

2005 ANNUAL REPORT

SOUTHEASTERN
WISCONSIN
REGIONAL
PLANNING
COMMISSION

SOUTHEASTERN
WISCONSIN
REGIONAL
PLANNING
COMMISSION

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

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FORTY-FIFTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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September 2006

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Serving the Counties of:

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September 1, 2006

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

In accordance with the requirements of Section 66.0309(8)(b) of the *Wisconsin Statutes*, this Commission each calendar year prepares and certifies an annual report to the Wisconsin Legislature and to the legislative bodies of the constituent county and local units of government within the Region. This, the 45th annual report of the Commission, summarizes the work of the Commission in calendar year 2005 and contains a statement of the financial position of the Commission as of the end of that year, as certified by an independent auditor.

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

As do past annual reports, this report contains much useful information on development trends in the Region. This report also summarizes the progress made during 2005 by the Commission in carrying out its three basic functions: data collection and dissemination, regional plan preparation, and promotion of plan implementation.

The Commission hopes that the constituent units and agencies of government concerned are pleased with its work during 2005. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

Thomas H. Buestrin
Chairman

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ABOUT THE COMMISSION

AUTHORITY

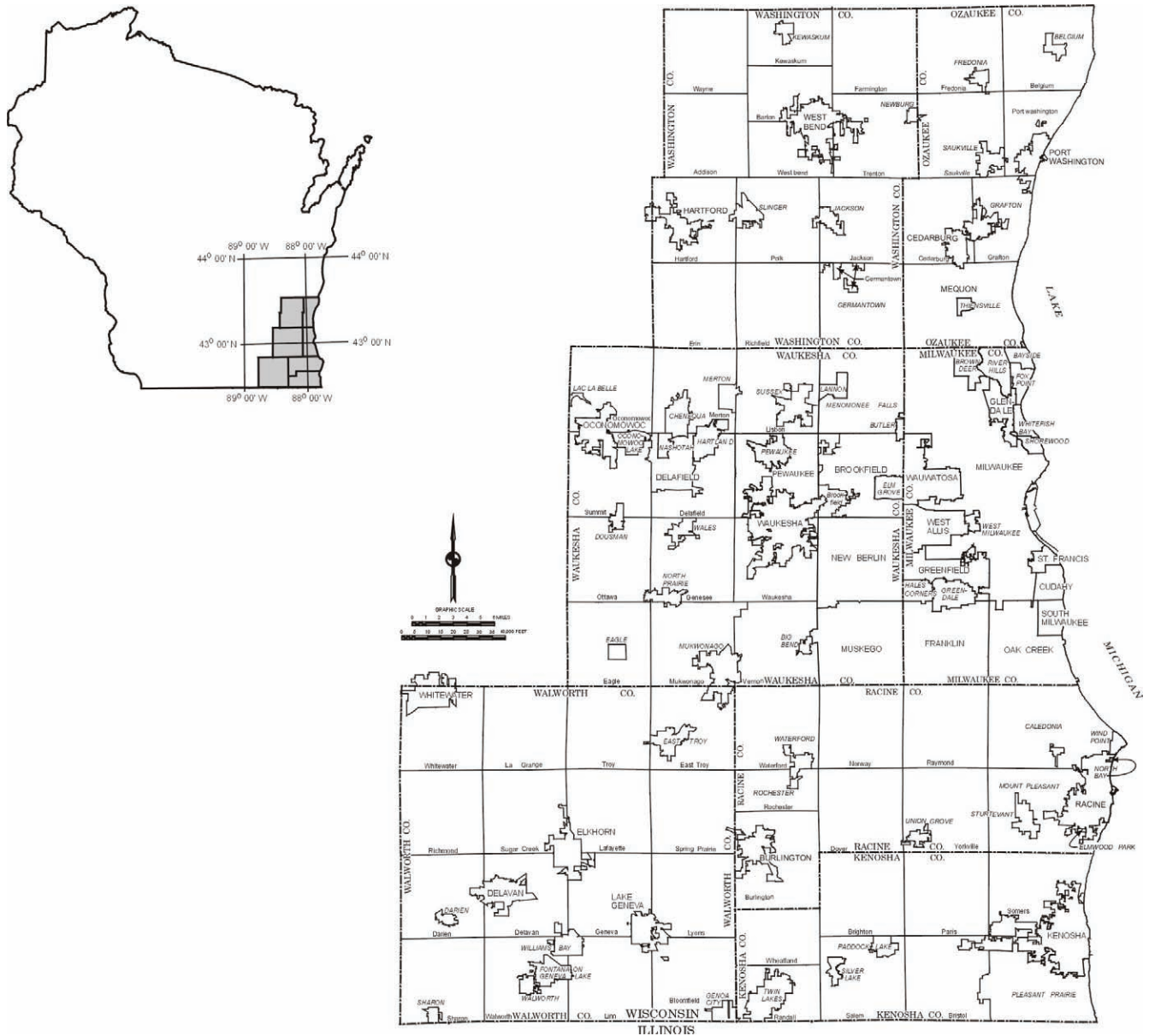
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning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

AREA SERVED

The Commission serves the Southeastern Wisconsin Region, which consists of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha (see Map 1). These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 1.98 million persons, or about 35 percent of the total population of the State. The seven counties provide about 1.19 million jobs, or about 36 percent of the total

Map 1

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$161.0 billion as measured in equalized valuation, or about 38 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

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

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

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

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

BASIC FUNCTIONS

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

ORGANIZATION

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

supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county.

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

STAFFING

The Commission prepares an annual work program which is reviewed and approved by Federal and State funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 2005, the Commission staff totaled 76, including 67 full-time and nine part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2005 organized into nine divisions. Six of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, Economic Development Assistance and Telecommunications Planning, had direct responsibility for the conduct of the Commission's major planning programs. The remaining three divisions, Administrative Services, Cartographic and Graphic Arts, and Geographic Information Systems,

provided day-to-day support of the five planning divisions.

FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are supplemented by State and Federal aids. Revenues received by the Commission during 2005 totaled about \$9.6 million. County tax levies in 2005 totaled about \$2.3 million, or about \$1.19 per capita. The sources of this revenue for 2005 and the trend in funding since the inception of the Commission in 1960 are shown in Figures 2 through 5. There has been little change in the tax levy for regional planning since 1963 when that levy is expressed in constant dollars.

The Commission has a complete financial audit performed each year by a certified public accountant. The report of this audit for 2005 is set forth in full in Appendix E. Under the Federal Single Audit Act of 1984, the Commission's audit is subject to the review and approval of the Commission's Federal cognizant agency, the Federal Highway Administration.

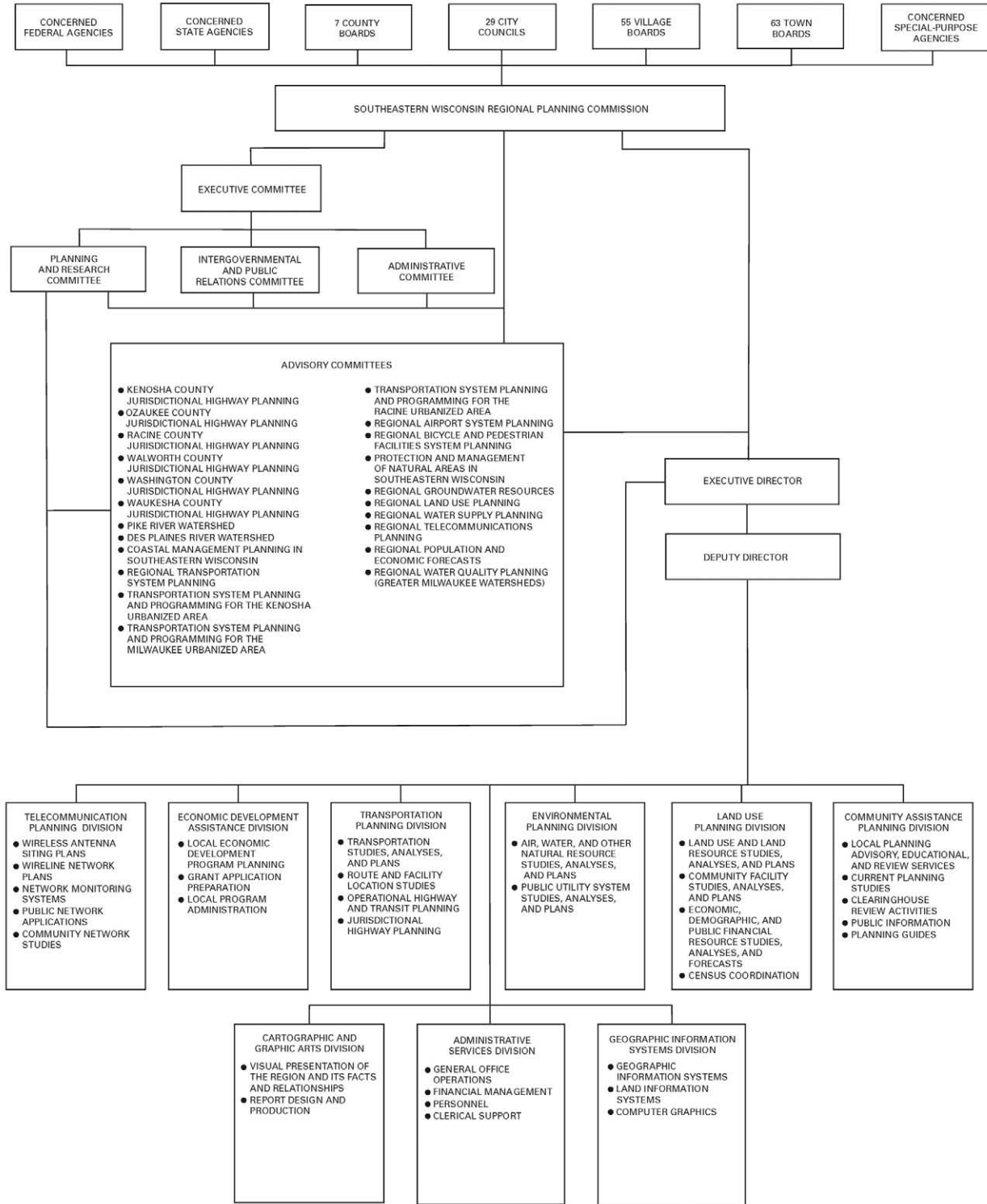
DOCUMENTATION

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

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

Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE: 2004



STAFF PLANNING DIVISIONS
STAFF SUPPORT DIVISIONS

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

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

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

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

The sixth type of report in the series is the planning program prospectus. Prospectuses are prepared by the Commission as a matter of policy as the initial step in the undertaking of any new major planning program.

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

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

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

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

Figure 2
FUNDING TREND: 1961-2005

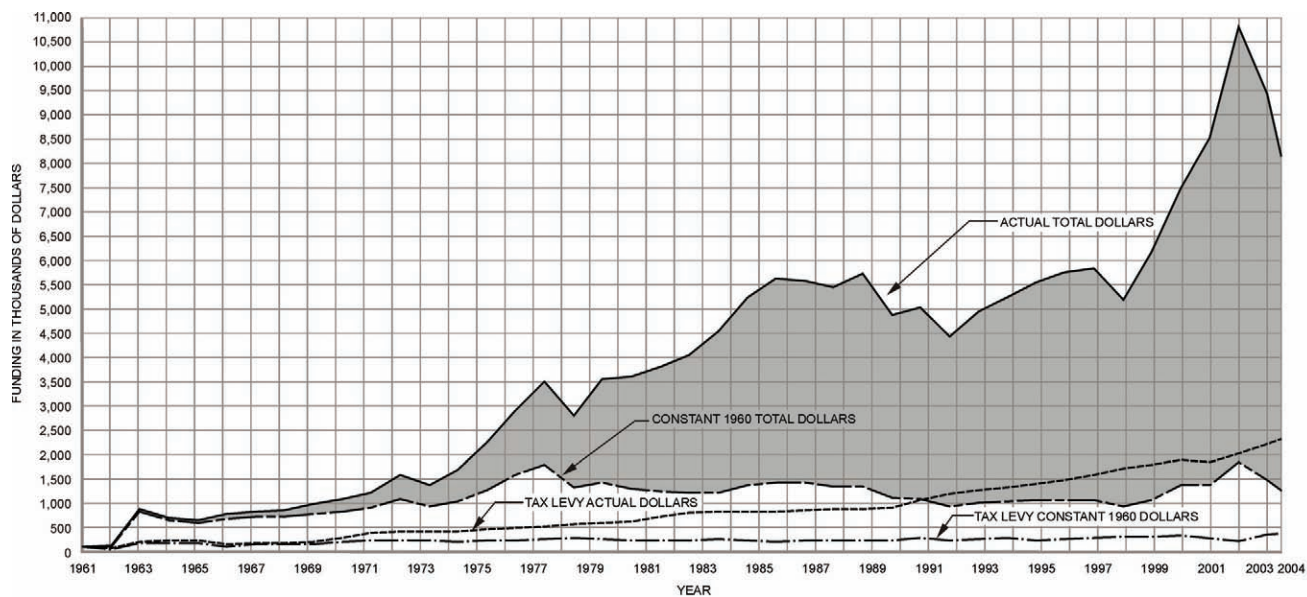


Figure 3
SOURCES OF REVENUES TREND: 1961-2005

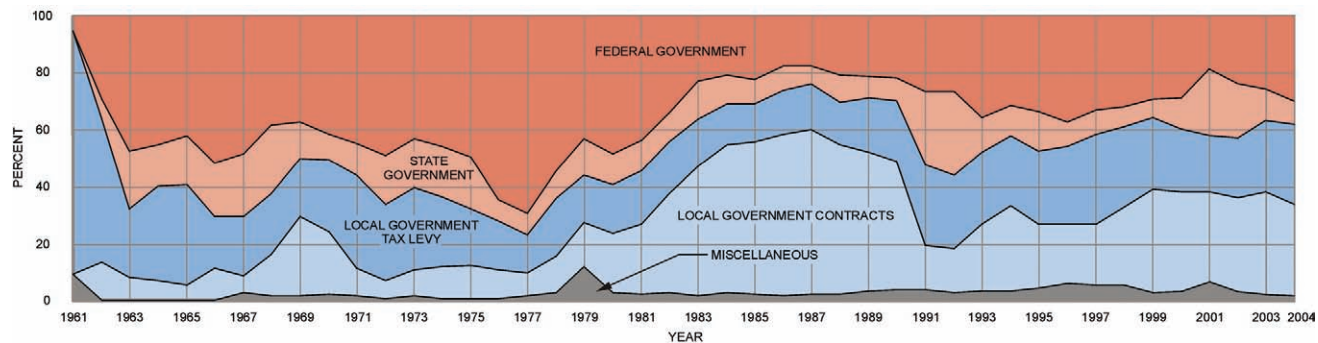
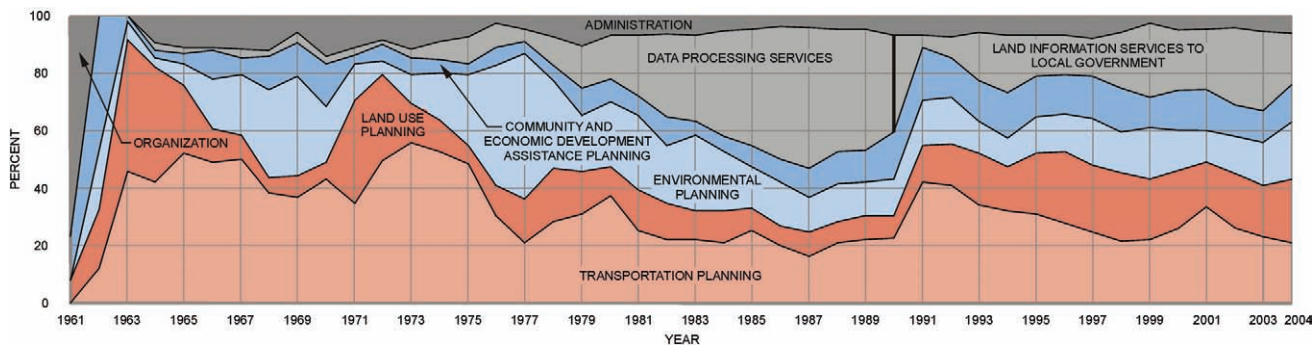


Figure 4
EXPENDITURES TREND: 1961-2005



While many of the Commission's publications are relatively long and are, necessarily, written in a technical style, they do provide the conscientious, concerned citizen and elected official, as well as concerned technicians, with all of the data and information needed

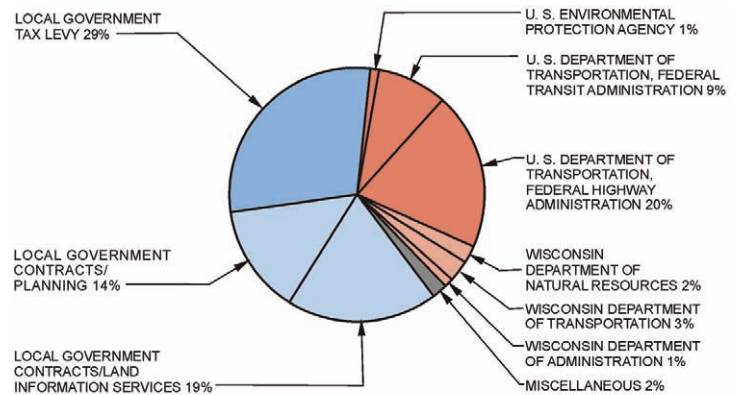
to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2005

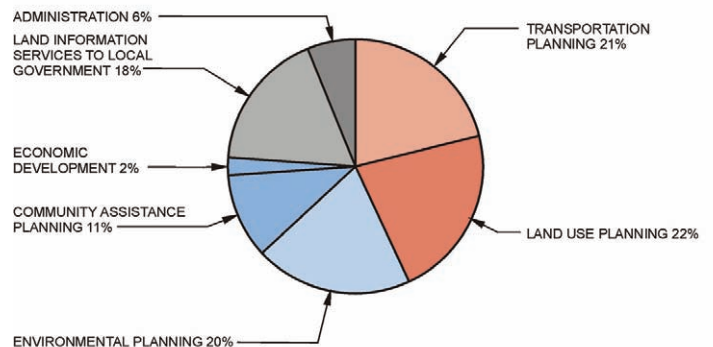
Federal Government	\$ 2,496,204	26%
State Government	742,305	8%
Local Government Tax Levy	2,364,790	25%
Local Government Contracts.....	3,797,279	39%
Miscellaneous	220,558	2%
Total	\$9,621,136	100%

REVENUES



Transportation Planning	\$ 1,903,385	21%
Land Use Planning.....	1,958,810	22%
Environmental Planning	1,690,973	19%
Community Assistance Planning	679,493	7%
Economic Development Assistance	200,683	2%
Land Information Services to Local Governments	2,146,508	24%
Administration	485,595	5%
Total	\$9,065,447	100%

EXPENDITURES



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THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

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

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

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

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

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

ADOPTED PLAN ELEMENTS: 2005

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

By the end of 2005, the adopted regional plan consisted of 29 individual plan elements. These plan elements are identified in Table 1. Four of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, and the regional park and open space plan.

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

Table 1

THE ADOPTED REGIONAL PLAN: DECEMBER 31, 2005

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan ^a	Planning Report No. 45, <i>A Regional Land Use Plan for Southeastern Wisconsin: 2020</i>	December 3, 1997
	Amendment—Walworth County	Community Assistance Planning Report No. 252, <i>A Land Use Plan, Walworth County, Wisconsin: 2020</i>	June 20, 2001
	Regional Library Facilities and Services Plan	Planning Report No. 19, <i>A Library Facilities and Services Plan for Southeastern Wisconsin</i>	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, <i>A Regional Housing Plan for Southeastern Wisconsin</i>	June 5, 1975
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
	Regional Park and Open Space Plan	Planning Report No. 27, <i>A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000</i>	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, (2nd Edition), <i>A Park and Open Space Plan for Ozaukee County</i>	September 12, 2001
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, <i>A Park and Open Space Plan for Kenosha County</i>	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, (2nd Edition), <i>A Park and Open Space Plan for Racine County</i>	December 5, 2001
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136 (3rd Edition), <i>A Park and Open Space Plan for Washington County</i>	June 16, 2004
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, <i>A Park and Open Space Plan for Waukesha County</i>	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135 (2nd Edition), <i>A Park and Open Space Plan for Walworth County</i>	December 6, 2000
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, <i>A Park and Open Space Plan for Milwaukee County</i>	June 17, 1992
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
Amendment—Regional Natural Areas and Critical Species Habitat Protection and Management Plan	Planning Report No. 42, <i>A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin</i>	September 10, 1997	
Amendment—Cedarburg Woods-West Critical Species Habitat Site	<i>Amendment to the Regional Natural Areas and Critical Species Habitat Protection and Management Plan, City of Cedarburg and Environs</i>	March 4, 1998	
Transportation Planning	Regional Transportation Plan ^b	Planning Report No. 46, <i>A Regional Transportation System Plan for Southeastern Wisconsin: 2020</i>	December 3, 1997
	Amendment—Milwaukee County	<i>Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway</i>	February 1, 2001
	Amendment—Washington County	Amendment to the Washington County Jurisdictional Highway System Plan: 2020	June 19, 2002
	Amendment—Region	Affirmation of Year 2020 Regional Transportation System Plan and Extension of Plan Design Year to 2025	March 20, 2003
	Amendment—Region	Amendment to the Regional Freeway Transportation Plan (Regional Freeway System)	May 21, 2003
	Racine Area Transit Development Plan ^c	Community Assistance Planning Report No. 233, <i>Racine Area Transit System Development Plan: 1998-2002, City of Racine, Wisconsin</i>	September 16, 1998
	Regional Airport System Plan ^d	Planning Report No. 38 (2nd Edition), <i>A Regional Airport System Plan for Southeastern Wisconsin: 2010</i>	December 4, 1996
	Kenosha Area Transit Development Plan ^e	Community Assistance Planning Report No. 231, <i>Kenosha Area Transit System Development Plan: 1998-2002, City of Kenosha, Wisconsin</i>	March 3, 1999
	Transportation Systems Management Plan	Community Assistance Planning Report No. 50, <i>A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981</i>	December 4, 1980
	Amendment—Milwaukee Northwest Side/Ozaukee County	Planning Report No. 34, <i>A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area</i>	September 8, 1983
	Amendment—Milwaukee Area	Planning Report No. 39, <i>A Freeway Traffic Management System Plan for the Milwaukee Area</i>	December 5, 1988
Elderly-Handicapped Transportation Plan ^f	Planning Report No. 31, <i>A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982</i>	April 13, 1978	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Kenosha Area	Memorandum Report No. 107, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Kenosha Transit System</i>	January 24, 1996
	Amendment—Racine Area	Memorandum Report No. 108, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Racine Transit System</i>	January 24, 1996
	Amendment—City of Waukesha	Memorandum Report No. 109, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Waukesha Transit System Utility</i>	January 24, 1996
	Amendment—Waukesha County	Memorandum Report No. 110, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/Waukesha County Transit System</i>	January 24, 1996
	Amendment—Milwaukee County	Memorandum Report No. 119, <i>A Paratransit Service Plan for Disabled Persons: 1997 Update/Milwaukee County Transit System</i>	January 24, 1997
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, <i>A Transit System Development Plan for the City of Waukesha: 1988-1992</i>	September 12, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, <i>A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996</i>	March 4, 1992
	Bicycle and Pedestrian Facilities System Plan	Planning Report No. 43, <i>A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010</i>	January 25, 1995
	Amendment—Region Update and Extension	<i>Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020</i>	December 5, 2001
	Ozaukee County Transit Service Plan ⁹	Community Assistance Planning Report No. 265, <i>Ozaukee County Transit System Development Plan: 2002-2006</i>	December 6, 1995
	Washington County Public Transit Service Plan	Community Assistance Planning Report No. 223, <i>A Public Transit Service Plan for Washington County: 1998-2002</i>	March 5, 1997
Waukesha County Transit Development Plan	Community Assistance Planning Report No. 245, <i>Waukesha County Transit System Development Plan: 2002-2006</i>	December 4, 2002	
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, <i>A Comprehensive Plan for the Root River Watershed</i>	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, <i>A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	<i>Amendment to the Comprehensive Plan for the Fox River Watershed</i>	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, <i>Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed</i>	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, <i>Floodland Management Plan for the Village of Pewaukee</i>	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, <i>A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Community Assistance Planning Report No. 13 (2nd Edition), <i>Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin</i>	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, <i>A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, <i>A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin</i>	September 14, 1978

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Kinnickinnic River Watershed Plan	Planning Report No. 32, <i>A Comprehensive Plan for the Kinnickinnic River Watershed</i>	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary</i> , Volume One, <i>Inventory Findings</i> ; Volume Two, <i>Alternative and Recommended Plans</i>	December 7, 1987
	Regional Water Quality Management Plan ¹	Planning Report No. 30, <i>A Regional Water Quality Management Plan for Southeastern Wisconsin</i> , Volume One, <i>Inventory Findings</i> ; Volume Two, <i>Alternative Plans</i> ; Volume Three, <i>Recommended Plan</i>	July 12, 1979
	Amendment—Root River Watershed	Community Assistance Planning Report No. 37, <i>A Nonpoint Source Water Pollution Control Plan for the Root River Watershed</i>	March 6, 1980
	Amendment—Walworth County Metropolitan Sewerage District	Community Assistance Planning Report No. 56 (2nd Edition), <i>Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin</i>	December 4, 1991
	Amendment—Cities of Brookfield and Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield and Waukesha</i>	December 3, 1981
	Amendment—Kenosha County	Community Assistance Planning Report No. 45, <i>A Farmland Preservation Plan for Kenosha County, Wisconsin</i>	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, <i>A Farmland Preservation Plan for Racine County, Wisconsin</i>	June 17, 1982
	Amendment—City of Muskego	Community Assistance Planning Report No. 64 (3rd Edition), <i>Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin</i>	December 3, 1997
	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, <i>A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—Okauchee Lake, Waukesha County	Community Assistance Planning Report No. 53, <i>A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, <i>A Water Quality Management Plan for Lac La Belle, Waukesha County, Wisconsin</i>	September 9, 1982
	Amendment—North Lake, Waukesha County	Community Assistance Planning Report No. 54, <i>A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin</i>	December 2, 1982
	Amendment—West Bend Area	Community Assistance Planning Report No. 35 (2nd Edition), <i>Sanitary Sewer Service Area for the City of West Bend and Environs, Washington County, Wisconsin</i>	June 17, 1998
	Amendment—Village of Grafton	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Grafton</i>	December 2, 1982
	Amendment—City of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield</i>	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84 (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin</i>	September 7, 1994
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, <i>A Farmland Preservation Plan for Ozaukee County, Wisconsin</i>	June 16, 1983
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70, <i>Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin</i>	September 8, 1983
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, <i>Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin</i>	December 1, 1983
	Amendment—Port Washington Area	Community Assistance Planning Report No. 95 (2nd Edition), <i>Sanitary Sewer Service Area for the City of Port Washington and Environs, Ozaukee County, Wisconsin</i>	December 6, 2000
Amendment—Pewaukee	Community Assistance Planning Report No. 76, <i>A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin</i>	December 1, 1983	
Amendment—Belgium Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan</i>	December 1, 1983	
Amendment—Geneva Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities</i>	December 1, 1983	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Butler	Community Assistance Planning Report No. 99, <i>Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin</i>	March 1, 1984
	Amendment—City of Hartford	Community Assistance Planning Report No. 92 (3rd Edition), <i>Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin</i>	September 12, 2001
	Amendment—Mukwonago Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago</i>	June 21, 1984
	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin</i>	March 3, 2004
	Amendment—East Troy Area	Community Assistance Planning Report No. 112 (3rd Edition), <i>Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin</i>	December 6, 2000
	Amendment—City of Milwaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Milwaukee</i>	September 13, 1984
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, <i>A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin</i>	March 11, 1985
	Amendment—Village of Belgium	Community Assistance Planning Report No. 97 (3rd Edition), <i>Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin</i>	September 15, 1993
	Amendment—Town of Addison	Community Assistance Planning Report No. 103, (2nd Edition), <i>Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin</i>	March 3, 2004
	Amendment—Town of Yorkville	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Yorkville</i>	March 11, 1985
	Amendment—Village of Williams Bay	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Williams Bay/Walworth County Metropolitan Sewerage District</i>	March 11, 1985
	Amendment—Town of Trenton/ City of West Bend	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/ Town of Trenton</i>	March 11, 1985
	Amendment—Village of Hartland	Community Assistance Planning Report No. 93, <i>Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin</i>	June 17, 1985
	Amendment—Village of Jackson Area	Community Assistance Planning Report No. 124 (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Jackson and Environs, Washington County, Wisconsin</i>	September 10, 1997
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 113, <i>Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin</i>	June 17, 1985
	Amendment—City of Waukesha Area	Community Assistance Planning Report No. 100 (2nd Edition), <i>Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin</i>	March 3, 1999
	Amendment—Village of Slinger and Environs	Community Assistance Planning Report No. 128 (3rd Edition), <i>Sanitary Sewer Service Area for the Village of Slinger and Environs, Washington County, Wisconsin</i>	December 2, 1998
	Amendment—Kenosha Area	Community Assistance Planning Report No. 106, <i>Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin</i>	December 2, 1985
	Amendment—Town of Eagle	<i>Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District</i>	December 2, 1985
	Amendment—Town of Salem	Community Assistance Planning Report No. 143, <i>Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin</i>	March 3, 1986
	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, <i>A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin</i>	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, <i>A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin</i>	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, <i>A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin</i>	March 3, 1986

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Waterford/ Rochester Area	Community Assistance Planning Report No. 141 (2nd Edition), <i>Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin</i>	April 24, 1996
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, (2nd Edition), <i>Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin</i>	December 5, 2001
	Amendment—City of Waukesha/ Town of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/ Town of Pewaukee</i>	December 1, 1986
	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, <i>Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin</i>	December 1, 1986
	Amendment—Racine Area	Community Assistance Planning Report No. 147, <i>Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin</i>	December 1, 1986
	Amendment—Town of Lyons	<i>Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District/Town of Lyons</i>	March 2, 1987
	Amendment—Village of Silver Lake and Environs	Community Assistance Planning Report No. 119, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Silver Lake and Environs, Kenosha County, Wisconsin</i>	December 2, 1998
	Amendment—Village of Twin Lakes	Community Assistance Planning Report No. 149, <i>Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin</i>	June 15, 1987
	Amendment—Cedarburg/ Grafton Area	Community Assistance Planning Report No. 91 (2nd Edition), <i>Sanitary Sewer Service Areas for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin</i>	June 19, 1996
	Amendment—Town of Walworth	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Walworth Utility District No. 1/Walworth County Metropolitan Sewerage District</i>	June 15, 1987
	Amendment—City of West Bend	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend</i>	June 15, 1987
	Amendment—City of Whitewater	Community Assistance Planning Report No. 94 (2nd Edition), <i>Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin</i>	March 1, 1995
	Amendment—Town of Lyons	Community Assistance Planning Report No. 158 (2nd Edition), <i>Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin</i>	September 15, 1993
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Hartford</i>	September 14, 1987
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Amendment—City of New Berlin	Community Assistance Planning Report No. 157, <i>Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin</i>	December 7, 1987
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex</i>	December 7, 1987
	Amendment—Kenosha Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Kenosha and Environs</i>	December 7, 1987
	Amendment—Village of Kewaskum	Community Assistance Planning Report No. 161, <i>Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin</i>	March 7, 1988
	Amendment—Town of Darien	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Darien/ Walworth County Metropolitan Sewerage District</i>	June 20, 1988
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex</i>	June 20, 1988
	Amendment—Village of Darien	Community Assistance Planning Report No. 123, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin</i>	September 23, 1992
	Amendment—West Bend Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/ Town of West Bend</i>	September 12, 1988
Amendment—Hartford Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Hartford</i>	September 12, 1988	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Town of Waterford	<i>Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District</i>	September 12, 1988
	Amendment—Hartford Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Hartford</i>	December 5, 1988
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	December 5, 1988
	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, (2nd Edition), <i>Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin</i>	September 15, 1999
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin</i>	June 19, 1996
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown</i>	March 6, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	March 6, 1989
	Amendment—Upper Fox River Watershed	<i>Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants</i>	May 15, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	June 19, 1989
	Amendment—Lake Geneva Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs</i>	June 19, 1989
	Amendment—Town of Geneva	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District</i>	November 6, 1989
	Amendment—Town of Waterford	<i>Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District</i>	December 4, 1989
	Amendment—Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District</i>	December 4, 1989
	Amendment—East Troy Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy</i>	December 4, 1989
	Amendment—Waukesha Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha</i>	June 20, 1990
	Amendment—Village of Silver Lake	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2</i>	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, <i>Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin</i>	September 12, 1990
	Amendment—Town of Somers	<i>Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas</i>	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, <i>Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin</i>	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, <i>Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin</i>	December 5, 1990
	Amendment—Dousman Area	Community Assistance Planning Report No. 192, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Dousman and Environs, Waukesha County, Wisconsin</i>	March 1, 2000
	Amendment—Towns of Yorkville and Mt. Pleasant	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant</i>	December 5, 1990
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol</i>	March 6, 1991
Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee</i>	March 6, 1991	
Amendment—Town of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas</i>	March 6, 1991	
Amendment—Delavan Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 6, 1991	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, <i>A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin</i>	June 19, 1991
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 19, 1991
	Amendment—Town of Caledonia	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia</i>	June 19, 1991
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland</i>	June 19, 1991
	Amendment—Town of Caledonia	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia</i>	September 11, 1991
	Amendment—Town of Norway	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Norway</i>	September 11, 1991
	Amendment—Town of Rochester	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester</i>	September 11, 1991
	Amendment—Town of Norway	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Norway</i>	September 11, 1991
	Amendment—Brookfield/ Elm Grove Area	Community Assistance Planning Report No. 109, <i>Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin</i>	December 4, 1991
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	December 4, 1991
	Amendment—Pewaukee Lake Area	<i>Amendment to the Regional Water Quality Management Plan: 2000, Lake Pewaukee Sanitary District</i>	December 4, 1991
	Amendment—West Bend Area	<i>Amendment to the Regional Water Quality Management Plan: 2000, City of West Bend/Town of West Bend</i>	December 4, 1991
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan: 2000, Town of Salem</i>	December 4, 1991
	Amendment—City of Mequon and Village of Thiensville	Community Assistance Planning Report No. 188, <i>Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin</i>	January 15, 1992
	Amendment—City of West Bend/ Town of West Bend/ Silver Lake Sanitary District	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend/Silver Lake Sanitary District</i>	March 4, 1992
	Amendment—Town of Somers	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Somers</i>	June 17, 1992
	Amendment—Delafield-Nashotah Area	Community Assistance Planning Report No. 127, <i>Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin</i>	January 18, 1993
	Amendment—City of Lake Geneva and Environs	Community Assistance Planning Report No. 203, <i>Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin</i>	January 18, 1993
	Amendment—Eagle Lake Sewer Utility District	Community Assistance Planning Report No. 206, <i>Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin</i>	January 18, 1993
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Management Plan: 2000, Village of Hartland</i>	January 18, 1993
	Amendment—Village of Newburg	Community Assistance Planning Report No. 205, <i>Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin</i>	March 3, 1993
	Amendment—Village of Twin Lakes	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Twin Lakes</i>	March 3, 1993
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan: 2000, City of Muskego</i>	March 3, 1993
	Amendment—Villages of Lannon and Menomonee Falls	Community Assistance Planning Report No. 208, <i>Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin</i>	June 16, 1993
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	June 16, 1993
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	June 16, 1993
Amendment—Powers Lake, Kenosha and Walworth Counties	Community Assistance Planning Report No. 196, <i>A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin</i>	September 15, 1993	
Amendment—Wind Lake, Racine County	Community Assistance Planning Report No. 198, <i>A Management Plan for Wind Lake, Racine County, Wisconsin</i>	September 15, 1993	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Walworth County Metropolitan Sewerage District	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District</i>	December 1, 1993
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	March 9, 1994
	Amendment—Walworth County Metropolitan Sewerage District	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 9, 1994
	Amendment—Village of Fontana	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Fontana</i>	March 9, 1994
	Amendment—Village of Hartland/Lake Pewaukee Sanitary District	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District</i>	March 9, 1994
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	June 15, 1994
	Amendment—City of Burlington/Bohner Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas</i>	June 15, 1994
	Amendment—City of Oak Creek	Community Assistance Planning Report No. 213, <i>Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin</i>	September 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien</i>	September 7, 1994
	Amendment—Pell Lake and Powers-Benedict-Tombeau Lakes Areas	<i>Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties</i>	December 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/City of Elkhorn	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	March 1, 1995
	Amendment—Villages of Fontana and Walworth and Environs	Community Assistance Planning Report No. 219, <i>Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin</i>	June 21, 1995
	Amendment—City of Mequon	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Mequon</i>	June 21, 1995
	Amendment—Walworth County Metropolitan Sewerage District	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Williams Bay-Geneva National-Lake Como Sanitary Sewer Service Area</i>	June 21, 1995
	Amendment—City of West Bend	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Wallace Lake Sanitary District</i>	June 21, 1995
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	September 13, 1995
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Belgium</i>	December 6, 1995
	Amendment—Hartland/Pewaukee Areas	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District</i>	December 6, 1995
	Amendment—Greater Kenosha Area	<i>Amendment to the Regional Water Quality Management Plan—2010, Greater Kenosha Area</i>	March 6, 1996
	Amendment—Pell Lake Area	Community Assistance Planning Report No. 225, <i>Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin</i>	June 19, 1996
	Amendment—Delafield-Nashotah Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Delafield</i>	December 4, 1996
	Amendment—Pewaukee Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Pewaukee Sanitary District No. 3</i>	March 5, 1997
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	March 5, 1997
Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	June 18, 1997	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Sussex-Town of Lisbon Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex/Town of Lisbon</i>	June 18, 1997
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 18, 1997
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan, Town of Bristol</i>	September 10, 1997
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	December 3, 1997
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger</i>	December 3, 1997
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan, Village of Germantown</i>	March 4, 1998
	Amendment—Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 26, 1998
	Amendment—Brookfield-Elm Grove Area	<i>Amendment to the Regional Water Quality Management Plan, City of Brookfield</i>	June 17, 1998
	Amendment—Eagle Lake Sewer Utility District	<i>Amendment to the Regional Water Quality Management Plan, Eagle Lake Sewer Utility District</i>	June 17, 1998
	Amendment—Village of Menomonee Falls	<i>Amendment to the Regional Water Quality Management Plan, Village of Menomonee Falls</i>	June 17, 1998
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	June 17, 1998
	Amendment—Pewaukee Area	<i>Amendment to the Regional Water Quality Management Plan, Lake Pewaukee Sanitary District</i>	September 16, 1998
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Management Plan, Village of Belgium</i>	December 2, 1998
	Amendment—Village of East Troy	<i>Amendment to the Regional Water Quality Management Plan, Village of East Troy</i>	December 2, 1998
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	March 3, 1999
	Amendment—Town of Norway Sanitary District No. 1 and Environs	<i>Community Assistance Planning Report No. 247, Sanitary Sewer Service Area for the Town of Norway Sanitary District No. 1 and Environs, Racine and Waukesha Counties, Wisconsin</i>	June 16, 1999
	Amendment—Village of Genoa City	<i>Amendment to the Regional Water Quality Management Plan, Village of Genoa City</i>	June 16, 1999
	Amendment—Oconomowoc Area	<i>Amendment to the Regional Water Quality Management Plan, City of Oconomowoc</i>	June 16, 1999
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Management Plan, Village of Hartland</i>	June 16, 1999
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Management Plan, City of Hartford and Environs</i>	September 15, 1999
	Amendment—Eagle Lake Sewer Utility District	<i>Amendment to the Regional Water Quality Management Plan, Eagle Lake Sewer Utility District</i>	September 15, 1999
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	December 1, 1999
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago</i>	December 1, 1999
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan, City of Racine and Environs</i>	December 1, 1999
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Management Plan, City of Burlington</i>	March 1, 2000
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake</i>	June 21, 2000
	Amendment—Waterford-Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Western Racine County Sewerage District</i>	June 21, 2000
	Amendment—Village of Darien	<i>Amendment to the Regional Water Quality Management Plan, Village of Darien</i>	June 21, 2000
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	December 6, 2000
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha</i>	February 1, 2001
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	March 7, 2001
	Amendment—Northwestern Waukesha County	<i>Amendment to the Regional Water Quality Management Plan and Summary Report—Northwestern Waukesha County Sewerage System Plan</i>	March 7, 2001

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Waterford and Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Waterford-Rochester Area Sewer Service Area Plan</i>	December 3, 2003
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan, Village of Pewaukee</i>	March 3, 2004
	Amendment—Elkhorn Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	March 3, 2004
	Amendment—Village of Menomonee Falls	<i>Amendment to the Regional Water Quality Management Plan, Village of Menomonee Falls</i>	June 16, 2004
	Amendment—Jackson Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson</i>	June 16, 2004
	Amendment—Lake Como Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District-Lake Como Sanitary Sewer Service Area</i>	June 16, 2004
	Amendment—Williams Bay Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District-Williams Bay-Geneva National-Lake Como Sanitary Sewer Service Area</i>	September 15, 2004
	Amendment—Twin Lakes Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Twin Lakes</i>	September 15, 2004
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha</i>	September 15, 2004
	Amendment—Kewaskum Area	<i>Amendment to the Regional Water Quality Management Plan, Village of Kewaskum</i>	December 1, 2004
	Amendment—Burlington Area	<i>Amendment to the Regional Water Quality Management Plan, City of Burlington/Bohner Lake Sanitary Sewer Service Areas</i>	December 1, 2004
	Amendment—Lake Geneva Area	<i>Amendment to the Regional Water Quality Management Plan, City of Lake Geneva</i>	December 1, 2004
	Amendment—Delavan/Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District-Delavan/Delavan Lake Sewer Service Area</i>	December 1, 2004
	Amendment—Village of Dousman	<i>Amendment to the Regional Water Quality Management Plan, Village of Dousman</i>	March 2, 2005
	Amendment—City of Oconomowoc	<i>Amendment to the Regional Water Quality Management Plan, City of Oconomowoc</i>	March 2, 2005
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago</i>	March 2, 2005
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Management Plan, City of Hartford</i>	June 15, 2005
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	June 15, 2005
	Amendment—Waterford-Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Waterford-Rochester Area</i>	June 15, 2005
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake</i>	June 15, 2005
	Amendment—Caddy Vista Sanitary District	<i>Amendment to the Regional Water Quality Management Plan, Caddy Vista Sanitary District</i>	June 15, 2005
	Amendment—City of Muskego	<i>Amendment to Regional Water Quality Management Plan, City of Muskego</i>	June 15, 2005
	Amendment—City of Oconomowoc	<i>Amendment to Regional Water Quality Management Plan, City of Oconomowoc</i>	September 14, 2005
	Amendment—City of Waukesha	<i>Amendment to Regional Water Quality Management Plan, City of Waukesha</i>	September 14, 2005
	Amendment—Town of Bristol Utility District No. 1	<i>Amendment to Regional Water Quality Management Plan, Town of Bristol Utility District No. 1</i>	December 7, 2005
	Amendment—Village of Twin Lakes	<i>Amendment to Regional Water Quality Management Plan, Village of Twin Lakes</i>	December 7, 2005
	Amendment—City of Hartford	<i>Amendment to Regional Water Quality Management Plan, City of Hartford</i>	December 7, 2005
	Amendment—Village of Dousman	<i>Amendment to Regional Water Quality Management Plan, Village of Dousman</i>	December 7, 2005
	Amendment—Village of Union Grove	<i>Amendment to Regional Water Quality Management Plan, Village of Union Grove</i>	December 7, 2005
	Amendment—City of Pewaukee	<i>Amendment to Regional Water Quality Management Plan, City of Pewaukee</i>	December 7, 2005
	Amendment—Village of Darien	<i>Amendment to Regional Water Quality Management Plan, Village of Darien</i>	December 7, 2005
	Amendment—Town of Caledonia	<i>Amendment to Regional Water Quality Management Plan, Town of Caledonia</i>	December 7, 2005
Amendment—Village of Kewaskum	<i>Amendment to Regional Water Quality Management Plan, Village of Kewaskum</i>	December 7, 2005	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Menomonee Falls	<i>Amendment to Regional Water Quality Management Plan, Village of Menomonee Falls</i>	December 7, 2005
	Amendment—Greater Kenosha Area/Town of Somers	<i>Amendment to Regional Water Quality Management Plan, Greater Kenosha Area/Town of Somers</i>	December 7, 2005
	Regional Air Quality Plan	<i>Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000</i>	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	<i>Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System</i>	December 1, 1983
	Pike River Watershed Plan	<i>Planning Report No. 35, A Comprehensive Plan for the Pike River Watershed</i>	June 16, 1983
	Amendment—Town of Mt. Pleasant	<i>Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant</i>	June 15, 1987
	Amendment—City of Kenosha/Town of Somers	<i>Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers</i>	June 15, 1987
	Amendment—Upper Pike River, Lower Pike River, Pike Creek, Airport Branch, and Tributary to Airport Branch	<i>Amendment to the Pike River Watershed Plan, Kenosha and Racine Counties</i>	March 6, 1996
Oak Creek Watershed Plan	<i>Planning Report No. 36, A Comprehensive Plan for the Oak Creek Watershed</i>	September 8, 1986	
Des Plaines River Watershed Plan	<i>Planning Report No. 44, A Comprehensive Plan for the Des Plaines River Watershed</i>	June 18, 2003	
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	<i>Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volume One, Inventory Findings, Forecasts, and Recommended Plans; Volume Two, Implementation Devices</i>	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	<i>Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances</i>	June 5, 1975

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

^bThe regional transportation plan is a fourth-generation plan. The initial regional transportation plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990, and was subsequently amended by the adoption on June 4, 1970, of the Milwaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County; the adoption on March 2, 1972, of the Milwaukee area transit plan set forth in the document entitled Milwaukee Area Transit Plan; the adoption on March 4, 1973, of the Walworth County jurisdictional highway system plan documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County; the adoption on March 7, 1974, of the Ozaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County; the adoption on June 5, 1975, of the Waukesha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County; the adoption on September 11, 1975, of the Washington County jurisdictional highway system plan documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County; the adoption on September 11, 1975, of the Kenosha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County. The second-generation regional transportation system plan was adopted by the Commission on June 1, 1978, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans, and was subsequently amended by the adoption on June 18, 1981, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway South Corridor; the adoption on June 17, 1982, of an amendment pertaining to the Milwaukee area primary transit system documented in SEWRPC Planning Report No. 33, A Primary Transit System Plan for the Milwaukee

Table 1 Footnotes (continued)

Area; the adoption on December 2, 1982, of the Amendment to the Regional Transportation Plan—2000, Racine County, and that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on September 8, 1983, of an amendment pertaining to a transportation system plan for the northwest side of Milwaukee County and for Ozaukee County documented in SEWRPC Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area; the adoption on December 1, 1983, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway North/Park Freeway East; the adoption on March 11, 1985, of the Amendment to the Regional Transportation Plan—2000, Stadium Freeway South Corridor; the adoption on June 20, 1988, of that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on June 20, 1990, of the Amendment to the Washington County Jurisdictional Highway System; Plan—2000; the adoption on December 5, 1990, of the Amendment to the Racine County Jurisdictional Highway System Plan—2000 and the Amendment to the Regional Transportation Plan—2000, Kenosha County; the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties; the adoption on March 4, 1992, of the Amendment to the Walworth County Jurisdictional Highway System Plan—2010; and the adoption on January 18, 1993, of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010. The third-generation regional transportation system plan was adopted by the Commission on December 7, 1994, and documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, and was subsequently amended by the adoption on June 21, 1995, of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin; the adoption on December 6, 1995, of an updated jurisdictional highway system plan for Waukesha County, set forth in a Commission document entitled Amendment to the Waukesha County Jurisdictional Highway System Plan—2010; and the adoption on December 4, 1996, of a development plan for Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin.

