaukee County (SATO Activity).
- The work program associated with the congestion management system and the review and update of the regional transportation plan is envisioned to operate in four-year cycles related to the State traffic-volume-counting program operated by WisDOT and the federally required four-year review cycle for the regional transportation plan. About every four years, analyses would be conducted to document comparison of actual regional change to forecast change – including population, employment, motor fuel price, vehicle-miles of travel, and transit ridership (some of these factors are monitored annually in the Commission’s performance website); changes in levels of transportation system performance, such as traffic congestion on the regional arterial street and highway system, particularly as related to the congestion levels envisioned in the long-range transportation plan; and the implementation status of any management or capacity expansion projects included in the plan

to address congestion and other problems. A review of current traffic congestion and plan implementation status was most recently completed as part of the 2024 Review and Update of VISION 2050. In 2007 and 2008, the Commission worked with WisDOT, FHWA, and FTA to define the system performance measures to be used in this analysis.

- Beginning in 2010, the Commission developed an overall set of transportation performance measures, which are monitored annually and reported annually on the Commission performance website. Additionally, the Federal performance measures will be monitored and reported on the Commission's performance website.
- Commission staff will continue monitoring the Federal performance measures and establish new performance measure targets as necessary. This will include working in cooperation with WisDOT on the review and potential update of the two Federal PM3 targets related to peak hours of excessive delay and non-single occupancy vehicle travel.
- Commission staff will provide support to local units of government in the endorsement of VISION 2050 and will monitor and document the progress of implementing the plan.
- The Commission will continue implementing its ongoing process for public participation in its land use and transportation planning and plan implementation work efforts.
- The Commission intends to hold quarterly meetings of the Environmental Justice Task Force.
- It is anticipated that in 2024, the Commission will need to conduct conformity analyses attendant to any amendments to VISION 2050 that impact the nonexempt projects included in the FCTS. The Commission will be the lead agency in the development of the conformity analyses, working with the appropriate State and Federal transportation and environmental agencies.
- In 2025, Commission staff may be requested to initiate at least one more TOD study similar to the Connect 1 BRT study for a community in the Region (SATO Activity).
- Commission staff will continue to work with WisDOT and local communities on the implementation and monitoring of performance of the statewide freight corridors within Southeastern Wisconsin. More specifically:
 - The monitoring of the critical freight corridors.
 - Supporting WisDOT freight planning efforts.

Schedule

Addressed in discussion of work description.

Products

- Data files attendant to traffic volumes, congestion levels, and project implementation; letter and technical reports on traffic congestion.
- A file of the plan endorsement and implementation actions taken by Federal and State agencies and local units of government.
- Study designs, memorandums, letter reports, technical reports, and planning reports. Some of these documents could become the basis for formally amending VISION 2050.

- Teacher, youth, and local official training; public informational meetings and hearings; resident surveys and analyses; and presentations, newsletters, fact sheets, brochures, articles, and white papers addressing important planning and public participation issues.
- Transmittal of data, attendance at meetings, and preparation of conformity analyses reports attendant to plan development and amendment.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	2,392
Principal Engineer/Planner/Specialist	2,184
Senior Engineer/Planner/Specialist	832
Engineer/Planner/Specialist	2,816
Technical/Analyst	208
Clerical	520
Total	8,952

Funding Source

FHWA SATO	FHWA		WisDOT	Commission (tax levy)	Total
10%	75%		4%	11%	100%
\$80,508	\$599,492		\$30,000	\$90,000	\$800,000

PROJECT 220-1200: FLOODING VULNERABILITY ASSESSMENT OF THE ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN

Objective

To inventory the flooding vulnerability of the Region's arterial street and highway network.

Previous and Current Work

In 2016, the Commission adopted VISION 2050, the Region's comprehensive land use and transportation plan, which recommends the periodic conduct of vulnerability assessments, maintaining a resilient arterial network that provides alternative routes during disruptions, and increasing transportation system resiliency to flooding events.

Previously, the Commission staff continued to investigate potential automated techniques to develop an inventory of potential flood hazards relative to arterial streets and highways in the Region. At that time it was determined that a universal automated technique that provided actionable information for all arterials was not possible, as too large of the Region's land area does not have flood information that matches the current topography. In 2022, work was completed for flooded major roads in the Fox River (IL) watershed for another project. This was done using a more manual method, which may be used as a template for the region. In 2023, this manual methodology and proposed project deliverables were presented to staff from WisDOT and the Regional County highway departments. Comments were incorporated into the methodology as appropriate. In 2024 Commission staff assessed an automated process to determine flooded roadways based on FEMA floodplain mapping to see if results were refined enough to be used as a Regionwide screening tool.

Relationship to Other Activities

This information will enable the Wisconsin Department of Transportation (WisDOT) and county and local public works departments to better respond to flooding of arterial streets and highways caused by the overflow of streams and rivers, and it will also assist WisDOT and local governments in developing approaches to eliminate the identified flooding risks as arterial streets and highways are reconstructed over time. At the Regional level, this information, in combination with other roadway metrics like traffic volume and pavement condition, could be used to inform the prioritization of projects competing for limited Federal funds. The flooding vulnerability assessment and the determination of flooding risk is the first phase in developing a regional resiliency plan, which will look at the long-term adaptive capacity of the Region's transportation network.

Work Description/Methodology

The planned-for work included the Commission staff developing an inventory of potential flood hazards relative to arterial streets and highways in the Region. The inventory is based on the effective Federal Emergency Management Agency (FEMA) digital flood insurance rate maps (DFIRMs) for the seven counties in the Region. In cases where the Commission staff has developed more current floodplain information, that will be considered as well. Road stream crossings will be evaluated for flood elevations mapped by FEMA or the Commission. Maps will be prepared using ArcGIS and show if the regulatory flood (1-percent annual probability) overtops the road.

In 2025 work will continue on the road flooding inventory, first with a more detailed investigation of an automated process, and then an evaluation of the usefulness of those results. If the more manual process is deemed more appropriate, the next step would be a re-evaluation of the Fox River watershed to document flood levels for the more frequent 10- and 50-percent probability events.

Schedule

This project began during the second quarter of 2019. A date for completion for the Region will be identified once a more accurate assessment of the level of effort is established.

Products

Staff will prepare a memorandum report to document the inventory data sources and procedures and to summarize the results. Additionally, a GIS file of the arterial network indicating the flooding risk will be compiled for the Region.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	40
Principal Engineer/Planner/Specialist	52
Total	92

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	10%	10%	100%
\$8,000	\$1,000	\$1,000	\$10,000

PROJECT 240-1000: TRAFFIC FORECASTING FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

Objective

To provide traffic forecasts as requested by WisDOT in support of their preliminary and final engineering and environmental assessment of State highway projects.

Previous and Current Work

This project was initiated in 2008 for the preliminary engineering of the reconstruction of IH 94 between the Mitchell Interchange and the Wisconsin – Illinois Stateline and the preliminary engineering of the reconstruction of the Zoo Interchange.

Relationship to Other Activities

This project uses the travel models developed in project 200-1000.

Work Description/Methodology

Traffic forecasts for state highway facilities will be prepared and provided as requested by WisDOT as needed for WisDOT preliminary engineering and environmental assessment for the construction and reconstruction of state highway facilities. It is anticipated that in 2024 this will likely include IH 794 Lake Interchange Study and the Reimagining STH 175 study, and forecasts for other state highway facilities.

Schedule

Each traffic forecast request will have a schedule developed by WisDOT and the Commission.

Products

Traffic forecasts needed for preliminary and final engineering and environmental assessment for state trunk highways.

Estimated Annual Hours

Staff Position	Hours
Principal Engineer/Planner/Specialist	675
Engineer/Planner/Specialist	200
Total	875

Funding Source

Commission (service agreements)	Total
100%	100%
\$75,000	\$75,000

PROPOSED 2025 REGIONAL WATER QUALITY PLANNING

4

INTRODUCTION

The proposed 2025 regional water quality planning program consists of five projects under two basic tasks as follows:

Task	Project Number	Project Name
Ongoing Plan Implementation	300-1000	Regional Water Quality and Refinement Projects Management Plan Coordination and Extension of Implementation Activities
	300-2000	Sanitary Sewer Extension Reviews and Assistance
	300-3000	Sanitary Sewer Service Area Plan Refinements
Plan Extension and Updating Projects	300-4000	Regional Water Quality Management Plan: Major Subregional Elements
	300-5000	Regional Water Quality Management Plan: Groundwater

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 300-1000: REGIONAL WATER QUALITY MANAGEMENT PLAN COORDINATION AND EXTENSION OF IMPLEMENTATION ACTIVITIES

Objective

To assist local and State-designated management agencies with developing procedures and guidelines and with conducting second-level planning studies needed to implement point source and nonpoint source pollution abatement measures recommended in the adopted regional water quality management plan; and to obtain needed intergovernmental cooperation in plan implementation.

Previous and Current Work

Since adoption of the regional water quality management plan in 1979, the Commission staff has worked with a large number and variety of designated management (plan implementation) agencies in several different ways to implement the regional water quality management plan. An update and status report on that plan was completed in 1995 and a regional water quality management plan update (RWQMPU) for the greater Milwaukee watersheds (the Kinnickinnic, Menomonee, Milwaukee, and Root River watersheds; the Oak Creek watershed; the Lake Michigan direct drainage area; and the nearshore Lake Michigan area) was completed in 2007 and subsequently amended in 2013. Numerous local lake and stream subwatershed plans and reports have also been developed within the Milwaukee River, Menomonee River, Cedar Creek, Root River, Oak Creek, Rock River, Oconomowoc River, Bark River, and Fox (Illinois) River watersheds since publication of the 1995 RWQMP update.

This project includes working with the Wisconsin Department of Natural Resources (WDNR), the county land and water conservation departments, and designated management agencies, to prepare and implement detailed nonpoint source pollution abatement plans; working with lake protection and rehabilitation districts and lake associations to prepare and implement detailed lake management plans; working with wastewater treatment plant operators and counties to implement the plan recommendations for treatment plants and attendant sewer service areas; and working with county land and water conservation and planning departments to carry out county land and water resource management and stormwater management planning.

In 2024, the Commission staff will complete or have already completed:

- Fox River Erosion Study for the Southeastern Wisconsin Fox River Commission, Kenosha, Racine, and Waukesha Counties
- Twin Lakes Management Plan, Kenosha County
- Comus Lake 9-Key Element Watershed Management Plan, Walworth County
- Lakes monitoring and protection network surveys and report for Walworth County Land Conservation Division, Walworth County
- Lakes monitoring and protection network surveys and report for Ozaukee County Planning and Parks Department, Ozaukee County
- North Lake Phase 2 Water Quality Study, Waukesha County
- Big Cedar Lake Water Quality and Shoreline Survey, Washington County
- Little Cedar Lake Aquatic Plant Survey, Washington County

Relationship to Other Activities

Land and water quality inventory data are made available to communities and private interests for use in developing permit conditions and site designs that are environmentally sound. This supports local and regional land use planning and development activities. Nonpoint source pollution abatement planning activities are integrated with watershed planning and stormwater management planning described under the regional floodland management planning program.

Work Description/Methodology

During 2025, the Commission will maintain a staff capability designed to respond to a variety of requests for assistance with implementing the regional water quality management plan. For the most part, these activities will be conducted in direct response to requests submitted by designated management agencies. Under this project, Commission staff will attend meetings and prepare reports relating to the regional water quality management plan and its implementation recommendations. Such meetings and reports can be expected to involve all the elements of the adopted regional water quality management plan. This includes assisting local communities in resolving water quality problems through effective stormwater management planning and analysis, providing sewerage system facility planning assistance and review, and preparing amendments to the regional water quality management plan. In addition to providing expertise in the form of data analysis and planning, it can also include providing data, reviewing plans prepared by others, and attending meetings.

In 2025, the Commission staff will continue to serve in an advisory role relative to implementing the Rock River Basin Total Maximum Daily Load (TMDL) and the Milwaukee River Basin TMDL wasteload and load allocations developed for their respective watersheds.

The project will include assistance to the WDNR, county land conservation departments, and local units of government with preparing and review of detailed nonpoint source pollution abatement plans and refinements to county land and water resource management plans, and with developing data for statewide water quality and watershed management programs. It is anticipated that such assistance and data may include providing available land use and water quality and pollutant loading data; watershed characteristics and areas; wetland and environmental corridor evaluation reports; field survey records; and other support data available from related Commission work programs.

In 2025, the Commission will begin work on a prospectus to update the Regional Water Quality Management Plan for all seven counties. It is anticipated that a technical advisory committee will be formed to guide developing the scope for the update along with input from the WDNR.

The work project will also involve preparing inventory and analysis reports to assist lake districts and organizations in the conduct of lake use and management planning activities, including preparing project descriptions for lake planning programs and public informational and educational materials attendant to implementing the regional water quality management plan. This element of this work project also includes Commission participation as a committee member on water quality- and habitat-related WDNR teams, county land and water resources management planning committees, and other water quality-related committees. Where applicable, the Commission staff will contribute information directly to the WDNR interactive web mapping databases related to the Wisconsin Wetland Inventory and water quality standards, as well as data layers to assist with other watershed mapping efforts.

This work project will include assisting State and local units of government with developing the quality aspects of local stormwater management and stream restoration. As examples, the Commission anticipates 1) technical assistance to counties with implementing the water quality management elements of the county land and water resource management plans, 2) assistance to local units of government by preparing

watershed protection plans, and 3) possible assistance to the Wisconsin Department of Transportation with preparing stream restoration plans for selected highway projects.

Schedule

This work effort is continuing with products being prepared over the course of the year.

Products

It is anticipated that the end products under this work project will be many and varied. Anticipated work products may be expected to include about two letter reports, staff memorandums or community assistance reports; assistance to the WDNR and county land conservation departments for water quality and watershed planning activities to consist of meeting attendance and materials review; lake management planning assistance to 35 lake districts and organizations; 30 public informational and educational presentations or reports; attendance at about 150 meetings; coordination of meetings and activities with the WDNR; and other miscellaneous plan implementation activities. The sewer service area component of the Commission's website will be maintained and refined.

Funding Source

WisDNR	Commission (tax levy)	Commission (service agreements)	Total
15%	55%	30%	100%
\$80,000	\$301,630	\$167,960	\$549,590

PROJECT: 300-2000: SANITARY SEWER EXTENSION REVIEWS AND ASSISTANCE

Objective

To review, comment on, and provide assistance with preparing proposals to construct public and private sanitary sewer extensions and major onsite sewage disposal systems, relating such reviews to the adopted regional water quality management plan. Such comments and assistance are provided in response to letters submitted by local units of government, consulting engineers, architects, plumbers, and others, and are forwarded to the Wisconsin Departments of Natural Resources (WDNR) and Safety and Professional Services (WDSPS).

Previous and Current Work

This is an ongoing project. During 2024, the Commission staff provided review comments for about 80 proposed public sewer extensions and 60 proposed private main sewers and building sewer extensions, all as required under Section NR 110.08(4) and referenced under Section SPS 382 of the *Wisconsin Administrative Code*. Assistance was also provided to local units of government and private land developers in the preliminary evaluation of land use development proposals. Such preliminary evaluation is particularly important since it makes the subsequent formal review of proposed sewer extensions routine. Letter reports and field staking of environmentally sensitive areas were provided for approximately 11 sewer extension projects.

Relationship to Other Activities

The sanitary sewer extension review process includes consideration of environmental corridor and other environmentally sensitive lands. Thus, the reviews are directly related to implementing the regional land use plan. This project is also directly related to Project 300-3000, Sanitary Sewer Service Area Plan Refinements, under which the boundaries of the planned sewer service areas are developed through an intergovernmental planning effort.

Work Description/Methodology

During 2025, it is expected that about 70 proposals for public sanitary sewer extensions and about 80 proposals for private and building sewers will be reviewed. Numerous meetings will have to be held and letters written concerning the relationship of land development proposals to the adopted regional water quality management plan. Such review letters will indicate whether a land development proposal would encroach upon environmentally sensitive lands and whether such a proposal lies within an approved sanitary sewer service area. This work activity is expected to require about 250 meetings, phone calls, or electronic mail messages with people who visit or contact the Commission offices to review environmentally sensitive land mapping for land parcels being considered for sewer service. Letter reports and field staking of environmentally sensitive areas may be expected to be provided for about 10 - 20 sewer extension projects as part of the review or to assist with preparing the sewer extension submitted. Each of these field staking projects will involve a written report as well as an in-field inspection and an in-field layout of the environmentally sensitive area.

Schedule

The work effort is continuing with reviews and field surveys being conducted over the course of the year.

Products

Approximately 150 review letters relating to public and private sewer extensions and about 10 - 20 letter reports documenting in-field layouts of environmentally sensitive areas. Approximately 250 meetings or other types of correspondence are also conducted with people to review environmentally sensitive land information on a site-specific basis.

Funding Source

WisDNR	Commission (tax levy)	Total
25%	75%	100%
\$60,000	180,000	\$240,000

PROJECT 300-3000: SANITARY SEWER SERVICE AREA PLAN REFINEMENTS

Objective

To refine and detail sanitary sewer service areas and environmentally sensitive lands as initially delineated in the 1979 regional water quality management plan.

Previous and Current Work

When the Commission adopted the regional water quality management plan in 1979, it was envisioned that a multi-year process would be undertaken to refine and detail the sanitary sewer service areas delineated in that plan to meet the requirements of Chapter NR 121 of the *Wisconsin Administrative Code*. This would involve working with the designated management agencies in efforts that would seek to incorporate local, as well as areawide, planning objectives into the sewer service area planning process. A total of 86 individual sewer service areas are currently identified in the Region. By the end of 2024, refined and detailed sewer service area plans will have been completed and adopted for 75 of those 86 areas. Following refinement, including consolidation and identification of new service areas, there are now 57 refined named service areas in Southeastern Wisconsin. During 2024, there were no plan refinements completed, but six amendments were completed (one each for the Villages of Bristol, Dousman, Grafton, Kewaskum, Lisbon-Sussex, and the City of Port Washington-Village of Saukville). In addition, two plan updates and seven amendments were initiated (or continued) in 2024. The plan updates included the Villages of Menomonee Falls and Germantown. The seven amendments included the Villages of Jackson, Lake Como, Pell Lake, Salem Lakes, and Yorkville, and the Cities of Burlington and Port Washington.

Relationship to Other Activities

The sanitary sewer area refinement process includes delineation of, and protection recommendations for, environmental corridors and other environmentally sensitive lands as recommended in the regional land use plan. In addition, the sewer service areas are delineated with due consideration to the planned urban development as set forth in the regional land use plan.

Work Description/Methodology

The Commission will continue to work during 2025 toward completing the refinement process for all sanitary sewer service areas. This process involves working with the designated management agencies and other affected local units of government in revising the sewer service areas, incorporating into those revisions refined delineations of primary and secondary environmental corridors and isolated natural resource areas. In addition, where adequate data exists, floodplains outside of the environmental corridor lands will be delineated. Field evaluations and delineation of environmentally sensitive areas will be conducted for sites proposed to be included within the sewer service areas. Each refinement process is documented in a community assistance planning report, and each amendment is documented in a Staff Memorandum, which is presented to local governmental officials for review. One or more public hearings are held to present the final plans and obtain public reaction. The reports are then adopted by the designated management agencies, adopted by the Commission as amendments to the regional water quality management plan, forwarded by the Commission to the Wisconsin Department of Natural Resources (WDNR), and printed as water quality plan amendments. During 2025, it is estimated that four new requests for amendments to previously prepared sewer service area plans, and 25 environmental corridor field delineations will be received and acted upon. Special letter reports, field evaluations, and environmental corridor field stakings will be conducted to support and consider specific requests for sewer service area refinements. Environmental impact assessment data will be provided where and as needed for sewer service area amendments. Procedures for plan amendments will continue to be refined in conjunction with the WDNR staff to meet the requirements of Chapter NR 121 of the *Wisconsin Administrative Code*. A map of the sewer service areas and map designation as to the status of their refinement will be updated. The sewer

service area program, including mapping, will be maintained and refined as an integral component of the Commission’s website.