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

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

^eThe Kenosha area transit development plan is a fourth-generation plan. The initial plan was adopted by the Commission on June 3, 1976, and documented in SEWRPC Community Assistance Planning Report No. 7, Kenosha Area Transit Development Plan: 1976-1980. The second-generation plan was adopted by the Commission on March 11, 1985, and documented in SEWRPC Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988, City of Kenosha, Wisconsin. The third-generation plan was adopted by the Commission on June 17, 1992, and documented in SEWRPC Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin.

^fThe four 1996 amendments and the single 1997 amendment to the 1978 elderly-handicapped transportation plan supersede and supplement a series of earlier amendments to the 1978 plan. These earlier amendments are as follows: 1) an amendment adopted by the Commission on June 20, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County; 2) three amendments adopted by the Commission on September 11, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, respectively, in Volume One, Kenosha Urbanized Area; Volume Three, Racine Urbanized Area; and Volume Four, Milwaukee Urbanized Area/Waukesha County; 3) an amendment adopted by the Commission on June 18, 1981, and documented in the Amendment to the Public Transit Accessibility Plan for the Milwaukee Urbanized Area/Waukesha County, City of Waukesha Transit System; 4) five amendments adopted by the Commission on December 7, 1987, and documented, respectively, in SEWRPC Memorandum Report No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility; SEWRPC Memorandum Report No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 22, A Public Transit Program for Handicapped Persons, Waukesha County Transit System; SEWRPC Memorandum Report No. 23, A Public Transit Program for Handicapped Persons—City of Kenosha Transit System; and SEWRPC Memorandum Report No. 24, A Public Transit Program for Handicapped Persons—City of Racine Transit System; 5) five amendments adopted by the Commission on January 15, 1992, and documented, respectively, in SEWRPC Memorandum Report No. 58, A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 59, A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System; SEWRPC Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; SEWRPC Memorandum Report No. 61, A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 62, A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System; 6) five amendments adopted by the Commission on January 18, 1993, and documented, respectively, in SEWRPC Memorandum Report No. 73, A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 74, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 75, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 76, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 77, A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System; 7) five amendments adopted by the Commission on January 24, 1994, and documented, respectively, in SEWRPC Memorandum Report No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System; 8) five amendments adopted by the Commission on January 25, 1995, and documented, respectively, in SEWRPC Memorandum Report No. 96, A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 97, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 98, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 99, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 100, A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System; and 9) an amendment adopted by the Commission on January 24, 1996, and documented in SEWRPC Memorandum Report No. 106, A Paratransit Service Plan for Disabled Persons: 1996 Update/Milwaukee County Transit System.

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

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

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

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

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

During 2005, the Commission adopted 22 amendments to the regional water quality management plan dealing with changes to planned sanitary sewer service areas at various locations throughout the Region.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

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

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

pleted. The resulting plans represent second-generation plans for the Region, incorporating the feedback from the intensive project and facilities planning efforts completed by local agencies after, and in implementation of, the first-generation areawide system plans. In September 1992, the Commission adopted a third-generation regional land use plan as part of the Commission's periodic review and reappraisal of the major elements of the comprehensive regional plan. Similarly, in December 1994, the Commission adopted a third-generation regional transportation system plan as part of this review and reappraisal process. The current, fourth-generation, design year 2020 regional land use and regional transportation system plans adopted in December 1997, meanwhile, were prepared as extensions 10 years into the future of the corresponding year 2010 plans, holding to the basic principles and concepts of the year 2010 plans.

The fourth-generation, design year 2020 regional land use plan is based upon the same three basic concepts underlying the first-, second-, and third-generation regional land use plans, namely, the centralization of new urban land development to the greatest degree practicable, the preservation and protection of primary environmental corridor lands, and the preservation and protection of prime agricultural lands. The fourth-generation regional land use plan is thus conceptually identical to the three previous regional land use plans. Prepared as an extension of the year 2010 regional land use plan, the year 2020 plan incorporates revisions and amendments that reflect development that had occurred or that had been committed to since the completion of the year 2010 plan in 1992, recently completed county and municipal land use plans that are consistent with regional development objectives, and a new set of population, household, and employment forecasts for the Region through the year 2020.

The fourth-generation regional transportation system plan, which also has a design year of 2020, is designed to serve and support the adopted regional land use plan. The regional transportation system plan builds upon three earlier plans, the first adopted in 1966, the second in 1978, and the third in 1994. The currently adopted plan is an extension 10 years into the future of the year 2010 regional transportation plan. The year 2020 plan embodies the basic structure of the year 2010 plan with only modest amendments as necessary to address additional travel needs expected to materialize over the extended planning

period and to appropriately incorporate plan modifications advanced by local units of government since completion of the year 2010 plan. The current plan, like the year 2010 plan, is also designed to help the Region meet the requirements of the Federal Clean Air Act Amendments of 1990 and the Federal Intermodal Surface Transportation Efficiency Act of 1991.

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

PLAN ELEMENTS UNDER PREPARATION

At the end of 2005, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of updated regional land use and regional transportation system plans, and the extension of those plans to a design year 2035. This will be followed by the preparation of updated jurisdictional highway system plans for several counties.

- The preparation of new short-range transit system development plans for Milwaukee County and the Cities of Kenosha and Racine.
- The preparation of an updated park and open space plan for Milwaukee County.
- The preparation of an updated water quality management plan for the Milwaukee area watersheds, working in conjunction with the Milwaukee Metropolitan Sewerage District.
- The preparation of two new regional plan elements, one dealing with water supply and the other dealing with telecommunications.

FUTURE WORK PROGRAMS

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

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus or a study design prior to undertaking any major new planning efforts. The above referenced efforts attendant to telecommunications planning and water supply planning represent two such new programs.

LAND USE PLANNING DIVISION

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

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

In an attempt to provide answers to these and similar questions, the Land Use Planning Division, during 2005, conducted a number of activities in three identifiable areas: land use planning, economic and demographic analysis, and park and open space planning.

LAND USE PLANNING

During 2005, Division efforts in land use planning were directed primarily toward implementation of the adopted regional land use plan. Much of this work involved the extension of regional land use plan data for use in subregional and local planning programs being undertaken by the Commission and by county and local units of government within the Region. The Division also continued to monitor subdivision platting activity within the seven-county Region during 2005.

Regional Land Use Plan—An Overview

The year 2020 regional land use plan, documented in SEWRPC Planning Report No. 45, *A Regional Land Use Plan for Southeastern Wisconsin: 2020*, dated December 1997, was formally adopted by the Commission in that month. The basic concepts of the year 2020 regional land use plan are essentially the same as those underlying the initial, design year 1990 regional land use plan adopted by the Commission in 1966 and the subsequent design year 2000 plan adopted in 1977 and design year 2010 plan adopted in 1992. The design year 2020 plan is shown in graphic summary form on Map 2.

Urban Land Use

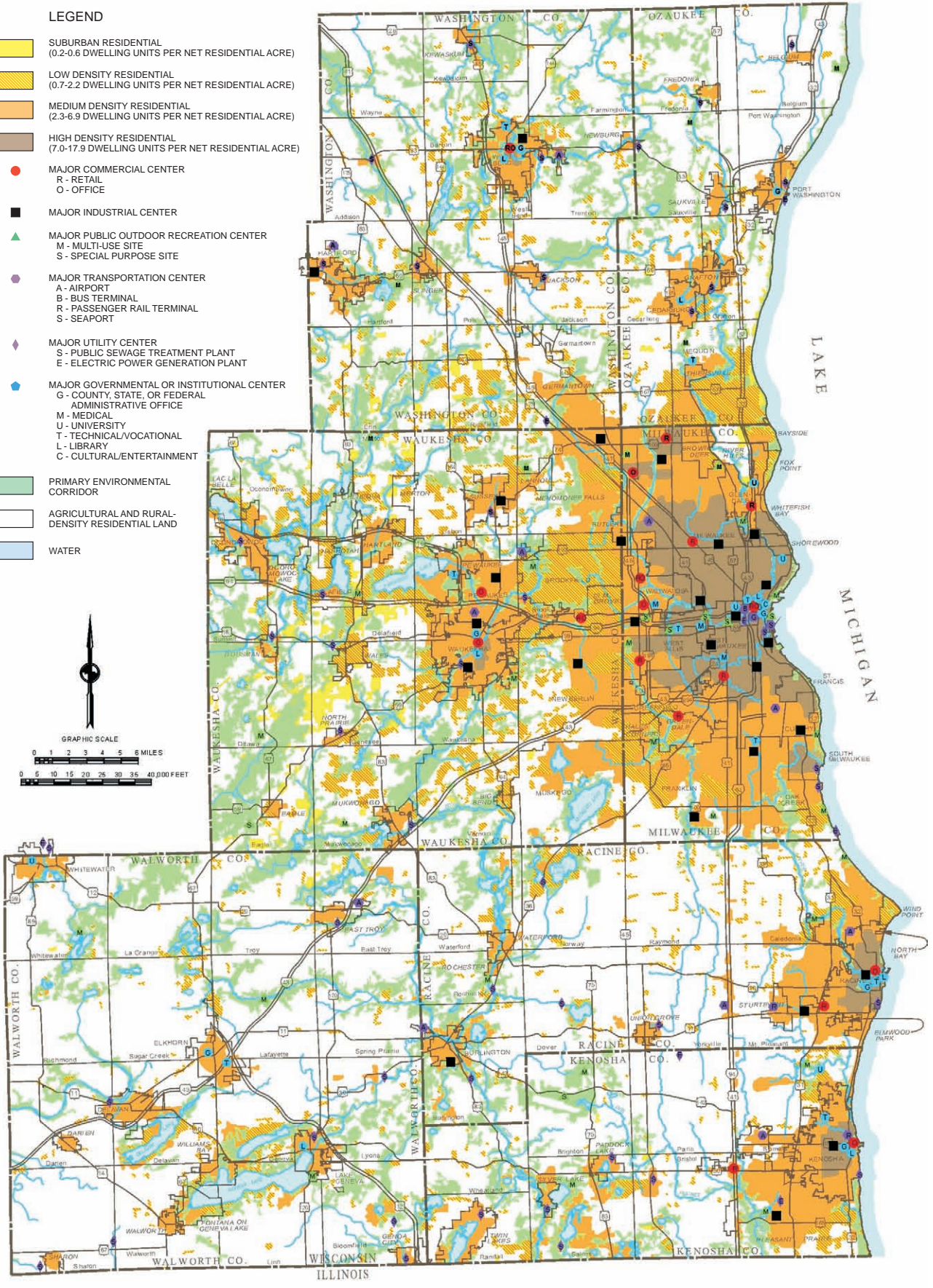
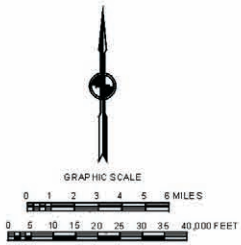
The year 2020 regional land use plan recommends that new urban development occur along the periphery of, and outward from, the established urban centers of the Region and as infill development within those urban centers. The plan seeks 1) to centralize land use development insofar as practicable; 2) to encourage new development to occur at densities consistent with the provision of public centralized sanitary sewer, water supply, and mass transit facilities and services; 3) to encourage new urban development to occur only in areas covered by soils well suited to urban use and not subject to special hazards such as flooding and erosion; and 4) to encourage new urban development

Map 2

ADOPTED LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2020

LEGEND

- SUBURBAN RESIDENTIAL
(0.2-0.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- LOW DENSITY RESIDENTIAL
(0.7-2.2 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- MEDIUM DENSITY RESIDENTIAL
(2.3-6.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- HIGH DENSITY RESIDENTIAL
(7.0-17.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- MAJOR COMMERCIAL CENTER
R - RETAIL
O - OFFICE
- MAJOR INDUSTRIAL CENTER
- MAJOR PUBLIC OUTDOOR RECREATION CENTER
M - MULTI-USE SITE
S - SPECIAL PURPOSE SITE
- MAJOR TRANSPORTATION CENTER
A - AIRPORT
B - BUS TERMINAL
R - PASSENGER RAIL TERMINAL
S - SEAPORT
- MAJOR UTILITY CENTER
S - PUBLIC SEWAGE TREATMENT PLANT
E - ELECTRIC POWER GENERATION PLANT
- MAJOR GOVERNMENTAL OR INSTITUTIONAL CENTER
G - COUNTY, STATE, OR FEDERAL ADMINISTRATIVE OFFICE
M - MEDICAL
U - UNIVERSITY
T - TECHNICAL/VOCATIONAL
L - LIBRARY
C - CULTURAL/ENTERTAINMENT
- PRIMARY ENVIRONMENTAL CORRIDOR
- AGRICULTURAL AND RURAL-DENSITY RESIDENTIAL LAND
- WATER



and redevelopment to occur in areas in which essential urban facilities and services are available or into which such facilities and services can be readily and economically extended. In short, the plan seeks to promote an orderly and economical settlement pattern and to avoid the creation of new developmental and environmental problems.

Under the adopted plan, the amount of land in urban use within the Region would increase from about 637 square miles in 1990 to about 737 square miles in 2020, an increase of about 100 square miles, or 16 percent. New residential development would be encouraged to occur at medium densities, defined as densities of 2.3 to 6.9 dwelling units per acre, with about 69 percent of the total projected increase in households proposed to be accommodated within this density range. New urban development would be provided with basic public utilities, and certain existing urban areas would be retrofitted with public utilities so that by the year 2020, about 84 percent of all urban land and about 91 percent of the total resident population would be served by public sanitary sewer and water supply services.

Environmentally Sensitive Lands

The adopted land use plan recommends the preservation of those lands within the Region identified as primary environmental corridors in essentially natural, open uses. Such corridors encompass concentrations of natural resource elements, including woodlands, wetlands, wildlife habitat areas, and surface water and associated floodlands and shorelands, as well as features closely related to those elements, such as historical, scenic, and recreational sites. The essentially linear corridors represent a composite of the best remaining elements of the natural resource base of the Region. Including certain agricultural-use floodplains which are envisioned to eventually revert to a natural condition, primary environmental corridors would encompass 474 square miles, or 18 percent of the total area of the Region, under planned conditions.

The preservation of primary environmental corridors is perhaps the single most important element of the regional land use plan. Such preservation is essential to maintenance of a high level of environmental quality in the Region, protection of its natural heritage and beauty, and provision of opportunities for recreational and educational pursuits. The exclusion of urban development from these corridors will also help avoid

the creation or intensification of such serious and costly problems as water pollution, wet and flooded basements, building and pavement foundation failures, and excessive infiltration of clear water into sanitary sewerage systems.

The plan also recommends the preservation of certain smaller, but nevertheless significant, concentrations of natural resources, identified as secondary environmental corridors and isolated natural resource areas. These areas should be retained as part of the natural landscape, incorporated as local park and open space reserves, or preserved in other open space uses insofar as practicable, as determined in county and local land use plans.

Agricultural and Rural-Density Residential Land

Under the plan, those areas which are neither designated for future urban use nor recommended for preservation as environmentally sensitive areas are identified as “agricultural and rural-density residential land.” The plan recommends that these areas be retained in rural use. The plan encourages the continuation of agricultural uses in these areas. In particular, the plan seeks to preserve, insofar as practicable, the most productive farmlands within these areas—farmlands covered by agricultural capability Class I and Class II soils. The plan recommends that counties in the Region prepare and adopt updated farmland preservation plans which identify prime agricultural lands, appropriately taking into account Class I and Class II soils, among other factors, in this process. The plan further recommends that areas identified as prime agricultural lands in county plans be placed in protective exclusive agricultural zoning districts.

Other lands in this category—lands which are not identified as prime agricultural lands under county farmland preservation plans—are recommended to be retained in rural use. The regional land use plan encourages the continuation of agricultural activity in these areas, recognizing that such activity may occur in the form of smaller farms such as horse farms, hobby farms, or community-supported agricultural operations. Under the plan, development in these areas would be limited to rural-density residential development, defined as development with no more than one dwelling unit per five acres. Where rural-density residential development is accommodated, the plan

Table 2

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2005

County	Sewered Lots		Unsewered Lots ^a		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	738	80.9	174	19.1	912	16.5
Milwaukee	454	100.0	0	0.0	454	8.2
Ozaukee	340	74.7	115	25.3	455	8.2
Racine	868	93.7	58	6.3	926	16.7
Walworth	455	88.9	57	11.1	512	9.3
Washington	732	75.9	233	24.1	965	17.4
Waukesha	904	69.1	404	30.9	1,308	23.7
Region	4,491	81.2	1,041	18.8	5,532	100.0

^aOf the 1,041 lots to be served by onsite sewage disposal systems, 203 lots, or 20 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 38 such lots in Racine County, 57 in Walworth County, 55 in Washington County, and 53 in Waukesha County.

encourages the use of cluster designs, with dwelling units developed in clusters surrounded by agricultural and other open space sufficient to maintain the overall density of no more than one dwelling unit per five acres.

Local Adoption of the Regional Land Use Plan

Many units of government have acted to formally adopt the design year 1990, 2000, and/or 2010 regional land use plans. The year 2020 regional land use plan was certified to all counties, cities, villages, and towns in the Region in April 1998. Adoption of the year 2020 regional land use plan by the units and agencies of government that have adopted the design year 1990, 2000, or 2010 plans serves to substitute the new plan for the old. By the end of 2005, the year 2020 regional land use plan had been adopted by Kenosha, Milwaukee, Racine, Walworth, Washington, and Waukesha Counties; the Cities of Cedarburg, Hartford, and West Bend; the Villages of Bayside, Brown Deer, Darien, Eagle, Hartland, Kewaskum, and Twin Lakes; and the Towns of Linn and Randall. In addition, as of year's end, the plan had been acknowledged or endorsed by the Wisconsin Department of Administration; the Wisconsin Department of Agriculture, Trade and Consumer Protection; and the Wisconsin Department of Natural Resources.

Regional Land Use Plan: 2035

During 2005, the Commission continued work on a regional land use plan for the year 2035, under the guidance of the Commission's Advisory Committee on Regional Land Use Planning. The plan is being designed to accommodate growth in population, households, and employment in the Region to the year 2035—based upon the projections described in SEWRPC's 2004 Annual Report—in a manner consistent with regional land use objectives and standards.

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activity within the Region. In all, 5,532 residential lots were created within the Region during 2005 by subdivision plat, compared with 5,203 lots so created in 2004 (see Table 2 and Map 3). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2005 ranged from a low of 454 lots in Milwaukee County to a high of 1,308 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

Of the residential lots created in 2005, 4,491 lots, or 81 percent, were to be served by public sanitary

sewers; the remaining 1,041 lots, or 19 percent, were to be served by onsite sewage disposal systems. Of the 1,041 lots to be served by onsite sewage disposal systems, 203 lots, or 20 percent, occurred at a rural density—that is, an overall density of no more than one dwelling unit per five acres. The balance occurred at urban densities of more than one dwelling unit per five acres.

ECONOMIC AND DEMOGRAPHIC ANALYSIS

During 2005, the Division continued to monitor secondary data sources for changes in employment, population, and housing levels, and continued to provide socioeconomic data in support of its work and that of the Transportation, Environmental, Telecommunications, and Community Assistance Planning Divisions.

Monitoring Employment

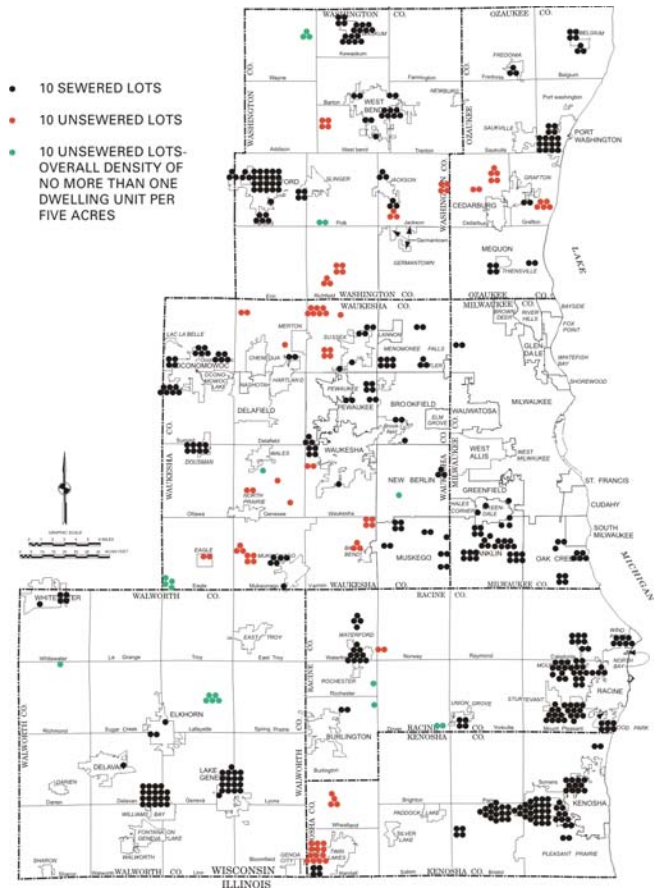
Current Employment Levels

The number and type of jobs available are important measures of economic activity within the Region. Since jobs are enumerated at their location, the job data are often referred to in terms of “place-of-work” employment data. It should be noted that the enumeration of jobs does not distinguish between full- and part-time jobs or indicate whether a given job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The information regarding employment levels presented in this report is drawn from secondary data sources. Future editions of the Commission’s *Annual Report* may present slightly revised employment levels for the year 2005 and previous years in order to reflect new releases of secondary source employment data as they become available.

The number of jobs in the Region in 2005 was estimated at 1,211,000. Despite modest increases in recent years, the number of jobs in the Region remained 11,800 jobs, or about 1 percent, below the 2000 level of 1,222,800 jobs. Year 2005 manufacturing employment in particular was an estimated 39,500 jobs less than the 2000 level (see Table 3).

Estimated employment levels by county in 2005 are indicated in Table 4. Every county in the Region, except Milwaukee and Racine Counties, was estimated to have experienced employment increases between 2000 and

**Map 3
RESIDENTIAL PLATTING
ACTIVITY IN THE REGION: 2005**



2005, ranging from a low of about 700 jobs in Ozaukee County, to a high of over 7,000 jobs in Kenosha and Waukesha Counties. Milwaukee County employment was estimated to have declined by about 34,200 jobs, or 5.5 percent.

Comparison of Actual and Projected Employment Levels

In 2004, the Commission prepared a new set of employment level projections for the Region to the year 2035. These projections are documented in SEWRPC Technical Report No. 10 (4th Edition), *The Economy of Southeastern Wisconsin*, July 2004. Because of the uncertainty surrounding future employment levels, the Commission projected a range of future employment levels—high, intermediate, and low—for the Region. The intermediate projection is considered the most likely to be achieved for the Region overall. The high and low projections are intended to provide an

Figure 6

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2005

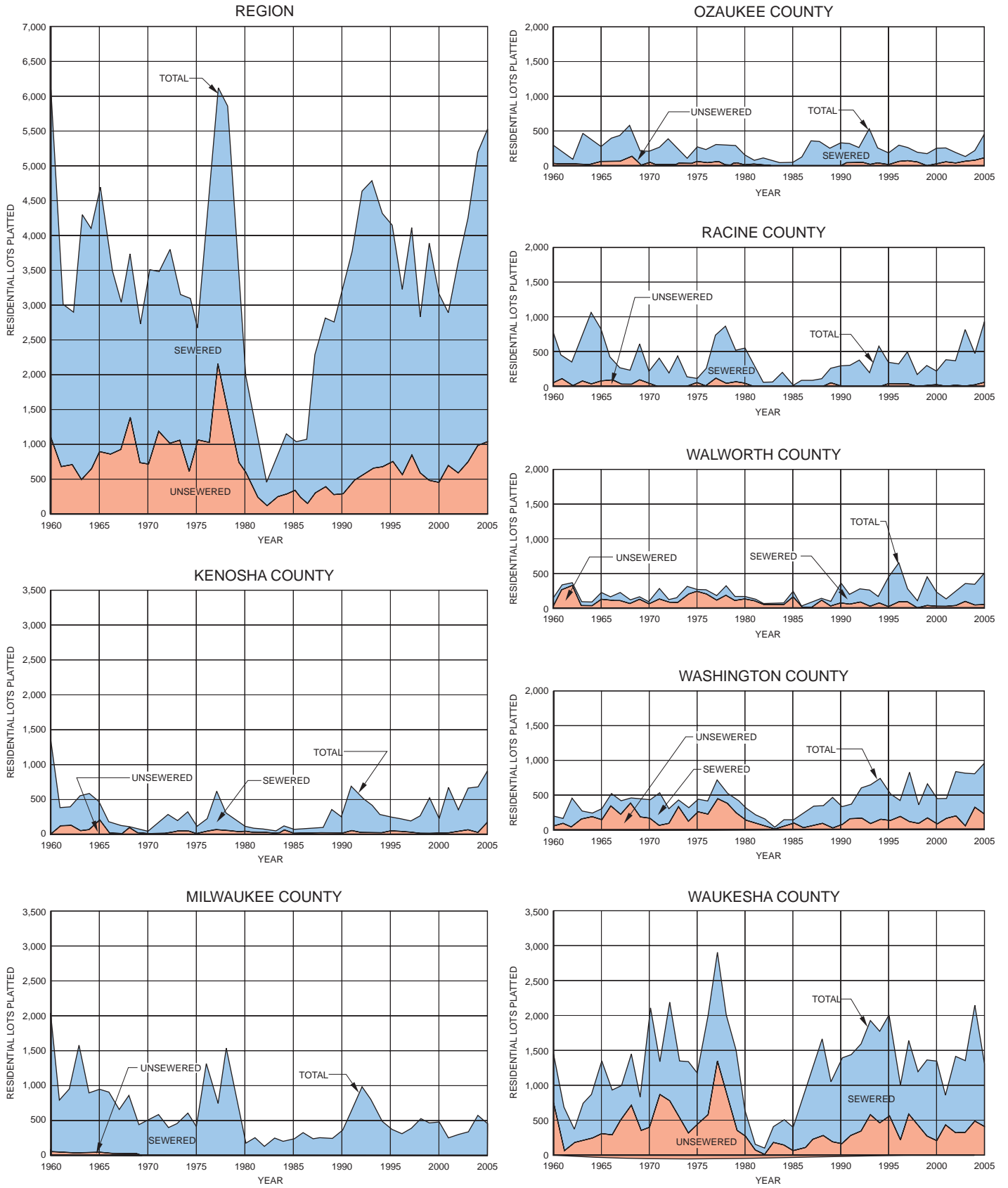


Table 3
REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2005

Employment Category	Number of Jobs			1990-2000 Change		2000-2005 Change	
	1990	2000	2005 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	14,300	17,600	17,000	3,300	23.1	-600	-3.4
Construction.....	45,100	53,800	55,500	8,700	19.3	1,700	3.2
Manufacturing.....	223,500	224,400	184,900	900	0.4	-39,500	-17.6
Transportation, Communication, and Utilities	46,300	54,800	49,600	8,500	18.4	-5,200	-9.5
Wholesale Trade.....	55,300	64,400	61,600	9,100	16.5	-2,800	-4.3
Retail Trade.....	185,400	193,700	200,800	8,300	4.5	7,100	3.7
Services ^b	386,500	499,700	525,700	113,200	29.3	26,000	5.2
Government and Government Enterprises ^c	106,200	114,400	115,900	8,200	7.7	1,500	1.3
Total Jobs	1,062,600	1,222,800	1,211,000	160,200	15.1	-11,800	-1.0

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

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

^cExcludes armed forces.

Table 4
REGIONAL EMPLOYMENT BY COUNTY: 1990, 2000, AND 2005

County	Number of Jobs			1990-2000 Change		2000-2005 Change	
	1990	2000	2005 Estimate	Number	Percent	Number	Percent
Kenosha.....	52,200	68,700	76,200	16,500	31.6	7,500	10.9
Milwaukee.....	609,800	624,600	590,400	14,800	2.4	-34,200	-5.5
Ozaukee.....	35,300	50,800	51,500	15,500	43.9	700	1.4
Racine.....	89,600	94,400	93,200	4,800	5.4	-1,200	-1.3
Walworth.....	39,900	51,800	55,000	11,900	29.8	3,200	6.2
Washington.....	46,100	61,700	66,200	15,600	33.8	4,500	7.3
Waukesha.....	189,700	270,800	278,500	81,100	42.8	7,700	2.8
Region	1,062,600	1,222,800	1,211,000	160,200	15.1	-11,800	-1.0

indication of the range of employment levels which could conceivably be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region.

Employment in the Region in 2005 was anticipated to total 1,197,300 jobs under the high-growth scenario; 1,190,600 jobs under the intermediate-growth scenario; and 1,184,000 jobs under the low-growth scenario. The estimated 2005 level of 1,211,000 jobs exceeds the high, intermediate, and low growth projections by 1.1 percent, 1.7 percent, and 2.3 percent, respectively. The 2005 employment levels projected for the Region and each of its seven counties, along with the 2005 estimated actual employment levels, are set forth in Table 5 and Figure 7.

Monitoring Population

Current Population Levels

Each year, the Wisconsin Department of Administration prepares estimates of resident population levels for communities and counties in Wisconsin. These estimates are based upon symptomatic indicators of population change, including automobile registrations, the number of persons filing income tax returns, and the number of dependents claimed on income tax returns. Department estimates of the resident population for the Region in 2005, along with the estimated change from the year 2000 Census population, are presented in Table 6.

Table 5

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2005

County	Estimated 2005 Jobs	Projected 2005 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	76,200	71,800	71,400	71,000
Milwaukee.....	590,400	591,100	587,600	584,400
Ozaukee.....	51,500	51,400	51,200	50,900
Racine.....	93,200	92,400	91,900	91,400
Walworth.....	55,000	53,800	53,500	53,200
Washington.....	66,200	64,000	63,700	63,300
Waukesha.....	278,500	272,800	271,300	269,800
Region	1,211,000	1,197,300	1,190,600	1,184,000

As indicated in Table 6, the 2005 resident population of the Region was estimated by the Department of Administration to be about 1,978,000 persons, an increase of about 46,800 persons, or about 2.4 percent, over 2000. Every county in the Region, except Milwaukee County, was estimated to have experienced population increases between 2000 and 2005, ranging from a low of about 3,500 persons, or about 4.3 percent, in Ozaukee County, to a high of about 16,600 persons, or about 4.6 percent, in Waukesha County. Milwaukee County population was estimated to have declined by about 1,200 persons, or 0.1 percent.

Between the Census date of April 1, 2000, and January 1, 2005, the total population increase of about 46,800 persons is estimated to have resulted from a natural increase of about 50,300 persons and a net out-migration of about 3,500 persons. During this time, Milwaukee County and Racine County experienced net out-migration, while the remaining counties in the Region experienced net in-migration, ranging from about 2,100 persons in Ozaukee County to 9,000 persons in Waukesha County.

Comparison of Actual and Projected Population Levels

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

considered the most likely to be achieved for the Region overall. The high and low projections are intended to provide an indication of the range of population levels which could conceivably be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region. The high, intermediate, and low population projections are consistent with the corresponding employment projections for the year 2035.

Under the high-growth scenario, the population level of the Region was anticipated to reach about 2,029,500 persons in 2005. The actual 2005 regional population level of 1,978,000 persons was about 2 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,945,500 persons in 2005. The actual 2005 population level was about 2 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 1,982,000 persons in 2005. The actual 2005 population level was less than 1 percent below this level. The 2005 population levels projected for the Region and each of its seven counties, along with the 2005 estimated actual population levels are set forth in Table 7 and Figure 8.

Monitoring Household Levels

Current Household Levels

Each year, the Wisconsin Department of Administration prepares estimates of the number of total housing units and occupied housing units—or households—in Wisconsin counties. Estimates of housing units are based upon housing unit counts from the year 2000

Figure 7

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

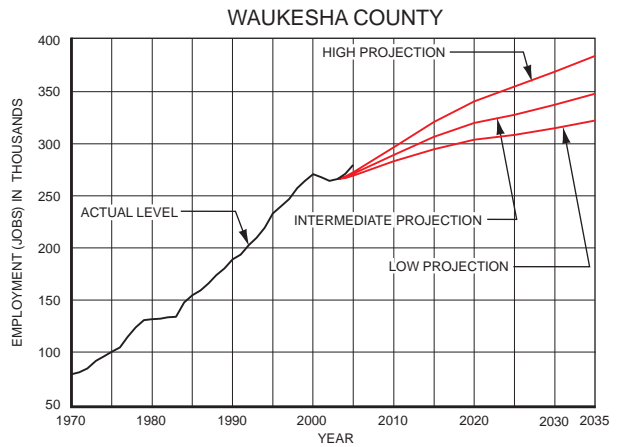
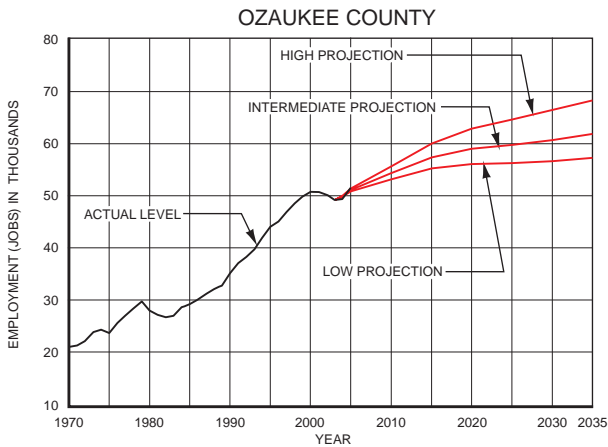
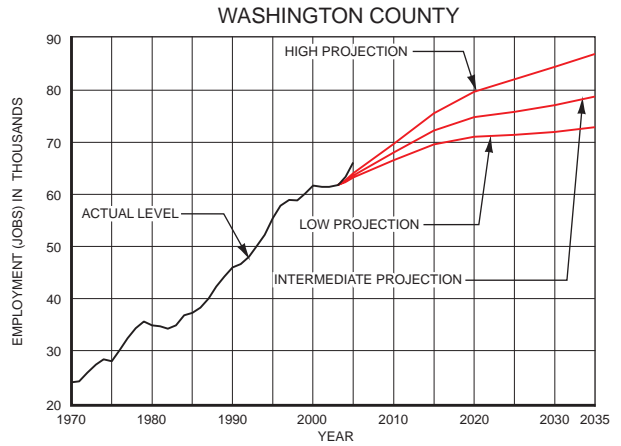
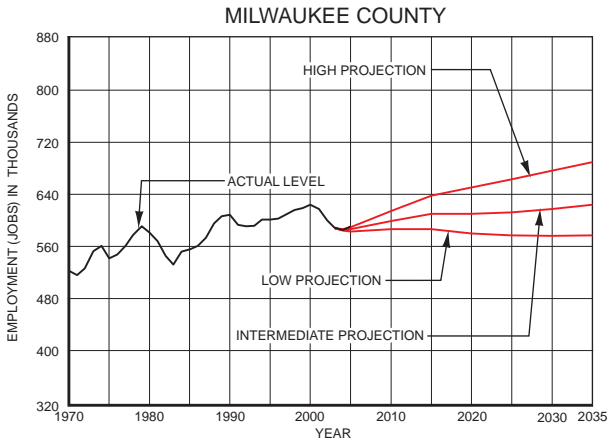
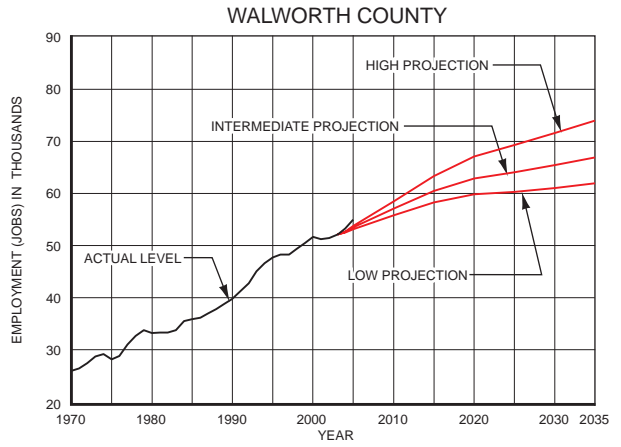
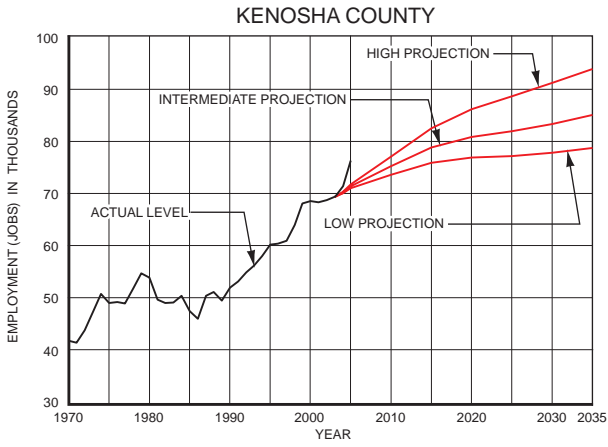
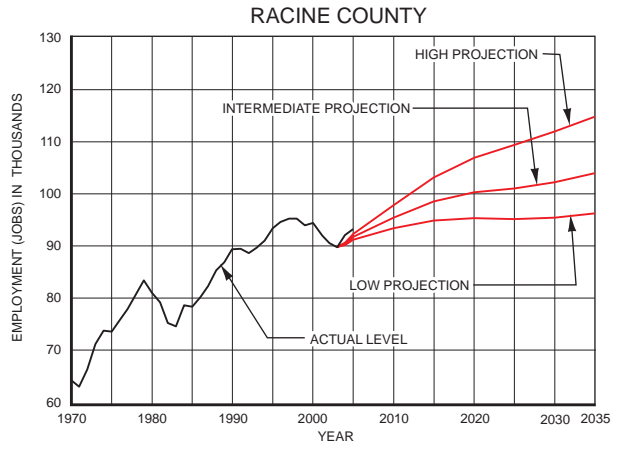
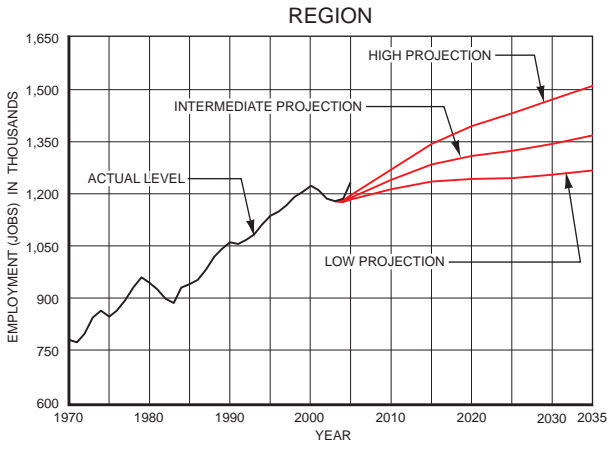


Table 6

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2005

County	Population			1990-2000 Change		2000-2005 Change	
	1990 Census	2000 Census	2005 Estimate	Number	Percent	Number	Percent
Kenosha	128,200	149,600	158,200	21,400	16.7	8,600	5.7
Milwaukee	959,300	940,200	939,000	-19,100	-2.0	-1,200	-0.1
Ozaukee	72,800	82,300	85,800	9,500	13.0	3,500	4.3
Racine	175,100	188,800	193,200	13,700	7.8	4,400	2.3
Walworth	75,000	92,000	98,500	17,000	22.7	6,500	7.1
Washington	95,300	117,500	125,900	22,200	23.3	8,400	7.1
Waukesha	304,700	360,800	377,400	56,100	18.4	16,600	4.6
Region	1,810,400	1,931,200	1,978,000	120,800	6.7	46,800	2.4

Table 7

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2005

County	2005 Population	Projected 2005 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha	158,200	162,300	157,600	154,000
Milwaukee	939,000	962,500	946,000	930,600
Ozaukee	85,800	88,800	85,700	84,100
Racine	193,200	197,100	191,900	189,800
Walworth	98,500	100,400	98,400	95,500
Washington	125,900	128,800	125,000	121,700
Waukesha	377,400	389,600	377,400	369,800
Region	1,978,000	2,029,500	1,982,000	1,945,500

Census, updated by the Department’s annual housing survey of all cities, villages, and towns in Wisconsin through which it obtains data on changes in the housing stock. Estimates of households are based upon the updated estimates of housing units and year 2000 Census housing vacancy rates.

As indicated in Table 8, the number of households in the Region is estimated by the Department of Administration to have increased from about 749,000 in 2000 to about 787,600 in 2005, an increase of about 38,600 households, or 5.2 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2005, ranging from about 2,700 households, or 8.7 percent, in Ozaukee County, to about 11,500 households, or 8.5 percent, in Waukesha County.

Comparison of Actual and Projected Household Levels

In conjunction with the afore-referenced population projections, the Commission in 2004 prepared a new set of household projections for the Region to the year 2035. These projections are also documented in SEWRPC Technical Report No. 11 (4th Edition), *The Population of Southeastern Wisconsin*, July 2004. The Commission prepared high, intermediate, and low household projections, corresponding to the high, intermediate, and low population projections. Under the high-growth scenario, it was anticipated that there would be 799,200 households in the Region in 2005. The 2005 regional household level of 787,600 is about 1 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there

Figure 8

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

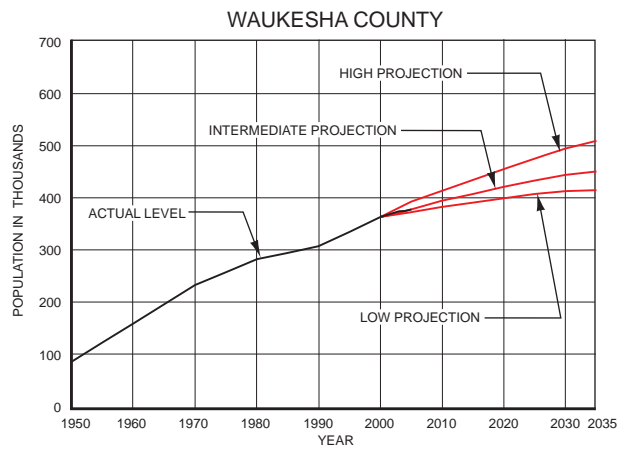
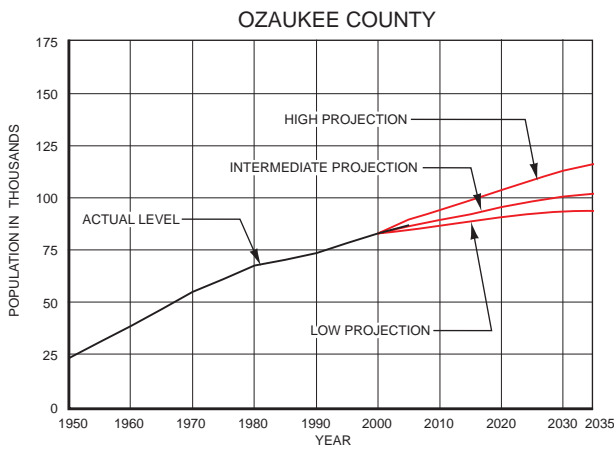
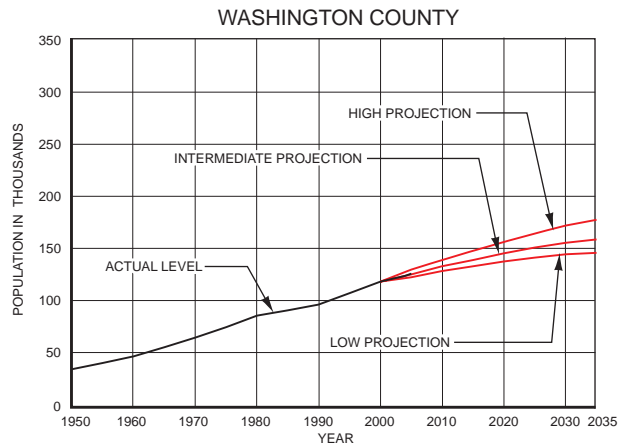
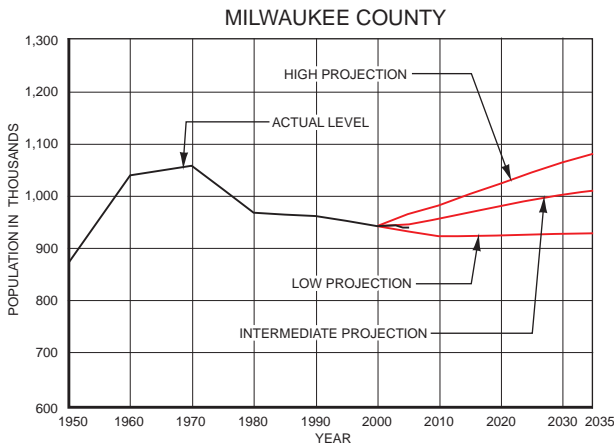
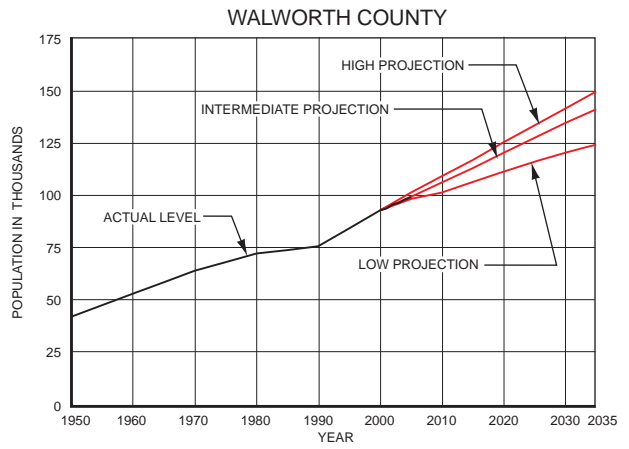
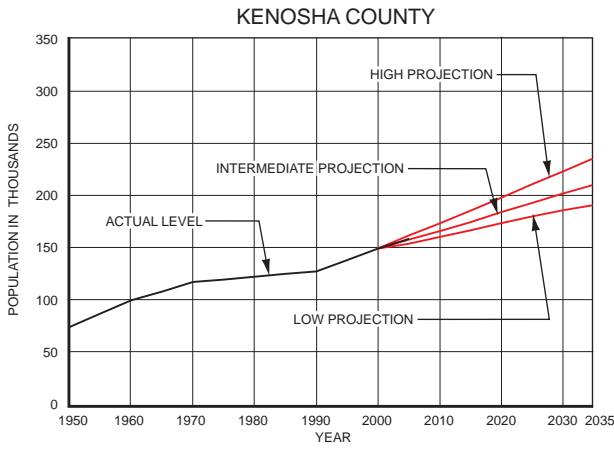
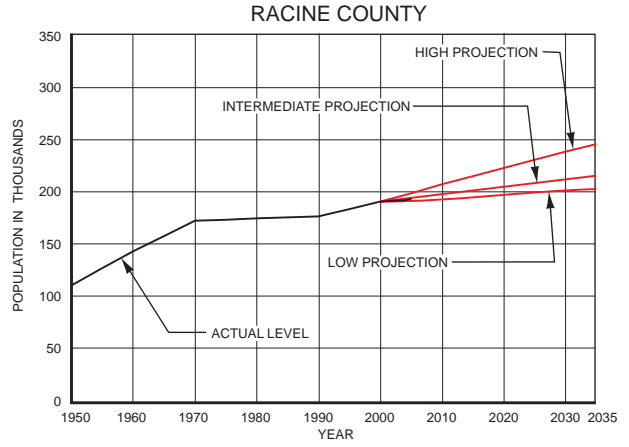
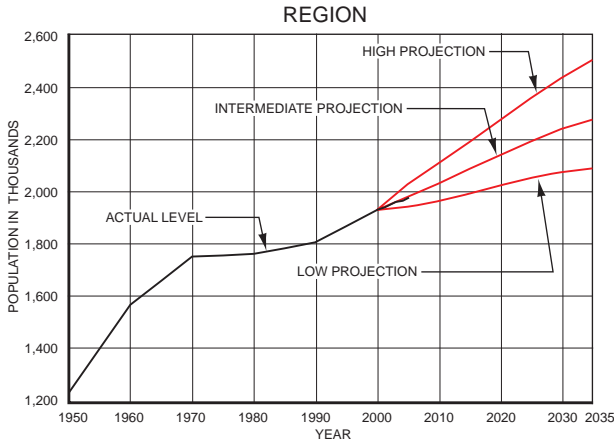


Table 8

**HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN
REGION BY COUNTY: 1990, 2000, AND 2005**

County	Households			1990-2000 Change		2000-2005 Change	
	1990 Census	2000 Census	2005 Estimate	Number	Percent	Number	Percent
Kenosha.....	47,000	56,100	61,300	9,100	19.4	5,200	9.3
Milwaukee.....	373,100	377,700	383,800	4,600	1.2	6,100	1.6
Ozaukee.....	25,700	30,900	33,600	5,200	20.2	2,700	8.7
Racine.....	63,700	70,800	75,000	7,100	11.1	4,200	5.9
Walworth.....	27,600	34,500	38,300	6,900	25.0	3,800	11.0
Washington.....	33,000	43,800	48,900	10,800	32.7	5,100	11.6
Waukesha.....	106,000	135,200	146,700	29,200	27.5	11,500	8.5
Region	676,100	749,000	787,600	72,900	10.8	38,600	5.2

Table 9

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2005

County	2005 Households	Projected 2005 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	61,300	61,600	59,800	58,500
Milwaukee.....	383,800	392,300	385,600	379,300
Ozaukee.....	33,600	33,800	32,700	32,000
Racine.....	75,000	75,100	73,100	72,300
Walworth.....	38,300	38,400	37,600	36,500
Washington.....	48,900	49,000	47,500	46,300
Waukesha.....	146,700	149,000	144,300	141,400
Region	787,600	799,200	780,600	766,300

would be 766,300 households in the Region in 2005. The 2005 regional household level is about 3 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 780,600 households in the Region in 2005. The 2005 regional household level is about 1 percent above this level. The projected 2005 household levels for the Region and each of its seven counties, along with the 2005 estimated actual household levels, are set forth in Table 9 and Figure 9.

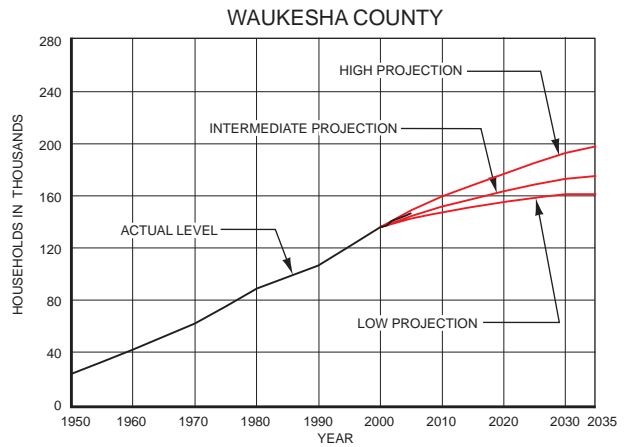
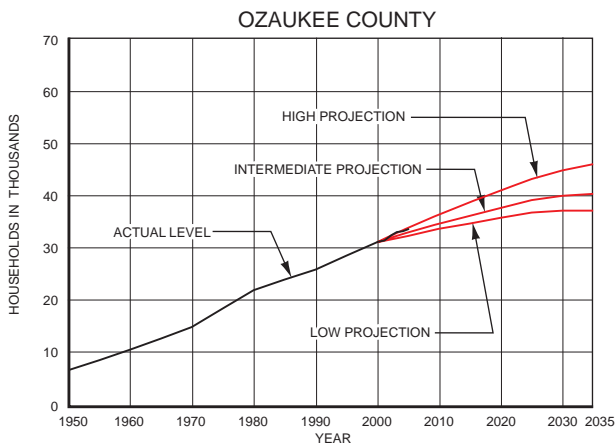
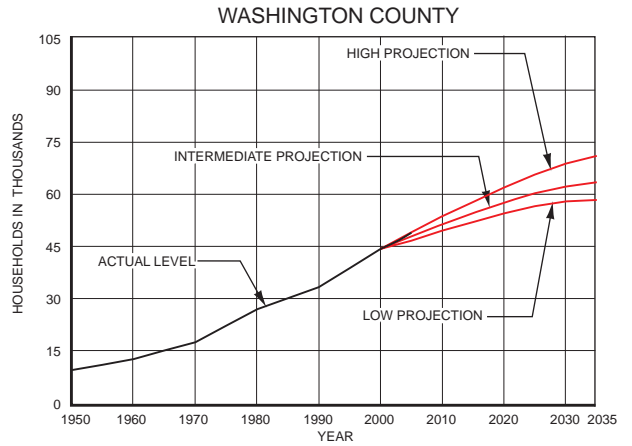
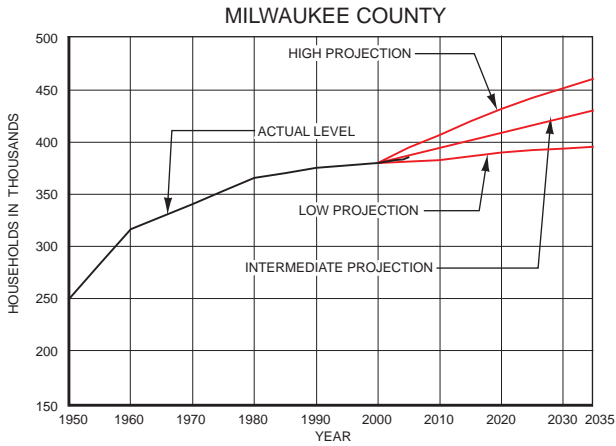
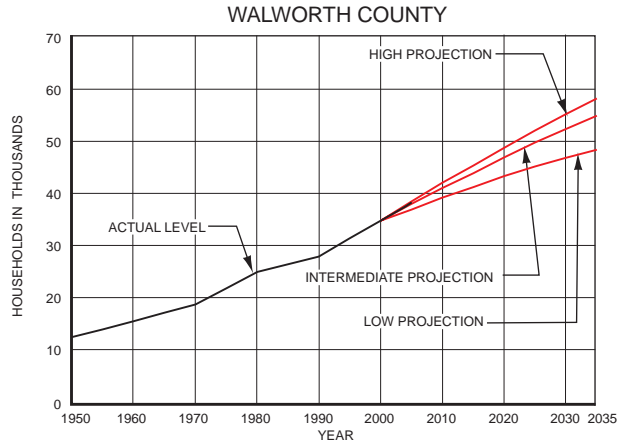
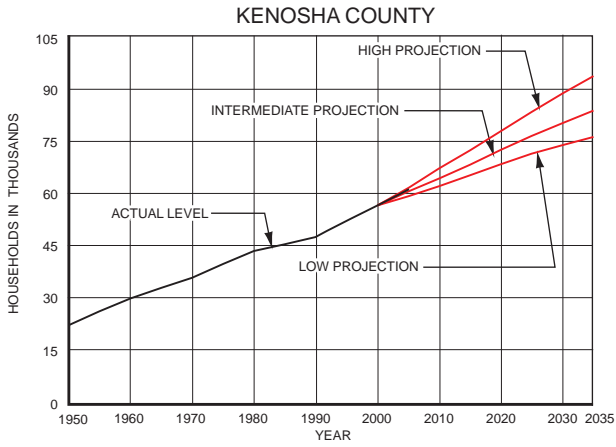
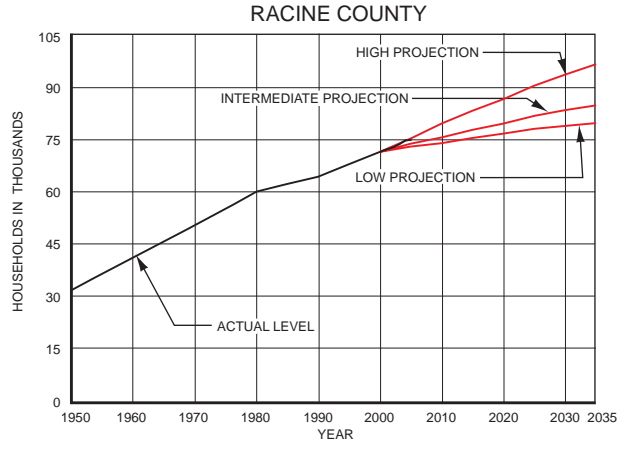
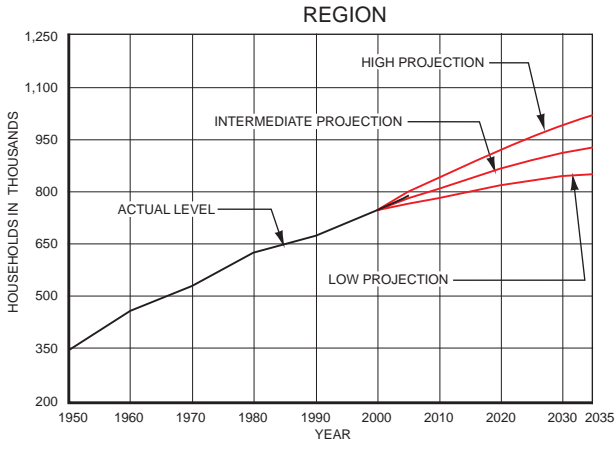
Census Coordination

During 2005, the Commission continued to participate in the U.S. Census Bureau State Data Center Program,

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

Figure 9

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



access and technical assistance to Census data users within the seven-county Southeastern Wisconsin Region.

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

PARK AND OPEN SPACE PLANNING

Regional Park and Open Space Plan

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

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

The major outdoor recreation sites and recreation corridors recommended under the regional park and

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

In 2005, the Commission staff continued work on an update and extension of the park and open space plan for Milwaukee County.

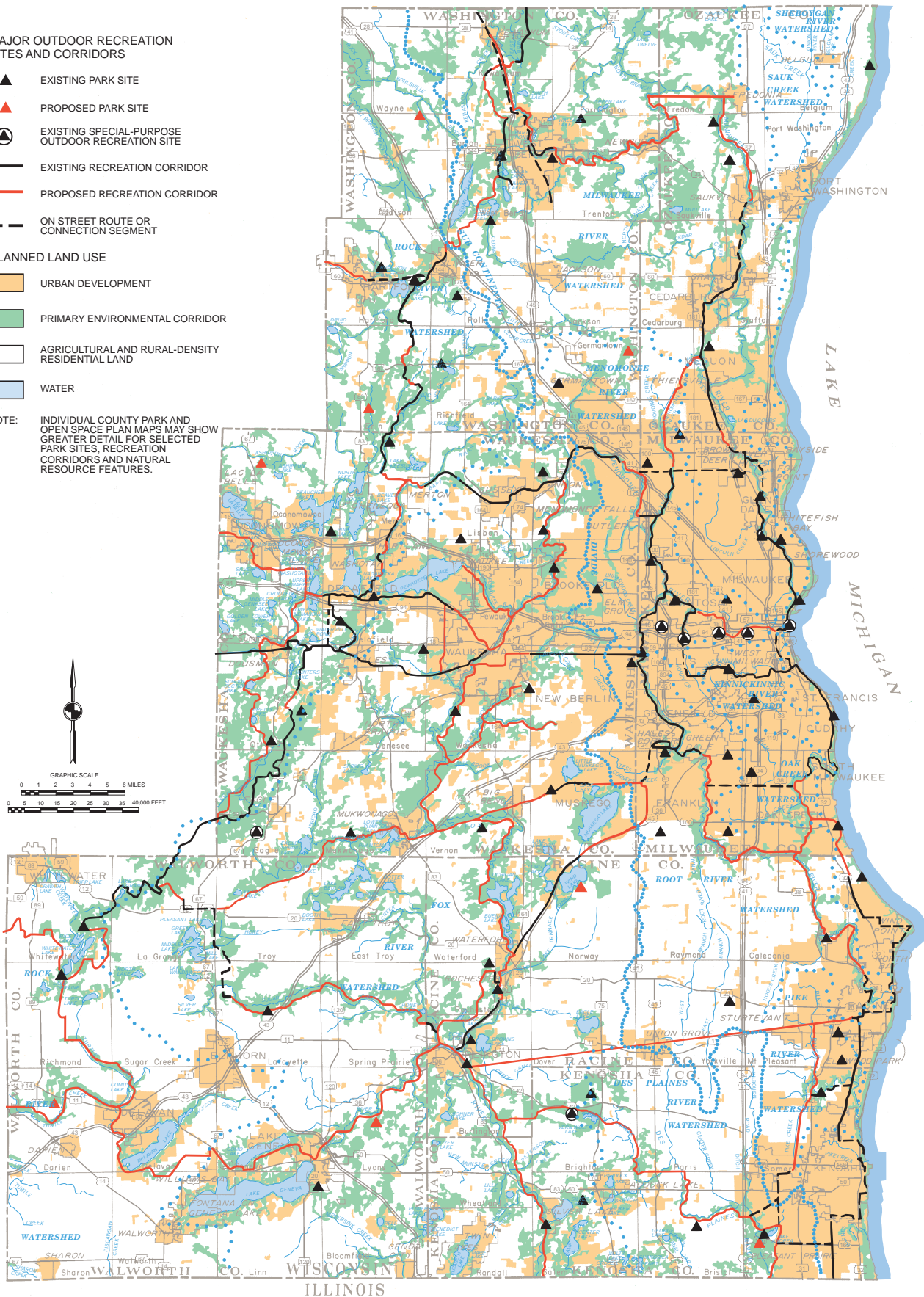
¹*Map 4 incorporates major outdoor recreation sites and recreation corridors recommended in the following reports: SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987, for the portion of Kenosha County located west of IH 94, and SEWRPC Community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

MAJOR OUTDOOR RECREATION SITES AND CORRIDORS RECOMMENDED UNDER THE REGIONAL PARK AND OPEN SPACE PLAN, AS AMENDED AND AS UNDER PROPOSED AMENDMENTS PENDING AS OF DECEMBER 31, 2005

MAJOR OUTDOOR RECREATION SITES AND CORRIDORS

- ▲ EXISTING PARK SITE
 - ▲ PROPOSED PARK SITE
 - ⊙ EXISTING SPECIAL-PURPOSE OUTDOOR RECREATION SITE
 - EXISTING RECREATION CORRIDOR
 - PROPOSED RECREATION CORRIDOR
 - - - ON STREET ROUTE OR CONNECTION SEGMENT
- PLANNED LAND USE
- URBAN DEVELOPMENT
 - PRIMARY ENVIRONMENTAL CORRIDOR
 - AGRICULTURAL AND RURAL-DENSITY RESIDENTIAL LAND
 - WATER

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



Regional Natural Areas and Critical Species Habitat Protection and Management Plan

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

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

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

The plan recommends that each of the 589 natural areas and critical species habitat sites be protected and preserved to the maximum extent practicable as urban and rural development in the Region proceeds. The plan, as amended through the end of 2005, recommends that 539 sites, or 92 percent of the total, be placed in public or private protective conservation ownership and that the other 50 sites be protected, insofar as it is possible, through zoning and other regulatory means without protective ownership.

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

As of the end of 2005, the natural areas and critical species habitat protection and management plan had been adopted by all seven counties in the Region, as well as by four cities, eight villages, and four towns in the Region, and had been endorsed by the Wisconsin Natural Areas Preservation Council. In addition, the Wisconsin Natural Resources Board has created a committee to investigate the implementation of those portions of the natural areas plan which pertain to the Wisconsin Department of Natural Resources. The Commission staff assisted the Department's committee with its investigation, which has now been completed. In addition, during 2005 there were several additions made to natural areas. The Wisconsin Department of Natural Resources acquired 79 lots totaling 21 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County. The Ozaukee/Washington Land Trust acquired 14 acres of woodland adjacent to the Kurtz Woods State Natural Area in Ozaukee County.

DATA PROVISION AND TECHNICAL ASSISTANCE

Economic and Demographic Data

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

During 2005, the Division responded to about 100 requests for population, economic, and related information from the Commission data files. These requests came from county and local units of government, Federal and State agencies, private firms, and individual citizens. The following are some examples of Division activity during 2005 in performing the data provision and technical assistance function:

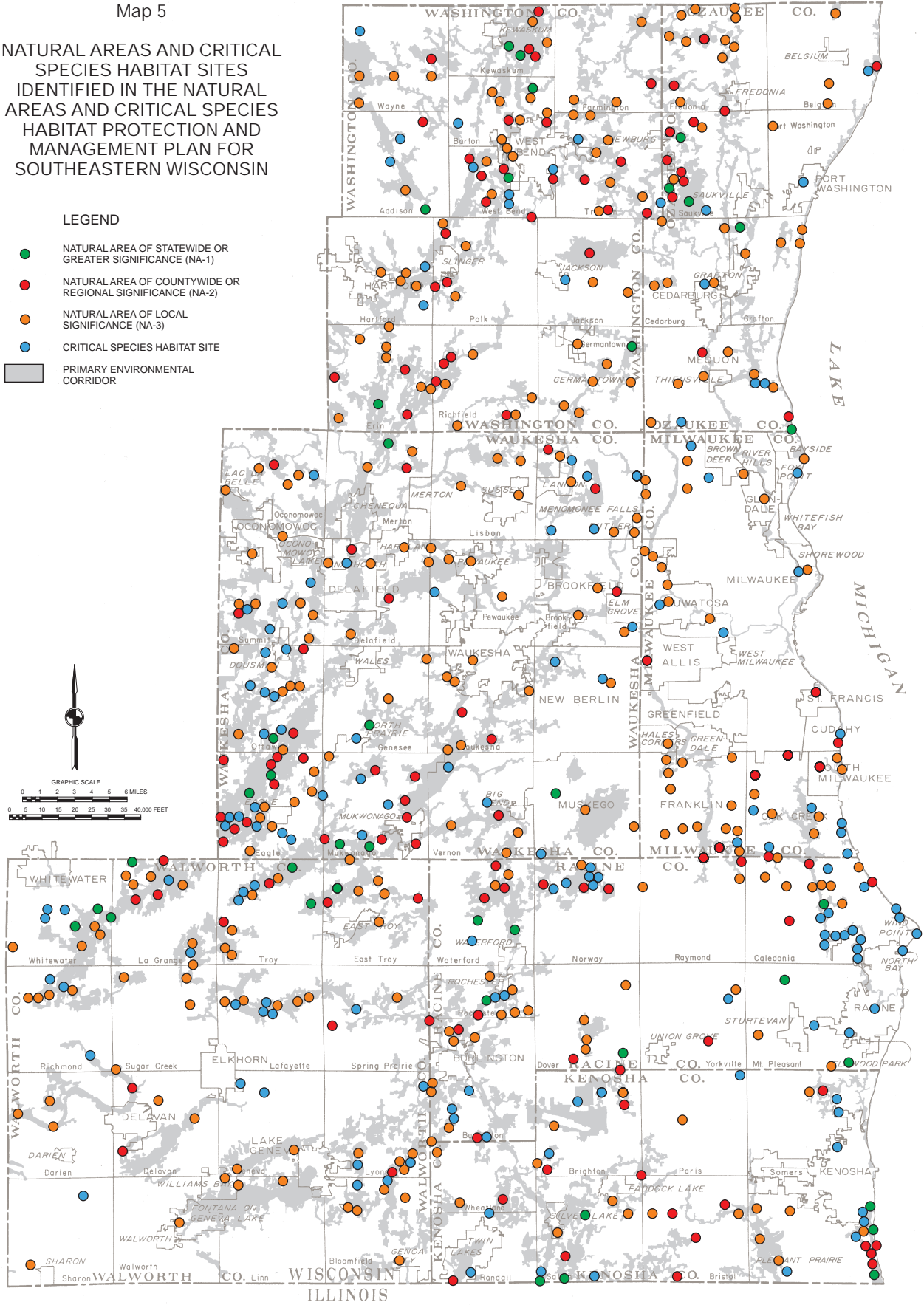
- Provision of census data on average household size and estimates of school-aged children for owner-occupied and renter-occupied housing units by census block group to the Waukesha School District for use in preparing student enrollment projections.

Map 5

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

LEGEND

- NATURAL AREA OF STATEWIDE OR GREATER SIGNIFICANCE (NA-1)
- NATURAL AREA OF COUNTYWIDE OR REGIONAL SIGNIFICANCE (NA-2)
- NATURAL AREA OF LOCAL SIGNIFICANCE (NA-3)
- CRITICAL SPECIES HABITAT SITE
- PRIMARY ENVIRONMENTAL CORRIDOR



- Provision of historic, existing, and planned land use, population, household, and employment levels to an engineering firm for use in preparing a wastewater treatment facility plan for the Village of Kewaskum.
- Provision of existing and planned population, household, and employment levels for the City of Brookfield to the City for use in reviewing and updating the City master plan.
- Provision of population data for projected migration by age and sex for Milwaukee, Ozaukee, Washington, and Waukesha Counties to a private consultant for use in analyzing demographics for a tax incremental finance district.

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

The Commission land use, natural resource, and park and open space data files are used extensively by State, county, and local governmental units and agencies and by private interests. In 2005, the Division responded to 435 requests for land use, natural resource, and park and open space data. Examples of the provision of land use, natural resource, and park and open space data during 2005 include the following:

- Provision of selected land use data for the Village of Mukwonago and the City of Elkhorn to the Wisconsin Department of Natural Resources for use in evaluating stormwater drainage.
- Provision of information to the Town of Wayne on grant programs available for acquiring and developing town parks.
- Provision of electronic files of existing and planned environmental corridors, 2000 land use, and planned sewer service area boundaries to the Village of Jackson to assist the Village in updating its park and open space plan.
- Provision of digital map files of existing land use and existing and planned environmental corridors for the Region to the U.S. Fish and Wildlife Service for use in a study of the Southeastern Great Lakes Morainal area, which encompasses much of the Region.

Special Environmental Inventories, Assessments and Evaluations

A continuing demand is placed upon the Commission to help Federal, State, and local units and agencies of government in evaluating and assessing the environmental significance and quality of specific development sites throughout the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. During 2005, the Commission fulfilled a total of 144 requests for such information. Most of this work effort may be divided into the following categories:

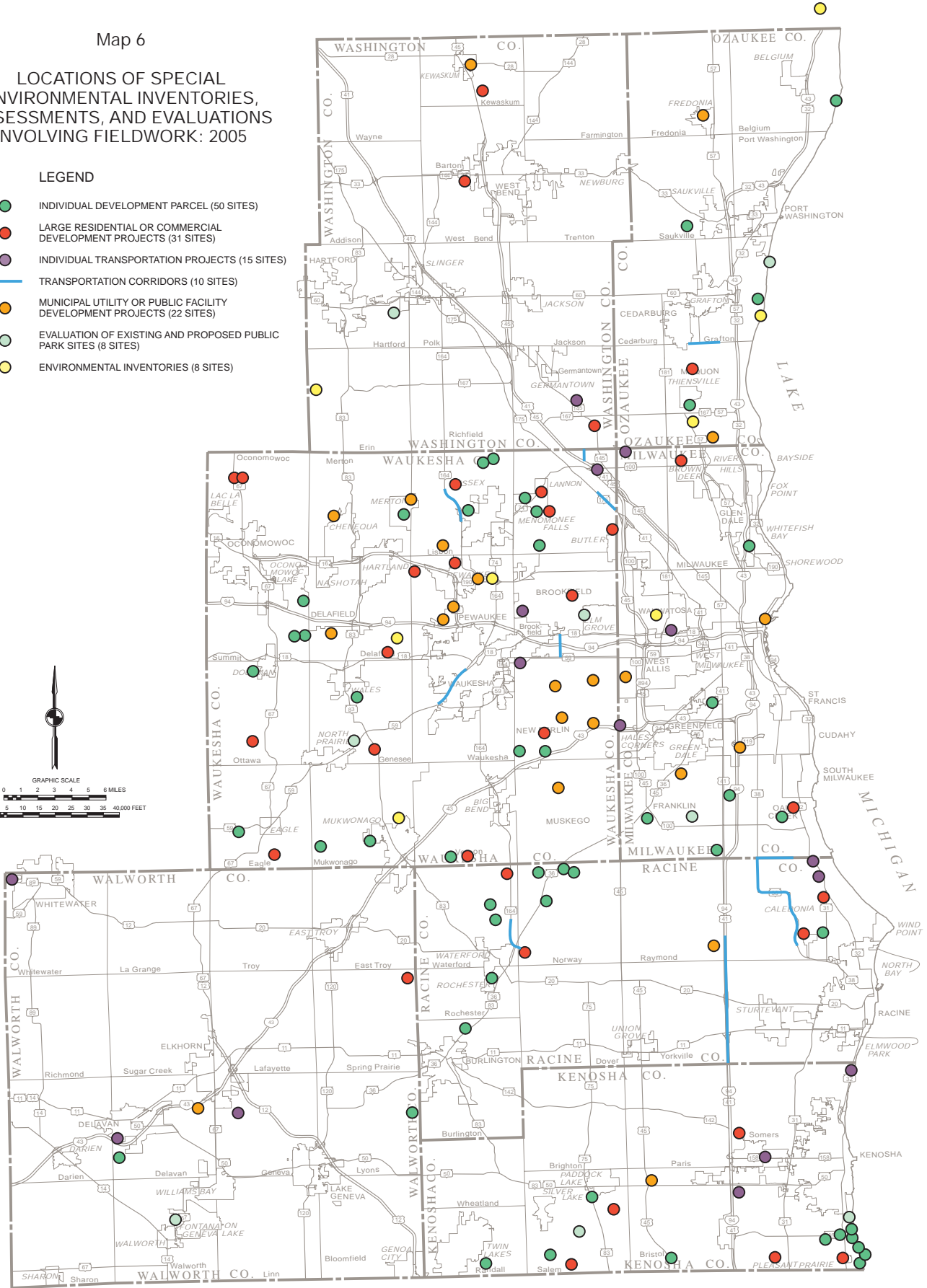
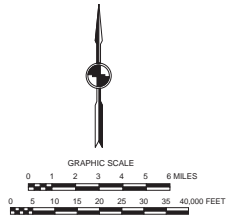
- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2005, 50 such requests were fulfilled for sites located throughout the Region (see Map 6). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to properly carry out local planning and land use control responsibilities. Once delineated in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on land subdivision plats, certified survey maps, and plats of survey.
- Requests for field evaluation, identification, and delineation of wetlands and primary environmental corridors on large sites proposed for residential, commercial, and industrial development to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to any commitment to detailed site planning. During 2005, such requests were fulfilled for a total of 31 sites located throughout the Region (see Map 6). Once delineated in the field by the Commission staff, the precise boundaries of the environmentally significant areas concerned were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on plats of survey.

Map 6

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2005

LEGEND

- INDIVIDUAL DEVELOPMENT PARCEL (50 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (31 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (15 SITES)
- TRANSPORTATION CORRIDORS (10 SITES)
- MUNICIPAL UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (22 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (8 SITES)
- ENVIRONMENTAL INVENTORIES (8 SITES)



- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with transportation improvement projects. During 2005, 25 such project-related requests were fulfilled in response to requests by the Federal Highway Administration, the Wisconsin Department of Transportation, the Milwaukee County Department of Parks and Public Infrastructure, the Walworth County Department of Public Works, the Waukesha County Department of Public Works, the City of Brookfield, the City of Mequon, the Village of Germantown, and the Village of Menomonee Falls (see Map 6).
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with municipal and private utility and community facility development projects. During 2005, 22 such requests were fulfilled in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties (see Map 6).
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, with particular attention to the evaluation of the flora and fauna present on existing and proposed public park sites in order to assist in the development, redevelopment, and, in some cases, disposal of such sites. During 2005, eight such requests were fulfilled in Kenosha, Milwaukee, Ozaukee, Walworth, Washington, and Waukesha Counties (see Map 6).
- Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any rare, threatened, or endangered species occur on the subject sites. During 2005, eight such requests by State agencies, as well as county and local governments, were fulfilled in Milwaukee, Ozaukee, Sheboygan, Washington, and Waukesha Counties (see Map 6).

TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

The Commission's Transportation Planning Division makes recommendations concerning various aspects of transportation system development within the Region. The kinds of basic questions addressed by the Division include the following:

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

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 2005 conducted a number of activities in four major areas: transportation planning support and assistance, which includes data collection and development, model refinement, and technical assistance; transportation systems management and programming; long-range planning; and detailed corridor study projects.

As the official metropolitan planning organization for transportation planning in the Southeastern Wisconsin Region, the Commission not only conducts

transportation planning work programs with its own staff and with consultants, but also oversees related subregional transportation planning by other governmental agencies. In 2005, Milwaukee County undertook such planning work related to transit operations. The Commission is ultimately responsible for all transportation-related planning work funded by Federal agencies. Accordingly, all transportation planning activities bearing upon the Commission overall work program are reported herein, whether or not they are directly conducted by the Commission.

TRANSPORTATION PLANNING SUPPORT AND ASSISTANCE

Data Collection and Development

During 2005, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

Personal-Use Vehicle and Commercial Truck Availability¹

The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 2005 totaled about 1,312,390. This represents a decrease of 22,370, or about 1.7 percent, compared to the 2004 level of 1,334,760 (see Table 10). Decreases in personal-use vehicle availability in 2005 occurred in all counties in the Region except Walworth and Washington Counties. Over the past 40 years, there has been a generally

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

Table 10

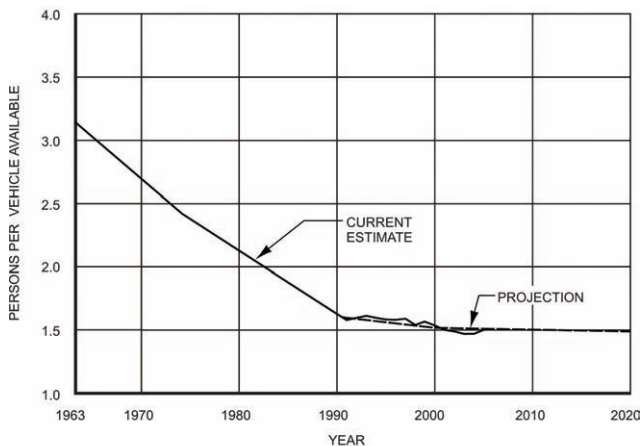
PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2004	2005
Kenosha	37,240	51,100	112,780	112,540
Milwaukee	316,350	392,000	554,180	536,180
Ozaukee	16,780	28,030	65,180	65,110
Racine	52,040	73,350	138,320	134,850
Walworth	22,220	33,450	80,440	80,570
Washington	18,340	30,390	95,420	95,410
Waukesha	69,390	114,450	288,440	287,730
Total	532,360	722,770	1,334,760	1,312,390

^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 45.

Figure 10

PERSONS PER PERSONAL-USE VEHICLE^a



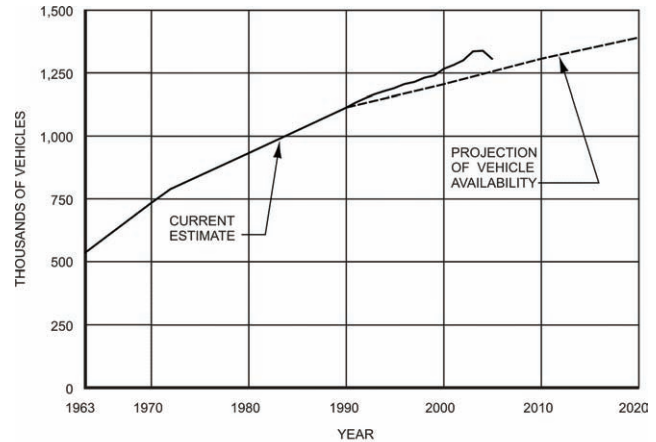
^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1 ON PAGE 45.

steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2005 was 2.1 percent.

The number of persons per personal-use vehicle within the Region was estimated to be 1.51 in 2005, slightly higher than the 1.47 estimated for 2004, as shown in Figure 10. The estimated number of personal-use vehicles available within the Region may be compared to the forecast of personal-use vehicle

Figure 11

PERSONAL-USE VEHICLE AVAILABILITY^a



^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 45.

availability developed under the long-range regional transportation system plan, as shown in Figure 11, which depicts the historical year-to-year estimate of personal-use vehicle availability and the forecast growth in personal-use vehicle availability. The 2005 forecast personal-use vehicle availability level was 1,250,000 under the adopted regional transportation system plan. Thus, the estimated 2005 regional personal-use vehicle availability level of 1,312,390 was 62,390 vehicles, or about 5.0 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

Table 11

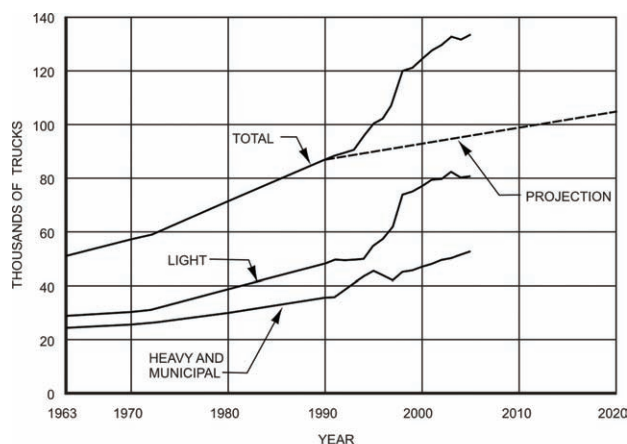
COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

County	1963	1972	2004	2005
Kenosha.....	4,370	4,490	10,970	11,090
Milwaukee.....	25,910	26,710	46,980	47,280
Ozaukee.....	2,270	2,550	6,410	6,430
Racine.....	5,670	6,460	13,820	14,960
Walworth.....	4,190	4,840	10,580	10,550
Washington.....	3,210	4,080	10,390	10,520
Waukesha.....	7,780	10,280	32,600	32,750
Total	53,400	59,410	131,750	133,580

^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 45.