Schedule

This work effort is continuing with sewer service area plans and refinements being conducted over the course of the year.

Products

Community assistance planning reports and/or plan amendment reports documenting the revised sanitary sewer service areas (four new amendments anticipated in 2025, in addition to the two plan updates and seven amendments initiated in 2023 or 2024 and to be completed in 2025), and special letter reports and field evaluations to support specific sewer service area amendment requests (25 anticipated). Data needed to complete WDNR environmental assessment forms as needed. An updated map indicating the sewer service areas and their refinement status for the Southeastern Wisconsin Region. Maintenance and refinement of a sewer service area webpage on the Commission’s website.

Funding Source

WisDNR	Commission (tax levy)	Total
9%	91%	100%
\$25,000	\$250,000	\$275,000

PROJECT 300-4000: REGIONAL WATER QUALITY MANAGEMENT PLAN MAJOR SUBREGIONAL AMENDMENTS

Objective

To update and extend the land use-, point source-, nonpoint source-, and surface-water-related elements of the regional water quality management plan. The plan updating process is intended to be a continuing process. As such, this work project will focus on major amendments to the plan that generally involve subregional considerations.

Previous and Current Work

The original regional water quality management plan was completed in 1979. Under the 1994-1995 water quality planning program, a report providing an update of and status report on the regional water quality management plan was completed. In 2008, the regional water quality management plan update (RWQMPPU) for the greater Milwaukee watersheds (the Kinnickinnic, Menomonee, Milwaukee, and Root River watersheds; the Oak Creek watershed; the Lake Michigan direct drainage area; and the nearshore Lake Michigan area) was finalized and distributed. During 2009, the technical report on water quality conditions and sources of pollution in the greater Milwaukee watersheds, which is a companion to the RWQMPPU, was completed. The Commission participated as a member of the Southeastern Wisconsin Watersheds Trust (SWWT), which is a broadly-based organization bringing together diverse interests for the purpose of implementing the RWQMPPU. The Commission staff serves as a non-voting advisor on the SWWT Board of Directors. The Commission staff also participates as a member of the MMSD Technical Advisory Team, which is a working committee that meets regularly to consider implementation-related steps associated with the MMSD facility plan. In 2021, the restoration plan for the Oak Creek watershed was completed and in 2022 the plan was approved as a Nine Key Element plan by the WDNR and USEPA. That plan was prepared with funding from MMSD, Milwaukee County, the City of South Milwaukee, and the Commission and in collaboration with all municipalities that are wholly, or partially, within the watershed.

In 2024, Commission staff reviewed one wastewater facility plan (Slinger) and provided a formal letter to the WDNR. Staff also provided data or comments for another two upcoming facility plans (Brookfield, Waterford).

Relationship to Other Activities

This project is related to Projects 300-1000 and 300-3000, which include assisting designated management agencies in plan implementation and updating on a local basis.

Work Description/Methodology

During 2025, the Commission staff will continue to provide input into the ongoing inter-governmental processes relating to implementing major plan amendments relating to sewerage facilities and sewer service areas as the need arises. This project will also include activities related to implementing the regional water quality management plan update for the greater Milwaukee watersheds.

Schedule

This work effort is continuing with facilities plan reviews and regional water quality plan amendments being conducted over the course of the year.

Products

Plan amendments and letter reports as appropriate.

Funding Source

WisDNR	Commission (tax levy)	Commission (service agreements)	Total
14%	29%	57%	100%
\$5,000	\$10,000	\$20,000	\$35,000

PROJECT 300-5000: REGIONAL WATER QUALITY MANAGEMENT PLAN GROUNDWATER MANAGEMENT STUDIES

Objective

To develop groundwater resources-related data and analyses for use in regional land use and water quality management planning over a multi-year period.

Previous and Current Work

Prior to 2024, work was completed on groundwater resources inventories, including a pollution potential mapping for the Region. The final report incorporating all inventories, mapping, and analyses and a prospectus describing a regional groundwater aquifer modeling program for Southeastern Wisconsin were published. In addition, work was completed on a regional groundwater aquifer model. The model development was carried out under an interagency agreement by the Commission, the U.S. Geological Survey, and the Wisconsin Geological and Natural History Survey staffs. The work was overseen by the Commission's Technical Advisory Committee on Groundwater Resources. The regional aquifer simulation model from this effort was used for the regional water supply plan for Southeastern Wisconsin which was published in December 2010.

During 2024, the Commission staff continued to provide support to communities for implementation of the regional water supply plan, including on issues related to groundwater quantity and quality.

Relationship to Other Activities

This project is designed to provide groundwater quantity and quality protection planning activities and supports the regional water quality and land use planning programs.

Work Description/Methodology

During 2025, on an as-needed basis, the Commission staff will continue groundwater quantity and quality protection planning activities in support of the regional water quality, water supply, and land use planning programs.

Schedule

This work effort is continuing with technical assistance to local units of government on matters related to groundwater management being provided over the course of the year.

Products

The Commission will offer technical assistance to local units of government on matters related to groundwater management. This assistance will be documented in letter reports, as appropriate.

Funding Source

WisDNR	Commission (tax levy)	Total
50%	50%	100%
\$5,000	\$5,000	\$10,000

**Estimated Annual Hours for the Water
Quality Planning Program**

Staff Position	Hours
Executive Director/Division Head	2,340
Principal Engineer/Planner/Specialist	3,736
Senior Engineer/Planner/Specialist	2,704
Engineer/Planner/Specialist	5,980
Technical/Analyst	1,248
Clerical	104
Total	16,112

PROPOSED 2025 REGIONAL FLOODPLAIN MANAGEMENT

5

INTRODUCTION

The proposed year 2025 regional floodplain management planning program consists of five projects divided into two basic tasks as follows:

Task	Project Number	Project Name
General Floodplain Management Projects	330-1000 330-3000	Continuing Floodplain and Stormwater Management Planning Continuing Watershed Planning—Flood-Flow and Flood- Stage Revisions
Special Floodplain Management	350-1000	Cooperative Streamflow-Gaging Program

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 330-1000: CONTINUING FLOODPLAIN AND STORMWATER MANAGEMENT PLANNING

Objective

To abate flood damages through the development and implementation of sound comprehensive floodplain and stormwater management planning, and the preserving and protecting floodplains.

Previous and Current Work

This is a continuing program that relies and builds upon previous work and previously developed plans. In 2000, a regional study of temporal storm rainfall distribution was completed by the Commission staff in cooperation with the Wisconsin Department of Natural Resources (WDNR) and adopted by the WDNR for use in floodplain studies. Since 2000, the Commission staff also prepared stormwater management plans for the Underwood Creek subwatershed in the City of Brookfield and the Village of Elm Grove, and the Butler Ditch subwatershed in the City of Brookfield and the Village of Menomonee Falls. In 2019, Commission staff completed a stormwater evaluation for a portion of the City of Burlington.

During 2024, the Commission staff continued to provide available hydrologic and hydraulic data and technical assistance relating to stormwater and floodplain management to governmental agencies, local units of government, their contractors, and private interests.

Relationship to Other Activities

This project involves activities that in part relate to implementing the comprehensive watershed plans that have been completed for eight of the Region's 12 watersheds.

Work Description/Methodology

The project involves developing and providing hydrologic-hydraulic data and technical assistance to government agencies, local units of government, their contractors, and private parties. This technical work involves re-evaluation and refinement of hydrologic-hydraulic data developed, and flood control management recommendations set forth, in adopted watershed plans. Special stormwater management plans may be prepared addressing stormwater drainage, flood control, and nonpoint source pollution control. Assistance will be provided to local units of government to develop project scoping and review of stormwater plans and in stormwater permitting activities.

Schedule

This work effort is continuing with products being prepared over the course of the year.

Products

An estimated two letter reports, memorandum reports, or intergovernmental meeting summaries will be prepared.

Funding Source

Commission (tax levy)	Total
100%	100%
\$20,000	\$20,000

PROJECT 330-3000: CONTINUING WATERSHED PLANNING FLOOD-FLOW AND FLOOD-STAGE REVISIONS

Objective

To assist local, State, and Federal units and agencies of government through the reevaluation of flood flows and stages, using all available hydrologic, hydraulic, and topographic data.

Previous and Current Work

Prior to the year 2019, the Commission staff assisted the Wisconsin Department of Natural Resources (WDNR) and the Federal Emergency Management Agency (FEMA) in implementing the FEMA Floodplain Map Modernization and Risk Mapping, Assessment, and Planning (RiskMAP) programs in all counties of the Region.

In 2020, the Commission staff 1) completed a watercourse system plan for Schoonmaker Creek in Milwaukee County; 2) continued work on a watercourse system plan for the Beaver Creek watershed in Milwaukee County; and 3) completed draft floodplain mapping for the South Branch of the Pike River in Kenosha County.

In 2021, the Commission staff 1) began work on LOMR submittals for MCAMLIS Milwaukee River Phase 1 streams not allowed as part of the RiskMAP effort. These include Honey Creek, Woods Creek, Grantosa Creek, Dretzka Park Tributary, Little Menomonee River, Little Menomonee Creek, and the Menomonee River mainstem upstream of North Avenue; 2) continued work on a watercourse system plan for the Beaver Creek watershed in Milwaukee County; 3) received WDNR approval for the hydrology modeling for the South Branch of the Pike River in Kenosha County; 4) restarted work on the Honey Creek Watercourse System Plan; and 5) submitted draft floodplain mapping for the South Branch Pike River and five tributaries to WDNR for LOMR review. In 2021, WDNR LOMR approval was received for Honey Creek, Grantosa Creek, Dretzka Park Tributary, and Woods Creek.

In 2022, the Commission staff received WDNR LOMR approval for the remaining Menomonee River (Phase I) streams that have not yet been submitted to FEMA. These streams include the Menomonee River upstream of North Avenue, Little Menomonee River, and Little Menomonee Creek. Staff completed work on watercourse system plans for the Beaver Creek and Honey Creek watersheds in Milwaukee County. Staff also obtained WDNR approval for the hydraulic modeling and floodplain mapping for the South Branch of the Pike River and five tributaries in Kenosha County.

Floodplain mapping work for the Root River watershed that began under the MCAMLIS effort continues under this project. This work will update floodplain mapping for 27 tributaries and the mainstem of the Root River in Milwaukee and Waukesha Counties. In 2021, the hydrologic modeling for the entire Root River watershed was approved by the WDNR. Draft floodplain maps were completed in 2021 for Hale Creek and in 2023 for the West Branch Root River and its tributaries. In 2024 work continued on Wildcat Creek, the East Branch of the Root River and its tributary, and Unnamed Tributary 3 to the Root River. In 2024 work also continued on developing the Root River mainstem hydraulic model from its headwaters to fully in Racine County (28 river miles).

In 2024 Commission staff continued to provide technical support for the LOMR submittal for the South Branch Pike River and its tributaries. Technical review approval was received from the FEMA consultant in 2023. In 2024 the hydraulic analysis for revised floodplain mapping on Southwick Creek in Walworth County was submitted to WDNR for review.

In 2024 Commission staff also responded to numerous hydrologic and hydraulic data and analysis requests from counties, municipalities, State and Federal agencies, and private consultants.

Relationship to Other Activities

This project involves updating floodplain mapping and preparing basic watershed wide, hydrologic and hydraulic data. This information is used for site-specific analyses by the Commission staff and others as described under Project 330-1000, Continuing Floodplain and Stormwater Management Planning.

Work Description/Methodology

Comprehensive plans have been completed for 8 of the Region's 12 watersheds: the Root River, Fox River, Milwaukee River, Menomonee River, Kinnickinnic River, Pike River, Des Plaines River, and Oak Creek watersheds. Moreover, the Commission has developed tools for use in those parts of the Region for which watershed studies have not been prepared and for selected smaller streams not previously studied. The Commission will conduct data research and analyses needed for re-evaluation and refinement of hydrologic-hydraulic data and flood control analyses, integrating all available data, including flood insurance study results.

During 2025, it is anticipated that the Commission staff will continue work on the Root River hydraulic models and the Menomonee River LOMR submittals.

Schedule

The Root River floodplain mapping effort is scheduled to be completed in 2028. Other work will be ongoing during the year.

Products

Flood-flow and flood-stage data, flood profiles, and delineated areas of inundation will be prepared and documented in letter reports, staff memoranda, and WDNR/FEMA technical support data notebook format in cases where FEMA digital flood insurance maps are to be revised.

Funding Source

Commission (tax levy)	Commission (service agreements)	Total
80%	20%	100%
\$357,634	\$91,800	\$449,434

PROJECT 350-1000 COOPERATIVE STREAMFLOW-GAGING PROGRAM

Objective

To provide long-term records of streamflow data in support of local, State, and Federal water resources management decisions.

Previous and Current Work

Streamflow data were collected and published by the U.S. Geological Survey (USGS) for a network of 41 continuous-recording stream-gaging stations in the Region during 2024. The Commission functions as a USGS stream gaging cooperator by coordinating and administering the local aspects of the stream gaging program for 15 locally supported gages (out of the total of 41).

Relationship to Other Activities

The streamflow data collected are essential to sound hydrologic analyses of the storm system and are integrated into the continuing floodplain management and watershed planning work.

Work Description/Methodology

This project involves preparing an annual work program and contract with the U.S. Geological Survey (USGS) and the maintenance of a set of 15 recording stream gages. The USGS will perform the gage maintenance work and collect and publish the data.

Schedule

This is an ongoing project carried out over the course of the year.

Products

Streamflow data is set forth in a published report by the U.S. Geological Survey. Data from most gages is available electronically on a real time basis.

This is a pass-through project. No staff time is allocated to this project.

Funding Source

USGS	Commission (tax levy)	Total
39%	61%	100%
\$79,500	\$124,500	\$204,00

Estimate Annual Hours for the Floodplain Management Planning Program

Staff Position	Hours
Executive Director/Division Head	312
Principal Engineer/Planner/Specialist	624
Senior Engineer/Planner/Specialist	2,080
Engineer/Planner/Specialist	3,172
Technical/Analyst	104
Total	6,292

PROPOSED 2025 COASTAL MANAGEMENT PLANNING PROGRAM

6

INTRODUCTION

The proposed 2025 coastal management planning program consists of one project classified within one task, as follows:

Task	Project Number	Project Name
Coastal Management Coordination Projects	390-1000	Coastal Management Program Coordination

The balance of this chapter presents the project description. The program budget is summarized in Chapter 10.

PROJECT 390-1000: COASTAL MANAGEMENT PROGRAM COORDINATION

Objective

There are two major efforts under this project number. The first effort is to assist the Wisconsin Department of Administration in the conduct of the Wisconsin Coastal Management Program; to assist local units and agencies of government in their ability to better manage their coastal resources; and to develop planning and engineering data that can contribute to the resolution of encroachment on ecologically sensitive areas, waterfront blight, and flooding problems.

The second major effort is the Lake Michigan Coastal Resilience Study and the subsequent Collaborative Action for Lake Michigan (CALM) effort. The Commission partnered with staff from Wisconsin Coastal Management, the University of Wisconsin Sea Grant Institute, and the University of Wisconsin-Madison Department of Civil and Environmental Engineering for this work. The study is focused on the Lake Michigan coast in Ozaukee, Milwaukee, Racine, and Kenosha Counties.

Current and Previous Work

In 2024, staff assisted numerous local units of government in developing coastal management program projects, and conducted environmental corridor, and natural area assessments. Staff also participated in activities as designated by the Wisconsin Coastal Management Program. Work also continued in support of CALM effort.

Relationship to Other Activities

For Coastal Management Program Coordination, the Commission's database is actively used in the conduct of this project. Specifically, the Commission's land use, natural resource, soils, and topographic information is used to develop planning and engineering data related to the coastal zone. In addition, the Commission's land use, sewer service area, park and open space, and natural area and critical species habitat plans are continuously utilized.

The CALM coordination effort will complement other coastal activities being undertaken by Commission staff by broadening the technical resources available to staff and the Region's coastal communities.

Work Description/Methodology

For Coastal Management Program Coordination, the Commission staff will assist local units and agencies of government within the coastal management area with identifying and managing special coastal areas, as well as assist with identifying coastal management projects for local implementation utilizing coastal management funds. In addition, Commission staff will, upon request, assist local coastal governments with developing project requests for possible Federal funding under the Coastal Zone Management Act of 1972, as amended. Public attitudes on issues pertaining to the coastal area will continue to be solicited through the Southeastern Wisconsin Coastal Management Committee, made up of local public officials, technical experts, and appointed citizen leaders. The Commission will continue to support specialized training related to environmental corridor delineation, natural areas assessments, fish passage design, and stream restoration design.

Schedule

The Coastal Management Program Coordination project is conducted on an ongoing basis.

The CALM coordination effort is anticipated to continue into 2025 on an as-needed basis.

Products

Products for the Coastal Management Coordination effort include news releases, committee meetings, staff meetings, training workshops, local government meetings, letters, and letter reports.

Estimated Hours

Staff Position	Hours
Executive Director/Division Head	156
Principal Engineer/Planner/Specialist	520
Senior Engineer/Planner/Specialist	104
Engineer/Planner/Specialist	104
Total	884

Funding Source

WisDOA	Commission (tax levy)	Total
50%	50%	100%
\$30,000	\$30,000	\$60,000

PROPOSED 2025 PLANNING RESEARCH PROGRAM

7

INTRODUCTION

The proposed 2024 planning research program consists of five projects divided into two tasks as follows:

Task	Project Number	Project Name
Basic Research Projects	400-1000	Demographic and Economic Data Research, Base File Creation and Maintenance, and Data Provision
Mapping and Related Projects	420-1000	Regional Base Mapping and Survey Control
	420-2000	Regional Orthophotography Program
	420-3000	Southeast Wisconsin High Density LiDAR
	430-1000	Re-monumentation Assistance
	490-1000	Transportation-Related Environmental Inventories, Assessments and Evaluations

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 400-1000: DEMOGRAPHIC AND ECONOMIC DATA RESEARCH, BASE FILE CREATION AND MAINTENANCE, AND DATA PROVISION

Objective

To maintain current information on the Region's population and economy, analyze current population and economic trends, and prepare population, employment, and personal income forecasts in support of Commission planning programs.

To provide, upon appropriate request, historic, current, and planned demographic, economic, and related data and staff capabilities as may be useful in the day-to-day work of public and private agencies within the Region.

To provide technical assistance to the U.S. Bureau of the Census, the Wisconsin Department of Administration, and local units of government, as may be needed to help coordinate the efficient dissemination of various Census Bureau data products.

Previous and Current Work

The Commission staff annually collates and analyzes information on current population, household, and employment estimates for the Region.

The Commission has prepared data files indicating population, household, and employment levels by U.S. Public Land Survey quarter section on a periodic basis since 1963. An update of the quarter-section population/household file to the year 2020 was initiated in 2023 and is anticipated to be completed in early 2025. An update of the quarter-section employment file was initiated in 2024 and is anticipated to be completed in 2025. In addition, the Commission anticipates preparing a major inventory and analysis of the Region's population and economy in 2025, and preparing new county-level population, household, and employment projections for the Region for use in the next major update of the regional land use and transportation plan. The new population and household projections are anticipated to be documented in a new edition of Technical Report No. 11 (6th Edition), *The Population of Southeastern Wisconsin*, and the new employment projections anticipated to be documented in a new edition of Technical Report No. 10 (6th Edition), *The Economy of Southeastern Wisconsin*.

Providing data to public agencies and private interests from the Commission's demographic and economic data files is an ongoing activity. In a typical year, the Commission staff responds to about 60 requests for socioeconomic data.