Figure 12

COMMERCIAL-USE TRUCK AVAILABILITY^a



^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 45.

The number of commercial and municipal trucks available in the Region during 2005 totaled about 133,580, an increase of about 1,830, or about 1.4 percent, above the 2004 level of 131,750 trucks (see Table 11 and Figure 12). In 2005, increases in commercial motor-truck availability occurred in all counties of the Region from 2004 levels with the exception of Walworth County where the level declined. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 61 percent of all commercial

trucks in 2004, and 60 percent of all commercial trucks in 2005. The number of light commercial trucks available in 2005 totaled about 80,710, an increase of 510, or about 0.6 percent, below the 2004 level of 80,200. The number of heavy trucks and municipal trucks totaled 52,870 in 2005, an increase of about 1,320 trucks, or about 2.6 percent from the 2004 level of 51,550. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2005 was 2.1 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2005 through 10 intracounty systems and four intercounty systems (see Table 12 and Figures 13 and 14). As shown in Table 12, the total reported ridership on public transit services in the Region increased from about 52.0 million revenue passengers in 2004 to about 52.9 million revenue passengers in 2005, an increase of about 1.9 percent. While this increase is attributable primarily to the 2005 increase in ridership on the transit system operated by Milwaukee County, ridership increases also occurred on 10 of the other 14 systems within the Region operating in 2004 and 2005.

Intracounty Services

Milwaukee County

Ridership on the Milwaukee County Transit System increased during 2005 to about 48.5 million revenue passengers from about 47.6 million revenue passengers

Table 12

REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP

Transit Services	Revenue Passengers ^a					Percent Change 2004-2005
	1963	1972	1991	2004	2005	
Intracounty Systems						
Milwaukee County	88,546,000	52,141,000	53,025,000	47,588,700	48,472,600	1.9
City of Racine	2,907,000	526,000	1,829,000	1,100,500	1,135,400	3.2
City of Kenosha	1,876,000	503,000	1,128,000	1,502,100	1,468,600	-2.2
City of Waukesha	451,000	227,000	434,000	594,600	604,800	1.7
City of Whitewater	--	--	38,000	19,800	21,900	10.6
City of Hartford	--	--	8,000	20,400	19,400	-4.9
City of West Bend.....	--	--	--	130,200	129,800	-0.3
City of Port Washington.....	--	--	--	20,200	19,200	-5.0
Ozaukee County.....	--	--	--	70,300	72,500	3.1
Washington County.....	--	--	--	70,000	70,200	0.3
Subtotal	93,780,000	53,397,000	56,462,000	51,116,800	52,014,400	1.8
Intercounty Systems						
Waukesha-Milwaukee Counties	534,000 ^b	240,000	290,000	617,600	656,900	6.4
Kenosha-Racine- Milwaukee Counties	230,000 ^b	153,000	82,000	71,100	75,600	6.3
Ozaukee-Milwaukee Counties.....	127,000	64,000	--	94,500	108,200	14.5
Washington-Milwaukee Counties	--	--	--	66,300	78,900	19.0
Subtotal	891,000	457,000	372,000	849,500	919,600	8.3
Region Total	94,671,000	53,854,000	56,834,000	51,966,300	52,934,000	1.9

^aThe ridership figures shown in this table reflect transit revenue passengers as reported to the Wisconsin Department of Transportation by each transit operator. Since 1978, the annual revenue ridership figures reported to the State by the urban bus systems have included transfer trips made by passengers using a transit pass instead of a transfer slip to transfer between bus routes. The bus ridership figures shown here are somewhat higher than the estimates of linked transit passenger trips shown in Figure 13 and reported in other published Commission documents and reports. Linked passenger trips approximate the number of one-way trips made on the transit system between specific origins and destinations with transit passengers being counted only once for each origin and destination. Transfers between bus routes are not counted as they are a continuation of a single trip. By way of comparison with the transit revenue passengers shown in this table, the Commission estimated the total annual linked transit passenger trips in the Region at about 42,463,100 in 2005, about 41,626,900 in 2004, and about 48,350,000 in 1991.

^bEstimated.

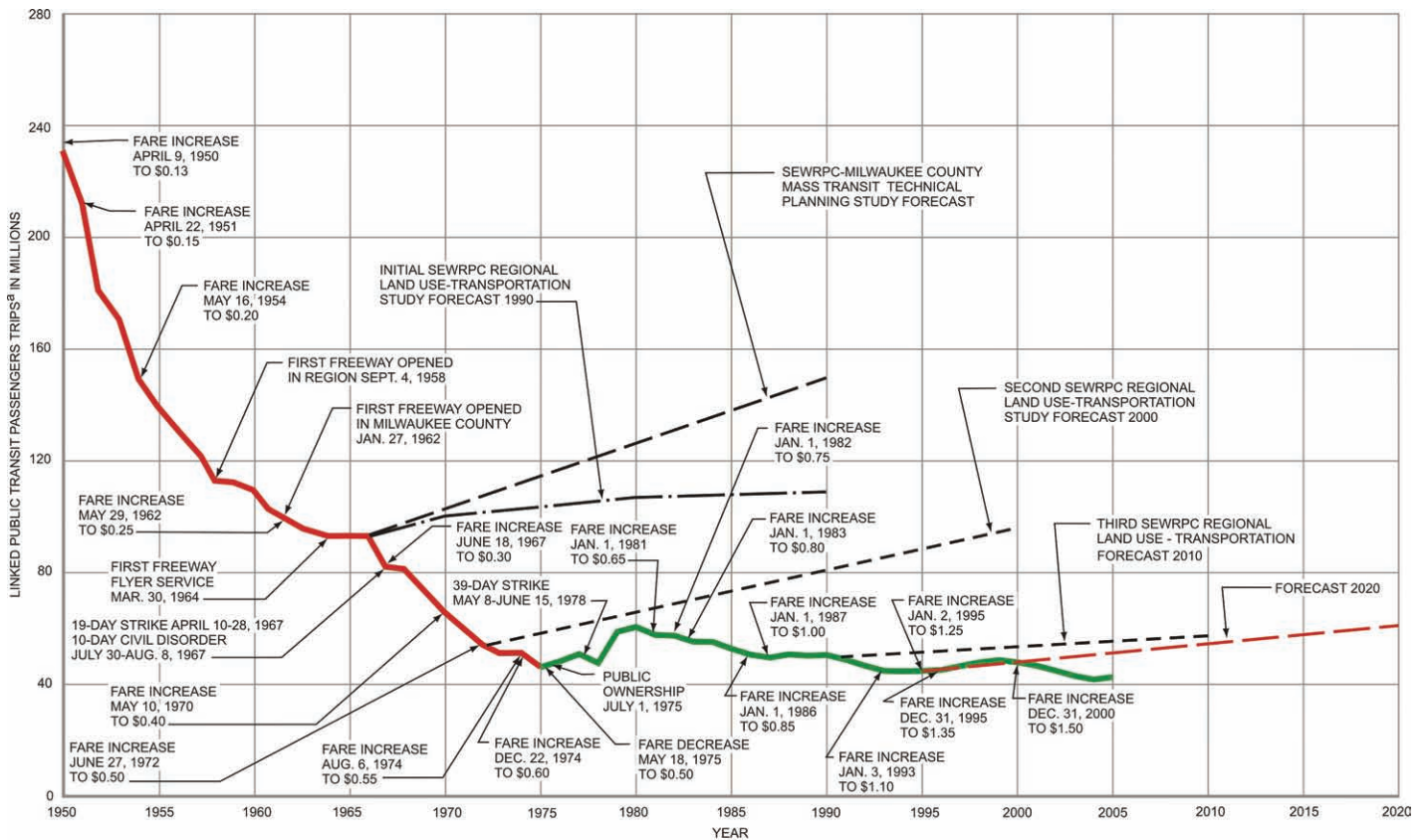
in 2004, or by about 2 percent (see Figure 15). This ridership increase follows five years of declining ridership and reduced service. It may be attributed to a combination of high motor vehicle fuel prices, stable fares, and no significant reductions in service levels during 2005. The number of bus-miles operated by the Milwaukee County Transit System decreased by less than 1 percent during 2005, from about 17.1 million bus-miles in 2004 to about 17.0 million bus-miles in 2005. The small service reduction in 2005 is in contrast to the significant reductions in service that have occurred annually on the system since 2001. During 2005, the basic cash fare for the Milwaukee County Transit System remained unchanged at \$1.75 per one-way trip, and fares for freeway flyer bus service were maintained at \$2.05 per one-way trip. The price of an adult weekly bus pass also remained unchanged at \$13.00 in 2005.

During 2005, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2004, to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 988,800 revenue passengers in 2005, an increase of about 30 percent over the 761,800 revenue passengers carried in 2004 (see Figure 16). This large increase may be attributed to high motor vehicle fuel prices during the second half of 2005 which encouraged many commuters to use the freeway flyer bus service.

To comply with Federal regulations implementing the requirements of the American's with Disabilities Act (ADA) of 1990, the Milwaukee County Transit System includes a paratransit service component, called the Transit Plus program. The paratransit service provided

Figure 13

HISTORICAL ANNUAL TREND IN TRAVEL BY PUBLIC TRANSIT IN THE REGION



^aLINKED TRANSIT PASSENGER TRIPS APPROXIMATE THE NUMBER OF ONE-WAY TRIPS MADE ON THE TRANSIT SYSTEM BETWEEN SPECIFIC ORIGINS AND DESTINATIONS. PASSENGERS ARE COUNTED ONLY ONCE FOR EACH ORIGIN AND DESTINATION, AND TRANSFERS BETWEEN ROUTES ARE NOT COUNTED AS THEY ARE A CONTINUATION OF A SINGLE TRIP. THE ANNUAL LINKED TRANSIT PASSENGER FIGURES REPRESENTED IN THIS GRAPH DIFFER SOMEWHAT FROM THE ANNUAL REVENUE RIDERSHIP FIGURES REPORTED TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION BY THE PUBLIC TRANSIT OPERATORS IN THE REGION AS SHOWN IN TABLE 12. THE RIDERSHIP SHOWN IN TABLE 12 FOR THE URBAN BUS SYSTEMS FOR 1991 AND SUBSEQUENT YEARS INCLUDES A LIMITED NUMBER OF PASSENGERS THAT USED A TRANSIT PASS INSTEAD OF TRANSFER SLIP TO TRANSFER BETWEEN BUS ROUTES. CONSEQUENTLY, THE BUS RIDERSHIP FIGURES SHOWN IN TABLE 12 FOR 1991, 2004, AND 2005 ARE SOMEWHAT HIGHER THAN THE ESTIMATES OF LINKED TRANSIT PASSENGER TRIPS SHOWN IN THIS FIGURE.

through the program was available to disabled users through private van service providers and taxicab operators. Two private carriers, Laidlaw Transit Services, Inc., and Transit Express, Inc., provided accessible van service to the northern and the southern halves of the County, respectively. American United Taxi Cab Company provided taxicab service under the program throughout the County. Several private, nonprofit agencies serving disabled persons also provided service under the program for agency clients. During 2005, about 1,015,200 one-way trips were made on the Transit Plus paratransit service, an increase of about 2 percent from the 1,003,400 one-way trips made on the service during 2004. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2005.

City of Racine

During 2005, ridership on the public transit system serving the City of Racine and environs increased by about 3 percent from approximately 1,100,500 revenue passengers in 2004 to about 1,135,400 revenue passengers in 2005 (see Figure 17). The ridership increase reflects a rebound from the drop in ridership in 2004 after the City implemented significant service cuts. The total number of bus-miles operated in revenue service decreased by about 4 percent, from about 1,191,300 bus miles in 2004 to about 1,144,200 bus-miles in 2005. The adult base cash fare remained unchanged at \$1.25 per one-way trip in 2005.

Figure 14

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

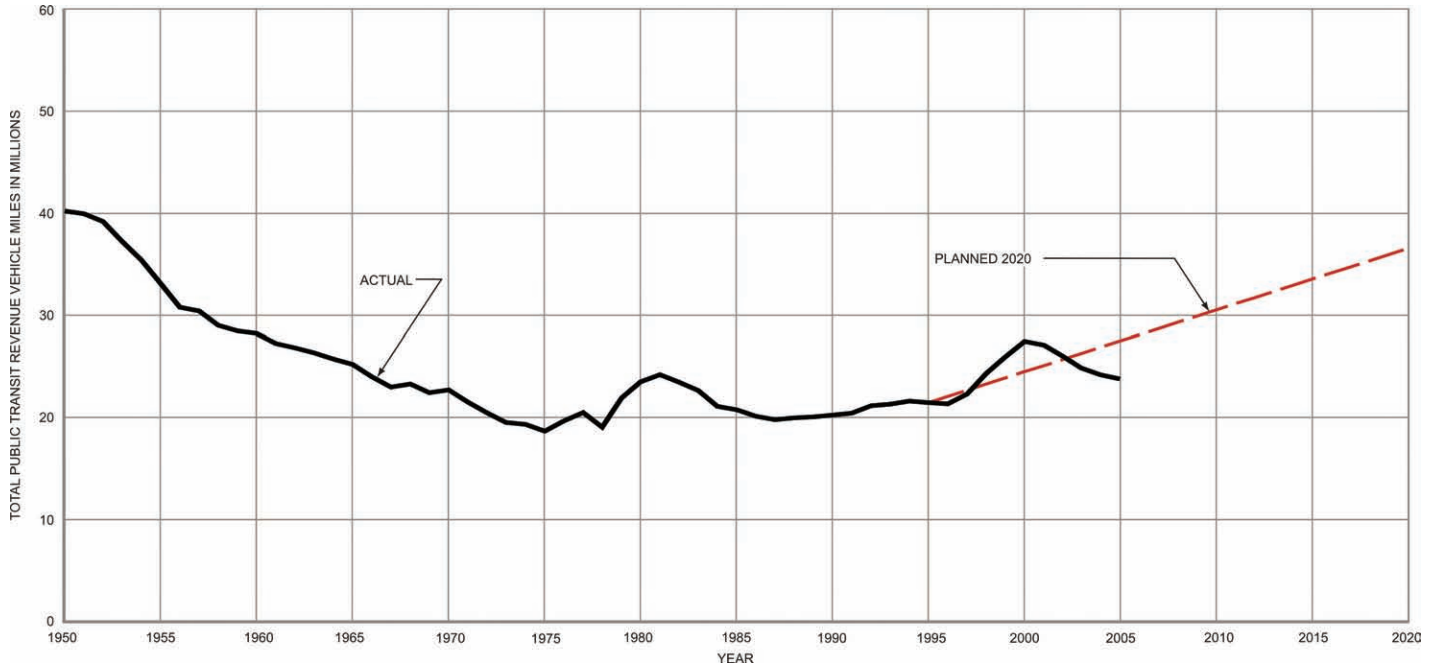


Figure 15

TRANSIT REVENUE RIDERSHIP MILWAUKEE COUNTY TRANSIT SYSTEM

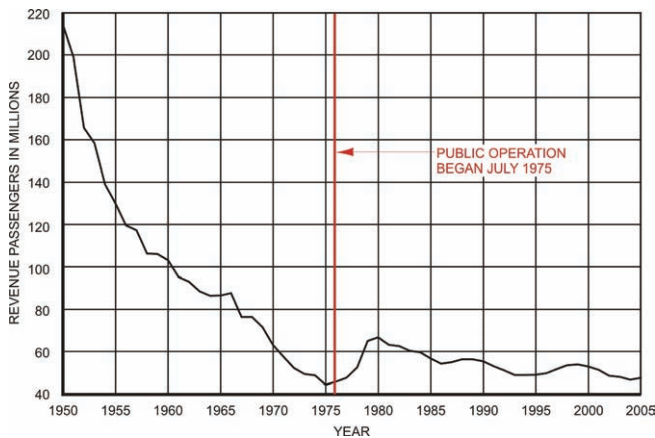
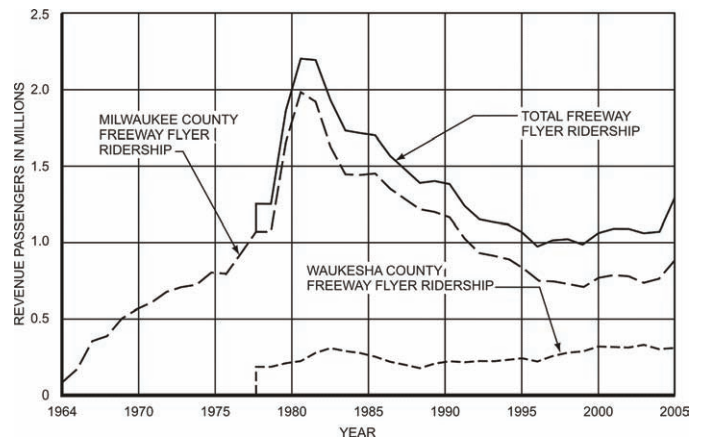


Figure 16

FREEWAY FLYER RIDERSHIP: MILWAUKEE AND WAUKESHA COUNTY TRANSIT SYSTEMS



The City of Racine also provides a paratransit service for disabled individuals to comply with Federal ADA regulations. The paratransit service provides door-to-door transportation to disabled individuals who are unable to use the City’s fixed-route bus service. The City’s paratransit service serves travel by eligible disabled persons to and from locations within three-quarters of a mile of a City bus route, including the University of Wisconsin-Parkside in Kenosha County. To provide the service, the City contracts directly with a private transit operator, Laidlaw Transit, Inc.

During 2005, about 17,300 one-way trips were made on the paratransit service, a decrease of about 13 percent from the 19,900 one-way trips made on the service in 2004.

To assist in the public operation of the system, the Commission, at the request of the City of Racine, has routinely prepared short-range transit system development plans setting forth recommendations for service changes and capital improvements. Each such plan has covered a five-year period. The current plan

Figure 17

**TRANSIT REVENUE RIDERSHIP
CITY OF RACINE TRANSIT SYSTEM**

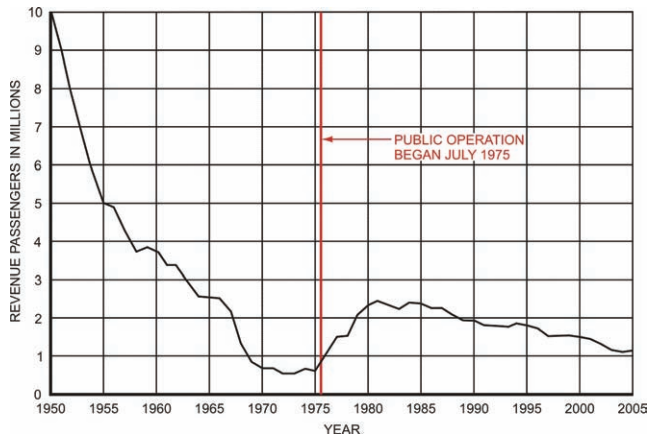
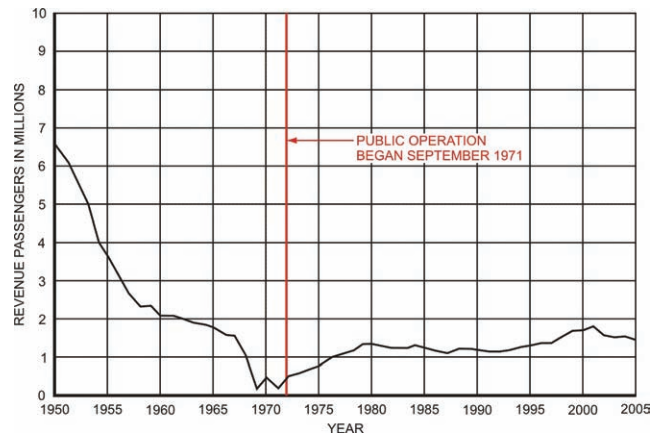


Figure 18

**TRANSIT REVENUE RIDERSHIP
CITY OF KENOSHA TRANSIT SYSTEM**



for the Racine transit system is documented in SEWRPC Community Assistance Planning Report No. 233, *Racine Area Transit System Development Plan: 1998-2002, City of Racine, Wisconsin*, October 1997, and was summarized in the Commission’s 1997 *Annual Report*. The Commission adopted this plan as an updated element of the comprehensive regional plan in September 1998. Most of the service changes recommended under the transit system development plan were implemented in May 1998.

City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha decreased during 2005 (see Figure 18) to approximately 1,468,600 revenue passengers, a decrease of about 2 percent from the 2004 ridership of about 1,502,100 revenue passengers. The transit system provides fixed-route service within the city and environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service totaled about 1,071,200, representing a decrease of about 8 percent over the 1,169,100 vehicle-miles operated during 2004. The basic cash fare for the Kenosha system remained at \$1.00 per one-way trip for bus service and \$0.25 per one-way trip for street car service in 2005, unchanged from 2004.

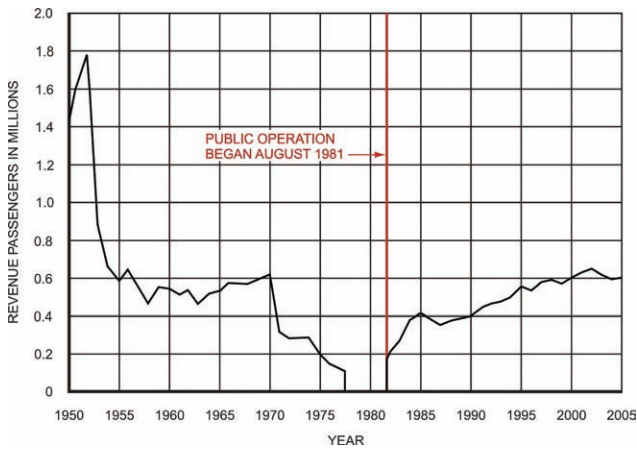
To comply with Federal ADA paratransit regulations, the City of Kenosha participates in the Kenosha County Care-A-Van program. This paratransit service pro-

vides door-to-door transportation to disabled individuals in eastern Kenosha County. The City annually contributes funds to the Care-A-Van program, which is administered by the Kenosha County Department of Human Services, Division of Aging Services, and provided on a contract basis by the Kenosha Achievement Center, Inc. The City funds annually contributed to the program, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City’s fixed-route transit system and who use the service to travel within only that portion of Kenosha County east of IH 94 plus an area of commercial development within the County located west of IH 94 at the IH 94-STH 50 interchange. The total area served is somewhat larger than the service area for the City’s fixed-route transit system. During 2005, about 14,800 one-way trips were made on the paratransit service, a decrease of about 15 percent from the 17,400 one-way trips made on the service during 2004.

The Commission, at the request of the City, has routinely prepared short-range transit system development plans setting forth recommendations for service changes and capital improvements. Each such plan has covered a five-year period. The current plan for the Kenosha transit system is documented in SEWRPC Community Assistance Planning Report No. 231, *Kenosha Area Transit System Development Plan: 1998-2002, City of Kenosha, Wisconsin*, April 1998, and was summarized in the Commission’s 1998 *Annual Report*. The Commission adopted this plan as an updated element of the comprehensive regional plan on March 3,

Figure 19

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



2000. Most of the recommended changes to the City’s local bus routes were implemented in August 1998. The Commission staff also provided assistance in developing the restructuring of the City’s west side bus routes implemented in late 2002.

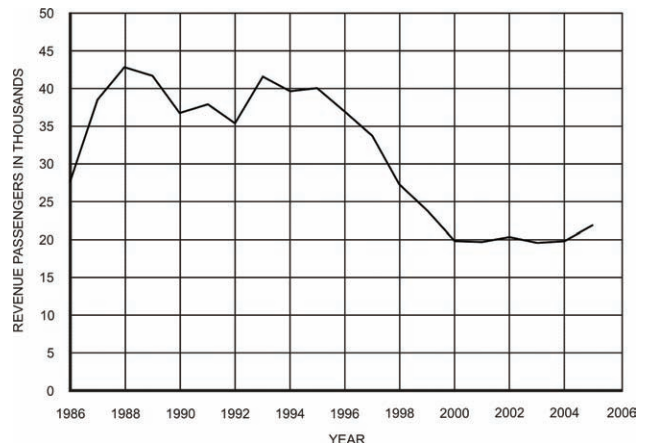
City of Waukesha

During 2005, the fixed-route public transit system serving the City of Waukesha carried approximately 604,800 revenue passengers, an increase of about 2 percent from the 594,600 revenue passengers carried on the system during 2004 (see Figure 19). The number of bus-miles operated in revenue service during 2005 totaled about 769,700, a decrease of about 8 percent from the 837,900 bus-miles operated in 2004. The increase in ridership occurred despite an increase in the basic cash fare from \$1.25 to \$1.50 and small reductions in service on three routes in July 2005.

Paratransit service was also provided by the City of Waukesha to comply with the Federal ADA paratransit regulations. The City’s Metrolift program provides curb-to-curb transportation to disabled individuals who are unable to use the City’s fixed-route bus service. The service offered under the Metrolift program is provided using employees of the private firm with which the City contracts to manage and operate its fixed-route bus system. During 2005, about 19,700 one-way trips were made on the paratransit service, compared with about 18,800 trips made on the service during 2004, an increase of about 5 percent.

Figure 20

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



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

City of Whitewater

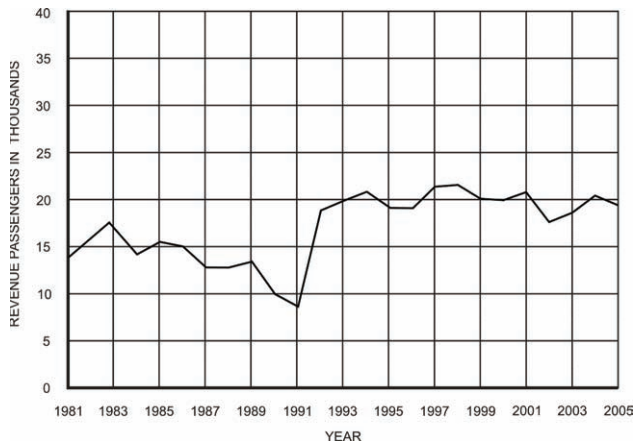
The shared-ride public taxicab system serving the City of Whitewater is operated on a contract basis by Brown’s Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 21,900 revenue passengers in 2005, an increase of about 11 percent from the 19,800 revenue passengers carried in 2004 (see Figure 20). It operated about 61,000 total vehicle-miles during 2005, about 5 percent more than the 57,900 total vehicle-miles operated in 2004. During 2005, adult fares for the service remained unchanged at \$2.75 per one-way trip.

City of Hartford

Publicly operated transit service was also provided during 2005 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. During the year, the Hartford taxicab service carried approximately 19,400 revenue passengers, a decrease of about 5 percent from

Figure 21

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



the 20,408 revenue passengers carried in 2004 (see Figure 21). The service operated about 50,000 total vehicle-miles, a decrease of about 6 percent from the 53,300 total vehicle-miles operated during 2004. Base cash passenger fares increased from \$2.00 to \$2.25 per one-way trip in 2005.

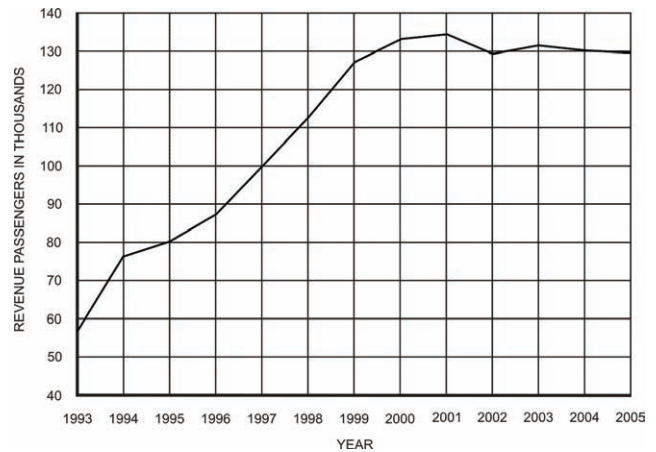
City of West Bend

During 2005, the City of West Bend taxicab service carried approximately 129,800 revenue passengers, a decrease of less than 1 percent from the 130,200 revenue passengers carried in 2004 (see Figure 22). The total vehicle-miles of service of approximately 427,300 represented an increase of about 1 percent from the 424,300 total vehicle-miles operated during 2004. The base adult cash fares remained stable at \$2.50 per one-way trip in 2004.

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

Figure 22

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



City of Port Washington

During 2005, the City of Port Washington taxicab service carried approximately 19,200 revenue passengers, representing a decrease of about 5 percent from the 20,200 revenue passengers carried in 2004 (see Figure 23). In 2005, the taxi service operated about 94,200 total vehicle miles, up 5 percent from 89,300 vehicle-miles operated during 2004. The taxicab service maintained the base adult cash fare at \$2.50 per one-way trip in 2005.

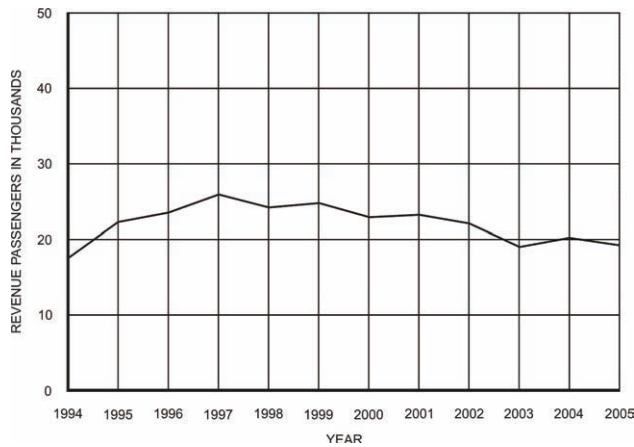
The institution of publicly subsidized shared-ride taxicab service in the City of Port Washington was guided by an analysis completed by the Regional Planning Commission in 1993 at the request of the City. The analysis, described in the Commission's *1993 Annual Report*, identified the potential ridership, fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The City system is operated on a contract basis by Specialized Transport Services, Inc.

Ozaukee County

During 2005, about 72,500 revenue passengers were carried on the Ozaukee County taxicab system, which operated a total of about 725,200 total vehicle-miles. Both these figures increased about 3 percent from 2004 when 70,300 revenue passengers were

Figure 23

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



carried (see Figure 24) and 703,100 total vehicle-miles were operated. The ridership increase may be explained by the continued growth in the taxi service for local travel. Fares for the service in 2005 remained unchanged from 2004, with the base adult cash fare ranging from \$2.75 per trip for travel within one zone, to \$6.50 per trip for cross-county travel encompassing four or more zones. The County contracts with a private for-profit transit operator, G & G Enterprises, Inc., to provide the taxicab service. The Ozaukee County system does not serve trips that can be made on the Port Washington taxi-cab system.

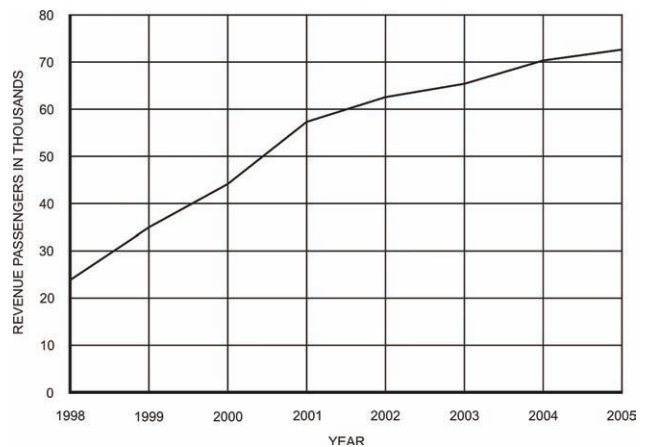
The institution of the Ozaukee County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1995 at the request of the County and described in the Commission's *1995 Annual Report*. Work on a new, updated plan for the County was completed in 2002. The new plan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

Washington County

During 2005, about 70,200 revenue passengers were carried on the Washington County taxi system, which operated a total of about 976,700 total vehicle-miles. These figures represent an increase of less than 1

Figure 24

**TRANSIT REVENUE RIDERSHIP
OZAUKEE COUNTY TAXI SYSTEM**



percent from the 70,000 revenue passengers carried in 2004 and a decrease of about 1 percent from the 990,600 total vehicle-miles operated in 2004 (see Figure 25). Fares for the service in 2005 stayed the same as in 2004, with the base adult cash fare ranging from \$2.50 per trip for travel within one zone, to \$7.00 per trip for cross-county travel encompassing four or more zones. The County contracts with a private for-profit transit operator, G & G Enterprises, Inc., to provide the taxicab service. The Washington County system does not serve trips that can be made using the Hartford or West Bend taxi-cab systems.

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

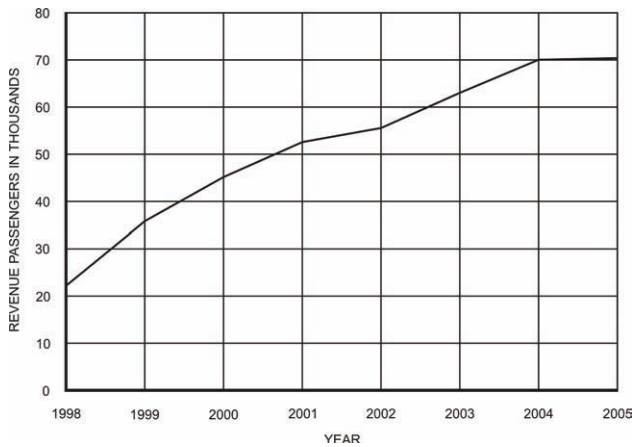
Intercounty Services

Waukesha County

During 2005, total ridership on the Waukesha County transit system increased by about 6 percent, from about 617,600 revenue passengers in 2004 to about 656,900 revenue passengers in 2005 (see Figure 26). Waukesha County contracts with Wisconsin Coach

Figure 25

**TRANSIT REVENUE RIDERSHIP
WASHINGTON COUNTY TAXI SYSTEM**



Lines, Inc.; the Milwaukee County Transit System; and the City of Waukesha Metro Transit System for the operation of the routes comprising the Waukesha County system. The County also contracts for the administration and management of the transit system, using the staff of the City of Waukesha Metro Transit System.

Adult cash fares on the Waukesha County transit system local bus routes operated by the Milwaukee County Transit System remained stable during 2005 at \$1.75 per one-way trip. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee also remained at \$2.40 per one-way trip. The fares charged on the routes operated by Wisconsin Coach Lines, Inc. rose by \$0.25 during 2005, from their previous adult cash fare range of \$2.25 to \$2.75 per one-way trip, to a new range of \$2.50 to \$3.00 per one-way trip.

Adult cash fares on the routes operated by the City of Waukesha Metro Transit System also rose \$0.25 from \$1.25 to \$1.50. The number of bus-miles operated in revenue service dropped from about 889,100 bus-miles in 2004 to about 797,200 bus-miles in 2005, or by about 10 percent.

As shown in Figure 16, total ridership on freeway flyer routes operated by Waukesha County in 2005 was about 309,000 revenue passengers, an increase of about 1 percent from the estimated 306,800 revenue passengers carried on Waukesha County-operated

freeway flyer routes in 2004. The freeway flyer service in Waukesha County served a total of 10 outlying parking terminals in 2005.

To comply with the Federal ADA paratransit regulations Waukesha County also operated the parallel commuter bus program. This program provided paratransit service for disabled persons unable to use the vehicles that provide the County's fixed-route bus service in the corridor between the City of Waukesha and downtown Milwaukee. The program offers door-to-door lift-equipped van service to disabled individuals for trips with origins and destinations within one mile on either side of the noncommuter bus route that is subsidized by Waukesha County in this major travel corridor. The paratransit service is also administered by the staff of the Waukesha Metro Transit System, and provided through contracts with a private transit operator, Curative Transportation Services, Inc. and the Milwaukee County Transit Plus program. During 2005, about 11,000 one-way trips were made under the program, an increase of about 8 percent from the 10,200 one-way trips made under the program during 2004.

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

Kenosha-Racine-Milwaukee Service

During 2005, the City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, continued to provide commuter bus service between downtown Milwaukee and the Racine and Kenosha areas. The commuter bus service was provided through a contract with a private transit operator, Wisconsin Coach Lines, Inc.

Ridership on the service approximated 75,600 revenue passengers during 2005, an increase of about 6 percent from the 2004 ridership level of about 71,100 revenue passengers (see Figure 27). This increase may be explained by high gasoline prices in 2005 which caused

Figure 26

**TRANSIT REVENUE RIDERSHIP
WAUKESHA COUNTY TRANSIT SYSTEM**

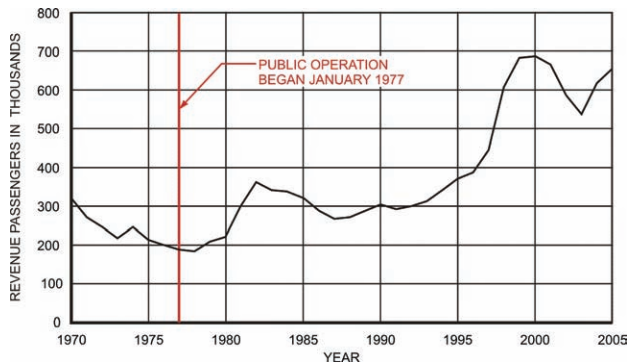
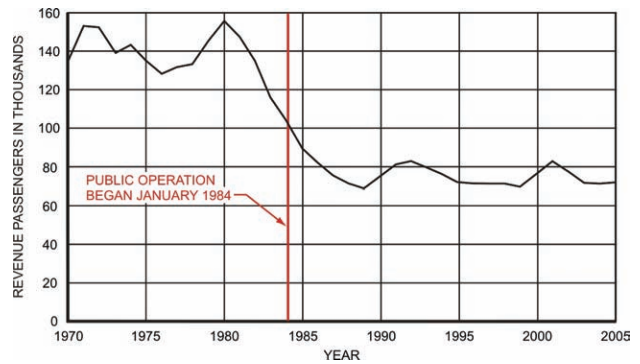


Figure 27

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



many commuters to take the rapid bus service. The number of bus-miles operated in revenue service decreased, from about 258,500 bus-miles in 2004 to about 256,300 bus-miles in 2005, a decrease of less than 1 percent. Transit fares for the rapid commuter bus service, which are distance-related, ranged from \$1.00 to \$4.00 per one-way trip, unchanged from 2004.

Ozaukee County

Ridership increased during 2005 on the commuter-oriented rapid bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2005, a total of about 108,200 revenue passengers were carried on the Ozaukee County commuter bus service, up 15 percent from the 94,500 revenue passengers carried in 2004 (see Figure 28). The increase may be attributed to higher gasoline prices in 2005 which caused commuters to use rapid bus service and to increased use of the service to attend festivals on the Milwaukee lakefront. Fares for the bus service remained unchanged during 2005 at \$2.25 per one-way trip for bus service and \$0.75 per one-way trip for the shuttle service. The County’s commuter bus and shuttle system operated a total of about 233,300 revenue vehicle-miles in 2005, an increase of about 17 percent from the 200,000 vehicle-miles operated in 2004. The increase in vehicle miles reflects additional service added to accommodate the increase in ridership resulting from higher gas prices and also the addition of service to Milwaukee lakefront

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

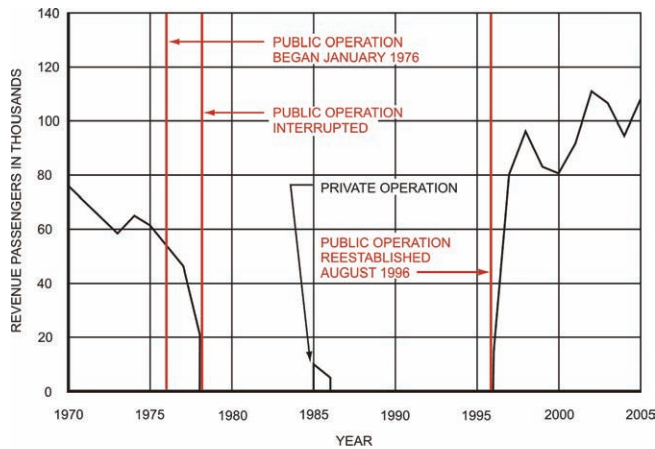
The implementation of the Ozaukee County commuter bus and shuttle service was guided by a transit service plan prepared by the Commission in 1995. Work on a new, updated plan for the County system was completed during 2002 and is documented in SEWRPC Community Assistance Planning Report No. 265, *Ozaukee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

Washington County

During 2005, about 78,900 revenue passengers were carried on the Washington County commuter bus service, an increase of about 19 percent from the approximately 66,300 revenue passengers carried on the service during 2004 (see Figure 29). The County’s commuter bus system operated a total of about 230,000 revenue vehicle-miles in 2005, down by about 5 percent from the 242,800 vehicle-miles operated in 2004. The increase in ridership during 2005 is consistent with the ridership gains on all rapid bus services in 2005 as a result of higher fuel prices. Washington County also added extra commuter service to the Milwaukee County Regional Medical Center in September 2005. However, the County discontinued service on the route it operated to serve the Maple Road Industrial Park in Germantown

Figure 28

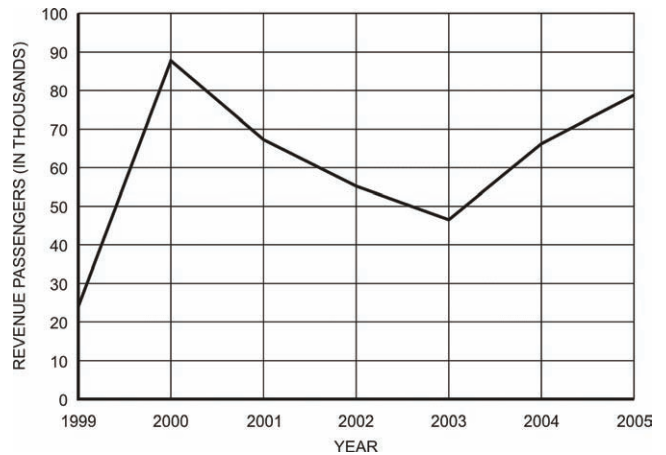
**TRANSIT REVENUE RIDERSHIP
OZAUKEE COUNTY EXPRESS BUS SYSTEM**



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

Figure 29

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



at the end of October 2005. Fares on the County bus routes remained unchanged from 2004 at \$2.50 per one-way trip, and \$1.00 per one-way trip on the connecting shuttle service provided by the Washington County Taxi System.

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

Park-Ride Facilities

Progress in providing the park-ride lots recommended in the adopted year 2020 transportation plan is summarized on Map 7. During 2005, no new publicly-constructed park-ride lots were built, but some changes were made in the shared-use lots. The shared-use park-ride lot in Pioneer Plaza at the USH 45 and USH 41 Interchange was eliminated; the shared-use lot in central West Bend

moved from Field's Furniture in downtown West Bend to the intersection of STH 33 and Silverbrook Drive; and a shared-use lot was added at National Avenue and IH 43 just south of downtown Milwaukee. With these changes, the total number of park-ride lots in the Region remained at 48 in 2005, the same as in 2004. Of these 48 park-ride lots, 34 were served by freeway flyer transit service, one lot less than in 2004, and 14 were not served by transit and were used exclusively by carpoolers. Nine of the 48 park-ride lots were shared-use facilities that were not specifically constructed to serve as a park-ride lot, such as a parking lot at a private retail business or a municipal parking lot or garage.