Relationship to Other Activities

Historical, current, and projected demographic and economic data are essential to the Commission's land use, transportation, water quality, and community assistance planning programs. The year 2020 population, household, and employment quarter-section files and the new projections of population, households, and employment for the Region are anticipated to serve as a basis for updating and extending the regional land use and transportation system plan. State, county, and local government agencies also utilize Commission historic, current, and projected demographic and economic data files for a wide range of planning activities. Use of Commission demographic and economic forecasts by other public agencies and private interests enables them to formulate land use and public facility plans and development proposals which are consistent with the regional plan.

Work Description/Methodology

The Commission will monitor and analyze population and employment trends in the Region using all available demographic and economic base data.

The Commission will continue to respond to requests from public agencies and private interests for historic, current, and planned demographic and economic data and assist in the interpretation and use of such data.

Population, household, and employment data will also be collated from the quarter-section files and other data sources as required in support of Commission planning programs.

Upon request, Commission personnel will be assigned to advisory committees or task forces to coordinate research activities and to make available information contained in Commission data files.

The Commission will continue to assist in the dissemination of Census Bureau data—including data from the 2020 Decennial Census and the American Community Survey—to State, county, and local units and agencies of government.

In 2021, the Commission staff initiated the next major analysis of the Region’s population, housing, and economic base for the development and extension of new population, households, and employment forecasts. This work is carried out every ten years, following the release of the required demographic data from the decennial Census and the release of the required economic data from the U.S. Bureau of Economic Analysis and other sources. The Commission initiated the work of creating a data file indicating year 2020 population, housing, and employment levels by U.S. Public Land Survey quarter-section in 2021. This work draws upon the 2020 Census data and data from the U.S. Bureau of Economic Analysis. The quarter-section files are needed as a basis to prepare a variety of regional, county, local, and private plans and planning programs.

Schedule

Monitoring of population and employment trends and data provision are ongoing activities. The once-a-decade analysis of the Region’s population, housing, and economic base was initiated in 2021, work continued in 2024, and is anticipated to be completed in 2025.

Products

Data files, tables, graphs, maps, and written analyses regarding the Region’s demographic and economic base for use in Commission planning programs; and in response to requests from public agencies and private interests.

Current estimates of population, households, and employment are presented annually, along with a comparison of current and Commission-projected population, household, and employment levels, as part of the Commission’s monitoring of regional plan performance and implementation.

Estimated Annual Hours

Staff Position	Hours
Principal Engineer/Planner/Specialist	312
Engineer/Planner/Specialist	3,016
Technical/Analyst	936
Total	4,264

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	10%	10%	100%
\$200,000	\$25,000	\$25,000	\$250,000

PROJECT 420-1000: REGIONAL BASE MAPPING AND SURVEY CONTROL

Objective

To prepare and update base maps needed to support ongoing Commission programs. To collect, collate, and disseminate control survey data necessary to conduct Commission, State, county, and municipal planning and engineering programs.

Previous and Current Work

The base mapping, which has been converted to digital format by the Commission staff, is updated annually as resources permit to include municipal boundary changes, and at least every five years to include changes in physical features. Control survey data files are maintained and updated on a continuing basis.

Relationship to Other Activities

Base mapping products are essential to the conduct of the regional planning program. The data developed and maintained under this project serve as the basis for developing and summarizing requisite land use and transportation inventories and analyses, which is used to support long-range regional land use and transportation planning efforts. They also provide the basis for graphic presentation of data collected under regional inventories of urban growth and land use change. Control survey data products are used in regional base mapping as well as other Commission planning and engineering programs. Control survey data products are widely distributed.

Work Description/Methodology

The Commission digital base map series will be updated using Wisconsin Department of Transportation State aid mileage summary maps to make changes in municipal boundaries; and using the aerial imagery obtained in the spring of 2024 to make changes in physical features. A variety of control survey data will be collected, collated, and disseminated including control survey summary diagrams; U.S. Public Land Survey corner and benchmark dossier sheets; and selected computer files. A project has been completed to update how the Commission disseminates the control survey data via a new online document search application. This new application now offers efficient on-demand reports that are consistent in appearance as previous dossier sheets. The new application platform offers two methods of finding USPLSS corners; 1) locate USPLSS corners while interacting with base maps or 2) a user can run a query using Township, Range, and Section to locate the USPLSS corner(s). Maintenance work for monumented control survey corners established under previous programs will be carried out as required.

Schedule

The regional base mapping program and the regional control survey data program is on-going and continuous. Work will be conducted throughout 2025.

Products

Updated digital base maps will be produced as described above. Updated control survey data files will be produced. Maintenance of control survey stations will produce the basis for current control survey data files. Continue to update NAD83/2011 control survey summary diagrams and scan existing historical dossiers into database.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	728
Principal Engineer/Planner/Specialist	104
Total	832

Funding Source

USDOT	WisDOT	Commission (tax levy)	Total
80%	10%	10%	100%
\$88,000	\$11,000	\$11,000	\$110,00

PROJECT 420-3000: SOUTEAST WISCONSIN HIGH DENSITY LIDAR PROGRAM

Objective

To obtain high-density light detection and ranging (lidar) data for the Region; to collect the entire region in a single year; to collect high-resolution topography; to assess Lake Michigan coastal bluff erosion; to improve floodplain modeling; to improve planning and prioritization of habitat conservation and restoration projects; and to provide lidar data to interested users via the Southeastern Wisconsin Regional Land Information website.

Previous and Current Work

The Commission has supported lidar programs based on individual county interests. In 2020 Milwaukee acquired LiDAR to update its topo data acquired in 2015. Whereas Ozaukee, Walworth, Washington, and Waukesha counties are based on the 2015 acquisition and Kenosha and Racine acquired in 2017. Economic development has been significant and thus the need for updated topo data.

This new task will acquire all seven counties in the Region using the latest LIDAR technology that will achieve a point density of approximately 30 points per square meter and for the first time having all seven counties in the region participating. Traditionally, the cost of high-resolution LiDAR has been an issue in trying to get a project executed, especially for a single County. During 2022, the Commission along with the seven county Land Information Officers (LIOs) started the planning process on a regionwide lidar solution and looked to the Commission to find interested partners to assist with the costs. The total cost if each County had separately contracted would have cost \$950,000 but with working collaboratively, the Commission saw a significant economy of scale with the total cost coming down to \$677,250. This was an approximately 29% cost saving. Furthermore, the Commission was able to seek active partners interested in assisting given the size of the collection and the development that has occurred and overall need in getting updated information since previous collections were outdated due to economic development and lidar collections for the seven counties between 2015 and 2020.

Furthermore, scientists and engineers can supplementally collect/generate data such as 3D building models, closed depression polygons, catchment basins, EVAAL erosion models, to name a few which would not be feasible with a lesser collected surface.

The Commission will be assisting in administering and coordinating this program and will provide quality checks and reviews to ensure the lidar data sets meet industry standards.

Relationship to Other Activities

High resolution lidar data will provide additional accuracy to the topology and will provide additional information to better understand above ground features such as buildings and infrastructure, vegetation, water bodies, etc. This enhancement will allow scientists/engineers in both private and public the ability to map terrain, vegetation, structures, and utilities as well as the length of the coastal bluffs, harbors, and barriers.

This project in Southeastern Wisconsin will allow for projects that include improved hazard mitigation and prevention planning in areas that are home to some of the State's highest concentrations of historically underserved communities that are more vulnerable to climate change impacts such as water quality issues and higher-cost or inaccessible flood insurance. More accurate maps of these low-lying or flood-prone areas will help leaders supporting these disadvantaged communities to identify projects that mitigate the risks they may face. Additionally, the project will be critical to the continuing efforts to assess the rates of bluff destabilization and the structural properties of bluff vegetation and its effects on erosion rates covering 82 miles of Lake Michigan shoreline.

This task will also complement recent Wisconsin Coastal Mapping Program (WCMP) investments in geospatial information in the State of Wisconsin including the Wisconsin Coastal-Management Data Infrastructure (WICDI) project. WICDI has developed a cooperative approach to gathering culvert infrastructure asset data into a common inventory. That inventory is a critical first step in creating accurate hydrography and wetlands features. The State of Wisconsin is also currently developing a GIS mapping product that combines hydrography, land cover, and wetland data layers in a single integrated process. The data acquired through this task will be valuable for developing hydro-enforced digital elevation models that incorporate culverts and other important infrastructure, enhanced land use classification, and improved hydrologic features. Additionally, WCMP and the Commission serve on the leadership team for the Collaborative Action for Lake Michigan (CALM) Coastal Resilience Network which can be leveraged to share the new data with local and state partners and seek opportunities to collaborate on future habitat projects.

These lidar products are essential to the conduct of the regional planning and extremely useful in state and local government planning and implementation activities, and the products will be widely distributed to both the public and private sectors. The regional land information website will make this lidar data and related information available to a broad range of users.

Work Description/Methodology

The regional lidar program is a collaboration between the seven counties of the Region, the Southeastern Wisconsin Regional Planning Commission, United State Geological Survey, Wisconsin Department of Transportation, Wisconsin Coastal Management Program, and local/private utilities. Lidar programs are generally conducted between five and ten-year intervals. Staff will administer the entire program and provide quality assurance services. All final services of this program will be available to both the public and private sectors.

Schedule

It is dependent in part upon the length of the flying window during the spring when the ground is free of snow and ice and before tree leaf-out, however, it is anticipated that the lidar acquisition flying should be completed by the end of April. On occasion, the flying window can be shortened due to circumstances beyond the contractor's control, which may require some work to be carried over into 2026. If no carryover is required, it is anticipated that all final deliverable data for this project will be completed by May of 2026.

Products

The 2025 high density lidar data will provide classified point cloud on a 2,500x2,500ft tile delivery in LAS v1.4 compliant LAZ format. These final classified files will use the following base classification scheme: Class 1 = Processed, but unclassified; Class 2 = Bare-earth ground; Class 7 = Low noise; Class 9 = Water; Class 17 = Bridge decks; Class 18 = High noise; Class 20 = ignored ground; Class 21 = Snow; Class 22 = Temporal exclusions. The georeference information will be applied correctly as OGC 2001 well known text (WKT) in all LAS file headers.

The data will also provide a raster digital elevation model also on the same 2,500ft tile using all Class 2 bare-earth ground points and compiled hydro and terrain breaklines. The raster cell size will be 1 foot by 1 foot and formatted in 32-bit floating point GeoTIFF tiles. No data values will be set to -999999. GeoTIFF keys and tags will be set appropriately using GDAL. Rasters will contain horizontal & vertical georeference information including geoid.

The data will deliver 1ft topographic contours with attributed index (every 5 feet) and intermediate (every 1 foot) along with identified depressions in a geodatabase.

The remaining deliverables for this project will be as follows:

- Tile index, SHP format
- Flight swath polygons, SHP format
- Survey point data, GeoPackage format
- Breaklines, GeoPackage format
- Product level metadata for breaklines, classified point cloud, and DEM, XML format
- Lidar mapping report, PDF format
- Vertical accuracy assessment report, PDF format

All deliverable data will be horizontally referenced to the NAD83/2011 datum and tied to the Wisconsin State Plane Coordinates, South Zone, in U.S. Survey Feet. Vertically, all deliverable data is referenced to NAVD88 using Geoid18, in feet.

Funding Source

Commission (service agreements)	Total
100%	100%
\$677,250	\$677,250

Consultant costs are \$677,250

PROJECT 430-1000: REMONUMENTATION ASSISTANCE

Objective

To perform the duties and functions of replacing U.S. Public Land Survey Corners and attendant recording of the documentation in the form of a Record of U.S. Public Land Survey Corner dossier sheet as requested under an agreement with the Wisconsin Department of Transportation (WisDOT) within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, and Waukesha. Such work perpetuates the U.S. Public Land Survey System within the Region on State construction projects where monumentation will be destroyed or lost due to specific WisDOT funded and approved construction projects. This on-going work helps to maintain the foundation for the modernized land records systems in the Region.

Previous and Current Work

Perform the duties and functions of a State of Wisconsin registered land surveyor, as required by statute; to replace U.S. Public Land Survey monumentation destroyed during WisDOT funded and approved construction activity.

Relationship to Other Activities

The monumented U.S. Public Land Survey System is essential to the conduct of the regional planning program. It provides the basis for the regional base mapping program (project 420-1000) and for the conduct of both private cadastral and public engineering surveys. U.S. Public Land Survey data products are widely distributed.

Work Description/Methodology

The U.S. Public Land Survey System will be maintained by perpetuating the corner locations in areas where WisDOT funded and approved construction projects have or are being conducted. The previously established horizontal and vertical control surveys for the corners will also be maintained. Dossier sheets for the perpetuation of the corners will be prepared.

Schedule

Surveying services will be provided throughout the year 2025 to the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, and Waukesha Counties.

Products

Perpetuate U.S. Public Land Survey corners; revise survey corner and supplementary vertical control benchmark dossier sheets; and revise control survey summary diagrams for those corners that are destroyed during construction funded and approved by the Wisconsin Department of Transportation.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	190
Technical/Analyst	624
Total	814

Funding Source

Commission (service agreements)	Total
100%	100%
\$60,000	\$60,000

PROJECT 490-1000: TRANSPORTATION-RELATED ENVIRONMENTAL INVENTORY, ASSESSMENT, AND EVALUATION

Objective

To maintain up-to-date inventory data on primary environmental corridors, secondary environmental corridors, and isolated natural resource areas and also on woodlands, wetlands, prairies, wildlife habitats, and fish and other aquatic life in the Region.

Previous and Current Work

The Commission has used aerial photography and topographic mapping, with some field investigation to identify primary environmental corridors, secondary environmental corridors, and isolated natural resource areas, and their component elements including woodlands, wetlands, prairies, and wildlife habitat areas. Regional plans have recommended preserving these areas. Field investigation and delineation, however, is essential to the precise identification and preservation of the boundaries of these areas. The Commission also conducted the necessary land surveying work utilizing GPS technology to obtain coordinate values for the wetland boundaries staked for all projects pursuant to new requirements related to WDNR's Assured Wetland Delineation Program (see dnr.wi.gov/topic/wetlands/assurance.html). The coordinate values obtained provide a more precise location of the boundaries and the area encompassed.

In addition, the Commission has provided technical assistance to the WisDOT for transportation-related projects that impact stream systems by providing interagency coordination assistance, data collection and planning services, onsite field investigations, data analysis, and preliminary design recommendations. This has required technical assistance for pre-, during-, and post-construction on-site meetings with WisDOT, WDNR, and other team partners to prevent and resolve problems that have occurred at various phases of a construction project.

Relationship to Other Activities

The Commission's large-scale aerial photography and topographic mapping is used to identify environmental corridors and their component element sites and to report findings. In addition, the Commission's land use inventory, natural area and critical species habitat plan, soils mapping, and wetland inventory mapping are all used in identifying these sites.

Work Description/Methodology

Upon request, inventories, including field staking, of environmental corridors and natural resource areas including woodlands, wetlands, prairies, wildlife habitats, and fish and other aquatic life habitats will be conducted along with the preparation of a species list and noting of any rare, endangered, or threatened species present for sites being considered for roadway, culvert crossings, or bridge projects. Evaluation of sites will be made regarding their ecological value and significance within the Region. An assessment of environmental impacts will be provided upon request. This field investigation and delineation work will provide the precise delineation of environmental corridors and their component elements thus providing for regional plan refinement and also plan implementation.

Instream physical habitat and stability inventories will be conducted, and preliminary design concepts will be prepared for stream restoration and relocation projects in collaboration with WisDOT, WDNR, and other team partners. The inventories require use of Geographic Information Systems (GIS) and tools to conduct numerous measurements of the stream channel width, depth, length, flow velocity, bank slope, bed slope, substrate composition, sinuosity, meander length, pool-riffle structure, woody debris, flow amplitude, hydraulic structures, among other features within the proposed affected stream reach as well as upstream and downstream of the project area. In some cases, it may be necessary for Commission staff to conduct or assist in chemical and biological assessments downstream, within, and above a project site. Analysis and

stream habitat design recommendations are compiled and are combined with the necessary GIS elements to develop recommendations for the stream reconfiguration details and locations for inclusion in WisDOT digital files and plan design sheets.

Schedule

This is a continuing project.

Products

Refinement of environmental corridor and component element inventories. Letter reports providing the wetland and environmental corridor inventory data and evaluating and assessing the environmental quality of selected sites within the Region.

The survey data collected for projects funded by WisDOT will be utilized by the Commission's Surveying and Geographic Information System Division to accurately locate the wetland boundaries staked in a digital format. This information will also be transmitted to WisDOT and be placed in a digital format which will be used for existing and future street and highway construction and reconstruction project plans, where wetland boundaries are an issue.

The instream habitat inventory, analysis, and design recommendations will be compiled within a letter report format, which typically includes a summary of the physical and biological status of a specific stream or tributary reach, recommendations for the proposed stream location and specific features (width, depth, meander length, etc.) of the replacement stream design and construction, and recommendations for construction staging. These also include specific recommendations to provide and/or improve fish and aquatic organism passage at road crossings, including culverts and bridges to reduce the impacts on water quality and wildlife associated with the transportation infrastructure, to the extent practicable.

Estimated Annual Hours

Staff Position	Hours
Principal Engineer/Planner/Specialist	312
Senior Engineer/Planner/Specialist	156
Engineer/Planner/Specialist	156
Technical/Analyst	208
Total	832

Funding Source

Commission (service agreements)	Total
100%	100%
\$50,000	\$50,000

PROPOSED 2025 COMMUNITY ASSISTANCE PLANNING PROGRAM

8

INTRODUCTION

The proposed 2025 community assistance planning program consists of seven projects divided into five tasks as follows:

Task	Project Number	Project Name
County and Local Planning Assistance	500-1000	Guidance on Local Planning Matters
Review Services	510-4000	Land Division Review Services
Local Plan Implementation Devices	530-1000	Land Use Ordinances and Other Local Plan Implementation Devices
Local Economic Development Assistance	630-3000	Economic Development Technical and Project Assistance
Special Community Assistance Projects	780-1000	Datum Conversion Project
	790-5000	County Surveyor Services
	500-2030	Kenosha-Racine-Milwaukee Regional Passenger Rail Project
	500-3000	Milwaukee Metro Area Climate Action Plan

The balance of this chapter presents individual project descriptions. The program budget is summarized in Chapter 10.

PROJECT 500-1000: GUIDANCE ON LOCAL PLANNING MATTERS

Objective

To extend basic planning and engineering data and planning services to county and local units of government in the Region and to give advice on local planning matters on an ad hoc basis. To further the principles of sound planning by providing advisory and educational services to interested citizens, private organizations, and local units of government.

Previous and Current Work

Information concerning specific Commission work programs, as well as the general work of the Commission, has been discussed with numerous groups. Commission staff has made formal presentations to advanced education classes. The staff has also responded to many telephone calls, e-mails, and visits to the Commission offices.

The Commission staff has responded to questions regarding the interpretation of local zoning and land division ordinances and comprehensive plans, provided examples of regulatory solutions to various development issues, provided urban and rural design solutions to various development problems, and provided basic demographic, housing, and economic data to local units of government, consultants, interest groups, and interested citizens in the Region. During 2016, the Commission staff updated the model land division ordinance to reflect changes to the State platting law (Chapter 236 of the Wisconsin Statutes) and to clarify language regarding the review of condominium plats. The model land division ordinance was further updated in 2018.

In late 2023, the Commission hosted an Environmental Corridor Delineation Workshop and History, Background, and Description of Environmental Corridors Presentation open to all interested parties, but oriented to those individuals, consultants, and communities involved in the delineation, mapping, and use of the Commission's environmental corridors in the preparation and review of their various projects and programs. In 2024, work was completed on the Kenosha County, Washington County, and Racine County hazard mitigation plan updates, and work continued on the Milwaukee County hazard mitigation plan update. Staff also developed housing information to distribute to officials in Walworth County as part of the County's community health improvement plan and participated in a County-wide housing summit.

In 2023, Commission staff developed the Housing for a Healthy Walworth County booklet to help communicate the need for workforce housing in the County. During 2024, Commission staff served on the Walworth County Workforce Housing Strategy Task Force.

Relationship to Other Activities

Providing information and education on the relationship between local planning matters and other aspects of the Commission work programs helps to implement the regional planning program. Responding to questions regarding the interpretation of comprehensive plans helps counties and communities (i.e., cities, villages, and towns) implement desired recommendations of the regional plan through their local plans, and helps counties and communities comply with State comprehensive planning and other laws and regulations (see additional information regarding comprehensive plans under Project Code 110-1000). Responding to questions regarding the interpretation of zoning and land division ordinances helps counties and communities implement their comprehensive plans. Hazard mitigation plans allow a community or county to be eligible to apply for Federal grants for hazard mitigation planning, pre-disaster mitigation planning, and flood mitigation assistance, all of which can help implement regional water quantity and quality planning.

Work Description/Methodology

Educational services are provided to local units of government, private organizations, and citizen groups to explain the need for, and the purpose of, continuing local, regional, and State planning programs, and the relationships that exist among these several levels of planning, and to encourage creation, organization, staffing, and financing of local planning programs. The Commission staff prepares model ordinances and planning guides and general educational materials on local planning, plan implementation, and land development matters. It is anticipated that Commission staff will continue to update portions of its model zoning ordinance in 2025, which is discussed further under project 110-1000.

The Commission provides basic planning and engineering data available in Commission files. Data provision may also include analytical work by the Commission staff, but such work efforts are short in duration, normally not exceeding five days to prepare. On request, Commission staff will attend local plan commission or other public meetings to give advice on local planning matters. Commission staff also maintains model ordinances and extensive information on preparing, updating, amending, and implementing comprehensive plans on its website.

Schedule

This activity is conducted on an on-going basis in response to community and county requests for information or assistance.

It is anticipated that work will begin on the Ozaukee County hazard mitigation plan and work will continue on the Milwaukee County hazard mitigation plan in 2025.

Products

Formal oral presentations and discussions with groups and individual citizens; model or sample ordinances and other educational materials; letter reports; meeting attendance; hazard mitigation plan; socioeconomic overview report; and park plan materials.

Funding Source

Commission (tax levy)	Commission (service agreements)	Total
67%	33%	100%
\$371,894	\$106,518	\$478,412

PROJECT 510-4000: LAND DIVISION REVIEW SERVICES

Objective

To respond to requests from local governments to determine whether preliminary plats and certified survey maps are in conformance with adopted regional plans.

Previous and Current Work

The Commission staff reviewed eight preliminary or final plats in the Southeastern Wisconsin Region in 2023. The Commission staff expects to review an estimated 5 to 10 preliminary plats and certified survey maps during 2024.

Relationship to Other Activities

Local units of government are advised whether submitted applications for subdivisions or certified survey maps are in conformance with, and serve to implement, regional, watershed, and other plans or plan elements prepared and adopted by the Commission.

Work Description/Methodology

The Commission staff, in response to requests from local governments, reviews preliminary subdivision plats and certified survey maps to determine whether they are in conformance with and serve to implement regional, watershed, and other plans or plan elements prepared and adopted by the Commission. Copies of Commission letters are provided to the District Office of the Wisconsin Department of Transportation if the plat abuts a state trunk highway or connecting highway.

Schedule

This activity is conducted on an on-going basis. The Commission staff will review an estimated 5 to 10 preliminary plats and certified survey maps during 2025.

Products

Letter reports.

Funding Source

Commission (tax levy)	Total
100%	100%
\$5,000	\$5,000

PROJECT 530-1000: LAND USE ORDINANCES AND OTHER LOCAL PLAN IMPLEMENTATION DEVICES

Objective

To prepare or revise local zoning ordinances and maps to promote sound planning, better reflect existing and planned urban and rural development, and to protect natural resource and floodplain areas from incompatible development. To prepare or revise local land division ordinances to better enable local governments to accommodate sound land development. To prepare local official maps to reserve planned street rights-of-way, parks, and open spaces. To assist communities in preparing other plan implementation devices, such as design guidelines, erosion and sedimentation controls, stormwater management regulations and “green” infrastructure, and impact fee provisions or ordinances.

Previous and Current Work

In 2024, staff continued to provide advice on implementation of local ordinances prepared by the Commission, and to provide examples of ordinance language to address issues relating to land use regulation to local governments on request. In 2024, for example, staff continued to provide information and assistance to the Town of Belgium in regard to potential changes to its zoning ordinance related to farmland preservation, including regulation of solar farms and wind energy systems in regard to prime agricultural lands; researched the zoning aspects of Battery Energy Storage Systems; continued preparation of a section of the model zoning ordinance on specific uses and structures such as decks, patios, fences, and other minor structures; and continued updating the definition section of the model zoning ordinance; etc.

Relationship to Other Activities

Zoning ordinances, land division ordinances, and official maps are some of the most important devices available for implementing County and local comprehensive plans. Section 66.1001(3) of the *Wisconsin Statutes* requires that amendments to such ordinances be consistent with adopted comprehensive plans. The implementation of County and local comprehensive plans that are consistent with regional plans furthers the objectives of the regional planning program.

Work Description/Methodology

Zoning or land division ordinances are prepared for County and local governments from model and other ordinances prepared by the Commission. Ordinance language, zoning maps, and official maps are customized to the needs of each community. Assistance with street layouts is provided for use in official maps.

Schedule

During 2025, Commission staff will assist local governments, on request and subject to staff availability, with updating zoning ordinances and maps and land division and official mapping ordinances as necessary to implement comprehensive plans, to adopt updated floodplain maps, and to address new State laws and regulations and Court decisions that affect local land use regulation.

Products

Published zoning ordinances and maps, land division ordinances, and official map ordinances.

Funding Source

Commission (tax levy)	Total
100%	100%
\$10,000	\$10,000

PROJECT 630-3000: ECONOMIC DEVELOPMENT TECHNICAL AND PROJECT ASSISTANCE

Objective

To assist local units of government, nonprofit development corporations, and other economic development organizations in developing technical and institutional capacity by providing information and assistance on economic development, housing, public facility, and flood recovery assistance projects.

Previous and Current Work

The Commission staff routinely provides economic development-related data and information to local units of government in the Region, Federal and State agencies, local development corporations, and businesses. Commission staff has also participated in the activities of the Regional Economic Partnership (REP), an economic development initiative of the seven counties in the Southeastern Wisconsin Region, the City of Milwaukee, We Energies, the Milwaukee 7 (M7), and the Commission. Commission staff has provided technical support to the M7 economic development initiative, including substantial materials for use on the www.choosemilwaukee.com website. During 2020 and 2021, the Commission collaborated with M7 to prepare a new Comprehensive Economic Development Strategy (CEDS) for the Region in consultation with M7's REP working group. Adopting the CEDS makes county and local units of government in the Region eligible to apply for EDA grants to assist economically distressed areas. Regions must update their CEDS at least every five years for county and local units of government to remain eligible to apply for EDA grants. In 2022, the Commission initiated steps for designation of Southeastern Wisconsin as an EDA Economic Development District (EDD).

Commission staff also worked with the Wisconsin Economic Development Corporation (WEDC) beginning in 2013 to provide economic data to county and local governments using Lightcast software (formerly Economic Modeling Specialist International (EMSI) software). The Lightcast software includes extensive industry, occupation, and workforce data, and is used in business and industry analysis and attraction. Commission staff provided 166 Lightcast reports in response to 41 data requests from county and local economic development organizations and units of government between 2016 and 2024.

Commission staff also provides continuing assistance to:

- The Kenosha County Housing Authority in the administration and management of the County's housing rehabilitation RLF program. Between 2016 and 2023, 23 new loans were made, and 55 loans were serviced.
- Kenosha County, the Village of Salem Lakes, and the Town of Wheatland to administer several Federal grant awards to acquire and remove homes located in the Fox River floodplain.

In recent years, Commission staff also prepared economic profiles for communities that participate with the Waukesha County for the Waukesha County Center for Growth (WCCG). In 2022 and 2024, Commission staff completed updates to the profiles for participating WCCG communities.

Relationship to Other Activities

Assistance to county and regional economic development organizations to develop a regional economic development strategy to align regional, county, and local economic development efforts, and assistance to county and local governments, residents, and property and business owners in the Region to successfully apply for and utilize publicly funded programs.

Work Description/Methodology

During 2025, Commission staff will continue to provide economic development-related data and business finance information upon request to local units of government, Federal and State agencies, local development organizations, and businesses. In addition, Commission staff will continue to administer grant-in-aid awards and revolving loan fund programs. Commission staff will continue to serve as the Program Coordinator of the Kenosha County Housing Authority.

The Commission staff will also continue to participate in the activities of the REP, support implementation of the new CEDS, and work with the EDA to continue pursuing designation of the Region as an EDD.

Schedule

Revolving loan fund, Kenosha County Housing Authority, data provision, and CEDS implementation activities will be ongoing.

Products

Oral presentations and meetings with local officials, business people, homeowners, and other citizens; telephone and in-person consultations; letter correspondence; loan packaging; progress reports; financial and project files and records; and project management services. Providing technical assistance with emphasis on individualized instruction to local government staff and officials to establish community development technical and institutional capacity. Dissemination of information to local units of government and local businesses relative to the policies, regulations, and application procedures governing State and Federal community development and business development assistance programs. Dissemination of socioeconomic data to local units of government and economic development organizations to assist with the preparation of the economic development plans. CEDS report and summary and other economic development planning reports and materials related to the CEDS.

Funding Source

Commission (tax levy)	Commission (service agreements)	Total
50%	50%	100%
\$76,527	\$15,000	\$91,527

PROJECT 780-1000: DATUM CONVERSION PROJECT

Objective

Converting the legacy datum control networks to the newer Federal datums.

Previous and Current Work

The use of a unique system of survey control is essential to complete large scale topographic and cadastral maps, to conduct land and engineering services, and to develop parcel-based land information and public works management systems. Survey control datums that the Commission initially recommended are the following: North American Datum of 1927, and the National Geodetic Vertical Datum of 1929.

Acting in response to practicing surveyors and land information system managers concerning the continued use of legacy datums, the Commission in 2015 developed unique procedures for, and evaluated the costs of, converting the legacy datums to the new datums, the North American Datum of 1983 (2011) and the North American Vertical Datum of 1988 (2012).

The conversions for Milwaukee, Kenosha, and Racine Counties were completed in 2017, the conversions for Ozaukee and Walworth were completed in 2018 and the conversion for Waukesha County was completed in 2019.

The vertical conversion for all counties in the Region, including Washington County, was completed in June of 2019.

Kenosha, Ozaukee, and Racine Counties also made additional requests for the conversion of existing digital base mapping data layers to the latest Federal datums. Separate agreements have been executed for these projects. The conversion for Kenosha County was completed in March of 2018 and the conversion for Ozaukee County was completed in 2019. The Racine County conversion was completed in late 2020.

Relationship to Other Activities

The monumented U.S. Public Land Survey System is essential to conduct the regional planning program. It provides the basis for the regional base mapping program (project 420-1000) and to conduct both private cadastral and public engineering surveys.

Work Description/Methodology

Datum conversion issues and methodologies are described in Memorandum Report No. 206 (MR No. 206), *Estimate of the Costs of Converting the Foundational Elements of the Land Information and Public Works Management Systems in Southeastern Wisconsin from Legacy to New Datums*, October 2012. Given the continued concern about datum conversion within the Region and advances in global positioning system techniques since MR No. 206 was published, a second conversion option was also developed by the Commission staff, reevaluating the procedures for, and attendant costs of, conversion. That conversion option is described in the Addendum to MR No. 206, *Revised Estimate of the Costs of Converting the Legacy Datums within the Region to New National Datums*, August 2015. This addendum presents the findings of that reevaluation, set forth more fully in an additional appendix.

Washington County elected to observe all U.S. Public Land Survey System (USPLSS) corners as originally outlined in MR No. 206. The project requires that all USPLSS are observed using GPS technologies and the geodetic network will consist of both a primary network and secondary network with the resultant accuracy achieving greater than one part in 50,000.

Kenosha, Milwaukee, Ozaukee, Racine, Walworth, and Waukesha Counties elected to observe USPLSS corners as outlined in the Addendum to MR No. 206. The horizontal conversion utilizes the measurements made in the creation of the legacy control network and minimizes the number of field observations required to position the control survey station on the new datum. The combination of the field observations and legacy input measurements will be incorporated into a least squares adjustment so the differences (measurement residuals) can be effectively distributed between GPS observed USPLSS corners. This method minimizes the number of field observations, which significantly reduces the cost, but this method also preserves the integrity of the legacy horizontal network with the use of the legacy measurements as part of the adjustment. The resultant accuracy will maintain the legacy accuracy of one part in 10,000.

With regard to the vertical conversion, all counties within the Region will utilize the existing legacy vertical network along with the Wisconsin Height Modernization Program (WI-HMP) to develop differences between the two datums. Approximately half-mile level routes are needed to transfer the legacy elevations to the approximately 460 WI-HMP benchmarks. An iso-hypsometric map is prepared from the differences that can then be used to transfer orthometric heights and elevations between to the two datums to a reliable accuracy.

Schedule

The Primary Network horizontal conversion for Washington County has been completed and the secondary network is nearly complete with the GPS observations. Washington County has 1992 USPLSS corner monuments. In 2024 the Commission did not observe any corners due to an unnatural warm winter but anticipates that the Washington County conversion will be completed in early 2025 with the remaining 48 corner observed.

Products

Revised Record of U.S. Public Land Survey Control Station that contains both the legacy control information along with the new datum control values; development of new control survey summary diagrams associated with the new datums positioning; and assists the GIS Division with the distribution of the new data on the Commission website.

Funding Source

Commission (service agreements)	Total
100%	100%
\$13,426	\$13,426

PROJECT 790-5000: COUNTY SURVEYOR SERVICES

Objective

To perform the statutory duties and functions of the County Surveyor within those Southeastern Wisconsin Counties that request such services. Such work helps perpetuate the U.S. Public Land Survey System within the Region and maintains the foundation for the modernized land records systems in the Region.

Previous and Current Work

Perform the duties and functions of County Surveyor, as required by statute; provide field support to County Surveyors. Over 292 U.S. Public Land Survey System corners in 2023 required some sort of maintenance with the corner Dossier being updated and published. In 2024, the Commission is on track to update and publish as many as 2023.

Relationship to Other Activities

The monumented U.S. Public Land Survey System is essential to the conduct of the regional planning program. It provides the basis for the regional base mapping program (project 420-1000) and for the conduct of both private cadastral and public engineering surveys. U.S. Public Land Survey data products are widely distributed.

Work Description/Methodology

The U.S. Public Land Survey System will be maintained by perpetuating the corner locations as needed. The previously established horizontal and vertical control surveys for the corners will also be maintained. Dossier sheets for the perpetuation of the corners will be prepared.

Schedule

County Surveyor services will be provided throughout the year 2025 to the counties of Kenosha, Milwaukee, Ozaukee, Walworth, and Waukesha.

Products

Perpetuated U.S. Public Land Survey corners; revised survey corner and supplementary vertical control benchmark dossier sheets; and revised control survey summary diagrams. This data is posted on the Commission website.

Funding Source

Commission (service agreements)	Total
100%	100%
\$401,919	\$401,919

**Estimated Annual Hours for the Community
Assistance Planning Program**

Staff Position	Hours
Executive Director/Division Head	1,642
Principal Engineer/Planner/Specialist	2,808
Senior Engineer/Planner/Specialist	1,248
Engineer/Planner/Specialist	1,092
Technical/Analyst	4,784
Clerical	208
Total	11,782

PROJECT 500-2030 KENOSHA-RACINE-MILWAUKEE REGIONAL PASSENGER RAIL PROJECT

Objective

To assist the City of Racine, WisDOT, and other local partners in studying a potential passenger rail line serving communities in the Kenosha-Racine-Milwaukee (KRM) corridor.

Previous and Current Work

Commission staff have long assisted communities in the KRM corridor with the study of potential commuter rail service, including a feasibility study in the 1990s and technical and environmental studies in the 2000s and 2010s. In 2022, the City of Racine received \$5 million in congressionally directed spending to advance regional passenger rail in the KRM corridor and subsequently requested the Commission's assistance with conducting the planning, environmental, and engineering work necessary to move a KRM regional passenger rail project forward. In 2023, Commission staff worked with the City of Racine and WisDOT on preparing a scope of work for the study. In late 2023, Commission staff assisted Racine with refining that scope and in developing and issuing a request for proposals (RFP) for a Passenger Rail Transit-Oriented Development Value Capture Analysis and a request for qualifications (RFQ) for a Passenger Rail Corridor Planning and Federal Funding Program Application Study. The RFP and RFQ processes were completed in early 2024 and staff assisted Racine in selecting and contracting with two consultant firms, AECOM and DB E.C.O. of North America, respectively. Staff has aided in overseeing each firm as they complete the work in their contracts. Staff has also worked with Racine and DB to create and support an advisory Steering Committee to provide overall guidance of the study and an advisory Technical Working Group to guide and shape the technical aspects of the study.

Relationship to Other Activities

This study provides a refinement of the VISION 2050 transit element, which recommends four commuter rail corridors, including the KRM corridor, that would be key elements of a planned, expanded regional transit system.

Work Description/Methodology

During 2025, staff will continue assisting the City of Racine and partners in efforts to conduct the planning, environmental, and engineering work necessary to move a KRM regional passenger rail project forward. This will include completing the value capture analysis being prepared by AECOM and completing the overall study being led by DB and guided by the Steering Committee and Technical Working Group. Staff will assist with the following work anticipated to be completed for the study: identifying potential station locations, preparing station area plans and station facility plans, developing and evaluating service design concepts, identifying a preferred service alternative, identifying a project sponsor and preferred governance structure, identifying recommended infrastructure improvements, preparing estimates of operating and capital costs, identifying potential non-federal funding sources, preparing a business case report that identifies expected project benefits, conducting public and stakeholder engagement, initiating work to complete a NEPA-compliant environmental study, and submitting a request to enter a federal funding program.

Schedule

Work for this project began in 2023 and is anticipated to continue into 2025.

Products

Key potential tasks and products are described under Work Description/Methodology.

Estimated Annual Hours

Staff Position	Hours
Executive Director/Division Head	312
Senior Engineer/Planner/Specialist	1,456
Total	1,768

Funding Source

City of Racine Federal Earmark	Total
100%	100%
\$120,000	\$120,000

500-3000: MILWAUKEE METRO AREA CLIMATE ACTION PLAN

Objective

To prepare a Pollution Reduction Action Plan for the four-county Metropolitan Milwaukee Statistical Area (Milwaukee, Ozaukee, Washington, and Waukesha) with funding from the U.S. Environmental Protection Agency's Climate Pollution Reduction Planning Grant.

Previous and Current Work

Milwaukee's Climate and Equity Plan will be the foundational document for the four-county pollution reduction action plan, which was adopted in June 2023. Since project initiation, Commission staff have attended trainings offered by the U.S. EPA, convened a Coordinating Workgroup to oversee plan development, and initiated emissions inventory work that was used to develop the Priority Pollution Reduction Action Plan. In support of the emissions inventory work, Commission staff have contracted with ICLEI, Local Governments for Sustainability, to access the ClearPath tool for conducting emissions reporting and to identify strategies to reduce emissions.

Relationship to Other Activities

The planning process will help implement VISION 2050 recommendations such as those that encourage an expansion of transit, more compact, walkable development, and the protection of natural areas. The planning process will also support existing local climate pollution reduction activities and provide the basis for further study and funding opportunities.