Table 13 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2005 at all park-ride lots by patrons of freeway flyer bus service and carpoolers. The total number of spaces available at park-ride lots in the Region rose to 6,425 in 2005, including 5,595 at park-ride lots served by transit, and 780 at the lots not served by transit.

Of the 5,595 spaces available at the 34 park-ride lots served by transit, 2,694 spaces were used on an average weekday during 2005, a utilization rate of about 48 percent. Of the 780 spaces available at the lots not served by transit, 471 spaces were utilized during 2005, a utilization rate of about 60 percent. In

Table 13

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS: 2005

Number ^a	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2005	Percent of Spaces Used
<u>Ozaukee County</u>							
1	STH 57 and CTH H (Fredonia)	X			60	9	15
2	IH 43 and STH 32-CTH H (Port Washington)	X			50	23	46
3	Wal-Mart (Saukville)	X		X	50	-- ^b	-- ^b
4	IH 43 and CTH V (Grafton)	X			85	30	35
5	IH 43 and CTH C (Grafton)	X			65	60	92
<u>Milwaukee County</u>							
6	STH 100 and N. 85th Street (Milwaukee)		X		100	-- ^b	-- ^b
7	Kohl's (Brown Deer)	X			100	83	83
8	Brown Deer (River Hills)	X		X	360	116	32
9	W. Good Hope Road (Milwaukee)	X			135	38	28
10	Timmerman Field (Milwaukee)	X			140	43	31
11	North Shore (Glendale)	X			195	127	65
12	W. Watertown Plank Road (Wauwatosa)	X			240	134	56
13	State Fair Park (Milwaukee)	X			285	208	73
14	Milwaukee County Transit System Downtown Transit Center (Milwaukee)	X		X	-- ^b	-- ^b	-- ^b
15	National Avenue and IH 43 (Milwaukee)		X		160	162	101
16	W. Holt Avenue (Milwaukee)	X			230	136	59
17	Whitnall (Hales Corners)	X			360	242	67
18	W. Loomis Road (Greenfield)	X			410	107	26
19	Southridge (Greendale)	X		X	80	80	100
20	W. College Avenue (Milwaukee)	X			650	266	41
21	W. Ryan Road (Oak Creek)	X			305	159	52
<u>Racine County</u>							
22	IH 94 and STH 20 (Ives Grove)		X		75	44	59
23	IH 94 and STH 11 (Mount Pleasant)		X		65	25	38
<u>Walworth County</u>							
24	East Troy Municipal Airport (East Troy)		X		40	8	20
25	USH 12 and STH 67 (Elkhorn)		X		40	9	23
26	USH 12 and CTH P (Genoa City)		X		40	6	15
<u>Washington County</u>							
27	USH 41 and STH 33 (Allenton)		X		35	37	106
28	USH 41 and CTH K (Addison)		X		50	11	22
29	STH 33 and Silverbrook Drive (West Bend)	X		X	75 ^c	58 ^c	77
30	Washington County Fair Park (Polk)	X		X	100	32 ^c	32
31	STH 60 and CTH P (Jackson)		X		30	23	77
32	USH 41 and Lannon Road (Germantown)	X			100	87	87
<u>Waukesha County</u>							
33	Pilgrim Road (Menomonee Falls)	X			70	70	100
34	Collins Street Parking Lot (Oconomowoc)	X		X	-- ^b	-- ^b	-- ^b
35	STH 16 and CTH P (Oconomowoc)	X			45	12	27
36	STH 16 and CTH C (Nashotah)	X			60	7	12
37	STH 16 and STH 83 (Chenequa)		X		35	13	37
38	STH 67 and CTH DR (Summit)	X			100	51	51
39	IH 94 and CTH C (Delafield)		X		30	20	67
40	IH 94 and STH 83 (Delafield)	X			200	62	31
41	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	62	25
42	IH 94 and STH 164 (Pewaukee)		X		85	32	38
43	Goerke's Corners (Brookfield)	X			315	272	86
44	Waukesha Metro Transit System Downtown Transit Center (Waukesha)	X		X	-- ^b	-- ^b	-- ^b
45	IH 43 and Moorland Road (New Berlin)	X			175	58	33
46	IH 43 and CTH Y (New Berlin)		X		45	21	47
47	IH 43 and STH 164 (Big Bend)	X			145	53	37
48	IH 43 and STH 83 (Mukwonago)	X			165	69	42
--	Total	--	--	--	6,425	3,165	49

^aSee Map 7.^bData not available.^cEstimated.

total, about 49 percent of all available parking spaces were used on an average weekday during 2005.

Public Transit Operating Subsidies

Information on transit operating subsidies in the Region is shown in Table 14. Because 2005 year-end financial data for most transit systems were not available at the time data were compiled for this *2005 Annual Report*, such information is reported for calendar years 2003 and 2004. Transit operating subsidies approximated \$118.5 million during 2004 in the Region, compared with about \$114.1 million in 2003. The per-ride operating subsidies for the individual public transit operators in the Region are listed below for 2003 and 2004, respectively: Milwaukee County, \$1.89 and \$2.05; City of Racine, \$4.71 and \$4.67; City of Kenosha, \$3.14 and \$3.02; City of Waukesha, \$5.13 and \$5.40; City of Whitewater, \$4.96 and \$6.65; City of Hartford, \$5.65 and \$4.86; City of West Bend, \$3.24 and \$5.20; and City of Port Washington, \$6.63 and \$7.58. For the taxi transit services in Ozaukee County and Washington County, the per-ride operating subsidies for the years 2003 and 2004 were \$13.73 and \$11.16, and \$13.75 and \$13.46, respectively. For the Waukesha-Milwaukee Counties transit service, the per-ride operating subsidy was \$6.34 in 2003 and \$5.51 in 2004; for the Kenosha-Racine-Milwaukee Counties transit service, the per-ride operating subsidy was \$9.56 in 2003 and \$9.97 in 2004; for the Ozaukee County intercounty bus transit service, the per-ride operating subsidy was \$6.41 in 2003 and \$7.37 in 2004; and for the Washington County intercounty bus service, the per-ride operating subsidy was \$11.42 in 2003 and \$8.69 in 2004.

Traffic Count Data

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

Data Provision and Technical Assistance

The Commission spends a considerable amount of time and effort each year in responding to requests for

transportation data and technical assistance. Many transportation data requests involve obtaining existing or forecast traffic volumes on selected arterial facilities. Other requests are usually for data necessary for the support of special studies. These special requests are typically made by local units of government, the Wisconsin Department of Transportation, and private businesses and developers.

The following is a sample listing of the assistance provided by the Division in 2005:

- Commission staff assisted in the development of the 2005 application for Federal and State transit assistance funds available through the Wisconsin Employment Transportation Assistance Program (WETAP) for the four-county Milwaukee area. The work entailed meeting with a special workgroup convened by Commission staff that included representatives from the existing transit operators in the Milwaukee area as well as the various agencies and organizations in the area that had an interest in assisting low-income, unemployed, and at-risk individuals with obtaining or getting access to jobs, retaining jobs, or advancing to better-paying jobs. This special work group met twice between February and April 2005 to develop the application for the 2005-2006 WETAP grant cycle. This included identifying and reviewing the employment transportation projects to be advanced for funding in the 2005 application and developing the final 2005 WETAP grant application.
- The Commission staff continued to serve on the Wisconsin Department of Transportation's Project Advisory committee for the STH 38 Corridor Study. The corridor extends from CTH K in Racine County to Oakwood Road in Milwaukee County.
- The Commission staff prepared year 2025 traffic volume forecasts for various roadway segments throughout the Region in response to requests either directly from the State, the counties or local units of government, or from a consultant working for a unit of government. Traffic volume forecasts were provided for eight roadway segments in Kenosha, Racine, and Washington Counties.

Table 14

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2003-2004

Transit Services	Public Transit Operating Assistance (dollars)							
	2003 Actual				2004 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	16,663,700	59,945,100	16,164,100	92,772,900	16,663,700	59,945,100	20,736,000	97,344,800
City of Racine	2,010,300	1,991,600	1,471,900	5,473,800	1,728,200	2,053,500	1,353,300	5,135,000
City of Kenosha	1,852,600	1,636,600	1,253,800	4,743,000	1,646,400	1,725,900	1,170,600	4,542,900
City of Waukesha	472,600	1,925,100	775,200	3,172,900	619,600	1,782,200	811,900	3,213,700
City of Whitewater	42,500 ^a	48,000 ^a	6,800 ^a	97,300 ^a	68,400	42,800	20,500	131,700
City of Hartford	38,300 ^a	57,500 ^a	9,300 ^a	105,100 ^a	60,100	37,600	1,500	99,200
City of West Bend	197,000 ^a	222,400 ^a	6,400 ^a	425,800 ^a	370,900	231,800	74,900	677,600
City of Port Washington	51,400 ^a	58,000 ^a	22,600 ^a	132,000 ^a	76,500	47,800	28,900	153,200
Ozaukee County	326,300	368,400	201,600	896,300	130,100	447,900	206,800	784,800
Washington County	244,000	351,100	271,300	866,400	0	661,200	281,100	942,300
Subtotal	21,898,700	66,603,800	20,183,000	108,685,500	23,306,500	67,099,900	24,604,300	113,075,600
Intercounty Systems								
Waukesha-Milwaukee Counties	903,400	1,604,000	963,400	3,470,800	832,600	1,733,300	837,700	3,403,600
Kenosha-Racine-Milwaukee Counties	0	551,700	132,800	684,500	0	559,500	149,600	709,100
Ozaukee-Milwaukee Counties	267,900	302,400	113,200	683,500	118,900	409,300	168,600	696,800
Washington-Milwaukee Counties	152,700	219,700	159,900	532,300	74,600	525,400	(23,900)	576,100
Subtotal	1,324,000	2,677,800	1,369,300	5,371,100	1,010,000	3,231,100	1,150,100	5,391,200
Region Total	23,222,700	69,281,600	21,552,300	114,056,600	22,381,400	70,331,000	25,754,400	118,466,800

Transit Services	Operating Subsidy per Ride (dollars)							
	2003 Actual				2004 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	0.34	1.22	0.33	1.89	0.35	1.26	0.44	2.05
City of Racine	1.73	1.77	1.27	4.71	1.57	1.87	1.23	4.67
City of Kenosha	1.22	1.08	0.84	3.14	1.10	1.15	0.77	3.02
City of Waukesha	0.76	3.11	1.26	5.13	1.04	3.00	1.36	5.40
City of Whitewater	2.17 ^a	2.45 ^a	0.34 ^a	4.96 ^a	3.45	2.16	1.04	6.65
City of Hartford	2.06 ^a	3.09 ^a	0.50 ^a	5.65 ^a	2.95	1.84	0.07	4.86
City of West Bend	1.50 ^a	1.69 ^a	0.05 ^a	3.24 ^a	2.85	1.78	0.57	5.20
City of Port Washington	2.58 ^a	2.91 ^a	1.14 ^a	6.63 ^a	3.79	2.37	1.42	7.58
Ozaukee County	5.00	5.64	3.09	13.73	1.85	6.37	2.94	11.16
Washington County	3.82	5.57	4.31	13.75	0.00	9.45	4.01	13.46
Average	0.42	1.27	0.38	2.07	0.42	1.31	0.48	2.21
Intercounty Systems								
Waukesha-Milwaukee Counties	1.65	2.93	1.76	6.34	1.35	2.81	1.36	5.51
Kenosha-Racine-Milwaukee Counties	-	7.71	1.85	9.56	-	7.87	2.10	9.97
Ozaukee-Milwaukee Counties	2.51	2.83	1.07	6.41	1.26	4.33	1.78	7.37
Washington-Milwaukee Counties	3.28	4.71	3.43	11.42	1.13	7.92	(0.36)	8.69
Average	1.71	3.47	1.77	6.95	1.31	3.80	1.24	6.35
Region Average	0.43	1.30	0.41	2.14	0.43	1.35	0.50	2.28

^aEstimated.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

During 2005, the Commission continued a work effort to carry out transportation systems management or traffic engineering studies for communities in Southeastern Wisconsin. The Commission began

preparation of new transit system development plan for the Milwaukee County Transit System. The new plan is intended to provide direction in the operation and development of the County transit system through the year 2010 in much the same way that the previous plan prepared by the transit system provided direction during the mid 1990s. The new plan will be the first transit system development plan prepared by the Commission for Milwaukee County.

At year's end, work on the Milwaukee County Transit System development plan had progressed to the point at which the operating and service characteristics of the existing transit system had been described and the land use, socioeconomic, and travel characteristics of the study areas had been identified. This was done with particular regard for their impacts on the need for changes in the transit system and included information obtained through a special on-bus passenger survey conducted by the Commission in April 2001. Work was also completed during 2005 on a set of transit service standards to be used in measuring the performance of the transit system. At year's end, work was under way on the performance evaluation of the transit system. Work on the Milwaukee County Transit System development plan is expected to be completed during 2006.

Work continued on local level traffic studies were requested by the Village of Genoa City and the Village of Waterford. Work on a traffic impact study requested by the Village of Genoa City to determine the feasibility of constructing a new interchange on USH 12 at CTH B was completed. A range of alternatives to be considered including a "no build" alternative and construction of a new interchange were presented to an Intergovernmental Working Group along with a set of criteria to be utilized in the evaluation of the alternatives. This work was incorporated directly into the fifth generation regional transportation plan for the Southeastern Wisconsin Region which extends the plan design year to 2035. The analysis of this interchange is documented in Appendix E of SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*.

A traffic engineering study of Main Street through the Village of Waterford requested by Village officials was completed. The study was to determine whether short-range traffic engineering actions may be warranted to improve traffic flow and to determine the amount of traffic traveling through the Village on STH 20 and from which direction the through traffic had entered the Village. Analysis of a special 12 hour license plate survey was completed to determine the volume of STH 20 traffic through the Village on an average weekday. An analysis of selected intersections on Main Street was initiated to determine whether traffic engineering actions may be warranted. The findings and recommendations of the study were documented in a SEWRPC staff memorandum report entitled *Traffic Engineering Study of Main Street*

Between STH 36 and STH 20 (High Drive) in the Village of Waterford. The staff memorandum report was forwarded to Village officials.

Transportation Improvement Programming

In December 2004, the Commission and the appropriate Commission Advisory Committees adopted an updated three-year transportation improvement program (TIP) for Southeastern Wisconsin, as required by the U.S. Department of Transportation. The program was set forth in a Commission document titled *A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007*. The new program was developed with the assistance of the Wisconsin Department of Transportation staff and through the cooperation of various local units and agencies of government in the Region, including the Cities of Kenosha, Milwaukee, and Racine and the Counties of Milwaukee and Waukesha as the operators of special mass transportation systems in their respective areas.

The 2005-2007 TIP identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The total potential investment in transportation improvements and services over the programming period is about \$1.83 billion. Of this total, \$846 million, or about 46 percent, is proposed to be provided in Federal funds; \$697 million, or about 38 percent, in State funds; and \$290 million, or about 16 percent, in local funds. Proposed expenditures for 2005 total about \$878 million. A cost summary for these projects is shown in Table 15.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related

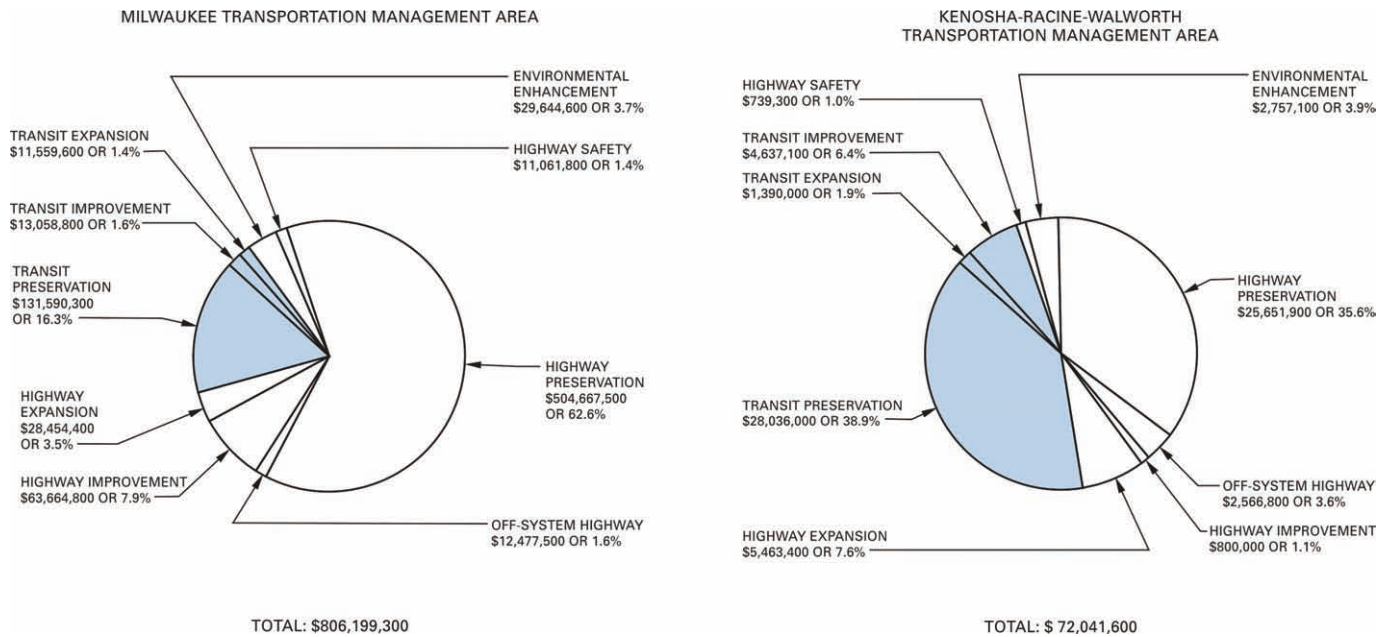
Table 15

COST SUMMARY OF PROJECTS WITHIN 2005 OF THE 2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE

Transportation Management Area	Proposed 2005 Expenditures
Milwaukee Area	
Milwaukee County	
Federal.....	\$305,075,600
State.....	330,616,900
Local.....	67,324,400
Total	\$703,016,900
Ozaukee County	
Federal.....	\$ 7,166,300
State.....	2,029,700
Local.....	1,412,800
Total	\$ 10,608,800
Washington County	
Federal.....	\$ 8,993,200
State.....	2,725,100
Local.....	1,534,000
Total	\$ 13,252,300
Waukesha County	
Federal.....	\$ 31,669,000
State.....	28,091,600
Local.....	19,473,200
Total	\$ 79,233,800
Milwaukee Area Subtotal	
Federal.....	\$352,904,100
State.....	363,463,300
Local.....	89,744,400
Total	\$806,111,800
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal.....	\$ 28,396,100
State.....	8,017,300
Local.....	7,867,400
Total	\$ 44,280,800
Racine County	
Federal.....	\$ 9,971,700
State.....	5,120,500
Local.....	2,827,900
Total	\$ 17,920,100
Walworth County	
Federal.....	\$ 3,000,000
State.....	6,769,200
Local.....	388,300
Total	\$ 10,157,500
Kenosha-Racine-Walworth Area Subtotal	
Federal.....	\$ 41,367,800
State.....	19,907,000
Local.....	11,083,600
Total	\$ 72,358,400
Region Total	
Federal.....	\$394,271,900
State.....	383,370,300
Local.....	100,828,000
Total	\$878,470,200

Figure 30

DISTRIBUTION OF EXPENDITURES IN 2005 OF THE 2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY



environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 30 reflects graphically the proposed expenditures in 2005 for these nine project categories for each of the two transportation management areas. At least three of the expenditure patterns apparent from this figure deserve comment:

- A significant proportion of financial resources is to be devoted to the preservation of the existing transportation facilities and services in the Region, about 78 percent. This allocation of resources is especially notable considering that virtually none of the funding for routine highway maintenance activities: snow plowing, ice control, grass cutting, power for street lighting, and litter pick-up is included in the TIP.
- The expenditure of funds for highway expansion totals about \$33.9 million, or about 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement to increase present highway capacities total approximately \$64.5 million, or 7 percent of total expenditures. This compares to the

\$530.3 million programmed for expenditures on highway preservation, or about 60 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 22 percent of programmed resources for 2005. Of the total programmed resources for public transit, 84 percent is for preservation, 9 percent is for service improvement, and 7 percent is for service expansion.

LONG-RANGE PLANNING

Regional Transportation System Plan

In April 2003, the Commission published and formally adopted a review and reaffirmation of the design year 2020 regional transportation system plan, with an extension of the plan design year to 2025. This review and reaffirmation with extension of the design year is documented in SEWRPC Memorandum Report No. 157, *Review and Reaffirmation of the Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*. The extension of the plan design year takes into account the continu-

Map 8

THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE MCKINLEY AVENUE-KNAPP STREET CORRIDOR UNDER THE AMENDED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



ing changes in population, household, and employment levels in the Region, as well as progress towards implementation of planned transportation system improvements. The year 2025 transportation plan extension is designed to serve and support the year 2025 regional land use plan, and the attendant travel demand.

The adopted regional transportation system plan reflects amendments made by the Commission, including the following:




- The adopted regional transportation system plan was amended during 2001 at the request of the City of Milwaukee, Milwaukee County, and the Wisconsin Department of Transportation. Under this plan amendment, the Park East Freeway between approximately N. 8th Street and Jefferson Street was removed from the arterial street and highway system element of the plan and replaced with a standard arterial including a new bridge over the Milwaukee River in the McKinley Avenue-Knapp Street corridor. The plan as amended in the McKinley Avenue-Knapp Street Corridors is shown in Map 8, and documented in SEWRPC report,

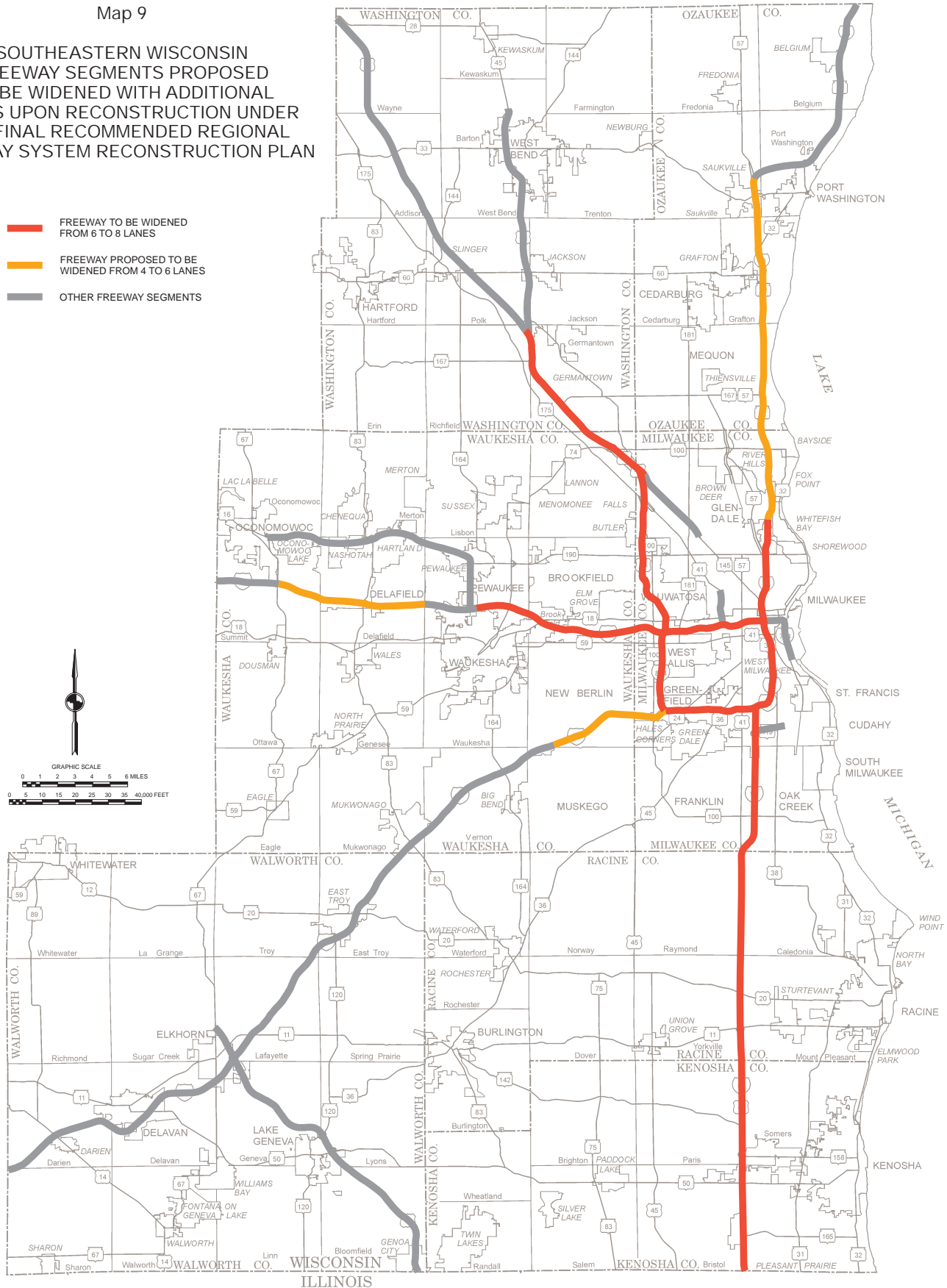
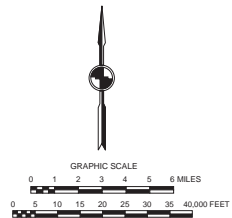
Amendment to the Regional Transportation Plan—2020, Park East Freeway Corridor.

- Following the plan extension to the year 2025, the adopted regional transportation system plan was amended in 2003 as a result of the Regional Freeway System Reconstruction Study for Southeastern Wisconsin. This effort was intended to develop a broad understanding of freeway system needs; develop and evaluate alternative freeway reconstruction plans, and build a regional consensus on the desirable scope of a freeway reconstruction plan and program. The plan was amended to reflect the recommendations to rebuild the regional freeway system to meet modern design standards and to add lanes to 127 miles of the freeway system (see Map 9). The plan amendment is documented in SEWRPC Planning Report No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*. The plan also included ancillary recommendations attendant to the reconstruction of the regional freeway system related to how the Wisconsin Department of Transportation conducts preliminary engineering and envi-

Map 9

**SOUTHEASTERN WISCONSIN
FREEWAY SEGMENTS PROPOSED
TO BE WIDENED WITH ADDITIONAL
LANES UPON RECONSTRUCTION UNDER
THE FINAL RECOMMENDED REGIONAL
FREEWAY SYSTEM RECONSTRUCTION PLAN**

-  FREEWAY TO BE WIDENED FROM 6 TO 8 LANES
-  FREEWAY PROPOSED TO BE WIDENED FROM 4 TO 6 LANES
-  OTHER FREEWAY SEGMENTS



ronmental impact assessment studies; to the potential construction of freeway noise barriers; to the management of stormwater from freeway facilities; to the participation of minority-owned businesses and minority workers in the freeway reconstruction effort; to local government cost-share in the freeway reconstruction program; to the funding of freeway law enforcement patrols in Milwaukee County; and to the preparation by the Department of freeway financing plans.

The adopted regional transportation system plan includes three major elements: transportation system management, public transit system maintenance and improvement, and arterial street and highway system maintenance and improvement. A regional bicycle and pedestrian facilities system plan, while also an integral part of the adopted regional transportation system plan, was prepared and adopted in 1995 as a separate element of the comprehensive regional plan. This bicycle and pedestrian facilities plan was amended and extended in 2001 as discussed in a separate section below.

The transportation system management element consists of the following seven measures: Milwaukee-area freeway traffic management; selected peak-period curb lane parking restrictions; state-of-the-art traffic engineering practices, including intersection channelization and signalization; application of traffic management technology; travel demand management through ride-sharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling; preparation and implementation of detailed, specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement; and transit system management and service enhancement measures.

The public transit system element of the plan—summarized graphically on Maps 10 and 11—calls for significant improvements to the public transit system, including both expansion of the geographic extent of public transit service provided and improvement in the frequency of service on many of the transit routes in the system. Service on the regional transit system would be increased by about 93 percent from the base year 1995 level, measured in terms of vehicle-miles of revenue service provided, and would include improved rapid, express, and local service.

The 3,600-mile arterial street and highway system recommended for the Region is graphically summarized by county on Map 12. The arterial street and highway system maintenance and improvement element of the plan envisions the construction of 124 route miles of new arterial facilities, the improvement of 532 route-miles of existing facilities, often including widening to provide additional capacity, and the resurfacing and reconstruction of 2,944 route-miles necessary to maintain the remaining existing facilities, including the reconstruction and modernization of the Milwaukee area freeway system to current freeway design standards.

About 241 miles of the planned 3,600 mile regional arterial street and highway system, or nearly 7 percent, may be expected to operate under congested conditions by the year 2025, compared to the approximately 433 miles, or about 13 percent, of the 3,277-mile regional arterial street and highway system operating under such conditions in 1995.

Review, Update, and Extension to the Year 2035 of the Current Regional Transportation System Plan

The Commission staff continued the review, update, and extension to the year 2035 of the current regional transportation plan. Based upon extensive inventories of existing transportation system facilities and services and operating conditions, about 16 percent of the planned increase in off-street bicycle facilities has been completed; about 15 percent of the planned increase in transit service has been implemented; and about 17 percent of the planned highway widening and expansion has been implemented.


Analyses and evaluation of current operating conditions were undertaken. Vehicle miles of travel on the Region's arterial street and highway system during an average weekday increased from about 13.1 million in 1963 to about 39.7 million in 2001, or about 203 percent.

About 37 percent of all arterial street and highway system travel was on the Region's freeway system in 2001. The miles of arterials carrying traffic volumes exceeding design capacity and experiencing traffic congestion increased from 217 miles in 1963 to about 290 miles in 2001. During that period, traffic is estimated to have increased by about 203 percent. The

Map 10

**PUBLIC TRANSIT ELEMENT
OF THE ADOPTED REGIONAL
TRANSPORTATION SYSTEM PLAN
FOR SOUTHEASTERN WISCONSIN: 2025**



RAPID TRANSIT SERVICE

 BUS SERVICE IN MIXED TRAFFIC ON FREEWAYS AND SURFACE ARTERIAL STREETS AND HIGHWAYS



EXPRESS TRANSIT SERVICE

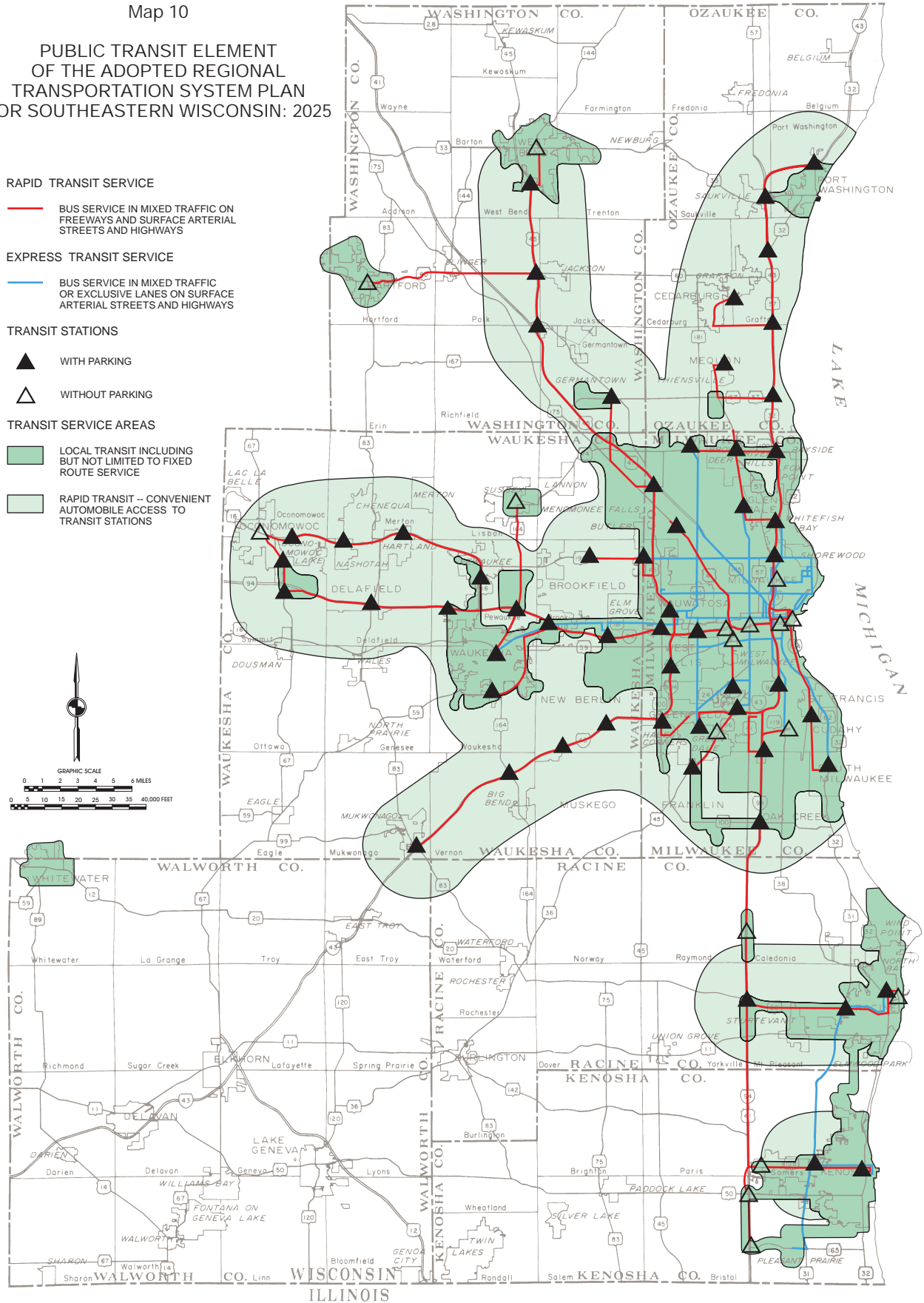
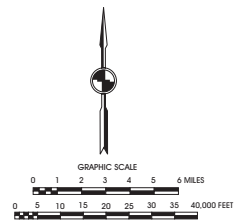
 BUS SERVICE IN MIXED TRAFFIC OR EXCLUSIVE LANES ON SURFACE ARTERIAL STREETS AND HIGHWAYS

TRANSIT STATIONS

-  WITH PARKING
-  WITHOUT PARKING

TRANSIT SERVICE AREAS

-  LOCAL TRANSIT INCLUDING BUT NOT LIMITED TO FIXED ROUTE SERVICE
-  RAPID TRANSIT – CONVENIENT AUTOMOBILE ACCESS TO TRANSIT STATIONS

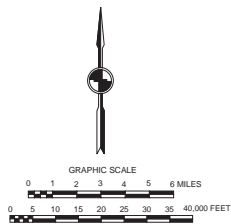
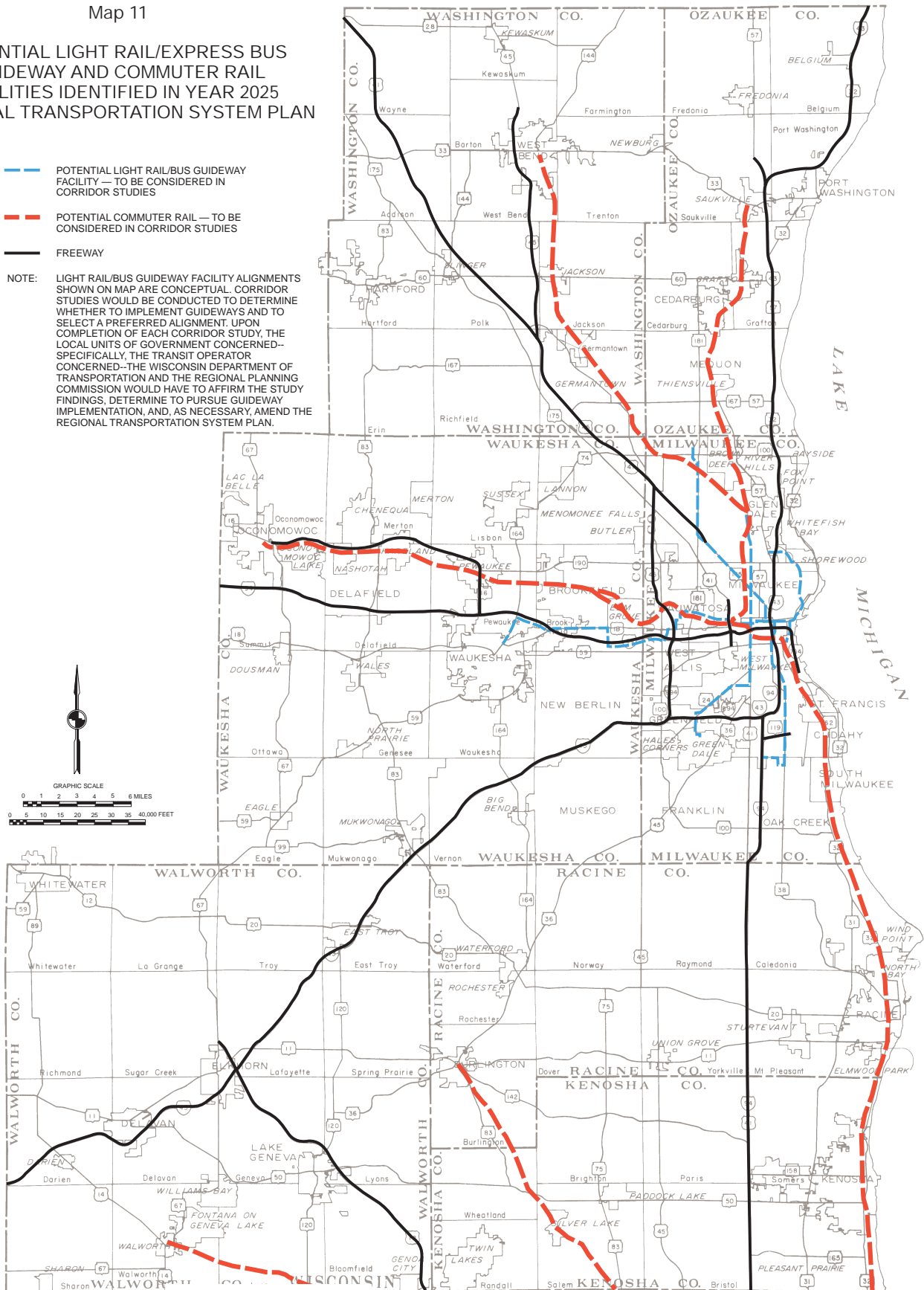


Map 11

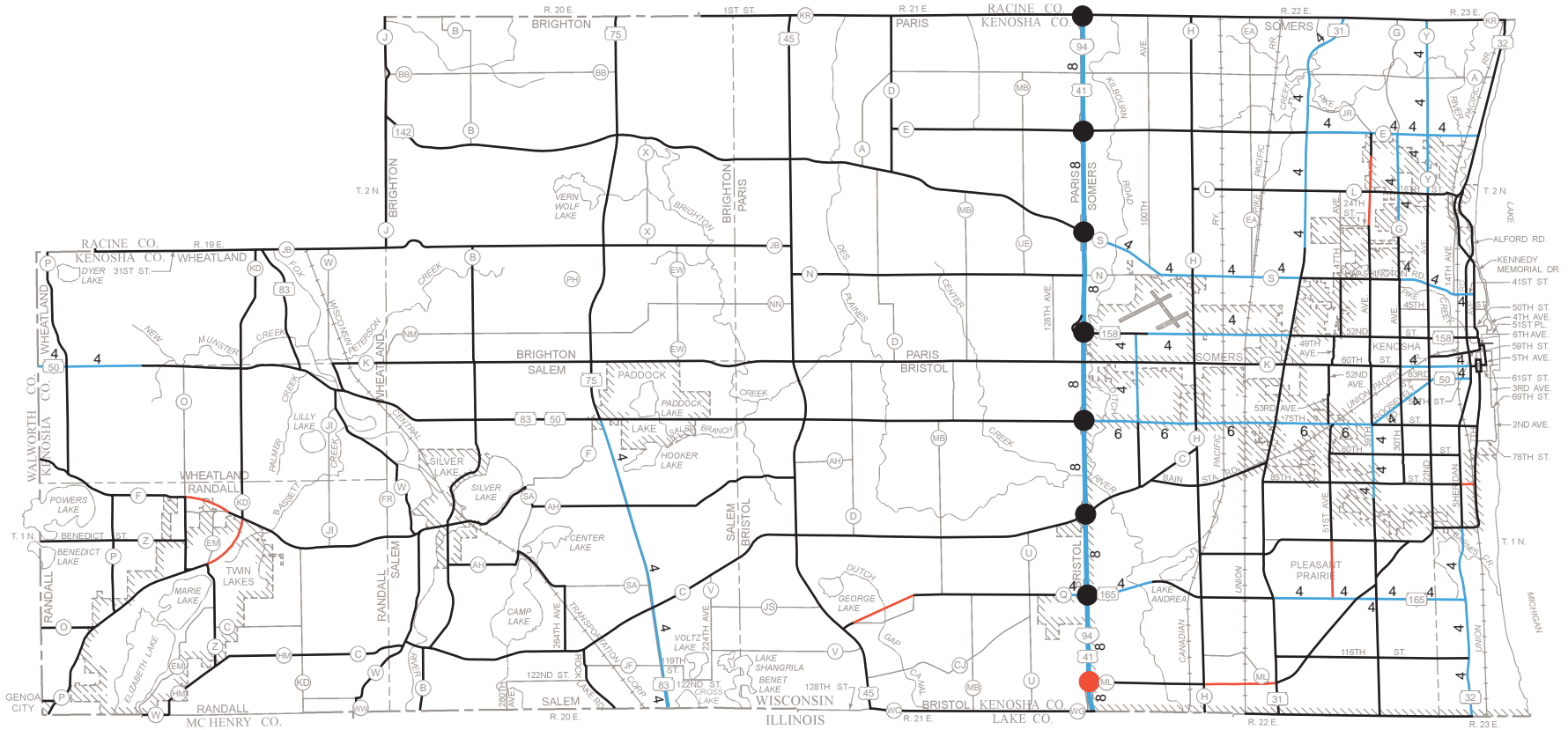
POTENTIAL LIGHT RAIL/EXPRESS BUS
GUIDEWAY AND COMMUTER RAIL
FACILITIES IDENTIFIED IN YEAR 2025
REGIONAL TRANSPORTATION SYSTEM PLAN

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

NOTE: LIGHT RAIL/BUS GUIDEWAY FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE LOCAL UNITS OF GOVERNMENT CONCERNED—SPECIFICALLY, THE TRANSIT OPERATOR CONCERNED—THE WISCONSIN DEPARTMENT OF TRANSPORTATION AND THE REGIONAL PLANNING COMMISSION WOULD HAVE TO AFFIRM THE STUDY FINDINGS, DETERMINE TO PURSUE GUIDEWAY IMPLEMENTATION, AND, AS NECESSARY, AMEND THE REGIONAL TRANSPORTATION SYSTEM PLAN.



ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2025^a



ARTERIAL STREET OR HIGHWAY

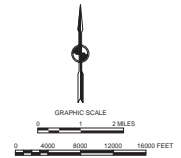
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREWAY INTERCHANGE

- NEW
- EXISTING

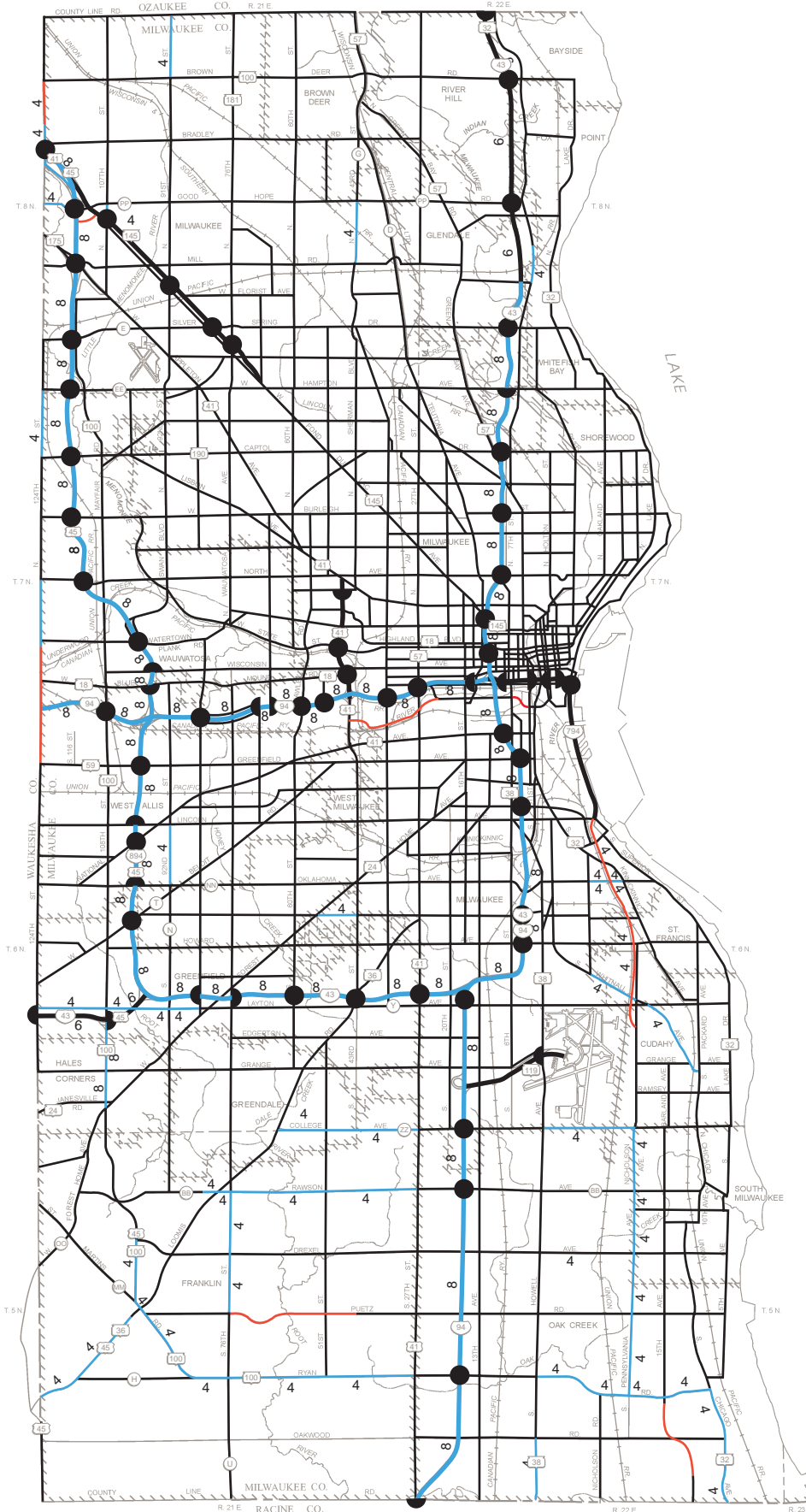
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.
2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.
3. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.
4. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IH 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.
5. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.



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

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2025^a



ARTERIAL STREET OR HIGHWAY

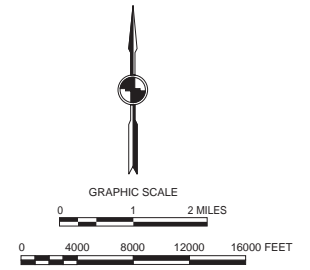
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND /OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

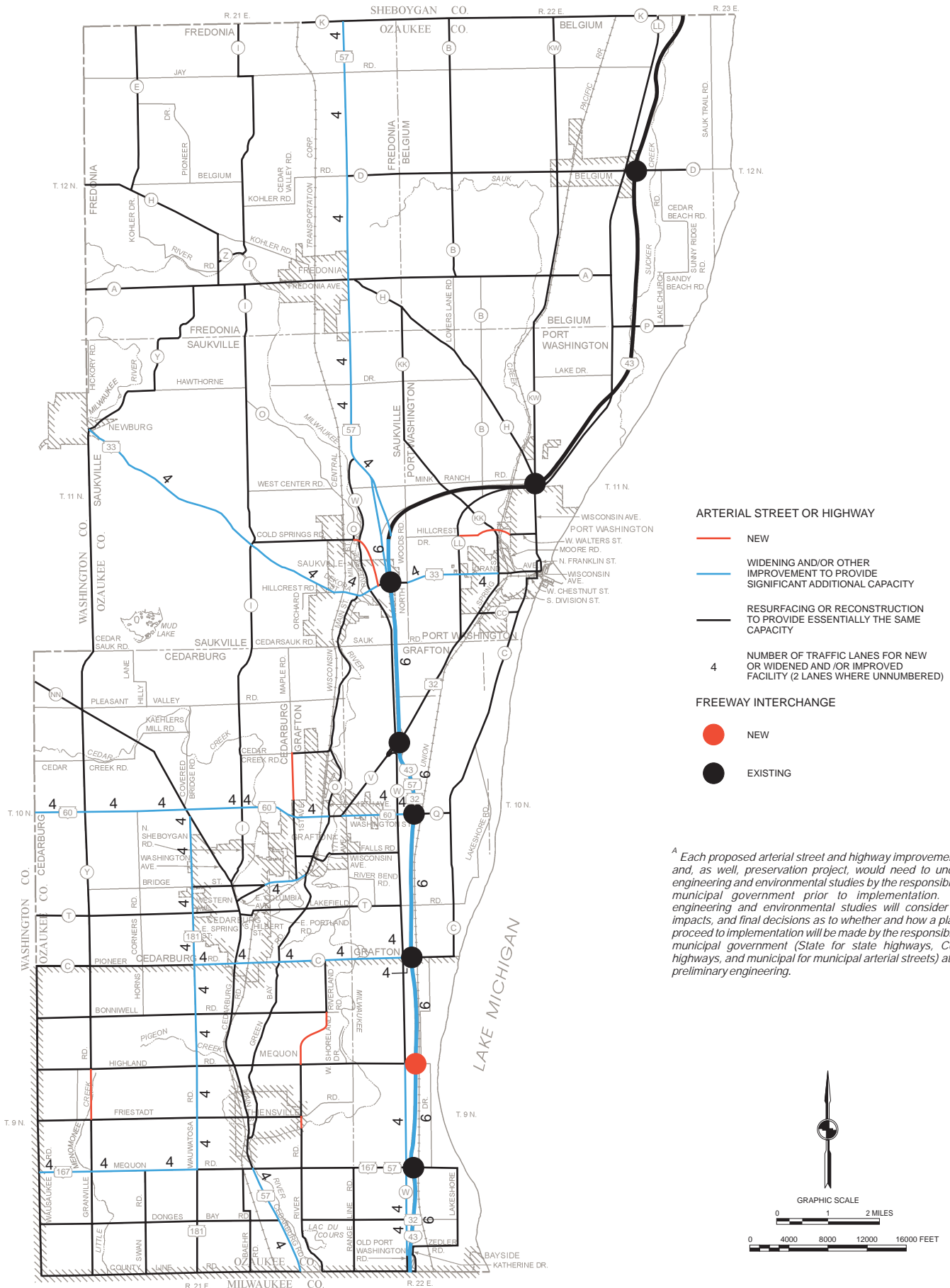
- EXISTING

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

MICHIGAN



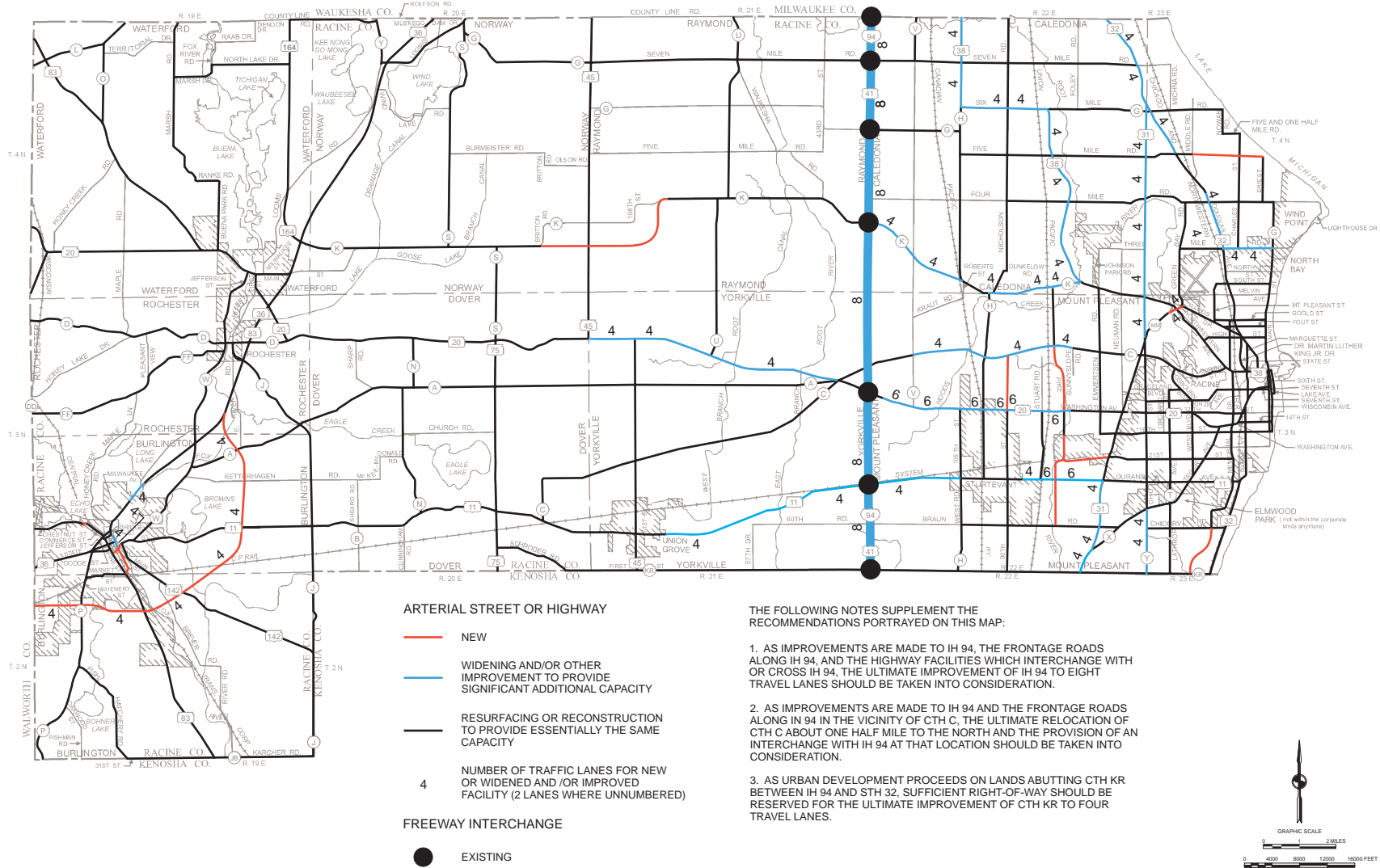
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2025^a



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

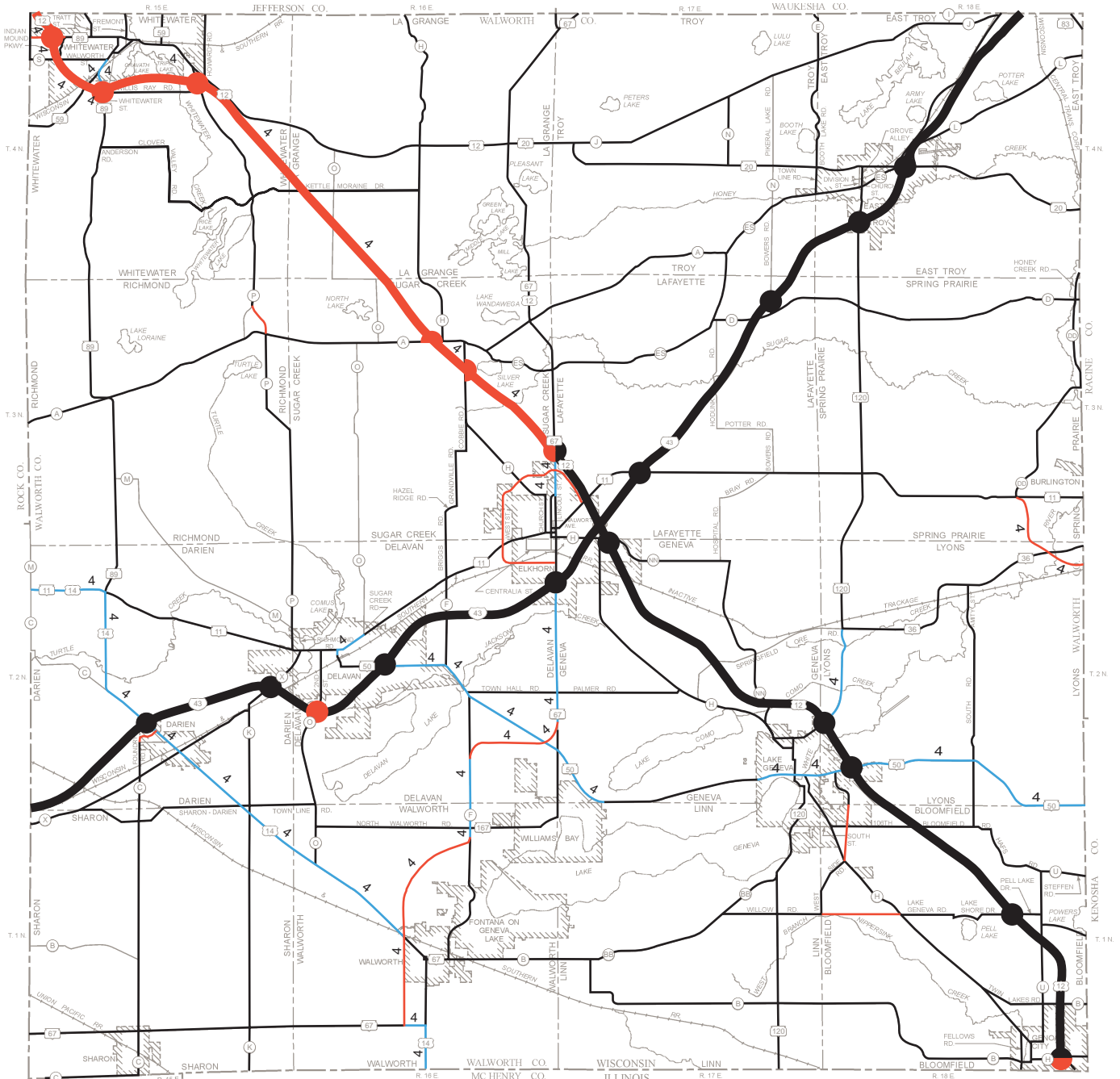
Map 12 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2025^a



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

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2025^a

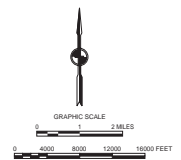


ARTERIAL STREET OR HIGHWAY

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

FREEWAY INTERCHANGE

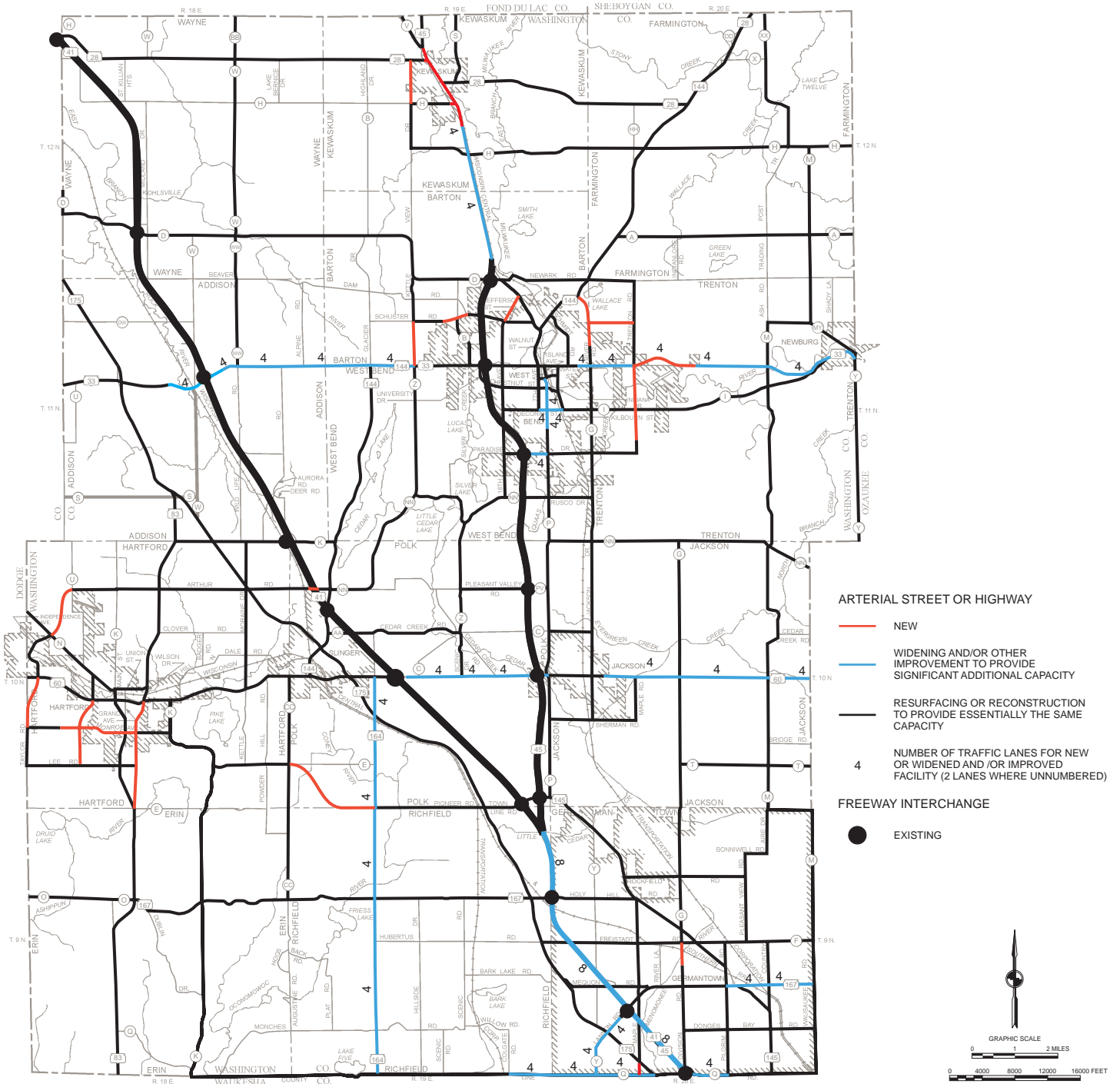
- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING



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

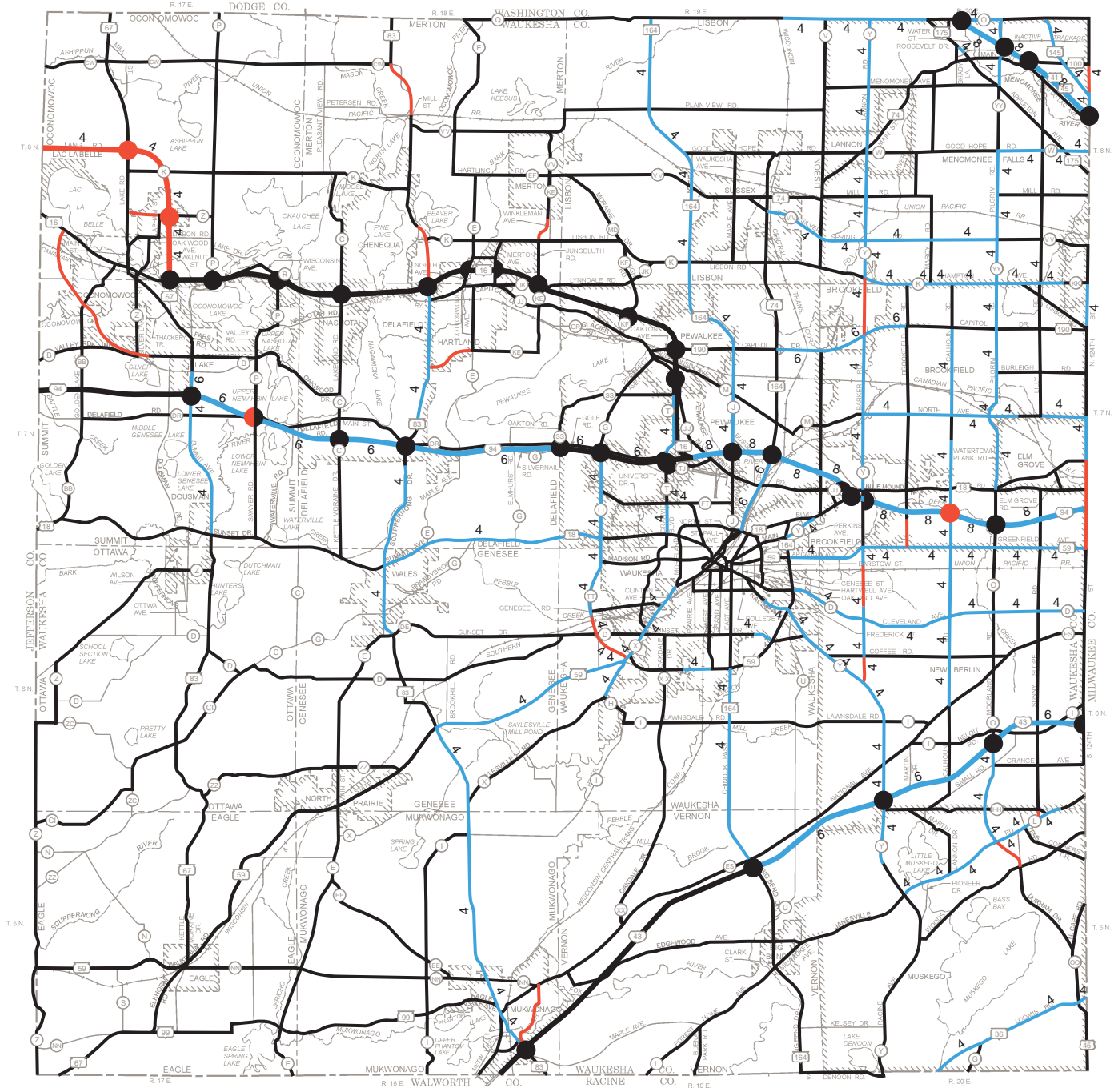
Map 12 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2025^a



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

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2025^a

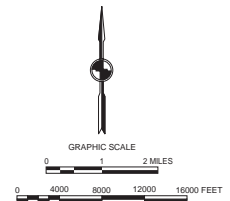


ARTERIAL STREET OR HIGHWAY

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

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING



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

relatively modest increase in traffic congestion from 1963 to 2001 may be attributed to the implementation of an extensive number of significant surface arterial street and highway widening and new construction projects. The estimated modest increase in congestion was not uniform systemwide, as for example, the extent and severity of congestion on the Milwaukee area freeway system is estimated to have substantially increased between 1991 and 2001 from 46 miles to 64 miles of congested facilities.

Public transit vehicle miles of service is a measure of the extent of transit routes, and the amount of service provided on those routes. The 79,600 vehicle miles of transit service provided within the Region on an average weekday in 2001 was about 6 percent less than the 84,900 provided in 1963, but more than the 64,000 provided in 1963, and the 63,300 provided in 1991. Since 2001, the extent of fixed-route service provided within the Region has been reduced to an estimated 71,900 vehicle miles of service on an average weekday in 2003, due to an economic downturn following September 11, 2001, reduced Federal funding, and State and local budget problems.

Public transit ridership within the Region on fixed-route services has declined significantly over time. In 1963, over 320,500 transit trips² were made on an average weekday on fixed-route public transit services, representing about 8 percent of average weekday regional travel. In 1972, about 184,200 transit trips were made on an average weekday on fixed-route weekday regional travel. By 2001, about 142,200 transit trips were made on an average weekday on fixed-route services, about 56 percent less than in 1963 and represented about 2 percent of average weekday regional travel.

Work was initiated and completed on the review, refinement, recalibration, and validation of travel simulation models used in the regional transportation plan reevaluation effort to forecast future travel demand including a test of the ability of the Commission's then-current third generation travel

²*The transit trips discussed in this section approximate the number of one-way trips made on the transit system between specific origins and destinations. Passengers are counted only once for each origin and destination, and transfers between routes are not counted as they are a continuation of a single trip.*

simulation models—which were calibrated in 1991—to estimate year 2001 travel and traffic. An extensive review of travel simulation models used in regional transportation planning across the United States was also conducted to determine the state of the practice, and to determine how the travel simulation modeling efforts by the Commission compare to the state of the practice. It was concluded that the Commission's travel simulation modeling compares well with the state of the practice. The development and calibration of the fourth generation travel simulation models for this plan reevaluation effort was initiated and completed, including the validation of the ability of the models to estimate current travel and traffic.

Design of alternatives leading to the development of the preliminary regional transportation system plan was initiated with the test and evaluation of a “No-Build” plan and a test and evaluation of transportation system management (TSM) plan which included only travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements. Under the no-build plan alternative, no improvements are proposed to be made to the region's transportation system. In addition to planned improvements in the transportation systems management, travel demand management, and bicycle and pedestrian elements of the TSM plan, the TSM plan alternative included a doubling of public transit service as measured by revenue vehicle miles of travel from 69,000 miles in 2005 to 138,000 miles in 2035.

Under the no-build plan alternative, public transit would serve an estimated 876,100 jobs and a population of 1,282,900. Under the TSM plan alternative, public transit would serve an estimated 1,046,800 jobs and a population of 1,447,800.

Under the no-build plan alternative, traffic congestion on an average weekday may be expected to more than double from about 290 miles of congested facilities in 2001 to about 667 miles. Moreover, if transportation improvements are limited to the public transit, bicycle and pedestrian, travel demand management, and transportation systems management elements as proposed under the TSM plan, only a modest reduction to about 623 miles of congested facilities, or about 10 percent, of this projected doubling of congestion may be expected.

In light of the residual congestion or the congestion expected to remain even following implementation of the TSM plan alternative, the design of a TSM plus

arterial street and highway improvement alternative was initiated. The facilities initially considered for inclusion in the plan were those facilities identified for improvement in the 2025 regional transportation plan. In addition, the Commission staff met with the jurisdictional highway planning committee in each county to determine whether there were any additional facilities to be considered.

Preparation of New County Jurisdictional Highway System Plans Initiated

This work effort is being coordinated with the preparation of the new year 2035 regional transportation system plan. An initial meeting with each county jurisdictional highway planning committee was held to determine if there were any specific arterial street and highway improvements which needed to be considered as the arterial street and highway element of the year 2035 plan was being developed. The new jurisdictional highway plans will respond to planned changes in land use within each county to the year 2035 along with the traffic patterns attendant to the new 2035 regional land use plan.

Regional Bicycle and Pedestrian Facilities System Plan Element

The Commission staff continued work on the update to the regional bicycle and pedestrian facilities plan element as part of the update to the regional transportation system plan for Southeastern Wisconsin, moving the current design year of 2020 out to the year 2035.

The current year 2020 regional bicycle and pedestrian system plan element was completed and adopted in December 2001. The plan is set forth in a SEWRPC document titled *Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020*, December 2001.

The regional bicycle and pedestrian facilities system plan is intended to assist public officials in considering improvements to better accommodate bicycle and pedestrian travel as part of the existing and planned regional transportation system, and to encourage increased levels of such travel for primarily utilitarian, as opposed to recreational, purposes.

The 2020 regional bicycle and pedestrian plan recommends the construction of 575 miles of off-street bicycle and pedestrian facilities, as shown on Map 13.

The plan further recommends that bicycle accommodations should be considered and implemented, where feasible, along the entire 3,300-mile surface arterial street and highway system as it is resurfaced and reconstructed, segment by segment, either through the provision of bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths.

Air Transportation Planning

The Commission monitors aviation activities within and surrounding the Region and provides technical assistance for airport master planning activities that implement the regional airport system plan. The adopted regional airport system plan is described in SEWRPC Planning Report No. 38 (2nd Edition), *A Regional Airport System Plan for Southeastern Wisconsin: 2010*, November 1996.

General trends in the level of aviation activity within Southeastern Wisconsin are indicated by the numbers of aircraft operations at, and of passengers using, Milwaukee County's General Mitchell International Airport, as well as by the number of aircraft based within the Region. In 2005, total aircraft operations at Mitchell International totaled about 219,100, representing about a 2 percent increase from 2004. The 2005 total is about 3 percent below the 226,600 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2004 to 2005, the number of air carrier enplaning and deplaning passengers at Mitchell International increased by about 606,900, to about 7,268,000 passengers, or about 9 percent above the 2004 level of about 6,661,100 passengers. The 2005 level was about 108,000, or about 2 percent, more than the 7,160,000 passengers forecast for that year under the adopted regional airport system plan.

General aviation activity can be measured in terms of the total number of general aviation aircraft operations—that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports. At all of the public airports other than General Mitchell International Airport, general aviation accounts for almost all activity. At Waukesha County-Crites Field, there were about 82,700 total operations during 2005, representing about an 8 percent decrease from the 89,800 total operations in 2004. At Kenosha Regional Airport, there were about 78,400 total

operations during 2005, representing about a 4 percent decline from the 81,600 total operations in 2004. At Lawrence J. Timmerman Airport, there were about 79,100 total operations during 2005, representing about a 14 percent increase from the 69,100 total operations in 2004. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 22,800 general aviation operations reported for 2005, representing about a 5 percent decrease from the 24,000 general aviation operations reported for 2004.

Review and Update of Regional Airport System Forecasts

In 2004, work was completed on a review and update to the year 2030 of the regional airport system aviation activity forecasts for southeastern Wisconsin. The most recent such forecasts were previously prepared for the year 2010 in 1996 as part of a review and update of the regional airport system plan. This review and update was requested by the Wisconsin Department of Transportation, Bureau of Aeronautics as part of an aviation forecast update effort for the entire State of Wisconsin. Forecasts were prepared for General Mitchell International Airport and for the 10 general aviation airports in the regional airport system plan. Forecasts included commercial aviation enplaning passengers and aircraft operations and general aviation based aircraft and operations. A final version of the new forecasts was published as SEWRPC Memorandum Report No. 133, *Review and Update of Regional Airport System Plan Forecasts* October 2004, and final copies of the printed report, as well as an electronic version of the report were transmitted to the Bureau.

Rail Transportation Planning

The Regional Planning Commission monitors the status of rail service within the Southeastern Wisconsin Region, proposals for service changes, and related issues, and provides technical assistance to local communities as requested. As of December 31, 2005, rail freight service was being provided within Southeastern Wisconsin over a total of about 475 miles of active main line, as shown on Map 14.

Intercity passenger train service in the Region is provided by Amtrak between Chicago and Minneapolis-St. Paul over Canadian Pacific Railway trackage, with stops in Southeastern Wisconsin at Milwaukee, General Mitchell International Airport, and Sturtevant. Commuter rail service is provided

between Kenosha and Chicago, with intermediate stops throughout the north shore suburbs of northeastern Illinois, by the Union Pacific Railroad under an agreement with Metra, the commuter rail division of the Regional Transportation Authority (RTA) in northeastern Illinois.

Kenosha-Racine-Milwaukee Commuter Link Project

During 2005, the Commission staff continued to manage planning and technical work necessary to move the Kenosha-Racine-Milwaukee commuter rail extension project through the next phase of project development, that being refinement and updating of an Alternatives Analysis and preparation of a Draft Environmental Impact Statement. This work was conducted on behalf of, and for, an Intergovernmental Partnership of the County Executives for Kenosha, Milwaukee, and Racine Counties, the Mayors for the Cities of Kenosha, Milwaukee, and Racine, the Secretary of the Wisconsin Department of Transportation and the Chairman of the Regional Planning Commission. In early 2005, a major meeting of these chief public officials was organized to discuss and come to agreement on these issues and to subsequently form the Partnership for carrying out the related activities. Following this, a Steering Committee was formed to oversee these activities. The Commission staff's role is that of project manager and fiscal agent for developing and carrying out the technical scope of work for the Partnership and the Steering Committee appointed by the Partnership.

Extensive administrative and coordination work was undertaken to enable the transfer of Federal grant recipient responsibilities from the Wisconsin Department of Transportation to the Regional Planning Commission for this next phase of work. A consultant selection process was begun. Proposals from consultant teams were reviewed by the Commission staff and Steering Committee and interviews were conducted with the highest ranked candidates. The consultant team led by Earth Tech, Inc. was selected as the highest ranked and negotiations in regard to the scope of work and cost of the work were undertaken by the staff. A contract agreement incorporating the scope of work was prepared by the Commission staff. The agreement was executed in late October of 2005 and a Notice to Proceed with the work was issued.

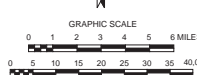
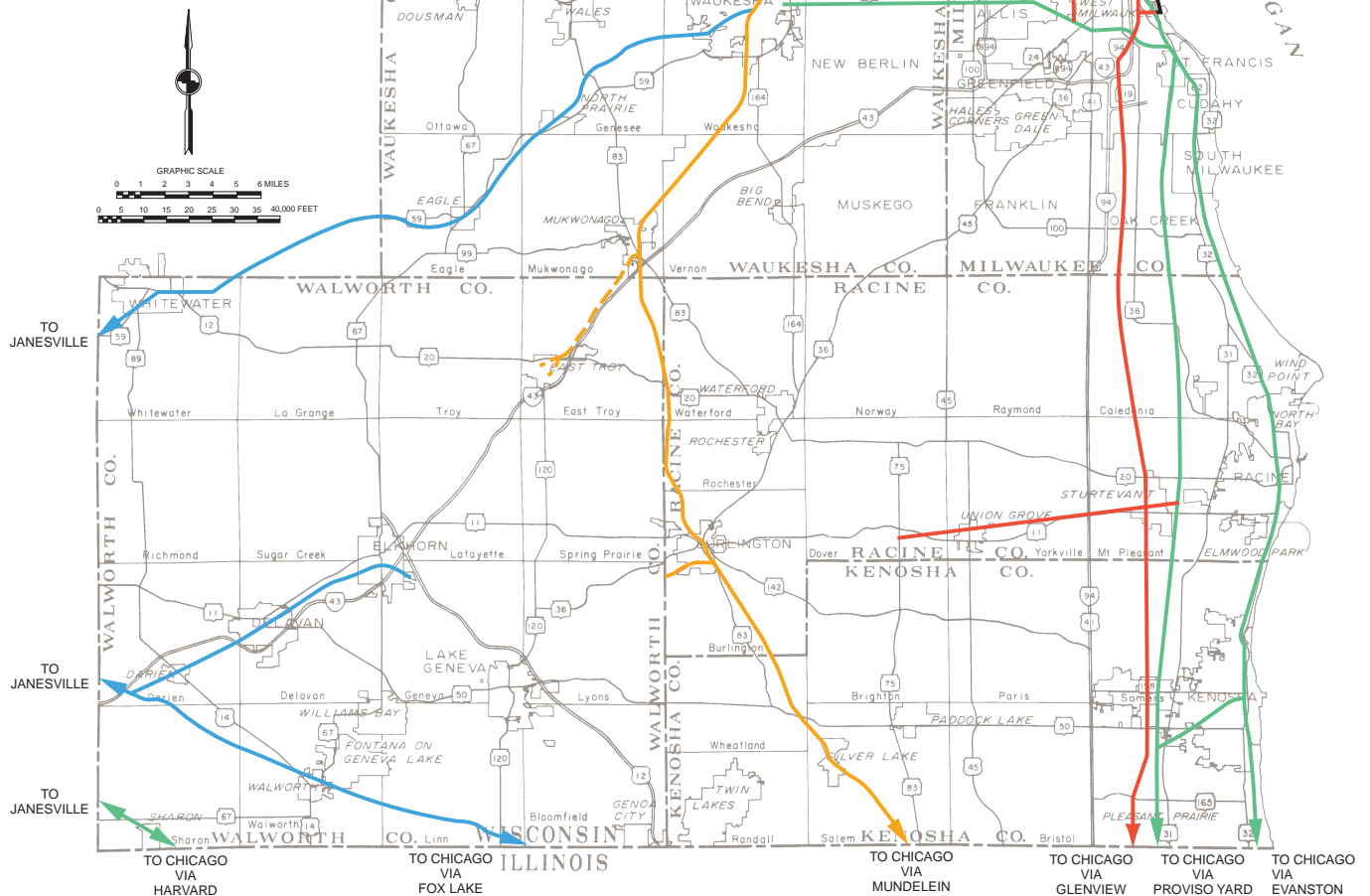
Various aspects of the technical work were then begun. A Work Management Plan was developed,

Map 14

COMMON CARRIER
RAIL FREIGHT LINES IN
SOUTHEASTERN WISCONSIN
DECEMBER 31, 2005

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

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



reviewed by Commission staff and the Steering Committee, and approved. Work was begun on a wide variety of public involvement tasks and development of the methodologies for capital and operating cost estimation, ridership forecasting, and land use impact assessment. The first of a series of technical staff meetings to coordinate project activities was held between the Commission and consultant, and FTA staffs. Also, an initial meeting of representatives from all communities in the corridor was held to address the local needs and involvement necessary for this phase to assess the land use development and redevelopment potential in station areas. Five meetings of the Steering Committee were held.

The Commission staff continued to participate in discussions and briefings pertaining to advancing this project as well as sponsorship and funding matters at the request of officials and staff from the involved local governments and the Wisconsin Department of Transportation. The staff also continued to organize and prepare materials for meetings of public officials to discuss, evaluate, and come to agreement regarding these issues, and to provide information and status reports to local officials, businesses, news media, and other interested individuals and groups.

The Wisconsin Department of Transportation requested that a review of the estimated capital and operating costs for the proposed Kenosha-Racine-Milwaukee commuter rail extension be undertaken. A staff memorandum entitled *Review of Estimated Capital and Operating Costs of Proposed Kenosha-Racine-Milwaukee Commuter Rail Extension* was completed by the Commission staff which documented the review of, and reaffirmed, the capital and operating costs. The memorandum also included an assessment of the possible impacts of the proposed commuter rail extension on the capacity and operations of the existing Chicago-Kenosha Metra commuter rail line as such impacts could affect capital and operating costs. The memorandum was transmitted to the Wisconsin Department of Transportation.

The Commission staff also proceeded with numerous other related efforts including:

- Worked with the study consultant to finish various study deliverables and other materials, completing the study consultant contract.
- Responded to Federal Transit Administration (FTA) requests for materials as well as to comments and questions regarding the findings and conclusions of the alternatives analysis study.
- Prepared materials outlining a structure and process for local sponsorship and funding of the next phase of project development and worked to determine what work will be permissible by FTA under the next phase.
- Prepared grant application materials for both the Federal and State shares of funding for this next phase of work on behalf of the local involved units of government. These materials were submitted and both the Federal and State grant applications were approved.
- Held discussions and briefings pertaining to advancing this project as well as sponsorship and funding matters with officials and staff from the involved local governments and the Department.
- Organized and prepared materials for major meetings of chief public officials to discuss, evaluate, and come to agreement regarding these issues.
- Continued to provide information and status reports to local officials, businesses, news media, consulting firms, and other interested individuals and groups.

At the end of this year, the Commission staff continued to assist local governments and officials and the Wisconsin Department of Transportation with cooperatively addressing the steps necessary to sponsor, fund, and begin the next step of project development.

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

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

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

In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 2005 in four identifiable program areas: water quality management planning; water supply planning; watershed, floodland, and stormwater management planning; and coastal management planning.

WATER QUALITY MANAGEMENT PLANNING

During 2005, Commission water quality management planning efforts continued to be focused primarily on activities relating to implementation and updating of the adopted regional water quality management plan. Such activities included providing assistance in the preparation of inland lake management plans; preparing local sanitary sewer service area plans; and assisting counties and other local units of government in the Region in activities related to the abatement of nonpoint source pollution and in completing sewerage facilities plans in preparation for the construction of point source pollution abatement facilities. The Commission also continued to assist the Wisconsin Departments of Natural Resources and of Commerce in the review of proposed public sanitary sewer extensions, proposed private main sewers and building sewers, and proposed large onsite sewage disposal systems and holding tanks.

The Regional Water Quality Management Plan

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

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

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

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

During 2005, the Commission continued work on an update of the regional water quality management plan for the Greater Milwaukee Watersheds (Kinnickinnic River, Menomonee River, Milwaukee River, Root

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

The approach to carrying out the regional water quality management plan update and the MMSD facilities planning program in a coordinated manner was developed cooperatively by the WDNR, the MMSD, and SEWRPC. The regional water quality management plan update will result in the reevaluation and, as necessary, revision of the three major elements comprising the original plan—the land use element, the point source pollution abatement element, and the nonpoint source pollution abatement element. In addition, a groundwater element will be added based largely upon companion work programs. Consistent with the MMSD commitments for the completion of a new facilities plan, the plan update will be largely completed by the end of 2006, with selected elements being completed earlier as may be required by the MMSD facilities planning effort schedule. Plan documentation, public involvement, and continuing support for the MMSD facilities planning will be carried out in 2006 and early 2007.

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

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

In 2005, the following chapters from PR No. 50 were prepared by the Commission staff and reviewed and approved by the Technical Advisory Committee that is guiding preparation of the plan:

- Chapter I – Introduction and Background,
- Chapter II – Description of the Planning Area, and
- Chapter VII - Water Quality Management Goals, Objectives, and Standards.