Work Description/Methodology

During 2024, in coordination with Milwaukee's Environmental Collaboration Office (ECO), Commission staff delivered the first product in March, the Metropolitan Milwaukee Priority Pollution Reduction Action Plan, a narrative report that includes a focused list of near-term, high-priority, implementation ready measures to reduce greenhouse gas pollution. It includes an inventory, quantified measures, a low-income and disadvantaged communities' benefits analysis, a review of authority to implement, and stakeholder engagement. Staff will also begin work on a more comprehensive planning process and expanded stakeholder engagement in support of the Comprehensive Pollution Reduction Action Plan, which will be delivered by June of 2025.

Schedule

Work for this project began in June 2023 and is anticipated to continue through May 2027.

Products

Key deliverables include a Priority Pollution Reduction Action Plan, a Comprehensive Pollution Reduction Action Plan, a Status Report, and stakeholder outreach.

Funding Source

EPA	Total
100%	100%
\$150,000	\$150,000

**Estimated Annual Hours for the
Milwaukee Area Climate Action Plan**

Staff Position	Hours
Executive Director/Division Head	104
Principal Engineer/Planner/Specialist	728
Engineer/Planner/Specialist	1,092
Technical/Analyst	520
Total	2,444

INTRODUCTION

Commission administrative projects are those activities that enable the successful completion of the Commission's work program, but for which costs cannot reasonably be allocated to individual work projects. Accordingly, the costs for these services are included in all planning programs as indirect expenses in accordance with the provisions of Title 2 U.S. Code of Federal Regulations, Part 200. One administrative project is included in this chapter:

Project Number	Project Name
900-1000	Administration Activities

The remainder of this chapter presents the administrative project description and concludes with the Commission's proposed 2025 indirect cost plan.

PROJECT 900-1000: ADMINISTRATION ACTIVITIES

Objective

To provide administrative support to the overall operation of the Regional Planning Commission.

Previous and Current Work

Continuing activity.

Relationship to Other Activities

Administrative activities are essential to the Regional Planning Commission. Such activities provide the Commission with a support basis for all work projects, such as clerical support, personnel and human resource administration, financial guidance, and travel.

Work Description/Methodology

Administration consists of the following: general operational support services and supplies; overall managerial supervision and direction; Commission budget and overall work program preparation; personnel activities; annual audit preparation as directed by a local certified public accounting firm; report and newsletter preparation and distribution; updating and implementing an affirmative action plan; Disadvantaged Business Enterprise support; Title VI Coordination; and other managerial operations and activities not detailed in other existing projects.

Schedule

This is an on-going activity.

Products

The end products of this project are the Commission's annual budget; overall work program; annual report; employee salary and benefits analysis; the Commission's annual audit; affirmative action plan updating and follow-through; Title VI Implementation as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21; and Disadvantaged Business Enterprise compliance with regard to the U.S. Department of Transportation Disadvantaged Business Enterprise regulations (49 CFR, Part 26).

Funding Source

All activities are included in the Commission's indirect cost plan.

Estimated Hours for Administrative/Indirect Staff

Staff Position	Hours
Executive Director/Division Head	3,299
Principal Engineer/Planner/Specialist	5,200
Technical/Analyst	2,808
Clerical	6,240
Total	17,547

COST ALLOCATION PLANS OF THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

For Calendar Year Ending
December 31, 2025

Prepared by the

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
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For Submittal to the

U.S. Department of Transportation
Federal Highway Administration
Region 5, Wisconsin Division

INTRODUCTION

The Southeastern Wisconsin Regional Planning Commission proposes to establish two indirect cost allocation plans for calendar year 2025. One plan pertains to administrative costs, with such costs to be allocated to all projects in the Commission's planning programs based on a percentage of salary costs directly charged to such project. The second plan pertains to fringe benefit costs. These costs include: 1) annual leave, sick leave, holidays, and other similar benefits paid to employees during periods of authorized absences from the job; and 2) employer contributions or expenses for social security, unemployment compensation, and employee life, health, disability, and pension plans. These cost allocation plans have been prepared in accordance with the principles set forth in Title 2 U.S. Code of Federal Regulations, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements.

ADMINISTRATIVE COST ALLOCATION PLAN

The costs included in this plan are administrative in nature and cannot be readily assignable to specific work programs and projects. Accordingly, such costs have been determined to benefit all Commission planning projects. These costs are to be charged to all projects on a basis of a percentage of salary costs directly charged to all projects.

The following is an estimate of administrative indirect costs and an administrative indirect cost rate. The indirect cost rate is used only for budgeting and work program planning purposes. Actual cumulative year-to-date costs incurred in the administrative indirect cost categories are used as the basis for invoicing such costs to all funding agencies. Final administrative costs will be subject to the Commission's annual single audit.

Cost Category	2025 Estimate (\$)
Office and Drafting Supplies	13,500
Library Acquisition	6,000
Printing and Publication	30,000
Travel and Related	10,000
Telephone	30,000
Postage	10,000
Insurance, Audit, Legal Fees	142,500
Building Maintenance	193,800
Depreciation	134,140
Equipment Maintenance	125,300
Automobile Maintenance	10,000
Administrative Salaries	774,450
Other Operating Expenses	6,000
Rent	30,000
Total	1,515,690

COMPUTATION OF ESTIMATED
ADMINISTRATIVE INDIRECT COST RATE

Estimated Indirect Costs \$1,515,690 = 31.64%
Estimated Direct Project Salaries and Wages \$4,790,428

FRINGE BENEFIT AND LEAVE COST ALLOCATION PLAN

The costs included in this plan are the fringe and leave benefits the Commission offers to employees. Fringe benefits include the costs of employer contributions for social security, pensions, employee insurance, and unemployment. Leave costs include annual leave, sick leave, court leave, military leave, and other similar leave benefits. Insurance benefits include the employer cost for medical insurance, life insurance, and disability insurance. These costs are to be charged to all projects on a basis of percentage of salary costs directly charged to all projects.

Cost Category	2025 Estimate (\$)
Fringe Benefits	2,122,560
Annual (Holiday and Vacation), Sick Leave, and Other Leave Benefits	951,839
Unemployment Compensation	5,000
Total	3,079,399

COMPUTATION OF ESTIMATED
FRINGE BENEFIT AND LEAVE COST RATE

Estimated Fringe Benefit and Leave Costs \$3,079,399 = 54.43%
Estimated Salaries and Wages \$5,657,378

CERTIFICATION—INDIRECT COST PLANS

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this Overall Work Program to establish billing or final indirect cost rates for Calendar Year 2025 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the Code of Federal Regulations Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements. Unallowable costs have been adjusted for allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs, similar types of costs have been accounted for consistently, and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

9/26/2024

Date



Stephanie Hacker, Executive Director,
Southeastern Wisconsin Regional Planning Commission

INTRODUCTION

For the convenience of the reader, all proposed planning program budgets and 2025 activity schedules are set forth in this chapter. More specifically, this chapter consists of the following materials:

1. A narrative pertaining to the fiscal aspects of the entire work program.
2. Tables setting forth budgets for the work tasks and projects included in each planning program (Tables 10.1 through 10.7).
3. A table summarizing funding for the continuing regional land use-transportation study (Table 10.8).
4. A table summarizing the proposed funding sources for all programs included within the 2025 overall work program (Table 10.9).
5. A table summarizing the direct hours charged to federal and local projects for Calendar Year 2025 (Table 10.10).
6. A table summarizing the project schedule for the Continuing Regional Land Use Transportation Study (Table 10.11).

FINANCIAL ACCOUNTING AND REPORTING: AN OVERVIEW

Based upon previous discussions with State and Federal agency program managers, the overall work program budget set forth in this chapter includes detailed project budget estimates. While such detailed project budget estimates are useful for program management purposes, the Federal and State agency managers have agreed that it would not be appropriate for financial accounting purposes to hold the Commission accountable at the individual project level of detail. It was agreed that, beginning with the 1980 overall work program, individual work projects would be aggregated into work tasks and that the Commission would be held financially accountable at the work task level of detail.

In this regard the following definitions are used in this work program:

1. **Work Project.** A work project is an individual activity identified by a Commission-assigned seven-digit code. The Commission will collect fiscal data at the seven-digit level. Financial reporting at this level of detail, however, is beyond the requirements of the State and Federal agencies concerned. While the budget detail for the work project provides a valuable internal resource planning tool, it is presented for informational purposes only.
2. **Task.** A task is a summation of specific work projects and is represented as a subtotal on the work programs, tasks, and projects summary tables set forth in this chapter. The task is an agreed-upon level of detail by which the Commission will be held accountable for accounting, invoicing, and auditing.

3. Program. A program is a grouping of tasks which together represent one component of the Commission's total planning operations. The program level serves as a general summary level of detail for internal management purposes.

Tables 10.1 through 10.9 in this chapter indicate which of the individual projects have been placed into the various task categories and set forth appropriate subtotals with respect to the task budgets. State and Federal agency managers have agreed that the task budget subtotals attached to each of the categories would be used for budgeting, accounting, invoicing, and auditing purposes, with an appropriate system to be determined upon the relative percentage participation of each funding agency in the task category. The following guidelines are established with respect to financial and work progress reports and to changes in the scope of the work program:

1. The Commission shall provide quarterly financial reports to the State and/or Federal agency program managers which set forth the following information at the project and task level of detail:
 - a. The original task budget as set forth in the Overall Work Program.
 - b. A revised task budget as may be required during the course of the calendar year.
 - c. The actual current-quarterly expenditures.
 - d. The actual quarterly staff hours by employment category.
2. The Commission shall notify, in writing, the appropriate funding agencies of any additional work projects to be undertaken or previously approved work projects to be deleted. The following information shall be set forth in the Commission's written notification:
 - a. Name of project.
 - b. Project number as assigned by Commission staff.
 - c. Preliminary estimate of project cost.
 - d. Statement of impact of project on previously approved work effort, where appropriate.
 - e. Specific project cost and the impact on previously approved work effort.
3. In addition, the Commission shall provide a program completion report within its Annual Report.
4. The Commission will initiate the process of budget revision by submitting a formal request for amendment to WisDOT. Request for budget revision is necessary if the cumulative amount of funding transfers among tasks is expected to exceed 10 percent of the total budget of the continuing land use planning, transportation planning, and planning research programs, or if a new project is to be undertaken, or if a previously approved project is to be deleted or significantly changed in scope. Upon receipt of such a request, WisDOT and/or such other funding agencies as may be necessary will act upon the request within 20 working days.
5. The Commission and WisDOT will confer from time to time to determine if work programs and/or budget adjustments are in order in light of final funding amounts. If necessary, the Commission and WisDOT will meet to resolve such matters.

RATIONALE FOR DETERMINING PROPORTIONAL COST SHARES AND BENEFITS TO BE DERIVED BY EACH FUNDING AGENCY

In general, the allocation of costs for each project in each task within each functional planning program area has been assigned on a basis that takes into account Federal grant program eligibility requirements, federally specified and State-specified cost-sharing formulas, and the estimated total grant amounts to be made available to the Commission from each Federal and State funding agency.

The proposed 2025 land use and housing element of the continuing regional land use transportation study of the regional land use planning program includes a variety of tasks funded primarily by the Commission, the local communities concerned through planning agreements, by FHWA, and WisDOT. These tasks include preparation of the regional land use plan, housing materials, park and open space planning, and comprehensive planning.

With respect to the proposed 2025 regional transportation planning program, the projects are proposed to be funded by FHWA, WisDOT, and the Commission on a shared basis, reflecting that these highway and public transit planning efforts should be shared in accordance with the formulas specified in the Federal grant programs and the existing WisDOT-Commission "3C" agreement. Other transportation tasks include WisDOT traffic forecasting, which is funded by Wisconsin Department of Transportation monies.

With respect to the proposed 2025 regional water quality planning program, the projects are proposed to be funded jointly by the Regional Planning Commission, the Milwaukee Metropolitan Sewerage District and local units of government through planning agreements, and the Wisconsin Department of Natural Resources.

The proposed 2025 floodplain management planning program includes a variety of tasks funded jointly by the Commission, the Milwaukee Metropolitan Sewerage District and by the local communities concerned through contract agreements. No Federal funding is involved except for the Federal cost share by the U.S. Geological Survey for the operation of the continuing cooperative streamflow-gaging program.

With respect to the proposed 2025 planning research program, the Demographic and Economic Data Research and Provision element and the Regional Base Mapping element is jointly funded by FHWA, WisDOT, and the Commission. Other planning research projects such as the Transportation Related Environmental Inventories and the Re-monumentation Assistance is funded by Wisconsin Department of Transportation monies.

The various projects contained within the proposed 2025 community assistance planning program are proposed to be funded by the Commission and local units of government in the Region through planning agreements.

Table 10.1
2025 Regional Land Use Planning Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)				Total
	USDOT	WisDOT	Commission (tax levy)	Service Agreements	
TASK 1--DATABASE DEVELOPMENT					
100-1000 Land Use Inventory	192,000	14,000	34,000	--	240,000
100-2000 Land Platting Inventory and Special	264,000	18,000	48,000	--	330,000
100-2200 Natural Areas Plan Update	--	--	265,487	40,000	305,487
100-2500 MMSD Reforestation and Wetland Restoration Program	--	--	--	102,600	102,600
100-2600 MMSD Greenseams Program	--	--	--	50,000	50,000
Subtotal	456,000	32,000	347,487	192,600	1,028,087
TASK 2--PLAN EXTENSION AND REFINEMENT					
110-1000 Plan Implementation and Community Assistance	600,000	19,500	30,000	100,500	750,000
110-3000 Preparation of Regional Zoning Guide	104,000	13,000	13,000	-	130,000
Subtotal	704,000	32,500	43,000	100,500	880,000
Total	1,160,000	64,500	390,487	293,100	1,908,087

Table 10.2
2025 Regional Transportation Planning Program Work Tasks and Projects

	Funding Source (in dollars)				
	USDOT	WisDOT	Commission (tax levy)	Commission (program development)	Service Agreements
Work Tasks and Projects					Total
TASK 1--DATABASE DEVELOPMENT					
200-1000 Transportation Planning Support and Assistance: Data Collection and Development, Model and Development, Model Refinement, and Technical Assistance	960,000	30,000	110,000	--	--
200-1100 Chloride Impact Study	173,393	--	--	269,498	--
Subtotal	1,133,393	30,000	110,000	269,498	--
TASK 2--TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING					
210-1000 Short-Range Transportation Improvement Programming and Transit Planning	1,044,491 ^a	29,256	125,073	--	--
Subtotal	1,044,491	29,256	125,073	--	--
TASK 3-- LONG-RANGE PLANNING AND PLAN IMPLEMENTATION					
220-1000 Long-Range Transportation Planning and Plan Implementation	680,000 ^b	30,000	90,000	--	--
220-1200 Flooding Vulnerability Assessment of the Arterial Streets and Highways in Southeastern Wisconsin	8,000	1,000	1,000	--	--
Subtotal	688,000	31,000	91,000	--	--
TASK 4--TRAFFIC FORECASTING					
240-1000 Traffic Forecasting for the Wisconsin Department of Transportation	--	--	--	--	75,000
Subtotal	--	--	--	--	75,000
Total	2,865,884	90,256	326,073	269,498	75,000
					3,626,711

^a Of this amount \$946,667 is FTA SATO Funds.

^b Of this amount \$80,508 is FHWA 2.5% SATO Funds.

Table 10.3
2025 Water Quality Planning Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)			Total
	WisDNR	Commission (tax levy)	Service Agreements	
TASK 1--ONGOING PLAN IMPLEMENTATION AND REFINEMENT PROJECTS				
300-1000 Water Quality Management Plan Coordination and Extension of Implementation Activities	80,000	301,630	167,960	549,590
300-2000 Sanitary Sewer Extension Reviews and Assistance	60,000	180,000	--	240,000
300-3000 Sanitary Sewer Service Area Plan Refinements	25,000	250,000	--	275,000
Subtotal	165,000	731,630	167,960	1,064,590
TASK 2--PLAN EXTENSION AND UPDATING PROJECTS				
300-4000 Regional Water Quality Management Plan Update: Major Subregional Amendments	5,000	10,000	20,000	35,000
300-5000 Regional Water Quality Management Plan Update: Groundwater Management Studies	5,000	5,000	--	10,000
Subtotal	10,000	15,000	20,000	45,000
Total	175,000	746,630	187,960	1,109,590

Table 10.4
2025 Floodplain Management Planning Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)			Total
	USGS	Commission (tax levy)	Service Agreements	
TASK 1--GENERAL FLOODPLAIN MANAGEMENT PROJECTS				
330-1000 Continuing Floodplain and Stormwater Management Planning	--	20,000	--	20,000
330-3000 Continuing Watershed Planning----Flood--Flow and Flood Stage Revisions	--	357,634	91,800	449,434
Subtotal	--	377,634	91,800	469,434
TASK 2--SPECIAL FLOODPLAIN MANAGEMENT STUDIES				
350-1000 Cooperative Streamflow Gaging Program	79,500	--	124,500	204,000
Subtotal	79,500	--	124,500	204,000
Total	79,500	377,634	216,300	673,434

Table 10.5
2025 Coastal Management Planning Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)		Total
	WisDOA	Commission (tax levy)	
TASK 1--COASTAL MANAGEMENT COORDINATION PROJECT			
390-1000 Coastal Management Program	30,000	30,000	60,000
Total	30,000	30,000	60,000

Table 10.6
2025 Planning Research Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)					Total
	USDOT	WisDOT	Commission (tax levy)	Commission Program Development	Service Agreements	
TASK 1--BASIC RESEARCH PROJECTS						
400-1000 Demographic and Economic Data Research, Base File Creation and Maintenance, and Data Provision	200,000	25,000	25,000	--	250,000	200,000
490-1000 Transportation-Related Environmental Inventories, Assessments, and Evaluations	--	--	--	50,000	50,000	--
Subtotal	200,000	25,000	25,000	50,000	300,000	200,000
TASK 2--MAPPING AND RELATED PROJECTS						
420-1000 Regional Base Mapping and Survey Control	88,000	11,000	11,000	--	110,000	88,000
420-3000 Southeast Wisconsin High Density LIDAR	--	--	--	677,250	677,250	--
430-1000 Re-Monumentation Assistance	--	--	--	60,000	60,000	--
Subtotal	88,000	11,000	11,000	737,250	847,250	88,000
Total	288,000	36,000	36,000	787,250	1,147,250	288,000

Table 10.7

2025 Community Assistance Planning Program Work Tasks and Projects

Work Tasks and Projects	Funding Source (in dollars)		Total
	Commission (tax levy)	Service Agreements	
TASK 1--ADVISORY AND EDUCATIONAL PROJECT			
500-1000 Guidance on Local Planning Matters and Educational Services	371,894	106,518	478,412
Subtotal	371,894	106,518	478,412
TASK 2--REVIEW PROJECTS			
510-4000 Land Division Review Services	5,000	--	5,000
Subtotal	5,000	--	5,000
TASK 3--LOCAL PLAN IMPLEMENTATION DEVICES			
530-1000 Land Use Ordinances, and Other Local Plan Implementation Devices	10,000	--	10,000
Subtotal	10,000	--	10,000
TASK 4--LOCAL ECONOMIC DEVELOPMENT PROJECTS			
630-3000 Economic Development Technical and Project Assistance	76,527	15,000	91,527
Subtotal	76,527	15,000	91,527
TASK 5--SPECIAL COMMUNITY ASSISTANCE PROJECTS			
780-1000 Datum Conversion Project	--	13,426	13,426
790-5000 County Surveyor Services	--	401,919	401,919
500-2030 Kenosha-Racine-Milwaukee Regional Passenger Rail Project		120,000 ^a	120,000
500-3000 Milwaukee Metro Area Climate Action Plan	--	150,000 ^b	150,000
Subtotal	--	685,345	685,345
Total	463,421	806,863	1,270,284

^a Funding is provided through the City of Racine Federal Earmark.

^b Funding is provided through the Environmental Protection Agency.

Table 10.8

Summary of Proposed Funding for All Projects in the Commission's 2025 Continuing Regional Land Use Transportation Study

Program Area	Project	Funding Source										Percent of Program Total by Project	
		USDOT (in dollars)	Percent of FHWA Total	WisDOT (in dollars)	Percent of WisDOT Total	Commission Tax Levy (in dollars)	Percent of Commission Total	Commission Program Development (in dollars)	Percent of Program Development Total	Service Agreements (in dollars)	Percent of Service Agreements Total		Project Total (in dollars)
LAND USE	100-1000	192,000	4	14,000	7	34,000	7	--	0	--	0	240,000	4
	100-2000	264,000	6	18,000	9	48,000	10	--	0	--	0	330,000	6
	110-1000	600,000	14	19,500	10	30,000	6	--	0	100,500	100	750,000	14
	110-3000	104,000	2	13,000	7	13,000	3	--	0	--	0	130,000	2
	Subtotal	1,160,000	26	64,500	33	125,000	26	--	0	100,500	100	1,450,000	26
TRANSPORTATION	200-1000	960,000	22	30,000	16	110,000	23	--		--		1,100,000	21
	200-1100	173,393	4	--	0	--	0	269,498	100	--	0	442,891	8
	210-1000	1,044,491 ^a	24	29,256	15	125,073	26	--	0	--	0	1,198,820	22
	220-1000	680,000 ^b	16	30,000	16	90,000	18	--	0	--	0	800,000	15
	220-1200	8,000	0	1,000	1	1,000	0					10,000	1
	Subtotal	2,865,884	67	90,256	48	326,073	83	269,498	100	--	0	3,551,711	67
PLANNING RESEARCH	400-1000	200,000	5	25,000	13	25,000	4	--	0	--	0	250,000	5
	420-1000	88,000	2	11,000	6	11,000	2	--	0	--	0	110,000	2
	Subtotal	288,000	7	36,000	19	36,000	4	--	0	--	0	360,000	7
TOTAL PROGRAM AREA	Total	4,313,884	100	190,756	100	487,073	100	269,498	100	100,500	100	5,361,711	100

^a Of this amount, \$946,667 is FTA SATO Funds.^b Of this amount, \$80,508 is FHWA 2.5% SATO Funds.

Table 10.9
Summary of Funding Sources for All Work Programs, Tasks, and Projects Included in the Commission's 2025 Overall Work Program

	Federal				State				Local			
	EPA Funding (in dollars)	Percent of EPA Total	USDOT Funding (in dollars)	Percent of USDOT Total	USGS (in dollars)	Percent of USGS Total	WisDOT (in dollars)	Percent of WisDOT Total	WisDNR (in dollars)	Percent of WDNR Total	WisDOA (in dollars)	Percent of WDOA Total
Planning Program												
Land Use Planning	--	--	1,160,000	27	--	--	64,500	34	--	--	390,487	16
Transportation Planning	--	--	2,865,884	66	--	--	90,256	47	--	--	326,073	14
Normal "3C" Projects												
Special Projects	--	--	--	--	--	--	--	--	--	--	--	--
Water Quality Planning	--	--	--	--	--	--	--	--	--	--	--	--
Floodland Management Planning	--	--	--	--	--	--	--	--	175,000	100	746,630	32
Coastal Management Planning	--	--	--	--	79,500	100	--	--	--	--	377,634	16
Planning Research	--	--	--	--	--	--	--	--	--	--	30,000	1
Community Assistance	150,000	100	288,000	7	--	--	36,000	19	--	--	36,000	2
					--	--	--	--	--	--	463,421	20
Total	150,000	100	4,313,884	100	79,500	100	190,756	100	175,000	100	2,370,245	100
											2,485,971	103
											1,908,087	12
											3,551,711	11
											75,000	3
											187,960	8
											216,300	9
											--	--
											787,250	32
											656,863	28
											1,270,284	103

Table 10.10
Direct Hours Charged to Federal Projects by Job Title for Calendar Year 2025

Position Title	Project Title																				
	Land Use Inventory 100-1000	Land Rating Inventory and Special Assessments 100-2000	Natural Area Plan Update 100-2200	Plan Implementation and Community Assistance 110-1000	Regional Zoning Ordinance Guide 110-3000	Transportation Planning and Policy Development, Model Refinement and Technical Assistance 200-1000	Chloride Impact Study 200-1100	Short-Range Transportation Planning and Planning Support 210-1000	Long-Range Transportation Planning and Plan Implementation 220-1000	Flooding Vulnerability Assessment 220-1200	Traffic Forecasting 240-1000	Kanola Routine Milwaukee Project Rail 500-2025	Water Quality Planning 300-1000	Floodplain Management 330-1000	Coastal Management 350-1000	Demographic and Economic Data Research, Base File Creation and Maintenance and Dissemination 400-1000	Regional Base Mapping and Dissemination 420-1000	WDOT Remanufacturing 430-1000	Transportation-Related Inventory, Assessments and Dissemination 460-1000	EPA Climate Policy Research 500-3000	Community Assistance, County Surveyor Services and Economic Development 500-1000
Manager	208	624	896	1,664	104	4,033	416	2,486	2,392	40	--	312	2,340	312	156	312	728	190	--	104	2,162
Principal Planner/Engineer/Specialist	--	2,080	572	1,412	1,248	1,248	1,092	2,445	2,184	52	675	--	3,736	624	520	--	104	--	312	728	2,808
Senior Planner/Engineer/Specialist	2,080	988	1,768	3,536	--	2,340	1,560	3,692	832	--	--	1,456	2,704	2,080	104	--	--	--	156	--	1,664
Engineer/Specialist	125	156	1,664	2,912	--	4,555	2,808	5,512	2,816	--	200	--	5,980	3,172	104	3,016	--	--	156	1,092	1,092
Analyst	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Technician	1,664	970	2,110	--	--	1,040	208	208	208	--	--	--	1,248	104	--	936	--	624	208	520	4,784
Clerical	--	--	--	312	--	--	104	312	520	--	--	--	104	--	--	--	--	--	--	--	208

Table 10.11
Continuing Regional Land Use Transportation Study Schedule

		2025											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Program Area	Project												
Land Use	100-1000 Land Use Inventory												
	100-2000 Land Platting Inventory and Special Environmental Assessments												
	110-1000 Regional Land Use Plan Implementation												
	110-3000 Preparation of a Regional Zoning Guide												
Transportation	200-1000 Transportation Planning Support and Assistance: Data Collection and Development, Model Refinement, and Technical Assistance												
	200-1100 A Chloride Impact Study for Southeastern Wisconsin												
	210-1000 Short-Range Transportation Improvement Programming and Transit Planning												
	• City of Kenosha Transit Plan												
	• Milwaukee County TDP												
	• Ozaukee County Transit Plan												
	• Washington County Transit Plan												
	• Transportation Improvement Program												
	• Regional Safe Streets Action Plan												
	• Transportation Asset Management Reporting												
	• Public Transit Human Services Coordination Plans												
	• TDM Outreach												
	220-1000 Long-Range Transportation Planning and Plan Implementation												
	• Performance Measure Monitoring												
	• Milwaukee County Multi-Modal Transportation System Plan												
Planning Research	400-1000 Demographic and Economic Data Research Data Research, Base File Creation and Maintenance, and Data Provision												
	420-1000 Regional Base Mapping and Surveying												

APPENDICES

MPO SELF CERTIFICATION SUMMARY

APPENDIX A

The Southeastern Wisconsin Regional Planning Commission (Commission), as the metropolitan planning organization (MPO), is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal laws, including transportation statutes, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal money must adhere to the requirements listed in the MPO's adopted self-certification resolution. Concurrent with submittal of the proposed transportation improvement program (TIP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), MPOs are required to certify that the metropolitan transportation planning process is being carried out in accordance with all federal requirements. The 10 requirements for self-certification and MPO activities to comply are summarized on the Commission website. This summary document includes links to the regional transportation plan, TIP, public participation plan, congestion management process, MPO cooperative planning agreements, and Title VI Plan.

www.sewrpc.org/Files/About-Us/MPO-Role-and-Responsibilities/MPO-Self-Certification-Summary.pdf

TITLE VI YEAR 2023 ACCOMPLISHMENTS AND YEAR 2025 GOALS APPENDIX B

YEAR 2023 ACCOMPLISHMENTS

- Outreach and involvement efforts have continued and expanded for minority communities—African-American, Asian and Pacific Islander, American Indian and Alaska Native, and Hispanic—and particularly include Milwaukee, Racine, Kenosha, and Waukesha central city areas. The Commission's public involvement process continues to be implemented, including recommendations for outreach to address Title VI and environmental justice, and the agency's limited English proficiency (LEP) language assistance plan, which was updated in 2023.
- Four editions of the Commission's *Regional Planning News* were distributed in March, June, September, and December to the general public. They included updates on numerous Commission planning efforts, including CommuteWISE, the Fabulous! Fox Water Trail, the City of Milwaukee and the Commission's receipt of the EPA Climate grant, the Commission's environmental corridor training workshop, and the 2024 update to VISION 2050.
- Two personalized letters were distributed in February and September to each of the leaders of more than 75 community organizations representing low-income residents and residents of color across the Region. These letters provided updates on the Commission's 6-12 grade outreach within the Region, VISION 2050 updates, CommuteWISE, FlexRide, the Regional Food System Plan, and EPA Climate grant. As always, an additional invitation opportunity to meet individually with Commission staff was offered.
- The Commission's Environmental Justice Task Force (EJTF) met four times, in March, June, September and December. Highlights from the meetings include engagement conducted by the Community Engagement Division through a semi-annual update and presentations about the 2024 update to VISION 2050, the on bus survey, conducted every 10 years and the Climate Pollution Reduction grant. There was also a guest speaker who shared knowledge on the Metropolitan Milwaukee Pollution Reduction Action Plan.
- Commission staff met with newly elected regional officials to provide a better understanding of the Commission and its major projects and, upon request, met with elected regional officials for updates on Commission projects.
- An internal Lunch and Learn for Commission staff was held on May 24, 2023, by the Community Engagement Division. The goal of the lunch and learn was to discuss with Commission staff the importance of community engagement related to plan/project implementation, share how the Community Engagement Cross Functional Team operates, and encourage Commission staff to participate in the outreach done by the Commission at all levels of education.
- Commission recruitment efforts included outreach initiatives in Kenosha, Racine, and Milwaukee counties, both in the classroom and at community events.

YEAR 2025 GOALS

- Continue and expand our outreach and involvement efforts for communities of color and engage all minority populations—African-American, Asian and Pacific Islander, American Indian and Alaska Native, and Hispanic—specifically including Milwaukee, Racine, Kenosha, and Waukesha central city areas.
- Achieve and surpass our DBE goal of 10 percent.
- Actively engage and promote appointments of seniors, veterans, and people with disabilities to committees related to the planning process.
- Promote and encourage community engagement, whether in person or virtually, in 2025. Continue and expand collaborative relationships with the nine Community Partners to better target and engage low-income neighborhoods, communities of color, people with disabilities, and seniors.
- Promote and increase traffic to Commission virtual platforms, to engage the community with Commission related projects and update them on the outreach the Commission does on a consistent basis.
- Execute the community engagement process, including recommendations for outreach to address Title VI and environmental justice, and the LEP language assistance plan.
- Continue ADA training with partner organizations, like Independence First and Society's Assets.
- Promote increases in the appointment of minorities and women to Commission Advisory Committees and the Commission.
- Provide monthly Commission youth engagement to the Region by serving as mentors, participating in careers fairs and presenting Commission projects to elementary, middle, and high school classes to develop a career pipeline to Commission related jobs.
- Continue and expand implementation of minority student engineering and planning research aide programs and increase minority staff.
- Optimize relationships available at the Global Water Center, such as the Water + Energy Forward Engine, which is a consortium of Wisconsin universities, nonprofits, industry and utilities developing water and energy solutions for manufacturers and utilities.

These activities will be completed by the Commission's Community Engagement staff and at events attended by the Transportation, Land Use, Special Projects, and/or Environmental Division staff.

FHWA-SUBRECIPIENT TITLE VI ASSURANCES AND IMPLEMENTATION PLAN AGREEMENT FFY 2025

APPENDIX C

**FHWA SUBRECIPIENT
TITLE VI/NONDISCRIMINATION ASSURANCES
FFY 2025**

Introduction

All recipients of federal funds must comply with Title VI of the Civil Rights Act of 1964 (Title VI) and other Nondiscrimination statutes that afford legal protections. The Wisconsin Department of Transportation (WisDOT), a recipient of Federal Highway Administration (FHWA) financial assistance, is committed to ensuring nondiscrimination in all WisDOT programs and activities as demonstrated in our signed Assurances and Title VI Implementation Plan. Because WisDOT directly or indirectly extends FHWA funds to you, your organization is an FHWA Subrecipient that is required to provide the same Title VI commitment, assurances and plan.

WisDOT is responsible for annual monitoring and reporting of the activities of its FHWA Subrecipients to verify compliance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes and regulations (hereinafter termed “Acts and Regulations”) and to validate continued eligibility for FHWA financial assistance. The contents of this two-part ***TITLE VI ASSURANCES and IMPLEMENTATION PLAN AGREEMENT*** are the framework that assures organizational awareness, an implementation plan, and effectuating compliance with the Acts and Regulations.

This document must be signed by the highest responsible official in the Subrecipient’s organization, typically the Executive Director. The signed copy of this document is a binding legal agreement between WisDOT and the Subrecipient organization.

- The first Section entitled ***Part 1: Title VI Assurances*** is consistent with US Department of Transportation Order Number 1050.2A, *Standard Title VI/Non-Discrimination Assurances*.
 - Be advised that the official signing these Assurances must appoint and/or identify an individual as Title VI Coordinator as required by 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21, who shall be responsible for data collection and analysis, and data submission to WisDOT. Your signature on the attached document confirms that the listed appointee has the authority and resources to fulfill the requirements of the US DOT Standard Title VI/Nondiscrimination Assurances.
- The second Section entitled ***Part 2: Implementation Plan Agreement*** outlines your organization’s Title VI activities, data collection, and reporting. The signed agreement serves as your organization’s submission of its implementation plan.

Note that signature and submission of the attached documents are only applicable to FHWA Title VI compliance. If your organization is subject to Title VI compliance requirements for other USDOT Operating Administrations or other recipients of federal funding, you are encouraged to review the requirements of each entity to ensure active implementation and assure compliance with appropriate, separate submissions.

INSTRUCTIONS for Part 1: TITLE VI ASSURANCES

1. Fill-in all blanks with the appropriate information (search for the word “Click” to find all blanks).
2. The following *Assurances* must be signed, on page 7, by the highest responsible official in your agency/organization.
3. Promptly submit the following document, completed, signed and scanned to the Wisconsin Department of Transportation, attention Taqwanya Smith taqwanya.smith@dot.wi.gov

If you need assistance, please contact Taqwanya Smith by email taqwanya.smith@dot.wi.gov or phone at (608) 266-8129.

The following pages are the required Title VI Assurances to be signed and returned.

**FHWA SUBRECIPIENT
TITLE VI/NONDISCRIMINATION ASSURANCES
FFY 2025**

The following **Part 1: Title VI Assurances** document is a legally binding agreement between the Wisconsin Department of Transportation (WisDOT) and Southeastern Wisconsin Regional Planning Commission, a WisDOT Subrecipient of Federal Highway Administration (FHWA) funds.

SUBRECIPIENT TITLE VI COORDINATOR FOR FHWA ACTIVITIES AND MONITORING:

NAME: Elizabeth Larsen **Title:** Title VI Coordinator

ORGANIZATION: Southeastern Wisconsin Regional Planning Commission

MAILING ADDRESS: PO Box 1607, Waukesha WI 53187-1607

EMAIL ADDRESS: elarsen@sewrpc.org

PHONE: 262-547-6721 **Fax :** *[Click and type here to enter text]*

Name of the signatory on **Part 1: Title VI Assurances** (see Page No. 7): Stephanie Hacker

Does your organization require the approval of a Board or Commission to execute this **Part 1: Title VI Assurances** *(click on box to insert "X")*? Yes ☐ No ☒

If yes, provide date of expected Board or Commission approval: *[Click and type here to enter text]*

**FHWA SUBRECIPIENT
TITLE VI/NONDISCRIMINATION ASSURANCES
FFY 2025**

Title VI Policy Statement

The Southeastern Wisconsin Regional Planning Commission, a WisDOT Subrecipient of FHWA funds, (hereinafter referred to as the “Subrecipient”) assures that no person shall, on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324), and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Subrecipient further assures every effort will be made to ensure non-discrimination in all programs and activities whether they are federally-funded or not.

In other words, this organization has implemented procedures, policies and actions to ensure nondiscrimination in all of its programs and activities; and offers the signature of its highest official as a reasonable guarantee of compliance with all nondiscrimination laws and requirements.

Authorities

The above Title VI Policy Statement and the following provisions of these **Assurances** are provided under a range of federal Acts and Regulations [see 23 CFR 200.5(p)]. References to Title VI requirements and regulations are not solely limited to Title VI of the Civil Rights Act of 1964. Where appropriate, “Title VI requirements” also refer to the civil rights provisions of other federal statutes and related implementation regulations to the extent that they prohibit discrimination on the grounds of race, color, national origin or sex in all programs, activities and operations receiving federal financial assistance. The Title VI authorities are:

Nondiscrimination Acts

- **Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides:** No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
- **Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324) provides:** No person shall, on the ground of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this Title or carried on under this Title.
- **The Civil Rights Restoration Act of 1987 (P.L. 100-209), provides:** Clarification of the original intent of Congress in Title VI of the Civil Rights Act of 1964, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973. The Act restores the broad, institution-wide scope and coverage of the nondiscrimination statutes to include all programs and activities of Federal-aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not.

Nondiscrimination Regulations

- 23 CFR 200, Title VI Program and Related Statutes-Implementation and Review Procedures
- 49 CFR 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964
- USDOT Order 1050.2A, *Standard Title VI/Non-Discrimination Assurances*

Part 1: TITLE VI ASSURANCES

USDOT Standard Title VI/Non-Discrimination Assurances

The United States Department of Transportation (USDOT)

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The *(Southeastern Wisconsin Regional Planning Commission)* (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through ***Federal Highway Administration***, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination in Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice *Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964*);

Federal Highway Administration may include additional Statutory/Regulatory Authorities here.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the (**Federal Highway Administration**).

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Federal Highway Administration may include additional General Assurances in this section or reference an addendum here.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted (**Continuing Land Use and Transportation Study**):

1. The Recipient agrees that each "activity," "facility," or "program," as defined in 21.23 (b) and 21.23 (e) of 49 C.F.R. 21 will be (with regard to an "activity") facilitated or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all (**Continuing Land Use and Transportation Study**) and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The (**Southeastern Wisconsin Regional Planning Commission**), in accordance with the provisions of **Title VI of the Civil Rights Act of 1964** (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. "

3. The Recipient will insert the clauses of Appendix A of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form

of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

Federal Highway Administration may include additional Specific Assurances in this section.