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

- Chapter I – Introduction,
- Chapter II – Water Quality Definitions and Issues,
- Chapter III – Data Sources and Methods of Analysis,
- Chapter IV – Water Use Objectives and Water Quality Standards,
- Chapter V – Surface Water Quality Conditions and Sources of Pollution in the Kinnickinnic River Watershed,
- Chapter VI – Surface Water Quality Conditions and Sources of Pollution in the Menomonee River Watershed,
- Chapter VIII – Surface Water Quality Conditions and Sources of Pollution in the Oak Creek Watershed.

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

The chapters from TR No. 39 that present water quality conditions and sources of pollution include detailed analyses of measured data related to water quality; toxicity conditions in water, sediment, and the tissue of aquatic organisms; and fishery and macroinvertebrate conditions. Graphical comparisons are presented that show trends and changes in pollutant concentrations over time at a given location and in pollutant concentrations at various locations along a stream. Map 16 graphically locates water and sediment quality monitoring stations in the Kinnickinnic River watershed.

Stream channel conditions and habitat and riparian corridor conditions are inventoried and analyzed in TR No. 39. Map 17 displays riparian corridor widths in the Oak Creek watershed as of the year 2000.

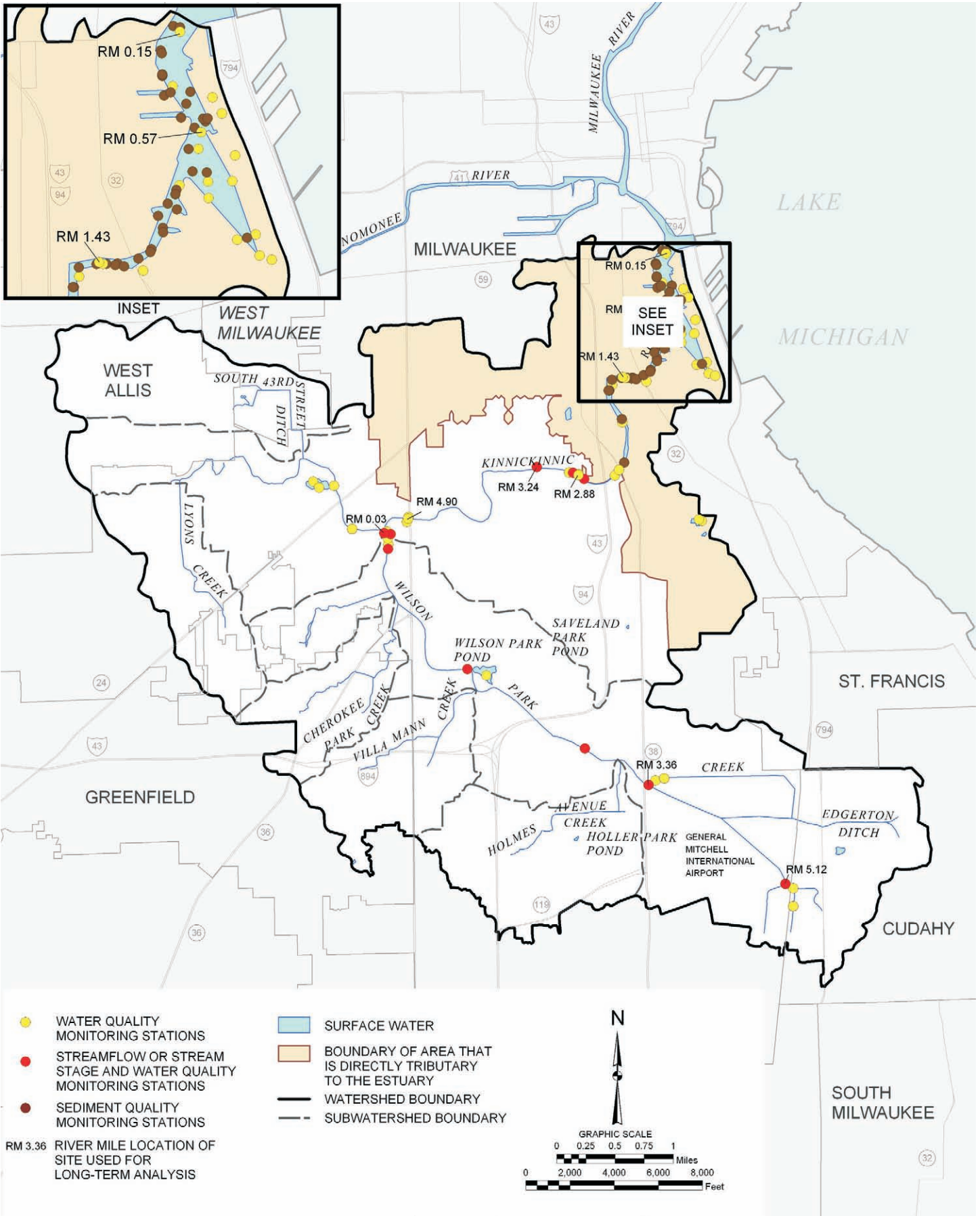
Information is also presented on pollutant loads from point and nonpoint sources, including comparative tabular and graphic information comparing the relative contributions of pollutants by source (point sources such as industrial discharges, separate sanitary sewer overflows, combined sewer overflows, and wastewater treatment plants and urban and rural nonpoint sources). Map 18 provides a subwatershed-level comparison of estimated unit area loads of fecal coliform bacteria that are delivered to streams in the Menomonee River watershed.

Nonpoint Source Pollution Abatement Planning

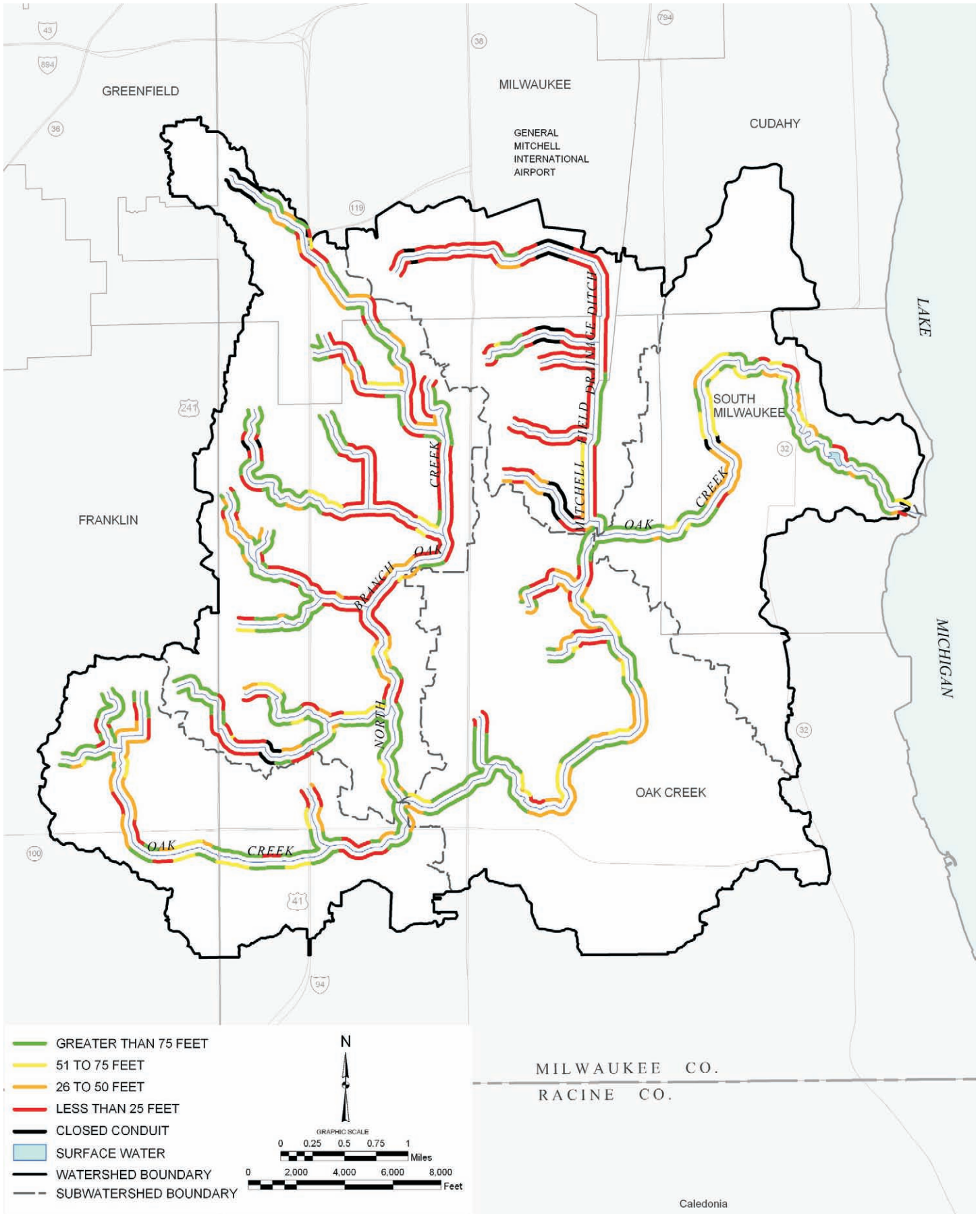
The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans and programs. Such plans and programs are to identify and implement the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

The Commission provides assistance in planning and project review activities for a number of programs which are considered to be steps toward implementation of the nonpoint pollution abatement recommendations set forth in the regional water quality management plan. These programs include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection, which provide cost-sharing funds for individual projects or land management practices to local governments and private landowners; the stormwater discharge permit system administered by the WDNR; and local-level stormwater management and land and water resource management planning programs. During 2005, the Commission provided assistance to the State agencies involved and the

WATER AND SEDIMENT QUALITY MONITORING STATIONS
WITHIN THE KINNICKINNIC RIVER WATERSHED: 1975-2001



RIPIARIAN CORRIDOR WIDTHS WITHIN THE OAK CREEK WATERSHED: 2000



counties and other local units of government concerned in carrying out these programs. Examples of this work include the following:

- At the request of Kenosha County, the Commission staff reviewed and commented on proposed stormwater management plans incorporating nonpoint source pollution control measures attendant to site development plans for 14 development projects, three in the Town of Bristol, three in the Town of Salem, five in the Town of Somers, two in the Town of Paris, and one in the Town of Randall
- The Commission staff continued to provide overall coordination for the preparation of a joint State of Wisconsin stormwater discharge permit application involving certain Upper Fox River watershed communities, including the Cities of Pewaukee and Waukesha; the Villages of Pewaukee and Sussex; and the Towns of Brookfield, Delafield, Lisbon, and Waukesha. During the year, the permits for each community were issued by the WDNR.

Lake Management Planning

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

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

Prior to 2005, comprehensive lake management plans were completed for the following lakes within the

Region: Powers in Kenosha and Walworth Counties; Wind in Racine County; Geneva, and Whitewater and Rice, in Walworth County; Friess in Washington County; and Ashippun, Eagle Spring, Fowler, Keesus, Lac La Belle, Little Muskego, Nagawicka, North, Oconomowoc, Okauchee, and Pewaukee, all in Waukesha County. Of these, the comprehensive lake management plans for Friess Lake in Washington County, and for Okauchee and Pewaukee Lakes in Waukesha County were updated and refined, and published as second editions of these comprehensive plans, prior to 2005.

In addition, prior to 2005, a number of other, more narrowly focused plans and related reports were prepared. These plans and reports are published as Commission memorandum reports. These plans and reports include a lake use management plan for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant and recreational use management plan for Booth Lake in Walworth County; aquatic plant management plans for Crooked Lake, Fowler Lake, and the Phantom Lakes in Waukesha County; an aquatic plant inventory for Pine Lake in Waukesha County; lake protection plans for Benedict and Tombeau Lakes in Walworth and Kenosha Counties and for Middle Genesee Lake, Silver Lake, Pretty Lake, and the Kelly Lakes in Waukesha County; a public boating access and waterway protection plan for Big Muskego Lake in Waukesha County; watershed inventory reports for Nagawicka and Upper Nemahbin Lakes in Waukesha County; lake protection and recreational use plans for Silver Lake in Washington County and Hunters Lake in Waukesha County; a lake protection and stormwater management plan for Big Cedar Lake in Washington County; a lakefront recreational use and waterway protection plan for that portion of the shoreline of Pewaukee Lake located within the Village of Pewaukee in Waukesha County; and an environmental analysis of lands at the headwaters of Gilbert Lake and Big Cedar Lake in Washington County. While these plans or reports form elements of comprehensive lake water quality management plans, they do not, in and of themselves, constitute such plans. In addition, the Commission staff assisted a number of communities in the conduct of questionnaire-based lake-use surveys, including the communities on, and adjacent to, the Phantom Lakes and Eagle Spring Lake in Waukesha County, and Powers Lake in Kenosha and Walworth Counties. The results of these surveys were reported to the communities in the form of Commission letter reports.

During 2005, the Commission participated in lake-management-related meetings convened by the University of Wisconsin-Extension, the WDNR, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. These meetings included the quarterly statewide meetings of the Wisconsin Lakes Partnership. In addition, the Commission assisted in the development and conduct of the 2005 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership; the 2005 South East Wisconsin Lakes Workshop, focusing on the specific concerns of lake-oriented communities within and adjacent to the Commission's planning region; and, the 2005 North American Lake Management Society Conference and International Symposium, held in Madison, Wisconsin.

Also during 2005, the Commission continued to provide technical assistance to certain municipalities, lake management associations, lake protection and rehabilitation districts, and town sanitary districts. Technical assistance relating to specific lake management needs was provided to municipalities, lake associations and districts, and sanitary districts for George and Voltz Lakes in Kenosha County; Tichigan Lake and the Waterford Impoundment and Waubeesee Lake in Racine County; Beulah, Booth, East Troy, Geneva, Pleasant, and Potter Lakes, all in Walworth County; Little Cedar, Pike, and Silver Lakes in Washington County; and Ashippun, Eagle Spring, Fowler, Upper Kelly, Lower Nemahbin, Little Muskego, Middle and Lower Genesee, Nagawicka, Upper Nemahbin, Oconomowoc, Okauchee, Pewaukee, Upper and Lower Phantom, Pretty, School Section, Spring, and Willow Spring Lakes, and Lac La Belle, all in Waukesha County.

Assistance in preparing applications for State grants in partial support of lake protection and management planning was also provided during 2005 for several lakes. Over the years 1992 through 2005, the Commission assisted in preparing grant applications in support of about 75 lake-management-related projects on nearly 55 of the Region's lakes.

A Lake Protection and Recreational Use Plan for Silver Lake, Washington County

During 2005, the Commission completed a lake protection and recreational use management plan for Silver Lake. This plan, documented in SEWRPC Memorandum Report No. 123, 2nd Edition, *A Lake Protection and Recreational Use Plan for Silver Lake,*

Washington County, Wisconsin, December 2005, was prepared by the Commission for the Silver Lake Protection and Rehabilitation District. This plan documents existing and anticipated conditions and potential lake management concerns of Silver Lake and presents a recommended plan for the resolution of these problems, refining those recommendations set forth in the first edition of the plan, published by the Commission during September 1997. The Silver Lake protection and recreational use management plan recommends actions to limit human impacts on the in-lake macrophyte beds and ecologically valuable areas both within the lake and in its watershed. The plan recommends limited aquatic plant management actions, including selected manual removal and surveillance activities at this time, mainly in the cases where purple loosestrife and Eurasian water milfoil are present, with the limited use of chemical treatment only to treat such species, if needed. Additional and periodic future fishery surveys are also recommended. The plan also includes recommendations for the mitigation of perceived loss of water depth in certain areas of the Lake and for continuation of an ongoing program of public information and education providing riparian residents and lake users. For example, additional options regarding household chemical usage, lawn and garden care, shoreland protection and maintenance, and recreational usage of the Lake should be made available to riparian householders, thereby providing riparian residents with alternatives to traditional alternatives and activities. Periodic, ongoing monitoring of lake water quality is recommended as part of this program.

A Lake Management Plan for Pike Lake

During 2005, the Commission completed a comprehensive lake management plan for Pike Lake. The plan, documented in SEWRPC Community Assistance Planning Report No. 273, *A Lake Management Plan for Pike Lake, Washington County Wisconsin*, December 2005, was prepared by the Commission at the request of the Pike Lake Protection and Rehabilitation District, in cooperation with the Wisconsin Department of Natural Resources. The plan is intended to serve as a guide to the making of decisions concerning the use and management of Pike Lake. The study area, which is coterminous with the total tributary drainage area of the Lake, encompasses about 12.5 square miles in southwestern Washington County.

Alternative management techniques evaluated included watershed-based lake rehabilitation and in-lake management measures. Those alternatives measures

incorporated into the recommended management plan, after evaluation, included the following:

For the protection of the natural resource base:

- Maintenance, to the extent practicable, of historic lakefront residential dwelling densities.
- Protection of wetlands and shorelands, as well as other environmental corridor lands and isolated natural resource features, through public or private acquisition of features of local or greater significance.

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

- Continued provision of wastewater treatment at the City of Hartford and Village of Slinger treatment facilities as set forth in the adopted regional water quality management plan.
- Continued implementation of inspection and maintenance measures with respect to onsite sewage disposal systems in those portions of the watershed not served by public sanitary sewerage services.
- Installation of construction site erosion control measures as required by local ordinances and enforcement of construction site erosion control and stormwater management ordinance provisions.
- Development of detailed designs for the inlet to restore the functioning of the bypass channel which would reduce pollutant loadings carried by the Rubicon River.
- For rural areas, continued implementation of nonpoint source pollution controls through promotion of sound rural land management practices to reduce soil loss and contaminant loadings, preparation of farm conservation plans, and implementation of integrated nutrient and pest management practices.
- For urban areas, continued implementation of sound urban “good housekeeping” and yard care practices through informational programming,

and development of lawn care and shoreland management ordinances in the City and Town of Hartford.

- For developing areas, development, enforcement and periodic review of construction site erosion control and stormwater management ordinances and application of conservation subdivision designs with integrated stormwater management systems where appropriate densities exist.
- Continued water quality monitoring.

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

- Conduct of periodic fisheries surveys to determine management and stocking needs, conduct of stocking programs as appropriate, and enforcement of size and catch limits.
- Maintenance of existing shoreline protection structures and repair as necessary using vegetative means insofar as practicable.
- Maintenance of the integrity of wetlands, shorelands, and environmental corridor lands, including isolated natural resource features, through public or private acquisition, application of appropriate ordinance provisions and zoning restrictions, and conduct of restoration activities, as previously noted.

For the enhancement of recreational opportunities:

- Maintenance of public recreational boating access opportunities, and continued enforcement and periodic review of recreational boating ordinances relating to the operation of watercraft on the Lake and petroleum-powered vehicles on the ice.
- Harvesting aquatic plants to facilitate recreational boating access, minimizing harvesting during the spring and autumn to avoid disturbances to fish breeding areas, manually harvesting around piers and docks, and collecting floating aquatic plant

fragments in shoreland areas to minimize rooting potential of Eurasian water milfoil and accumulation of organic debris.

- Limited application of appropriate chemical herbicides where necessary to specifically target Eurasian water milfoil and curly-leaf pondweed infestations in the Lake and purple loosestrife infestations in shoreland wetland areas.
- Application of biological control agents to purple loosestrife infestations, using loose-strife beetles.

For public information and education:

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

Map 19 presents a graphic summary of the recommended management plan for Pike Lake.

Stream Management Planning

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

Prior to 2005, the Commission provided technical assistance related to stream system management to the Wisconsin Departments of Natural Resources and Transportation, and certain municipalities and other organizations for: Rosenow Creek, a tributary to Lac La Belle and the Oconomowoc River in Waukesha County; Nippersink Creek and an unnamed tributary to Galloway Creek, both of which are tributary to the Fox River in Walworth County; an unnamed tributary to Sugar Creek, a tributary to the Fox River in Walworth County;

Karcher Creek, a tributary to the Fox River in Kenosha County; and Quaas Creek and two unnamed tributary streams, all tributary to the Milwaukee River in Washington County. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports.

During 2005, the Commission continued to provide technical assistance related to stream system management to the Wisconsin Departments of Natural Resources and Transportation, and certain municipalities and other organizations. Technical assistance relating to specific stream management needs with respect to planning for, and the potential consequences of, the removal of existing impoundments on major streams also was provided to municipalities, lake associations, and lake districts for East Troy Pond in Walworth County and Eagle Spring Lake and Roller Mill Dam in Waukesha County.

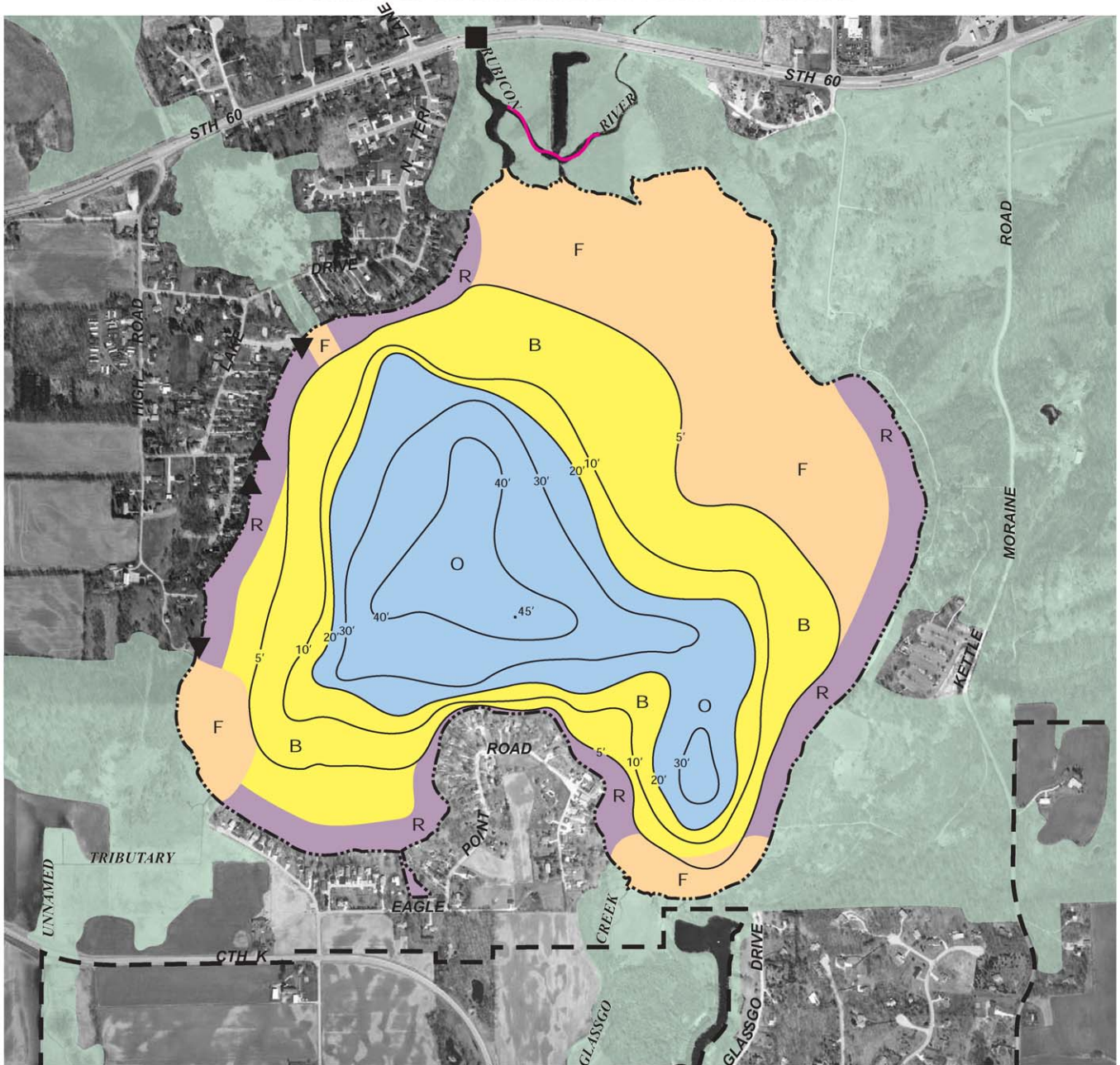
Also during 2005, the Commission continued to provide technical assistance to the City of New Berlin and the Kelly Lakes Association, Inc., during the implementation of recommended lake protection measures set forth in SEWRPC Memorandum Report No. 135, *A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin*, published during October 2000. The assistance provided related to stream system management for the Upper Kelly Lake Tributary which flows into Upper Kelly Lake.

Sewerage Facilities Planning

During 2005, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Clean Water Act, the requirements of the Wisconsin Clean Water Fund administered by the WDNR, and good engineering practice. Work activities during 2005 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

Map 19

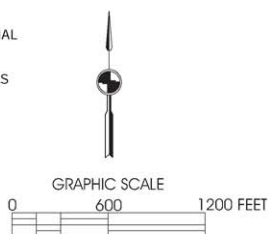
RECOMMENDED LAKE MANAGEMENT PLAN FOR PIKE LAKE



DATE OF PHOTOGRAPHY: MARCH 2000

- 20' — WATER DEPTH CONTOUR IN FEET
- ▲ WATER LEVEL CONTROL STRUCTURE
- ▲ PUBLIC ACCESS SITE (RECONSTRUCT TO LIMIT RUNOFF)
- ▼ PRIVATE ACCESS SITE
- AQUATIC PLANT MANAGEMENT**
- B** BOATING / RECREATION: SURFACE CUT OF EURASIAN WATER MILFOIL, HARVESTING MODERATE/ PRIORITY
- R** RIPARIAN ZONE: MAINTAIN SHORELINE PROTECTION STRUCTURES AS NECESSARY INSTALL VEGETATIVE BUFFERS, MANUALLY HARVEST AQUATIC PLANTS AROUND PIERS AND DOCKS
- F** FISH BREEDING AND HABITAT/ANGLING AREAS - NO AQUATIC PLANT MANAGEMENT MEASURES RECOMMENDED DURING FISH BREEDING SEASON
- O** OPEN WATER: DEPTH GREATER THAN 20 FEET - NO AQUATIC MANAGEMENT MEASURES RECOMMENDED

- LAND USE MANAGEMENT**
- PROTECT ENVIRONMENTAL CORRIDOR LANDS
- OBSERVE GUIDELINES SET FORTH IN LOCAL AND REGIONAL LAND USE PLANS, MAINTAIN HISTORIC LAKEFRONT RESIDENTIAL DWELLING DENSITIES
- PROMOTE GOOD HOUSEKEEPING PRACTICES IN URBAN AREAS
- — BOUNDARY OF HARTFORD SANITARY SEWER SERVICE AREA
- WATER QUALITY MANAGEMENT**
- CONTINUE PARTICIPATION IN WISCONSIN DEPARTMENT OF NATURAL RESOURCES SELF-HELP MONITORING PROGRAM
- IMPLEMENT RUNOFF MANAGEMENT PRACTICES
- FISHERIES MANAGEMENT**
- CONTINUE TO MONITOR FISH POPULATIONS, MODIFY STOCKING/ HARVESTING PROGRAM AND REGULATIONS, AS NECESSARY
- PUBLIC INFORMATION AND EDUCATION**
- CONTINUE PUBLIC AWARENESS PROGRAM
- — RECONSTRUCT BYPASS CHANNEL



Source: SEWRPC.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 2005:

- Continued assistance to local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. During 2005, local sewerage facilities plan amendments were reviewed for the City of Burlington, for replacement of raw sewage influent pumps at the City of Oconomowoc sewage treatment plant, and for replacement of lift station pumps for Elkhorn Lift Station No. 1, which is owned and operated by the Walworth County Metropolitan Sewerage District (WALCOMET).
- The Commission continued to work cooperatively with the MMSD and the WDNR to carry out the next round of MMSD facility planning in a coordinated manner with the ongoing updating of the regional water quality management plan for the Milwaukee area watersheds.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

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

management plan. A similar finding must be made for large-scale onsite sewage treatment and disposal systems and holding tanks under a cooperation agreement between the Wisconsin Departments of Commerce and Natural Resources.

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

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

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

As noted above, the regional water quality management plan as originally adopted in 1979 identified 85 sanitary sewer service areas. Subsequent to adoption of the original plan, the Commission, in cooperation with the local units of government concerned, has carried out a continuing work effort to refine and detail the planned sewer service areas within the Region and thereby amend the adopted regional water quality management plan. During 2005, this work effort included the following:

- Adoption by the Commission of amendments to the sanitary sewer service areas for the Villages of Paddock Lake and Twin Lakes and the Towns of Bristol and Somers in Kenosha County; the Waterford/Rochester area, the Village of Union Grove, the Town of Caledonia, and the Caddy Vista Sanitary District in Racine County; the Village of Darien in Walworth County; the City of Hartford (two amendments) and the Village of Kewaskum, in Washington County; and the Cities of Muskego, New Berlin, Oconomowoc (two amendments) Pewaukee, and Waukesha and the Villages of Dousman and Mukwonago, all in Waukesha County.

By the end of 2005, as a result of the refinement and detailing process, a total of 73 of the 85 initially identified sanitary sewer service areas had been refined and detailed. Because the refinement and detailing process sometimes involves the redefinition and combination of previously defined areas, these 73 originally defined areas are represented by a total of 57 redefined areas.

In addition, the refinement and detailing process sometimes has resulted in the recognition of new sanitary sewer service areas that were either not envisioned in the original 1979 regional water quality management plan or were part of envisioned larger sewer service areas. As of the end of 2005, 12 such areas had been delineated by amendments to the regional water quality management plan. These 12 new areas include the following: the Powers-Benedict-Tombeau Lakes area, located in Kenosha and Walworth Counties; the City of Franklin and the City of Oak Creek portions of the Milwaukee Metropolitan Sewerage District (MMSD), located in Milwaukee County; the Bohner Lake area, located in Racine County; the Alpine Valley, the Country Estates Sanitary District, the Pell Lake, and the Mallard Ridge Landfill areas, all located in Walworth County; the Eagle Spring Lake Sanitary

District, the Village of Lannon portion of the Lannon-Menomonee Falls area, and the Mukwonago County Park area, all located in Waukesha County; and the Rainbow Springs area, located in both Waukesha and Walworth Counties.

The planning status of the recommended sanitary sewer service areas within the Region is summarized in Table 16 and on Map 20. The table identifies the 85 initially identified sewer service areas; the 73 initially identified sewer service areas for which the recommended plan refinement process was completed at the end of 2005; and the 57 redefined areas and the 12 new areas resulting from the plan refinement process. The table also identifies the documents setting forth each refined and detailed sanitary sewer service area plan and the respective dates on which the Commission adopted those documents as amendments to the regional water quality management plan.

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

During 2005, review comments were provided on 220 proposed public sanitary sewer extensions and 111 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 17.

WATER SUPPLY PLANNING

During 2005, Commission water supply planning was focused primarily on the preparation of a regional water supply plan for the seven-county Southeastern Wisconsin Region. The plan will identify the best means of providing a sustainable water supply for the Region. The planning effort is being overseen by the SEWRPC Regional Water Supply Planning Advisory Committee. Membership on this Committee includes knowledgeable and concerned representatives of the constituent counties and municipalities; of concerned State and Federal agencies; of the academic community; and of businesses and industries. The water supply plan is scheduled to be completed over a 30-month period ending in mid-2007.

The preparation of the regional water supply plan represents the third, and final, element of the

Table 16

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2005

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

Table 16 (continued)

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

Table 16 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	Delavan Delavan Lake Elkhorn Walworth County Institutions Williams Bay Lake Como --	Delavan-Delavan Lake Elkhorn Williams Bay-Geneva National-Lake Como Mallard Ridge Landfill	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, November 1991
	East Troy Potter Lake Alpine Valley	East Troy	December, 2000	SEWRPC Community Assistance Planning Report No. 112, 3rd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, December 2000
	Fontana Walworth	Fontana-Walworth	June 21, 1995	SEWRPC Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin, June 1995
	Genoa City	Genoa City	June 19, 1996	SEWRPC Community Assistance Planning Report No. 175, 2nd Edition, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, May 1996
	Lake Geneva	Lake Geneva	January 18, 1993	SEWRPC Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
	Lyons --	Lyons Country Estates Sanitary District	September 15, 1993	SEWRPC Community Assistance Planning Report No. 158, 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
	--	Pell Lake	June 19, 1996	SEWRPC Community Assistance Planning Report No. 225, Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin, June 1996
	Sharon	--	--	--
	Whitewater	Whitewater	March 1, 1995	SEWRPC Community Assistance Planning Report No. 94, 2nd Edition, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, March 1995
Washington	Allenton	Allenton	March 3, 2004	SEWRPC Community Assistance Planning Report No. 103, 2 nd Edition, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, March 2004
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
	Hartford	Hartford	September 12, 2001	SEWRPC Community Assistance Planning Report No. 92, 3rd Edition, Sanitary Sewer Service Area for the City of Hartford and Environs, Washington County, Wisconsin, September 2001
	Jackson	Jackson	September 10, 1997	SEWRPC Community Assistance Planning Report No. 124, 2nd Edition, Sanitary Sewer Service Area for the Village of Jackson and Environs, Washington County, Wisconsin, September 1997

Table 16 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, December 1988
	Newburg	Newburg	March 3, 1993	SEWRPC Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
	Slinger	Slinger	December 2, 1998	SEWRPC Community Assistance Planning Report No. 128, 3rd Edition, Sanitary Sewer Service Area for the Village of Slinger and Environs, Washington County, Wisconsin, December 1998
	West Bend	West Bend	June 17, 1998	SEWRPC Community Assistance Planning Report No. 35, 2nd Edition, Sanitary Sewer Service Area for the City of West Bend and Environs, Washington County, Wisconsin, June 1998
Waukesha	Beaver Lake	--	--	--
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
	Delafield-Nashotah Nashotah-Nemahbin Lakes	Delafield-Nashotah	January 18, 1993	SEWRPC Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992
	Dousman	Dousman	March 1, 2000	SEWRPC Community Assistance Planning Report No. 192, 2nd Edition, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, March 2000
	--	Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District, December 1985
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
	Menomonee Falls --	Menomonee Falls Lannon	June 16, 1993	SEWRPC Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
	--	Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984

Table 16 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) ^a	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Muskego	Muskego	December 3, 1997	SEWRPC Community Assistance Planning Report No. 64, 3rd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, December 1997
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin, November 1987
	North Lake	--	--	--
	North Prairie	--	--	--
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	September 15, 1999	SEWRPC Community Assistance Planning Report No. 172, 2nd Edition, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, September 1999
	Oconomowoc Lake	--	--	--
	Okauchee Lake	--	--	--
	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985
	Pine Lake	--	--	--
	--	Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Sussex-Lannon	Sussex	September 7, 1994	SEWRPC Community Assistance Planning Report No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994
	Wales	--	--	--
	Waukesha	Waukesha	March 3, 1999	SEWRPC Community Assistance Planning Report No. 100, 2nd Edition, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, March 1999

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

Commission’s water supply planning program. The first element—completed in 2002—consisted of basic groundwater resource inventories. The second element—completed in 2004—consisted of the development of a groundwater simulation model for the Region. The completion of these elements involved interagency partnership programs with the U.S. Geological Survey (USGS), the Wisconsin Geological and Natural History Survey (WGNHS), the University of Wisconsin-Milwaukee (UWM), the Wisconsin Department of Natural Resources (WDNR),

and a number of the public water supply utilities serving the Region.

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

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

Map 20

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2005

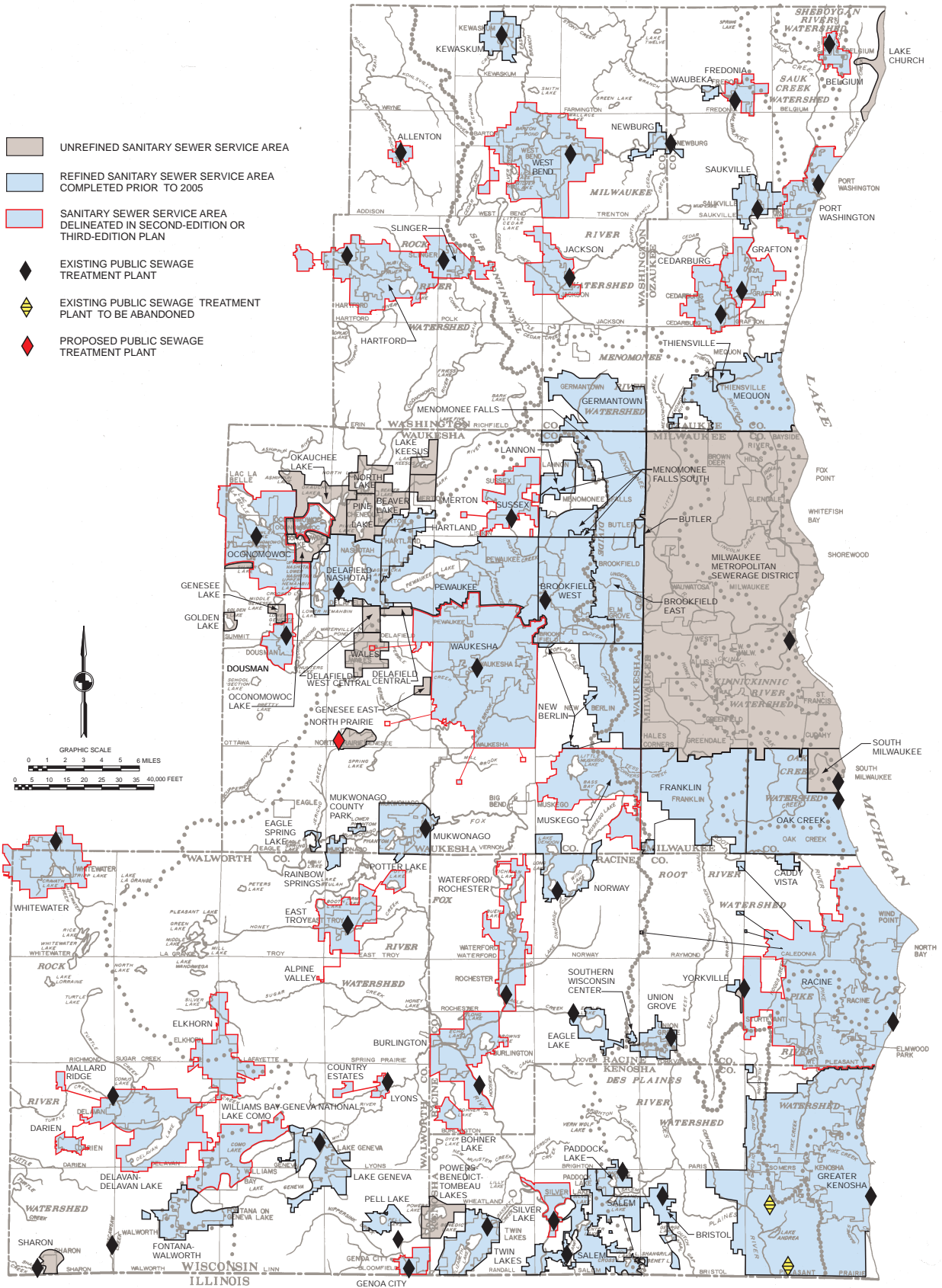


Table 17

SANITARY SEWER EXTENSION REVIEWS: 2005

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha.....	27	9	36
Milwaukee.....	42	22 ^a	64
Ozaukee.....	11	4	15
Racine.....	23	16	39
Walworth.....	23	10	33
Washington.....	33	12	45
Waukesha.....	61	38	99
Total	220	111	331

^aThe Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2005, 411 reviews of building sewer extensions were conducted by the City.

- An inventory and analysis of existing water use within the Region, with particular attention to the geographic distribution of the water uses;
- Determination of urban water supply service areas and of existing and forecast demand water use by these urban service areas; by exurban residential, commercial, and industrial uses; and by rural agricultural and recreational uses;
- Identification of existing and potential water supply problems as revealed by inventories, analyses, and forecasts;
- Development of recommendations for water conservation efforts to reduce water demand;
- Development and evaluation—including environmental assessment—of alternative means of addressing the identified water supply problems, culminating in the identification of an initially recommended plan for the sources of supply and for development of the basic infrastructure required to deliver that supply.
- Identification of groundwater recharge areas to be considered for protection from incompatible development;

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

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

During 2005, the work was completed on: basic inventories needed to support the plan and on objectives and standards to be used to evaluate alternative plans. Work was initiated on a state-of-the-art report for water supply management which will identify the viable water supply management measures and design standards for use in the planning program.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2005, Commission efforts in watershed, floodland, and stormwater management planning consisted of continuing work on programs to update floodland maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties adjacent to Milwaukee County; coordinating with the U.S. Army Corps of Engineers to ensure that the results of the Des Plaines River watershed study are incorporated into that agency’s Upper Des Plaines River Illinois/Wisconsin Phase 2 Feasibility Study; coordinating with the Federal Emergency Management Agency (FEMA) on the development of digital floodplain maps for the portion of the Village of Pleasant Prairie in the Des Plaines River watershed; completing an all hazards mitigation plan for the City of Milwaukee; completing a study prioritization and preparing a detailed inventory, and accompanying survey specifications, for bridges, culverts, and dams to be surveyed for use in computing

flood profiles along Waukesha County streams that are to be studied in detail under the Federal Emergency Management Agency (FEMA) Map Modernization Initiative; coordination with FEMA, WDNR, and the FEMA study contractor for the floodplain Map Modernization program in Kenosha, Racine, and Washington Counties; providing technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; providing hydrologic and hydraulic data, including flood flow and flood stage data, to consulting engineers and governmental agencies; and conducting a cooperative stream-gaging program.

Watershed Planning

The Commission staff continued work on a project to prepare updated, digital floodplain and floodway maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties that are adjacent to Milwaukee County. The project is being performed for the Milwaukee County Automated Land Information System Steering Committee (MCAMLIS) and the Milwaukee Metropolitan Sewerage District (MMSD), with assistance from the Wisconsin Land Information Program. Under the first phase of the project, updated floodland maps are being prepared for streams in the Kinnickinnic, Menomonee, and Milwaukee River watersheds; the Oak Creek watershed; and the Legend Creek subwatershed. In 2005, hydrologic and/or hydraulic modeling was performed in the Kinnickinnic, Menomonee, and Milwaukee River watersheds and the Fish Creek subwatershed. The streams for which such work was conducted include, Beaver Creek, Brown Deer Park Creek, the Kinnickinnic River, Lyons Park Creek, Wilson Park Creek/Edgerton Channel, Villa Mann Creek, the Villa Mann Creek Tributary, Woods Creek, and the Little Menomonee River.