By signing this ASSURANCE, *[Southeastern Wisconsin Regional Planning Commission]* also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the *[Wisconsin Department of Transportation's]* access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the *[Wisconsin Department of Transportation]*. You must keep records, reports, and submit the material for review upon request to *[Wisconsin Department of Transportation]*, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

[Southeastern Wisconsin Regional Planning Commission] gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the *(Continuing Land Use and Transportation Study)*. This ASSURANCE is binding on *[Wisconsin]*, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the *(Continuing Land Use and Transportation Study)*. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Southeastern Wisconsin Regional Planning Commission

(Name of Sub-Recipient)

By



(Signature of Authorized Official)

DATED: 9/25/2024

Appendix A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, (Federal Highway Administration), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. *[Continuing Land Use and Transportation Study.]*
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. *[Continuing Land Use and Transportation Study.]*
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the (Federal Highway Administration) to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the (Federal Highway Administration), as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the (Federal Highway Administration) may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the (Federal Highway Administration) may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Appendix B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **(Southeastern Wisconsin Regional Planning Commission)** will accept title to the lands and maintain the project constructed thereon in accordance with **(Name of Appropriate Legislative Authority)**, the Regulations for the Administration of **(Naming of Appropriate Program)**, and the policies and procedures prescribed by the **(Federal Highway Administration)** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. §2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **(Southeastern Wisconsin Regional Planning Commission)** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **(Southeastern Wisconsin Regional Planning Commission)** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **(Southeastern Wisconsin Regional Planning Commission)**, its successors and assigns.

The **(Southeastern Wisconsin Regional Planning Commission)**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and] * (2) that the **(Southeastern Wisconsin Regional Planning Commission)** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction]. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

Appendix C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **(Southeastern Wisconsin Regional Planning Commission)** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - I. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **(Southeastern Wisconsin Regional Planning Commission)** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued. *
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the **(Southeastern Wisconsin Regional Planning Commission)** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **(Southeastern Wisconsin Regional Planning Commission)** and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

**FHWA SUBRECIPIENT
TITLE VI IMPLEMENTATION PLAN AGREEMENT
FFY 2025**

Introduction

All recipients of federal funds must comply with Title VI of the Civil Rights Act of 1964 (Title VI) and other Nondiscrimination statutes that afford legal protections. The Wisconsin Department of Transportation (WisDOT), a recipient of Federal Highway Administration (FHWA) financial assistance, is committed to ensuring nondiscrimination in all WisDOT programs and activities as demonstrated in our signed Assurances and Implementation Plan. Because WisDOT directly or indirectly extends FHWA funds to you, your organization is an FHWA Subrecipient that is required to provide the same Title VI commitment, assurances and plan.

WisDOT is responsible for annual monitoring and reporting of the activities of its FHWA Subrecipients to verify compliance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes and regulations (hereinafter termed “Acts and Regulations”) and for validating continued eligibility for FHWA financial assistance. The contents of this ***TITLE VI ASSURANCES and IMPLEMENTATION PLAN AGREEMENT FFY 2025*** (hereinafter “***2025 ASSURANCES AND AGREEMENT*”**) are the framework that assures organizational awareness, an implementation plan, and effectuating compliance with the Acts and Regulations.

- The first Section entitled ***Part 1: Title VI Assurances*** is consistent with US Department of Transportation Order Number 1050.2A, *Standard Title VI/Non-Discrimination Assurances*.
- The ***Part 1: Title VI Assurances*** are due to be completed, signed and returned to the WisDOT Title VI Office by:

October 1, 2024

- The second Section entitled ***Part 2: Title VI Implementation Plan Agreement*** outlines your organization’s Title VI activities, data collection, and reporting. The signed agreement serves as your organization’s submission of a Title VI Implementation Plan.

The following pages of this document contain only the ***Part 2: Title VI Implementation Plan Agreement*** and must be signed by the highest responsible official in the Subrecipient’s organization, typically the Executive Director by:

October 1, 2024

- A signed copy of this ***Part 2: Title VI Implementation Plan Agreement*** is a binding legal agreement between WisDOT and the Subrecipient organization.

Note that signature and submission of the attached documents are only applicable to FHWA Title VI compliance. If your organization is subject to Title VI compliance requirements for other USDOT Operating Administrations or other recipients of federal funding (such as the Federal Transit Administration), you are encouraged to review the requirements of each entity to ensure active implementation and assure compliance with appropriate, separate submissions.

INSTRUCTIONS for the Part 2: Title VI Implementation Plan Agreement

1. Fill-in all blanks with the appropriate information (search for the word “Click” to find all blanks).
2. The ***Part 2: Title VI Implementation Plan Agreement*** must be signed on Page No. 13, by the Executive Director or the highest responsible official in your agency/organization.
3. Promptly submit the completed, signed and scanned ***Part 2: Title VI Implementation Plan Agreement*** to the Wisconsin Department of Transportation, Title VI Office at: taqwanya.smith@dot.wi.gov.

If you need assistance, please contact Taqwanya Smith by email taqwanya.smith@dot.wi.gov or phone at (608) 266-8129.

The following pages are the required Part 2: Title VI Implementation Plan Agreement to be signed and returned.

**FHWA SUBRECIPIENT
TITLE VI IMPLEMENTATION PLAN AGREEMENT
FFY 2025**

The following **Part 2: Title VI Implementation Plan Agreement** is a legally binding agreement between the Wisconsin Department of Transportation (WisDOT) and *[Click and type name of Subrecipient agency/organization]*, a WisDOT Subrecipient of Federal Highway Administration (FHWA) funds.

SUBRECIPIENT TITLE VI COORDINATOR FOR FHWA ACTIVITIES AND MONITORING:

NOTE: IF YOU RECENTLY PROVIDED THE TITLE VI COORDINATOR NAME AND CONTACT INFORMATION IN PART 1: TITLE VI ASSURANCES, YOU MAY SKIP TO #1 BELOW THE GREY BOX.

NAME: *[Click and type here to enter text]* **Title:** *[Click and type here to enter text]*

EMPLOYING ORGANIZATION: *[Click and type here to enter text]*

MAILING ADDRESS: *[Click and type here to enter text]*

EMAIL ADDRESS: *[Click and type here to enter text]*

PHONE:*[Click and type here to enter text]* **Fax :** *[Click and type here to enter text]*

1. Name of the signatory of **Part 2: Title VI Implementation Plan Agreement** (see Page No. 13): *[Click and type here to enter text]*
2. Does your organization require the approval of a Board or Commission to execute this **Part 2: Title VI Implementation Plan Agreement** (click on box to insert "X")? Yes ☐ No ☒
3. If yes, provide date of expected Board or Commission approval: *[Click and type here to enter text]*

Title VI Policy Statement

The Southeastern Wisconsin Regional Planning Commission, a WisDOT Subrecipient of FHWA funds, (hereinafter referred to as the “Subrecipient”) assures that no person shall, on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324), and the Civil Rights Restoration Act of 1987 (P.L. 100-259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Subrecipient further assures every effort will be made to ensure nondiscrimination in all programs and activities whether they are federally-funded or not.

In other words, this organization has implemented procedures, policies and actions to ensure nondiscrimination in all of its programs and activities; and offers the signature of its highest official as a reasonable guarantee of compliance with all nondiscrimination laws and requirements.

Authorities

The above Title VI Policy Statement and the following **Part 2: Title VI Implementation Plan Agreement** is based on a range of federal Acts and Regulations [see 23 CFR 200.5(p)]. References to Title VI requirements and regulations are not solely limited to Title VI of the Civil Rights Act of 1964. Where appropriate, “Title VI requirements” also refer to the civil rights provisions of other federal statutes and related implementation regulations to the extent that they prohibit discrimination on the grounds of race, color, national origin or sex in all programs, activities and operations receiving federal financial assistance. The Title VI authorities (hereinafter referred to as “Acts and Regulations”) are:

Nondiscrimination Acts

- **Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides:** No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
- **Section 162 (a) of the Federal Aid Highway Act of 1973 (23 U.S.C. 324) provides:** No person shall, on the ground of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this Title or carried on under this Title.
- **The Civil Rights Restoration Act of 1987 (P.L. 100-209), provides:** Clarification of the original intent of Congress in Title VI of the Civil Rights Act of 1964, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973. The Act restores the broad, institution-wide scope and coverage of the nondiscrimination statutes to include all programs and activities of Federal-aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally-assisted or not.

Nondiscrimination Regulations

- 23 CFR 200, Title VI Program and Related Statutes-Implementation and Review Procedures
- 49 CFR 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964
- USDOT Order 1050.2A, *Standard Title VI/Non-Discrimination Assurances*

Part 2:
Title VI Implementation Plan Agreement

Title VI Program Implementation

The following sections represent elements of a “Subrecipient Title VI Implementation Plan”, as required by FHWA, to sufficiently document methods used to administer a Title VI Program. Subrecipients of FHWA funds distributed by WisDOT (Primary Recipient) are required to meet the requirements of a **Title VI Implementation Plan** as set forth by WisDOT within this **Part 2: Title VI Implementation Plan Agreement**.

This **Part 2: Title VI Implementation Plan Agreement** shall serve as the Southeastern Wisconsin Regional Planning Commission’s required Title VI Implementation Plan pursuant to 23 CFR 200 and 49 CFR 21.

A. Organization and Staffing

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **should**:

1. have a designated SUBRECIPIENT TITLE VI COORDINATOR pursuant to 23 CFR 200, who has a responsible position in the organization and easy access to the head of the Subrecipient organization, and who is responsible for implementing the Subrecipient’s Title VI Program. The head of the organization and the SUBRECIPIENT TITLE VI COORDINATOR may be the same individual, however, staffing must be adequate to implement the Title VI Program requirements.
2. provide WisDOT with a copy of the Subrecipient’s organizational chart illustrating the level and placement of the Title VI Coordinator relative to the head of the organization upon signing the ***Part 1-Title VI Assurances*** portion of this ***2025 ASSURANCES AND AGREEMENT***.
3. notify WisDOT, in writing, of any changes to the Subrecipient’s organizational chart, Subrecipient Title VI Coordinator, or Subrecipient Title VI Coordinator contact information.
4. ensure the SUBRECIPIENT TITLE VI COORDINATOR will be responsible for initiating and monitoring Title VI activities, preparing required reports, and additional activities as appropriate to the Subrecipient’s Title VI Program, the Acts and Regulations and this **Part 2: Title VI Implementation Plan Agreement**.

B. Plan and Program Area Review Procedures

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **should**:

1. annually submit to WisDOT, a brief description of your work/program areas, the Title VI responsibilities in each work/program area, and your specific internal procedures (an Implementation Plan) for conducting work/program area reviews of Title VI compliance within your organization.
2. conduct Title VI reviews of Subrecipient program areas and activities for Title VI impacts. Examples of activities that should be reviewed for Title VI compliance:
 - a) public outreach and inclusion in transportation planning and projects
 - b) planning that recommends possible real estate acquisitions and relocations
 - c) contracts with contractors/consultants stating Title VI requirements
 - d) racial composition of decision-making Boards or Commissions
3. take affirmative action to communicate and correct any identified Title VI deficiencies.
4. annually report the number and results of your internal Title VI compliance reviews to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review for FHWA Subrecipients*** (hereinafter ***WisDOT Title VI Compliance Review***).

C. Consultant Review Procedures

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **should**:

1. annually submit the process for determining how many and which contractors/consultants will be reviewed each year and your specific procedures for ensuring Title VI compliance within all contractor/consultant entities or organizations hired by, and receiving federal financial aid, from your organization. For example, state how many consultants you will review for specific measures of compliance such as the proper posting of meeting notices in appropriate locations for the project, in appropriate languages, and meetings held in locations and at times when Title VI protected classes are able to attend.
2. advise contractors/consultants to include, where applicable, policies, procedures, and directives to comply with Title VI requirements.
3. advise contractors/consultants on procedure or policy changes, where needed, for Title VI compliance.
4. annually report the number of contractor/consultant Title VI compliance review(s) and the results of the reviews to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

D. Data Collection Procedures

Data collection and analysis information may be copied from your *Unified Planning Work Program* and/or your Federal Transit Administration (FTA) *Title VI Plan/LEP Plan* and submitted to the WisDOT Title VI Office as is annually appropriate, for the fulfillment of FHWA Title VI Program compliance.

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **should**:

1. annually submit specific processes and procedures for collecting, analyzing, using, and reporting Title VI data to the WisDOT Title VI Office.
 - a. report where [what work area(s)] collect data relevant to Title VI, the method, sources and type of data collected, and a description of the purpose for doing an analysis of the data.
 - b. each year, submit the number and names of work areas and data collection processes you will be reviewing in the following year.
2. collect and analyze data on the number and locations of individuals or groups in Title VI protected classes who are or may become impacted by the plans, programs and activities conducted by the Subrecipient based on race, color, national origin, or sex.
 - a. collect and analyze data from various sources, for example: the U.S. Census, the American Community Survey and additional local or state resources.
3. collect and analyze data on the number and locations of individuals or groups in Title VI protected classes who are participants in or beneficiaries of, programs and activities conducted by the Subrecipient.
4. collect and analyze data at the appropriate geographic level (such as census tracts, block groups and census blocks) to identify where disproportionate impacts to protected classes could result, whether intentionally or unintentionally, from plans or projects conducted by your organization.
5. annually report and present the data collection and analysis performed by your agency/organization and the results and impacts of performing the analysis to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

E. Training Procedures

This section is intended to ensure that employees of Subrecipient organizations are receiving sufficient training to be able to understand, identify, and carry out activities for Title VI compliance.

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission should:

1. annually submit specific internal procedures for choosing and conducting training for staff members, the types of training offered and required of staff (see 2. through 5., below) and the number of training events to be conducted.
2. require employees to complete training programs upon hire and thereafter as needed, on Title VI and related statutes, regulations and procedures or additional nondiscrimination topics, as needed.
3. provide all employees of your organization with training in the proper procedures and handling of Title VI and other nondiscrimination complaints.
4. provide employees working with the public and within relevant business areas with training in the proper procedures for providing services, outreach, inclusion, and the removal of obstacles in participation by individuals and groups with limited English proficiency.
5. provide Title VI data collection and analysis training to employees to ensure effective implementation of the Data Collection Procedures.
6. annually submit training documentation to WisDOT, including the name and type of training events offered and obtained, dates employees participated, titles of employees who participated, and the total number of employees who participated in each training to the WisDOT Title VI Office in your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

F. Dissemination of Title VI Information

The Southeastern Wisconsin Regional Planning Commission should:

1. annually submit specific internal procedures for dissemination of Title VI Information and for community outreach and public education, and for the review and documentation of this activity.
2. issue and distribute throughout your organization and to the public, a Title VI Policy Statement, signed by the head of the Subrecipient organization, which expresses its commitment to the nondiscrimination provisions of the Title VI Acts and Regulations.
3. issue and distribute throughout your organization and to the public, a Title VI Complaint Policy containing information and instructions on filing a Title VI complaint.
4. post and publish or provide links to your Title VI Policy Statement and your Title VI Complaint Policy, in appropriate languages based on the presence of, or potential impacts on, populations with limited English proficiency in the following locations:
 - a) throughout your organization
 - b) location(s) where your organization's business is conducted
 - c) on your website and social media sites
 - d) in meeting announcements in the newspaper and on posters
 - e) posted at public meeting locations
5. annually submit a copy of your organization's Title VI Policy Statement to the WisDOT Title VI Office, with documentation on where the policy was distributed, the intended audience, and in what languages it was provided (refer to p. 3, section "Title VI Policy Statement").

6. annually submit the number, type and location of public outreach and education events or literature to the WisDOT Title VI Office within your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

G. Limited English Proficiency Accommodations and Procedures

National origin discrimination under Title VI includes discrimination on the basis of limited English proficiency (LEP). To ensure compliance with Title VI, subrecipients must take reasonable steps to ensure that LEP persons have meaningful access to programs, plans and activities consistent with Executive Order #13166. Subrecipients are encouraged to visit <http://www.lep.gov> for assistance and information regarding LEP obligations.

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **should**:

1. annually submit procedures and guidance for the provision of LEP services and outreach, as well as data collection and analysis procedures.
2. ensure compliance with Title VI by taking reasonable steps to ensure that LEP persons have meaningful access to your programs. Provide documentation on language assistance services provided by your organization, such as, interpretation and translation services.
3. collect data on LEP individuals or groups that may be impacted by your plans or activities.
4. ensure that LEP persons impacted by the Subrecipient organization's policies, plans or activities are provided with adequate information and opportunities for public involvement and input opportunities within their native language.
5. consider the need for language services for LEP persons served or encountered both in developing your budgets and in conducting your programs and activities.
6. annually submit to the WisDOT Title VI Office, documentation showing the number and type of language services provided during the previous fiscal year, and results of data collection and analysis of LEP populations, such as:
 - a) American Community Survey data on languages spoken at home and ability to speak English or
 - b) maps showing location of LEP persons, as it applies in specific geographic areas that are impacted by your planning and project recommendationswithin your annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

H. Review of Internal Policies and Directives

The Southeastern Wisconsin Regional Planning Commission **should**:

1. annually submit procedures and guidance for review of your organization's policies and internal directives to the WisDOT Title VI Office.
2. conduct Title VI reviews of your organization's policies, procedures and directives and consider possible unintentional impacts that could impact individuals and groups protected under Title VI.
3. revise policies, procedures and directives to include Title VI requirements and to reduce possible unintentional impacts on individuals and groups protected under Title VI.
4. monitor consultants/contractors for possible impacts of their policies, procedures and directives on Title VI protected classes as it relates to their work performed for you on federally-funded projects or plans. Advise contractors/consultants on changes, where needed, for Title VI compliance.

5. annually submit documentation of your review of internal directives including how many and what directives were reviewed, and the conclusions and improvements made as a result of your reviews to the WisDOT Title VI Office.
6. Report number and results of reviews of internal directives within the annual ***Title VI Goals and Accomplishments Report*** or in the ***WisDOT Title VI Compliance Review***.

I. Complaint Policy and Procedures

FHWA requires federal-aid recipients and subrecipients to follow specific procedures for collecting and forwarding complaints alleging discrimination under Title VI. WisDOT also has specific requirements for the handling of, and reporting on, Title VI complaints that are submitted to the Subrecipient. These requirements are provided in the “Complaint Processing Procedures” section below. Subrecipients must submit complaint policies and procedures to meet FHWA Title VI compliance.

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission shall adopt the standard FHWA/WisDOT Title VI complaint policy provided in the following section or must submit proof of an alternative complaint policy that contains all FHWA Title VI requirements (such as an alternative Policy submitted in your FTA Title VI Plan).

Title VI Complaint Policy

Southeastern Wisconsin Regional Planning Commission adopts the following Title VI complaint policy for FFY 2025 (do not fill in the name of your organization if you will be submitting an alternative Complaint Policy):

Any person who believes that he or she, individually, as a member of any specific class, or in connection with any Disadvantaged Business Enterprise (DBE), has been subjected to discrimination by the above-named Subrecipient or contractors/consultants to the Subrecipient, based on race, color, national origin, or sex may submit a complaint with the Wisconsin Department of Transportation, Office of Business Opportunity and Equity Compliance, Title VI Office or with the Federal Highway Administration.*

*See contact information on Page No. 11.

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission shall adhere to the following provisions:

1. annually submit your organization’s complaint policies and procedures, and your process for disposition of Title VI Complaints.
2. ensure that a Title VI complaint form (or other reasonable method of submitting a timely and complete complaint) is readily available to the public at all locations where your organization conducts business.
3. develop or use a standard Title VI complaint form containing directions and submission information.
4. accept complaints written on a complaint form, written free-form or given verbally in person or over the telephone by a Complainant, or by a representative of the Complainant. A complaint may also be submitted in Braille or other alternate format.
5. accept complaints submitted by mail, email, on computer disk, flash drive, audio tape, or through other alternate methods.
6. Subrecipient must, upon request, accept complaints in alternate formats from persons with disabilities.

Subrecipient Complaint Processing Procedures

In FFY 2025 the Southeastern Wisconsin Regional Planning Commission **shall** implement the following Title VI complaint processing procedures:

1. Subrecipient employees must keep detailed records of all interactions with Complainants and potential Complainants throughout the organization.
2. All Title VI complaints received throughout the Subrecipient organization must be immediately forwarded to the SUBRECIPIENT TITLE VI COORDINATOR.
3. Upon receiving a Title VI complaint, the SUBRECIPIENT TITLE VI COORDINATOR **shall**:
 - a) date stamp the complaint
 - b) log all complaints received by the Subrecipient with:
 - the date the complaint was received
 - the name of the Complainant (if available)
 - the nature of the complaint (if available)
 - the date and location where the complaint was forwarded
 - a record of any action or communication regarding the complaint
 - c) notify the Complainant that his or her complaint has been received, when and where the complaint has been forwarded, and the appropriate contact information for follow up
4. The SUBRECIPIENT TITLE VI COORDINATOR **shall** annually submit a log of all Title VI complaints received, and any additional pertinent records to the WisDOT Title VI Office.
5. The SUBRECIPIENT TITLE VI COORDINATOR **shall** advise Complainants, verbally, in writing, or within instructions appearing on a complaint form, that:
 - a) complaints should be in writing
 - b) a complaint typically must be filed within 180 days of the alleged discriminatory act in order for USDOT/FHWA to take action
6. Additionally, the SUBRECIPIENT TITLE VI COORDINATOR **shall** advise Complainants verbally, in writing, or within instructions appearing on a complaint form, that Title VI complaints should contain the following information:
 - a) name, address, and phone number of the Complainant
 - b) the date of alleged act(s) of discrimination or where there has been a continuing course of conduct, the date on which the discriminatory conduct last occurred
 - c) name(s) and address(es) of alleged discriminating party or parties
 - d) the basis of discrimination (race, color, national origin, or sex)
 - e) a statement of the nature of the complaint
 - f) other agencies where the complaint has been filed
 - g) an explanation of the actions the Complainant recommends to resolve the issue raised in the complaint
 - h) signed by the Complainant or a representative of the Complainant
7. Upon receiving and logging a Title VI complaint, the SUBRECIPIENT TITLE VI COORDINATOR shall immediately forward the complaint, and any additional accompanying documentation or information, to the WisDOT Title VI Office (see contact information below*).
8. If requested or appropriate, the SUBRECIPIENT TITLE VI COORDINATOR shall inform the Complainant that the:
 - a) the Subrecipient, WisDOT, and FHWA Division Offices do **not** investigate Title VI complaints
 - b) all complaints are routed through the FHWA, Headquarters Office of Civil Rights (FHWA, HCR) for processing

- c) FHWA HCR determines whether to accept, dismiss, or transfer the complaint for investigation
- d) the Complainant, WisDOT, FHWA Division Office, and the Subrecipient (where applicable) will be notified when a determination has been made to accept, dismiss, or transfer the complaint for investigation by the FHWA HCR.

Subrecipients Forward Title VI Complaints To:

Postal Mail	Wisconsin Department of Transportation OBOEC, Title VI Office Attn: Taqwanya Smith 4822 Madison Yards Way, 5 th Floor South PO Box 7986 Madison, WI 53707-7986
Email	taqwanya.smith@dot.wi.gov
Phone	(608) 266-8129

*FHWA Title VI and Americans with Disabilities/Section 504 complaint forms can be found and submitted online at: <https://www.fhwa.dot.gov/civilrights/file/>

For additional USDOT Operating Administrations contact information, go to the following link:

<https://www.transportation.gov/civil-rights/complaint-resolution/contacts>

9. In the event that a verbal complaint of discrimination is made to an officer or employee of the Subrecipient organization other than the SUBRECIPIENT TITLE VI COORDINATOR, the officer or employee shall immediately refer the Complainant to the SUBRECIPIENT TITLE VI COORDINATOR. The SUBRECIPIENT TITLE VI COORDINATOR will obtain the name and contact information of the Complainant and will inform the Complainant how to submit a complaint, and will provide assistance, if necessary.
10. The Subrecipient shall provide Title VI complaint handling training to all employees who might participate in complaint intake, handling, processing, or forwarding (see section E. "Training Procedures" above).
11. annually submit a report of the complaint information provided in the log of complaints (see number 3. Above) to the WisDOT Title VI Office (see contact information above).

J. Compliance and Enforcement Procedures

The Southeastern Wisconsin Regional Planning Commission **should**:

1. annually complete and submit all information requested within the annual ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.
 - a) The ***WisDOT Title VI Compliance Review*** is designed to provide a framework for Subrecipients to submit all information required by FHWA and as provided in this ***2025 ASSURANCES AND AGREEMENT***.
2. submit an outline of compliance and enforcement procedures to address deficiencies or noncompliance within your internal program areas and with contractors/consultants to the WisDOT Title VI Office. Include a procedure for reviewing your organizational policies and directives, and how your policies and directives may intentionally or unintentionally impact Title VI protected classes.

3. take affirmative action to correct any deficiencies found by WisDOT or FHWA within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this **2025 ASSURANCES AND AGREEMENT** and the Acts and Regulations. The head of the Subrecipient shall be held responsible for implementing Title VI requirements.
4. develop and submit methods of administration, as required in A. through I. above, to fulfill the FHWA requirements of a *Title VI Implementation Plan*.
5. Annually submit additional information, as required by this **2025 ASSURANCES AND AGREEMENT** by submitting information that meets the following requirements of a ***Title VI Goals and Accomplishments Report*** or within the ***WisDOT Title VI Compliance Review***.

a) Accomplishments Report

List major accomplishments made regarding Title VI activities to include:

- the number and types of Title VI issues that were identified and actions taken to prevent discrimination.
- activities and efforts that the SUBRECIPIENT TITLE VI COORDINATOR and program area personnel have undertaken in the previous FFY to monitor Title VI Program implementation (refer to Sections A. through I. above).
- a description of the scope and conclusions of special reviews (internal or external) conducted by the SUBRECIPIENT TITLE VI COORDINATOR.
- a log of the number and type of complaints received by the Subrecipient (see Section I. above).
- include a summary and status report on any Title VI complaints filed with the Subrecipient.

b) Annual Goals

Outline Title VI monitoring and review activities planned for the coming year; state by whom each activity will be accomplished, the purpose of the activity, and target date for completion.

Sanctions

In the event the Southeastern Wisconsin Regional Planning Commission fails or refuses to comply with the terms of this **TITLE VI ASSURANCES and IMPLEMENTATION PLAN AGREEMENT FFY 2025**, WisDOT may take any or all of the following actions:

1. cancel, terminate, or suspend this agreement in whole or in part
2. refrain from extending any further assistance to the Subrecipient under the program from which the failure or refusal occurred, or any other program, until sufficient evidence of past correction of noncompliance and/or satisfactory assurance of future compliance has been received from the Subrecipient.
3. take such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the Subrecipient.
4. refer the case to the U.S. Department of Justice for appropriate legal proceedings.

(continued on next page)

Signatures

By signing this **Part 2: Implementation Plan Agreement**, the [Click and type name of Subrecipient agency/organization]'s responsible official (named below) agrees, and is guaranteeing responsibility for the execution and implementation of this **Part 2: Implementation Plan Agreement**, and agrees that [Click and type name of Subrecipient agency/organization] is initiating or planning for the performance of tasks and procedures that are required in this Agreement, and implementing or is seeking assistance from the Wisconsin Department of Transportation to perform all tasks and procedures of **Part 2: Implementation Plan Agreement** as provided herein.

Wisconsin Department of Transportation:

Tondra Davis

Signature

Director

Title

Office of Business Opportunity and Equity Compliance

Bureau/Office

10/14/2024

Date

Subrecipient Executive Director or Responsible Official:

SAH

Executive Director or Responsible Official Signature

Executive Director

Title

Southeastern Wisconsin Regional Planning Commission

Subrecipient Agency/Organization

9/25/2024

Date

METROPOLITAN PLANNING FACTORS

APPENDIX D

The Federal Transportation Bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005, A Legacy for Users (SAFETEA-LU) created the planning factors that were to be considered by Metropolitan Planning Organizations when developing transportation plans and programs. This year's OWP is being developed considering these metropolitan planning factors. The Moving Ahead for Progress in the 21st Century Act of 2012 (Map-21), the Fixing America's Surface Transportation Act (FAST-Act), and Bipartisan Infrastructure Law (BIL) made minor modifications to these factors. The ten metropolitan planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The following table illustrates the 2025 OWP projects included in the SEWRPC 2025 continuing regional land use transportation study and the metropolitan planning factors to be considered in each project:

Project Number	Project Name	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
100-1000	Land Use Inventory	X				X				X	
100-2000	Land Platting Inventory and Special Environmental Assessments					X				X	
110-1000	Land Use Plan Implementation and Community Assistance	X	X	X	X	X	X	X	X	X	X
110-3000	Preparation of Regional Zoning Guide					X				X	
120-1000	Year 2050 Land Use Plan	X				X				X	X
200-1000	Transportation Planning Support and Assistance	X	X	X	X	X	X	X	X	X	X
200-1100	A Chloride Impact Study for Southeastern Wisconsin					X			X		
210-1000	Short-Range Transportation Planning and Programming	X	X	X	X	X	X	X	X	X	X
220-1000	Long-Range Transportation Planning and Programming	X	X	X	X	X	X	X	X	X	X
400-1000	Demographic and Economic Data Research, Base File Creation and Maintenance, and Data Provision	X				X				X	
420-1000	Regional Base Mapping and Survey Control	X				X				X	

MEETING SCHEDULE FOR 2025

APPENDIX E

Meeting	Responsible Agency	Tentative Dates (2025)
Director Meetings	WisDOT	January 21, April 22, July 22, October 21
Mid-Year Review	MPO/WisDOT/FHWA	May/June 20245
Work Program Meeting	WisDOT/MPO	October 2025
Plan and Program Advisory Committee Meetings	MPO	At Call of Committee Chairs
Commission Quarterly Meetings	MPO	March, June, September, and December 2025. Specific dates to be scheduled in December 2024.

All meetings hosted by the MPO are tentatively scheduled. To confirm the meeting date, time, and location, agendas and information packets will be sent out to all members of the Advisory Committee and Commission and will be posted on the Commission website and at Commission offices, at least one week prior to meeting.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2025 APPENDIX F

Executive Leadership

Stephanie Hacker, AICP, LEED AP, *Executive Director*

Benjamin R. McKay, AICP, *Deputy Director*

Administrative Services

Elizabeth A. Larsen, SPHR, SHRM-SCP,
Director of Administration

Megan Deau, *Senior Graphic Designer*
Justin Kendall, *Systems Analyst*
Robert Klatkiewicz, *Office Clerk*
Alina Panasiuk, *Accounting/HR Specialist*
Richard Wazny, *Print Shop/Building Supervisor*
James Zehner, *Communications Specialist*

Environmental Planning

Laura Herrick, PE, CFM, Chief Environmental Engineer
Dr. Thomas Slawski, PhD, Chief Specialist-Biologist

Jennifer Dietl, *Principal Specialist*
Shane Heyel, *Senior Specialist*
Karin Hollister, PE, *Principal Engineer*
Christopher Jors, *Principal Specialist*
Zachary Kron, *Senior Specialist*
Collin Klaubauf, *Engineer*
James Mahoney, PE, *Engineer*
Danielle Matuszak, *Specialist*
Nicklaus Neureuther, *Specialist*
Julia Orlowski, PE, CFM, *Senior Engineer*
Aaron Owens, *Senior Planner*
Justin Poinatte, *Principal Specialist*
Megan Shedivy, *Planner*

Land Use Planning

Joel Dietl AICP, Chief Land Use Planner

Frank Fierek, Jr., *Senior Specialist*
Don Heckel, *Senior Planner*
Kendall Johnson, *Research Analyst*
Richard Kania, AICP, RLA, *Principal Planner*
Gideon Oduro, *Data Analyst*
Robbie Robinson, *Principal Planner*
David Schilling, *Principal Planner*
James Siegler, *Planner*
Bryan Walter, *Planner*

Community Engagement

Nakeisha Payne,
Chief Community Engagement Specialist

Special Projects

Eric Lynde, Chief Special Projects Planner

Barry Gore, *Principal Planner*
Miranda Page, JD, *Planner*
Christopher Parisey, *Senior Planner*

Surveying and GIS

Robert Merry, PLS, Chief Surveyor
Michael Gosetti, GIS Manager

Patricia Bouchard, *GIS Specialist*
Brennan DeSwarte, *Land Survey Assistant*
Timothy Gorseger, *GIS Specialist*
Benjamin Johnson, *Land Survey Assistant*
Kaleb Kutz, *Planner*
Bradley Subotnik, *Senior GIS Specialist*
Andrew Traeger, *Certified Survey Technician*

Transportation Planning

Christopher Hiebert, PE, MPO Director
Ryan Hoel, PE, Chief Transportation Engineer
Jennifer Sarnecki, AICP, Deputy Chief Transportation Planner

Dr. Gom Ale, PhD, *Principal Planner*
Carrie Cooper, *Principal Planner*
Joseph Delmagori, *Senior Planner*
Victor Helin, *Senior Planner*
Ethan Johnson, *Senior Planner*
Reginald Mason, *Research Analyst*
Gabriel Rosenwald, *Engineer*
Xylia Rueda, *Senior Planner*
Dana Shinnors, *Lead Commute Program Coordinator*
William Henning, *Engineer*
Samuel Mercier, *Planner*

MEMBERSHIP OF THE COMMISSION AND TRANSPORTATION ADVISORY COMMITTEES

APPENDIX G

Since the Southeastern Wisconsin Regional Planning Commission (Commission) was created in 1960, its governing structure has been mandated by State law and remains unchanged to this day. That structure provides equal representation on the governing board from seven counties, a total of 21 members, three selected to represent each of the counties. One of the three members from each County is appointed by the County Executive/County Board Chair and is, by custom, a County Board Supervisor or County Executive. The other two members from each county are appointed by the Governor, with one of the gubernatorial appointments coming from a list provided by the county. Each of the 21 members has a six-year term.

For more than 55 years this board membership has officially sponsored a comprehensive regional planning process that by law produces plans that are advisory to the constituent county and local governments. In carrying out its metropolitan planning organization (MPO) responsibilities, the Commission relies very heavily upon a system of advisory committees for carrying out its regional transportation planning efforts and for programming of transportation projects for the five urban areas in Southeastern Wisconsin. While the Commission board itself is responsible for the formal adoption of regional plans as required by State law, that board has accepted the recommendations of its advisory committees that deal with the MPO function as the preparation and adoption of transportation plans and programs is pursued. In addition, the Commission has established an Environmental Justice Task Force (EJTF) that reviews regional transportation plans, programs, and public outreach with respect to civil rights and environmental justice concerns. Links to the current rosters of these transportation advisory committees and EJTF are provided below.

- **Advisory Committee on Transportation System Planning and Programming for the Kenosha Urbanized Area**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Advisory-Committee-on-Transportation-System-Planning-and-Programming-for-the-Kenosha-Urbanized-Area
- **Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Advisory-Committee-on-Transportation-System-Planning-and-Programming-for-the-Milwaukee-Urbanized-Area
- **Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Advisory-Committee-on-Transportation-System-Planning-and-Programming-for-the-Racine-Urbanized-Area
- **Advisory Committee on Transportation System Planning and Programming for the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area (Wisconsin Portion)**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Advisory-Committee-on-Transportation-System-Planning-and-Programming-for-the-Round-Lake-Beach-McHenry-Grayslake-IL-WI-Urbanized-Area-Wisconsin-Portion
- **Advisory Committee on Transportation System Planning and Programming for the West Bend Urban Area**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Advisory-Committee-on-Transportation-System-Planning-and-Programming-for-the-West-Bend-Urbanized-Area
- **Advisory Committee on Regional Transportation Planning**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Regional-Transportation-Planning-Advisory-Committee
- **Environmental Justice Task Force**
www.sewrpc.org/About-Us/Commissioners-and-Committees/Environmental-Justice-Task-Force

Membership on the Commission MPO, or transportation, Advisory Committees is highly intergovernmental in nature, since these committees have primary responsibilities for overseeing the Commission's MPO-related work programs and since State agencies and county and local governments are responsible for ultimately implementing the array of recommendations that are included in Commission regional transportation plans. With respect to voting membership on these MPO committees, two committees have county and local membership structures that approximate population proportionality (One committee dealing with regional transportation system planning and the other dealing with programming of transportation projects in the Milwaukee urbanized area where the Commission, as the MPO, has responsibilities to allocate Federal transit and highway funds made available to that area

The Commission's Advisory Committee on Regional Transportation Planning—structured on a population-proportional basis—provides guidance and direction to the Commission staff in the preparation of the regional transportation plan, and provides to the Commission a recommended regional transportation plan for the Commission to consider adopting. The 32 members of the Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, along with representatives from State and Federal transportation and natural resource agencies. The structure of the county/community members of the Committee reflects the population proportionality of each county and municipality within Southeastern Wisconsin. The Committee includes four members representing Milwaukee County (with three members appointed by the County Executive and one member appointed by the County Board Chair) and five members representing the City of Milwaukee (with four members appointed by the Mayor and one member appointed by the Common Council President). In addition to the 32 Committee members, there are four liaisons to the Committee. As small portions of the Milwaukee and West Bend urbanized areas are located in counties outside of the seven-county Region (Jefferson County and Dodge County, respectively), the Committee includes a liaison from Jefferson County to represent the portion of that county in the Milwaukee urbanized area and a liaison from Dodge County to represent the portion of that county in the West Bend urbanized area. The other two liaisons include a member of the Commission's Environmental Justice Task Force and a representative from the Chicago Metropolitan Agency for Planning.

The Commission's Advisory Committee for Transportation System Planning and Programming in the Milwaukee urbanized area (Milwaukee Area TIP Committee) is also established on a population-proportional basis reflecting the population proportionality of each County and municipality within the Milwaukee urbanized area; This Committee guides preparation of the Milwaukee urbanized area transportation improvement program, guides the development of the procedures to evaluate, prioritize, and recommend projects for Federal Surface Transportation Program funding allocated to the Milwaukee urbanized area; reviews and approves the allocation of FTA Section 5307 Milwaukee urbanized area funds to the area's six public transit operators; and, along with the TIP Committees for the Region's other urban areas, guides development of the procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration Congestion Management and Air-Quality Improvement Program (CMAQ) funding. The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, and include five members representing Milwaukee County (with four members appointed by the County Executive and one member appointed by the County Board Chair) and six members representing the City of Milwaukee (with five members appointed by the Mayor and one member appointed by the Common Council President). The Milwaukee TIP Committee also includes representation from each of the five public transit operators within the Milwaukee urbanized area—Milwaukee County, Waukesha County, City of Waukesha, Washington County, and Ozaukee County. As a small portion of the Milwaukee Urbanized Area is located outside of the seven County Region in Jefferson County, the Committee includes a liaison from Jefferson County to represent the portion of the Milwaukee Urbanized Area in that county.

The deference to local authorities for appointing members of these two committees, particularly with respect to Milwaukee County and the City of Milwaukee (the county and city with the highest number and proportion of minorities in Southeastern Wisconsin), provides substantial opportunities for the appointment of members of minority groups to important advisory committees. In addition, as openings occur on existing committees, the Commission seeks diversity as it solicits or makes appointments to its advisory committees.

The Commission also has Advisory Committees on Transportation System Planning and Programming for the smaller urbanized areas in the Southeastern Wisconsin Region (Kenosha, Racine, and Round Lake Beach (Wisconsin portion)) and the West Bend urban area. The local government representatives on these committees are appointed by the chief elected official of the communities/counties that are represented on the committees.

The Commission established in 2007 the Environmental Justice Task Force (EJTF) to enhance the consideration and integration of environmental justice for minority groups and low-income groups, and the representation of such groups, throughout the regional planning and programming process. The Task Force is made up of a diverse collection of individuals and organizations representing interests of low-income, minority, disabled, and/or transit dependent communities. The Task Force meets as appropriate and necessary, usually on a quarterly basis. The Commission staff has consulted with, and sought recommendations from, this Task Force on appointment of members to new committees, such as the advisory committee that was established to guide the development of the regional housing plan. In addition, a member of the Task Force, as previously noted, serves as a liaison to the Advisory Committee on Regional Transportation Planning.