The Des Plaines River watershed study was published in June 2003 as SEWRPC Planning Report No. 44, *A Comprehensive Plan for the Des Plaines River Watershed*. The plan, which was formally adopted not only by the Commission, but also by Kenosha and Racine Counties, can be accessed on the Commission website. A summary of the plan is included in SEWRPC *Newsletter*, Vol. 41, No. 1, 2003. The implementation phase of the Des Plaines River watershed study began in 2004 and in 2005 the Commission staff continued to coordinate with the U.S. Army Corps of Engineers and local sponsors in Illinois 1) in developing the “Upper Des Plaines River and Tributaries Phase II, Illinois and

Wisconsin Multi-Purpose Feasibility Study” and 2) conducting a pilot project to implement watershed study recommendations related to the Kilbourn Road Ditch subwatershed. The Commission staff served on the Hydrology and Hydraulics, Environmental Restoration, and Plan Formulation Subcommittees that are involved in various aspects of that feasibility study. The feasibility study will utilize the products of the SEWRPC Des Plaines River watershed study and will provide Kenosha County with over \$500,000 in credits toward participation in the Phase II planning for their portion of the project cost based on work performed under the watershed study.

In 2005, the Commission staff coordinated with FEMA on the detailed review of preliminary digital Flood Insurance Rate Maps for over 30 miles of streams in the portion of the Village of Pleasant Prairie in the Des Plaines River watershed. The digital floodplain and floodway delineations used for the maps and the supporting hydrologic and hydraulic analyses were developed under the Des Plaines River watershed study.

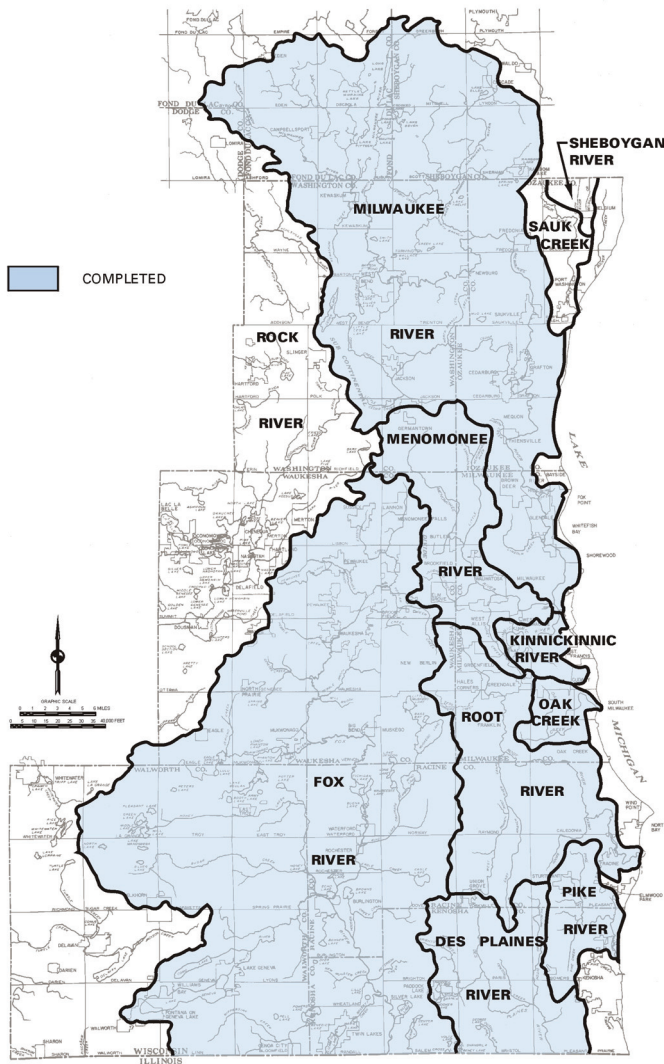
The plan documented in SEWRPC Community Assistance Planning Report No. 282, *City of Milwaukee All Hazards Mitigation Plan, Milwaukee County, Wisconsin*, is based on the all hazards approach to mitigation which is being promoted by FEMA.

The floodplain study stream prioritization for Waukesha County resulted in preparation of a detailed inventory, and accompanying bridge, culvert, and dam survey specifications, for structures along the Bark, Pewaukee, Ashippun, and Mukwonago Rivers; Brandy Brook; and Pebble, Rosenow, Sussex, South Branch of Sussex, and Quietwood Creeks. The Commission staff administered and coordinated the surveys of hydraulic structures by a private surveying firm.

The Commission staff provided hydrologic and hydraulic information and digital floodplain maps developed under various Commission studies for use in preparation of County-wide FEMA Digital Flood Insurance Rate Maps for Kenosha, Racine, and Washington Counties. Detailed model and map data were provided for 1) the streams in Kenosha and Racine Counties that were studied under the Des Plaines and Pike River watershed studies; 2) North, Knights, Edgewood, Kettle View, and Kewaskum Creeks and an Unnamed Tributary to Kewaskum Creek in the Village of Kewaskum and environs in Washington County; and 3) Quaas and Wingate Creeks in the City of West Bend and environs, also in Washington County.

Map 21

**SEWRPC WATERSHED STUDIES
COMPLETED: 2005**



Map 21 indicates the coverage of the watershed studies conducted by the Commission through 2005.

Stormwater and Floodland Management Planning

During 2005, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

In 2005, the Commission undertook a number of stormwater and floodland management planning

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

- At the request of Kenosha County, the Commission staff reviewed 14 stormwater management plans for new development proposals within the County, three in the Town of Bristol, three in the Town of Salem, five in the Town of Somers, two in the Town of Paris, and one in the Town of Randall. The reviews included consideration of stormwater drainage, nonpoint source pollution control, and construction erosion control. Where appropriate, the reviews were conducted within the broader context of the adopted watershed studies and the regional water quality management plan.
- At the request of Kenosha County, the Commission staff reviewed a floodplain analyses for an unnamed tributary to the Des Plaines River in the Town of Bristol and for a reach of New Munster Creek in the Town of Wheatland.
- At the request of the Village of Pleasant Prairie, the Commission staff reviewed a floodplain analysis for an unnamed tributary to Lake Michigan.
- At the request of Milwaukee County, the Commission staff performed a hydraulic analysis of a proposed bicycle trail segment along the Root River in the City of Franklin and the Village of Greendale.
- The Commission staff reviewed the draft design report for the Milwaukee Metropolitan Sewerage District Milwaukee County Grounds Floodwater Management Facility.
- At the request of the City of Glendale, the Commission staff reviewed floodplain aspects related to the proposed construction of a house along the Milwaukee River .
- At the request of the City of Milwaukee, the Commission staff prepared hydraulic and scour analyses for the proposed W. Mill Road replacement bridge over the Menomonee River and the W. Granville Road replacement bridge over the Little Menomonee River and performed a hydraulic analysis of a proposed extension of

the Milwaukee Riverwalk. The Commission staff also provided continuing assistance to the City of Milwaukee in obtaining a FEMA Letter of Map Revision reflecting the floodplain changes resulting from construction of the Milwaukee Metropolitan Sewerage District Lincoln Creek stream rehabilitation and flood control project.

- At the request of Racine County, the Commission staff reviewed the proposed Brown's Lake Dam replacement project and reviewed the floodplain aspects of proposed activity along the West Branch of the Root River Canal in the Town of Raymond.
- At the request of Walworth County, the Commission staff reviewed a floodplain analysis for a portion of the West Branch of Nippersink Creek in the Town of Bloomfield.
- At the request of Waukesha County, the Commission staff reviewed floodplain analyses of Pebble Creek and Brandy Brook in the City of Waukesha and the Towns of Genesee and Waukesha and of the Fox River in the Town of Lisbon. The Commission staff also reviewed floodplain aspects relative to a property along the Poplar Creek floodplain in the Town of Brookfield
- The Commission staff assisted the Waukesha County communities that are members of the Upper Fox River Watershed Stormwater Discharge Permit Application Group (the Cities of Pewaukee and Waukesha; the Villages of Pewaukee and Sussex; and the Towns of Brookfield, Delafield, Lisbon, and Waukesha) in establishing and administering group participation in a WDNR/USGS stormwater monitoring project that meets the group's discharge permit requirement.
- The Commission staff continued preparation of a watershed protection plan for the Pebble Creek watershed in Waukesha County. The Pebble Creek watershed protection plan is a collaborative effort with the Land Resources Division of the Waukesha County Department of Parks and Land Use. The plan will address management of the surface water resources of the watershed which includes Pebble Creek and Brandy Brook. Integrated alternative plans will be developed for stormwater management and stream protection or restoration and a recommended plan will be synthesized from those alternatives. The plan will include consideration of future land use conditions in Waukesha County and the 100-year recurrence interval floodplain boundaries will be delineated along Pebble Creek and Brandy Brook.
- At the request of the Wisconsin Department of Transportation, the Commission staff reviewed the stormwater management aspects of a STH 32 reconstruction project in the Town of Somers.
- The Commission staff worked with the Northeastern Illinois Planning Commission, the Northwestern Indiana Regional Planning Commission, and Chicago Wilderness in planning the "Linking Watersheds" Conference that was held in September 2005.
- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the design of bridges and culverts and other facilities and improvements along streams in the Region, in the facilities design phases of projects recommended under Commission plans, and in other water resource and environmental projects. During 2005, data were provided for the following: 1) the Menomonee River watershed; 2) the Pike River in the City of Kenosha; 3) Brighton Creek and Unnamed Tributary No. 6 to Brighton Creek in the Village of Paddock Lake; 4) the Des Plaines River and tributaries, Jerome Creek, Unnamed Tributary No. 4 to Jerome Creek, Kilbourn Road Ditch, and Tobin Creek in the Village of Pleasant Prairie; 5) the Des Plaines River and tributaries throughout the Town of Bristol; 6) an unnamed tributary to Camp Lake in the Town of Salem; 7) the Dutch Gap Canal in the Town of Bristol; 8) Kilbourn Road Ditch in the Town of Somers; 9) the Lake Michigan bluff in the City of Cudahy; 10) the Root River in the City of Franklin and the Village of Greendale; 11) the Milwaukee River, in the City of Milwaukee; 12) Honey Creek in the Cities of Greenfield and Wauwatosa; 13) the North Branch of Oak Creek in the Cities of Milwaukee and Oak Creek; 14) the West Branch of the Root River in the City of

West Allis; 15) Whitnall Park Creek and the Northwest Branch of Whitnall Park Creek in the Village of Hales Corners; 16) the Little Menomonee Creek in the City of Mequon; 17) Bartlett Branch in the Village of Mt. Pleasant; 18) Hoods Creek in the Villages of Mt. Pleasant and Sturtevant and the Town of Caledonia; 19) the Fox River in the Village of Waterford; 20) Honey and Sugar Creeks in Walworth County; 21) the Milwaukee River in the City of West Bend; 22) the West Branch of the Menomonee River in the Village of Germantown; 23) the Fox River in the City and Town of Brookfield; 24) Deer Creek in the City of Brookfield; 25) Poplar Creek in the City of New Berlin and the Town of Brookfield; 26) Nor-X-Way Channel in the Village of Menomonee Falls; 27) Sussex Creek in the Village of Sussex; 28) the Fox River in the Town of Brookfield; 29) Kroll and Wambold Dams at the outlet of Eagle Springs Lake in the Town of Eagle; 30) the Bark River in the Town of Lisbon; and 31) the Little Oconomowoc River and North Lake in the Town of Merton.

Floodplain Data Availability

The availability of flood hazard data within the Region is shown on Map 22. The Commission has completed comprehensive watershed plans for the Des Plaines, Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in definitive flood hazard data—in the form of peak flood flows and stages associated with the 100-year recurrence interval floods—for about 744 miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of definitive flood hazard data for a total of about 85 additional miles of stream channel. Large-scale topographic maps displaying the location and extent of the 100-year recurrence interval flood hazard areas and prepared to Commission specifications are available for the riverine areas along about 677 miles of stream.

Flood Insurance Rate Studies

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

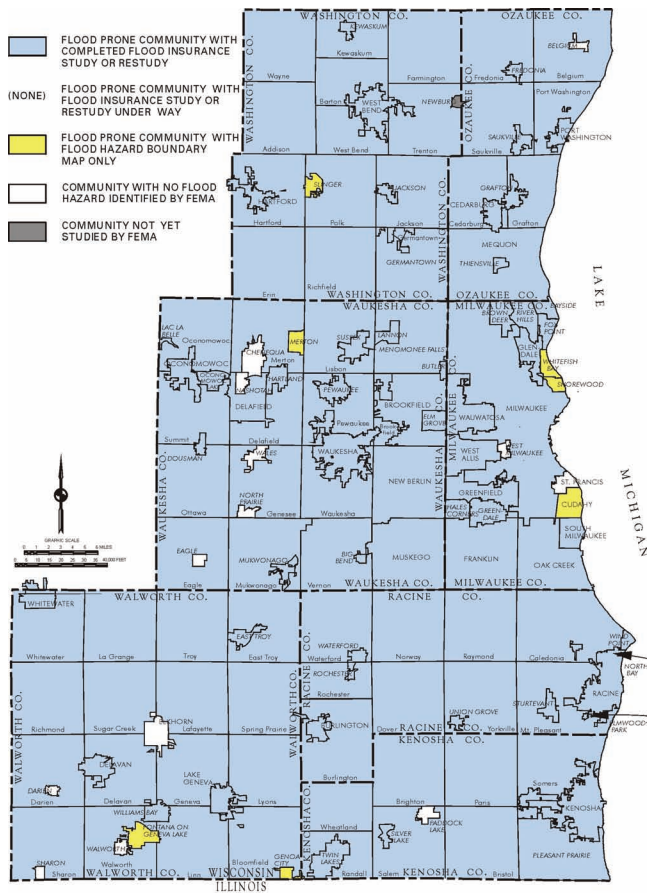
floodland areas. FEMA is proceeding with the conduct and periodic updating of such studies throughout the United States. While the Commission has not directly contracted with FEMA for the conduct of such studies, the Commission does assist communities and counties in obtaining updated FEMA Flood Insurance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

In the past, Federal flood insurance studies were generally carried out individually for incorporated cities and villages and for the unincorporated areas of counties; however, recent FEMA policies encourage development of such studies on a countywide basis. The status of flood insurance rate studies in the Region at the end of 2005 is shown on Map 23.

As shown on Map 23, as of 2005, there were 21 cities or villages in the Region for which the Federal Emergency Management Agency had not conducted a flood insurance rate study. In seven cases, FEMA has, instead, published a “flood hazard boundary map,” which shows the approximate location of floodlands without the support of detailed engineering studies. The remaining 14 cities or villages in the Region are not considered by FEMA to contain flood hazard areas. In one of those 14, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was identified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

Map 23

STATUS OF FLOOD INSURANCE STUDIES: 2005



Besides providing available data from the Commission files to the contractors conducting such studies for the Federal Emergency Management Agency, the Commission staff helps to delineate floodplains and attends meetings with local officials and other citizens to discuss the results of flood insurance rate studies. Under its community assistance program, the Commission also assists local communities in enacting sound floodland regulations as required for participation in the National Flood Insurance Program. In 2005, the Commission staff assisted the WDNR and FEMA in coordinating the FEMA Map Modernization Program in Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties. That assistance included community coordination and development of project scope of work information.

Stream-Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous-recording streamflow gages were in operation within the Region. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more adequate streamflow-gaging program (see Map 24). The USGS assists in the funding of the stream gages, operates the gages, and annually publishes the data collected under the streamflow-monitoring program. In 2005, there were 35 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. Of the 35 gages, 14 were financially supported by the Waukesha County Board of Supervisors, the MMSD, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission’s cooperative program. In addition, four gages were supported by the MMSD outside the Commission’s cooperative program, four gages were supported by Milwaukee County, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, one gage was supported by the WDNR, one gage was supported by the U.S. Army Corps of Engineers and the Walworth County Metropolitan Sewerage District, one gage was supported by the Walworth County Metropolitan Sewerage District, one gage was supported by the City of Muskego, three gages were supported by the Town of Delavan, one gage was supported by the Geneva Lake Environmental Agency and the WDNR, two gages were supported by the City of Delafield, and two gages were supported by the Illinois Department of Transportation.

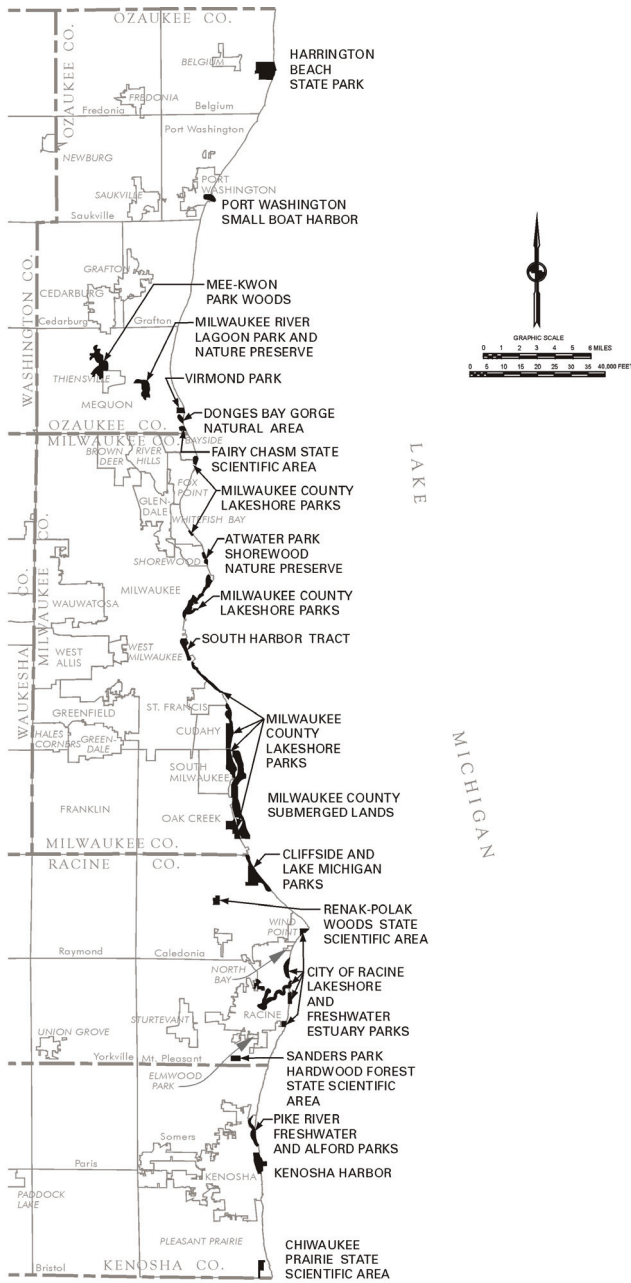
In addition, in 2005 there were four gages at which water levels, but not streamflow, were continuously recorded. These included, one at Delavan Lake near the City of Delavan, one at Geneva Lake in the City of Lake Geneva; one at Wind Lake in the Town of Norway, and one at Big Muskego Lake in the City of Muskego.

COASTAL MANAGEMENT PLANNING

During 2005, the Regional Planning Commission continued to provide assistance to the Wisconsin Department of Administration in the conduct of the

Map 25

**DESIGNATED COASTAL AREAS IN
SOUTHEASTERN WISCONSIN: 2005**



Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities in the management of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State pursuant to the Federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

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

One of the continuing functions of the Commission under the coastal management program is to assist the Wisconsin Coastal Management Program in the designation of special coastal areas. In 2005, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 25. These special areas have natural, scientific, economic, cultural, or historical importance. Designation by the Wisconsin Coastal Management Council as a special coastal area ensures eligibility for financial or technical assistance for special coastal area management activities through the Wisconsin Coastal Management Program and focuses attention on a valuable coastal resource.

In 2005, the Commission staff, in collaboration with S.D Mackey & Associates-Habitat Solutions, completed an inventory and assessment of shore protection structures along the Lake Michigan coastline in Racine County.

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TELECOMMUNICATIONS PLANNING DIVISION

DIVISION FUNCTIONS

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

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

BACKGROUND

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

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

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

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

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

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

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

ANTENNA SITING AND RELATED INFRASTRUCTURE PLAN

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

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

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

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

- Poor Cooperation From Wireless Service Providers.

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

- Results of Cellular/PCS Wireless Network Monitoring System.

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

The end result was a redirection of the wireless telecommunications planning program to fourth generation wireless networks planning. Such planning took the form of exploring new topologies and advanced technologies that have the potential for 4G level performance. The 4G wireless plan was scheduled for completion by mid-2006.

PUBLIC ENTERPRISE TELECOMMUNICATION NETWORKS PLANNING

The term public enterprise networks within the context of the regional telecommunications planning program refers to telecommunications networks that perform public functions in such areas as public safety, transportation, environmental monitoring, and public health. These functions all represent public sector applications of the telecommunication networks. They may or may not require new network infrastructure. Some public networks could operate as applications on existing physical networks. Others may require augmentations of existing physical networks, and still others may require new network infrastructure.

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

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

The findings and recommendations reflect the attitudes and viewpoints of the various interests that would be involved in the implementation and operation of these public networks. The prospects and procedures for moving to the next stage of development along with possible sources of funding was documented. Efforts would be made to convene stakeholder-based committees to stimulate initiation of public network projects aimed at the further identification and possible deployment and operation of these networks.

In 2005, primary emphasis in public enterprise networks planning related to wireless public safety communications networks. These networks are currently in a state of transition from traditional public safety communications networks that feature primarily voice traffic to high speed multi-media communications systems that feature voice, data, and video traffic. Current public safety communications trends revolve around the new 4.9 GHz band allocated by the FCC exclusively for public safety functions. This frequency band provides sufficient bandwidth for data communications at rates exceeding 20 megabits per second; such throughput performance is in sharp contrast to present data rates of 19.2 kilobits per second characteristic of most regional public safety transceiver equipment. Unfortunately, the 4.9 GHz is also characterized by high attenuation losses in typical metro areas. To overcome these obstacles, innovations in both network structure and equipment technology are required for the design of cost effective broadband wireless communications systems. A plan for a new high speed county-wide wireless data communications in the 4.9 GHz band was prepared on a preliminary basis for field test in Ozaukee County in 2006.

REGIONAL TELECOMMUNICATIONS NETWORK PLAN

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

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

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ECONOMIC DEVELOPMENT ASSISTANCE DIVISION

DIVISION FUNCTIONS

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

LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING

The Commission provides economic development program planning services that assist communities with a range of local economic development measures. These include identifying the types of economic development compatible with overall community development goals and objectives and promoting economic development activities that have such compatibility. This function is intended to address a variety of local and regional economic development problems, including the following: 1) structural changes in the economy, as evidenced by a declining proportion of manufacturing employment and an increasing proportion of retail trade and service employment; 2) the lack of adequate community facilities and services to support local economic development; 3) the need to provide workers for the full range of employment opportunities, 4) the decisions by local businesses and industries to relocate to, or expand in, areas outside the Region, and 5) the need to assist local entrepreneurs with the start-up of new business enterprises. During 2005, the Commission engaged in the following local economic development program planning efforts:

- Provision of the demographic and socioeconomic data necessary to enable the preparation of a comprehensive economic development strategy annual report for Kenosha County. This report serves to maintain county eligibility for Federal public works grants and revolving loan fund programs to further economic development.
- Participation in the activities of the Regional Economic Partnership, an economic development initiative of the seven counties in the Southeastern Wisconsin Region, the City of Milwaukee, We Energies, the Metropolitan Milwaukee Association of Commerce, and the Commission. Activities undertaken by the Partnership in 2005 included the following: 1) maintaining a site on the Internet that identifies the competitive advantages of the Southeastern Wisconsin Region as a business location, provides information on applying for tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone; and provides links to the home pages of Partnership members and community economic profiles that are prepared by the Commission in cooperation with the Regional Economic Partnership, as noted below; 2) employing, in partnership with the TechStar Foundation, a staff person to work with companies on gaining access to the Small Business Innovation Research (SBIR) Program and other technology-based Federal grant programs; 3) administering two grants in support of the SBIR staff position—a \$25,000 grant from the Helen Bader Foundation, Inc., and a \$15,000 grant from the University of Wisconsin-Extension, Federal and State Technology (FAST) Partnership Program; 4) providing technical assistance to companies interested in obtaining tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone that are administered by the Partnership; 5) obtaining approval for four technology zone applications totaling \$936,300 that were prepared with the assistance of Commission staff; 6) supporting periodic educational forums that provided economic development professionals, local officials, and businesses in the Region with information on important economic development issues; 7) providing staff assistance to the new Milwaukee 7 regional economic development initiative in the development of a new website, an executive call program, and a resource center; and 8) collaborating with the Wisconsin Department of

Commerce in hosting quarterly meetings with representatives from the Partnership, the Department of Commerce, and representatives of economic development agencies in Dane, Jefferson, and Rock Counties. A Commission staff member chairs the Partnership effort.

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic development-related data and information. This function also includes the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 2005, the Division prepared written responses from the Commission files to requests for economic development-related data and information. In addition, the Division responded to requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, Federal and State agencies, local development organizations, businesses, and individual citizens. The following are some examples of Division activity in performing this function during 2005:

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

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

Economic development project planning involves conducting detailed economic development planning studies for local units of government, not-for-profit

development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 2005, the following representative project planning services were provided:

- Economic profiles were maintained for 62 cities, villages, and towns within the Region, along with profiles for Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. These profiles are part of a series of economic profiles originally prepared in 1984 and updated periodically with the assistance of the Regional Economic Partnership. The profiles are available on the Regional Economic Partnership website (www.wisrep.org) and can be printed by individual users. The communities for which profiles were maintained in 2005 are shown on Map 26.
- Presented SEWRPC Community Assistance Planning Report No. 278, *Kenosha County Hazard Mitigation Plan*, to the County Board of Supervisors and local units of government within the County for adoption.
- Data collection was completed for a project sponsored by the Racine County Economic Development Corporation and University of Wisconsin-Parkside to evaluate the success of the County's strategic economic development planning process.
- Completed work on SEWRPC Memorandum Report No. 136, *Racine County Industrial Park Land Absorption Study (2nd Edition)*.

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

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

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

Grant Procurement Assistance

In 2005, the Commission assisted local units of government in obtaining the following grant awards:

- Kenosha County received approval for four Federal Emergency Management Agency (FEMA) applications totaling \$1.63 million that were prepared with the assistance of Commission staff. The resulting grant awards will be used to finance the acquisition and removal of residential structures located in the 100-year recurrence interval floodplain of the Fox River.
- The City of Elkhorn received approval for a \$506,000 Wisconsin Community Development Block Grant (CDBG) for Economic Development program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance a business expansion project for Chemtool, Inc.
- Ozaukee County received approval for an \$81,000 Wisconsin Community Development Block Grant (CDBG) for Economic Development program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance a business expansion project for Noble Dairy, LLC.
- The City of Racine received approval for an \$815,000 U.S. Economic Development Administration (EDA) application that was prepared with the assistance of Commission staff. The resulting grant award will be used to redevelop the former Jacobsen-Extron industrial site in the City.
- Kenosha County received approval for a \$22,500 Wisconsin Community Development Block Grant (CDBG) program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to assist BIO-CATT, Inc., with the development of a plan to provide high-speed broadband service to western Kenosha County and eastern Walworth County.

Administration of Grant-in-Aid Awards

In addition to helping local communities apply for available Federal and State funds, the Commission will, upon request, contract with successful applicants for the administration of the grant awards. A number of activities are involved in administering these programs, including ensuring that the terms of each grant award or funding program are met. During 2005, the Commission provided contract services to administer the following grant awards:

- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$746,000 obtained by the City of Cedarburg in 1998 with the assistance of Commission staff. This grant award was used to assist Norstar Aluminum Molds, Inc., with the purchase of new machinery and equipment for the firm's manufacturing facility in the City.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County in 2001 with the assistance of Commission staff. This grant award was used to assist Cedarburg Pharmaceuticals, LLC, with the purchase of new machinery and equipment for the firm's manufacturing facility in the Village of Grafton.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$172,400 that was prepared with the assistance of Commission staff. This grant award was used to assist the Kohler Company with training workers for its new manufacturing facility in the Village of Saukville.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$506,000 that was prepared with the assistance of Commission staff. This grant award was used by Chemtool, Inc., to equip its new manufacturing facility in the City of Elkhorn.

- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$81,000 that was prepared with the assistance of Commission staff. This grant award was used by Noble Dairy, LLC, to purchase dairy cows for its new operation in Ozaukee County.
- A Wisconsin Community Development Block Grant (CDBG) award totaling \$22,500 that was prepared with the assistance of Commission staff. This grant award is being used by BIO-CATT, Inc., to develop a plan to provide high-speed broadband service to western Kenosha County and eastern Walworth County.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$577,378 obtained by Kenosha County in 2001 with the assistance of Commission staff, along with a \$148,752 supplement obtained in 2005. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$371,978 obtained by Kenosha County in 2002 with the assistance of Commission staff, along with a \$508,371 supplement obtained in 2005. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award and supplement totaling \$677,337 obtained by Kenosha County in 2005 with the assistance of Commission staff. This grant award and supplement are being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.
- A Federal Emergency Management Agency-Pre-Disaster Mitigation (PDM) grant program award totaling \$297,300 obtained by Kenosha County in 2005 with the assistance of

Commission staff. This grant award is being used to finance the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of the Fox River.

- A Wisconsin Community Development Block Grant (CDBG) Emergency Assistance program grant award totaling \$109,000 obtained by Kenosha County in 2004 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures located in the 100-year recurrence interval floodplain of the Fox River.

REVOLVING LOAN FUND ADMINISTRATION

The Commission, upon request, also assists in the administration of local revolving loan fund programs. These loan programs are established through repayments on Wisconsin Community Development Block Grant (CDBG) awards and through the appropriation of local funds. A number of activities are involved in administering these programs, including ensuring that the terms of each grant award or funding program are met. The Commission provided technical assistance in the utilization and administration of revolving loan fund programs during 2005 as follows:

- Provision of assistance to the Village of East Troy in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of one loan totaling \$100,000; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$61,000; and 3) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.
- Provision of assistance to the Village of Menomonee Falls in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and the Village's economic development master fund program, and in completing the following activities: 1) provision

of assistance in the servicing of 24 loans totaling \$2.3 million that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$41,500; and 3) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.

- Provision of assistance to the City of Muskego in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in the provision of assistance in the packaging, closing, and servicing of one new loan totaling \$100,000;
- Provision of assistance to the City of Mequon in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in the provision of assistance in the servicing of one loan totaling \$322,000 that was provided with the assistance of the Commission.
- Provision of assistance to the Village of Sussex in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and the Village's community enhancement fund program.
- Provision of assistance to the City of Cedarburg in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$376,400 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Port Washington in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of seven loans

totaling \$908,500 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$80,000; and 3) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.

- Provision of assistance to Ozaukee County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of three loans totaling \$252,000 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$80,000; and 3) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Cudahy in providing information to businesses interested in obtaining financing from the City's economic development master fund program and in the provision of assistance in the servicing of four loans totaling \$42,450 that were provided with the assistance of the Commission.
- Provision of assistance to Washington County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of six loans totaling \$599,300 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual reports to the Wisconsin Department of Commerce.
- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the County's Community Development Block Grant (CDBG) revolving loan fund program for housing rehabilitation, which included the following activities: 1) provision of assistance in the packaging and closing of 21 new loans totaling \$111,996; 2) provision of information to 35 residents interested in borrowing funds from the program; and 3) servicing of 172 outstanding loans.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in the conduct of local planning efforts, and assisting County and local governments in the preparation of multi-jurisdictional comprehensive plans. Such assistance promotes coordination between local and regional plans and plan implementation actions, resulting in good public administration as well as sound physical development within the Region. In 2005, the Division provided four basic types of services: educational, advisory, review, and County and local project planning.

EDUCATIONAL SERVICES

Educational services are provided by Commission staff to local units of government, citizen groups, and local colleges and universities on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. In addition, these efforts are directed at encouraging the creation, organization, staffing, and financing of local planning programs. Examples of educational efforts carried out in 2005 include the following:

- Individual meetings were conducted with the leadership and/or affiliates of the following organizations that represent minority, low-income, and special needs populations, to present and discuss information and obtain comments regarding the update of the regional land use and transportation system plans: Association for the Rights of Citizens with Handicaps, Black Health Coalition of Wisconsin, Children's Health Education Center, CNI/Fondy/North Business Association, Congregations United to Serve Humanity, Harambee Ombudsman Project; Independence First, The Insider community newspaper, Lao Family Community, Layton Boulevard West Neighbors, Merrill Park Neighborhood

Association, Metcalfe Park Residents' Association, Metropolitan Milwaukee Fair Housing Council, Mid-Town Neighborhood Association, Milwaukee Branch NAACP, Milwaukee Careers Co-operative, Milwaukee Courier community newspaper, Racine Interfaith Coalition, Repairers of the Breach, Riverwest Neighborhood Association, The Salvation Army-Kenosha, The Salvation Army-Racine, Southside Organizing Committee, Washington Heights Neighborhood Association, Wisconsin Regional Training Partnership, and WMCS Radio Morning Magazine.

- Coordinating meetings, including presentation and review of Commission findings, were conducted with a group consisting of the following organizations for the purposes of obtaining additional input related to minority and low-income populations and the 2035 regional land use and transportation system planning process: American Civil Liberties Union of Wisconsin, Black Health Coalition of Wisconsin, Citizens Allied for Sane Highways, Merrill Park Neighborhood Association, Metropolitan Milwaukee Fair Housing Council, Milwaukee Branch NAACP, Milwaukee Courier community newspaper, Story Hill Neighborhood Association, and University of Wisconsin-Milwaukee.
- Moderated a session on "Utilities and Infrastructure Resources" at the "Economic Development Infrastructure Conference" sponsored by the Wisconsin Economic Development Association.
- Presentations on "Southeastern Wisconsin Water Supply Issues and Regional Water Supply Planning Program Overview" were made to the Waukesha County Comprehensive Plan Advisory Committee; at the Public Policy Forum's "Solving the Water Puzzle" conference; and at an Ozaukee County First Friday Forum at the Milwaukee Area Technical College (MATC) North Campus in Mequon.

- Coordinating with the Northeastern Illinois Planning Commission and other agencies, the Commission helped co-host a two-day conference entitled, "Straddling the Divide: Water Supply Planning in the Lake Michigan Region." Presentations were given by Commission staff on the technical needs for policy development, and closing thoughts from the perspective of regional planning commissions.
- A presentation on "History, Expectations, and Experience of the Milwaukee Metropolitan Sewerage District (MMSD) Inline Deep Tunnel System" was made to the Waukesha County Board of Supervisors.
- Co-sponsored the 2nd annual "Clean Rivers, Clean Lakes" watershed planning conference with the MMSD, which included a presentation by Commission staff on the "Status of the Regional Water Quality Management Plan Update."
- A presentation on "The Comprehensive Planning Process in the Menomonee River Watershed in Southeastern Wisconsin: 1976 to the Present" was made at the 29th Annual National Conference of the Association of State Floodplain Managers.
- A presentation on the "Regional Water Quality Management Plan Update and the MMSD 2020 Facilities Plan" was made to County Planning Directors, County Land Conservationists, UW-Extension Agriculture and Natural Resource Educators, and U.S. Natural Resource Conservation Service District Conservationists from Fond du Lac, Kenosha, Ozaukee, Racine, Sheboygan, Washington, and Waukesha Counties.
- A "Southeastern Wisconsin Regional Aquifer Modeling and Water Supply Planning Program Overview" was presented to the Washington County Land Information Advisory Committee.
- A presentation on the "Southeastern Wisconsin Regional Aquifer Modeling and Water Supply Planning Program - An Intergovernmental-Interagency Cooperative Effort" was made to the Annual Conference of the Wisconsin Counties Association.
- A presentation on "Surface Water Quality Conditions and Sources of Pollution in the Menomonee River Watershed," based on analyses performed under the Regional Water Quality Management Plan for the Greater Milwaukee Watersheds, was made to the Executive Council of the MMSD Intergovernmental Cooperation Council of Milwaukee County.
- A presentation on the regional planning perspective was given at the EPA-sponsored conference entitled, "Green Makeover," held in Milwaukee to address retrofitting sites in urban areas for improved stormwater management and natural resource functions as an enrichment for city environments.
- A presentation on the Regional Water Quality Management Plan Update, as related to potential future coordination, was given to the Milwaukee River Basin Partners.
- Assistance was provided to Waukesha County UW-Extension in conducting and summarizing a meeting with Waukesha Memorial Hospital and the City of Waukesha Water Utility, held to investigate stormwater management and educational options.
- Commission staff continued to serve as Coordinator for the Southeast Area Land and Water Conservation Association, comprised of county land conservation committee and department staff representatives. In that capacity, relevant Commission activities were discussed as appropriate; and assistance was provided in updating the Association's by-laws.
- Presentations on the update of the regional land use and transportation plans were made to the advisory committees overseeing the Ozaukee County and Washington County comprehensive plans.
- A presentation was given to the Town of Burlington Plan Commission on citizen survey techniques and past Commission surveys to assist in the Town's exploration of options relative to the question of public vs. private water supply for residential use.

- A presentation was made to the Town of Norway Land Use Committee about the 2020 regional land use and transportation plans and Commission planning principles.
- A presentation on the adopted 2020 regional transportation plan and the new Southeastern Wisconsin Regional Transit Authority was made to the Waukesha County Developmental Disabilities Advisory Committee.
- An overview of the transportation planning activities performed by the Commission staff was presented to a regional planning class at Carroll College.
- Presentations on conservation subdivisions with interconnecting greenways, bikeways, and pedestrian/recreation pathways were made to local officials in the Village of Wales, the Town of Merton, and the Town of Belgium.
- A presentation was made to Village of Hartland officials on potential urban design standards for the development and redevelopment of the Hartland Village Center.
- Commission staff served on the organizing committees and provided staff support at the Southeast Wisconsin Lakes Workshop and the Statewide Wisconsin Lakes Convention.
- Commission staff helped the Waterford Waterway Management District organize a "Pontoon Classroom" for high school students at Waterford Union High School and staffed the shore station, providing information to decision makers and others attending this event at Tichigan Lake in Waterford.
- Commission staff continued to participate in the interagency consortium known as "Testing the Waters," which has trained scores of teachers and thousands of high school students over the years, most from within the watersheds tributary to the Milwaukee Harbor Estuary. In 2005, staff again worked with the Washington County Land Conservation Department to plan and conduct four watershed bus tours for students and their teachers to view land use changes, water quality problems, and solutions particularly in the rural landscape.
- A series of 10 educational sessions were conducted for Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organisms and teach about the impact of land use and highway systems on the aquatic environment. This annual event has taught nearly 2,000 youth and their leaders over the years.
- Presented an overview of concerns related to turf nutrient management in the vicinity of lakeshores at a standards oversight committee organized by the Wisconsin Department of Agriculture, Trade, and Consumer Protection.
- Acted as moderator at a regional groundwater informational meeting held at East Troy High School, focusing on groundwater issues relevant to the Mukwonago River Basin.
- Served as conference chairs and chaired the organizing committee for the 25th annual North American Lake Management Society (NALMS) Annual Conference and International Symposium, and also organized a technical session on the Great Lakes and secured grant funding for this event. The Conference was the third best attended conference in the 25 year history of NALMS.
- Gave a presentation on the "Principles of Natural Resources Management" to a class at the University of Wisconsin-Milwaukee, Biological Sciences Department.
- Presented the City of Milwaukee All Hazards Mitigation Plan at a City of Milwaukee Public Safety Committee Meeting and Public Information Meeting.
- Gave presentations on environmental planning for "Career Day" at Woodside Elementary School in Sussex.

- Assisted in teaching a class in wetland plant identification to wetland biologists, consultants, and agency staff at the University of Wisconsin-LaCrosse.
- Gave a presentation on "The Ten Most Endangered Natural Areas in Milwaukee County" at the 25th Annual Natural Landscapes Conference, MATC North Campus in Mequon, sponsored by the Milwaukee Audubon Society.
- Gave a presentation to conservation organizations entitled "Walworth County's Special Places," concerning preservation of the County's biodiversity, during the symposium "Achieving Conservation Goals Through Smart Growth" at Juniper Knolls Girl Scout Camp in the Town of LaGrange.

ADVISORY SERVICES

Advisory services consist of providing basic planning and engineering data available in the Commission's files to local units of government and private interests, and the provision, on an ad-hoc basis, of technical planning and engineering assistance to local communities. Representative advisory services performed during 2005 included the following:

- In response to a request from Walworth County staff, the Commission staff reviewed and analyzed the County zoning ordinance and prepared a letter report summarizing recommended changes to the ordinance for consideration by County staff and officials.
- Provided a series of maps to the Town of Norway Land Use Committee to assist in developing a Town land use plan. Thematic maps prepared for the Town included arterial streets and highways, 2000 land uses, agricultural soil capabilities, environmental corridors and natural areas, and existing zoning. Orthophotos with overlays of cadastral and floodplain information were also provided.
- Completed an analysis of developable parcels for the Muskego-Norway School District to identify potential sites for a new school.
- Provided information to the Town of Wayne on potential changes to the cluster development

regulations in the Town zoning ordinance and on grant programs available for acquiring and developing town parks.

- Provided information to the Town of Sugar Creek on growth management regulations and State impact fee requirements.
- Provided examples of historic preservation zoning regulations to Racine County.
- In response to a request from City staff, Commission staff reviewed and analyzed the City of Franklin Unified Development Ordinance and prepared a letter report summarizing specific changes recommended to update the ordinance to meet revised State and Federal floodplain requirements.
- In response to a request from Village staff, Commission staff updated the Village of Silver Lake floodplain and shoreland-wetland zoning map to incorporate new topographic mapping, floodplain delineations, and navigability determinations. The Commission staff also reviewed the Village's floodplain and shoreland-wetland zoning ordinance and prepared a letter report summarizing recommended changes to the ordinance.
- In response to a request from the Mayor of New Berlin, Commission staff reviewed the City's conservation subdivision regulations and provided a number of comments for consideration by the City.
- In response to a request from the Waukesha County Executive, Commission staff participated in two focus groups to help develop a strategic plan for County service delivery and policy issues.
- Provided information on park and open space sites in the Town of Saukville to a reporter from Milwaukee Magazine.
- Provided maps of planned environmental corridors in the City of Franklin to the Milwaukee Area Land Conservancy.
- Provided assistance in response to various inquiries about the National Flood Insurance Program and flood insurance rate maps for the Region.

Table 18

FEDERAL AND STATE GRANT REVIEWS: 2005

Review Category	Number of Reviews	Aggregate Amount of Federal and State Grant, Loan, or Mortgage Insurance Requests
Community Action.....	17	\$15,285,402
Community Development	2	2,464,996
Community Facilities.....	1	3,412,500
Conservation.....	54	99,301,647
Housing.....	2	4,019,585
Solid Waste.....	2	110,000
Total	78	\$124,594,130

REVIEW SERVICES

Review services are intended to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation. Three basic types of review services are performed by Commission staff: review of local plans, plan implementation devices, and development proposals; review of Federal and State grant applications; and review of environmental impact statements, reports, and assessments.

At the request of local units of government, the Commission reviews and comments on locally prepared community comprehensive and neighborhood unit development plans for conformity with the regional plan. During 2005, the Commission provided review comments to the Village of Slinger and the Village of Paddock Lake on proposed comprehensive plans for each Village. The Commission also provided review comments on six neighborhood plans prepared by the Town of Salem and reviewed and commented on proposed amendments to the City of Waukesha Master Plan affecting properties in the Town of Waukesha.

The Commission staff routinely reviews proposed subdivision plats and certified survey maps for Kenosha, Racine, and Walworth County, as well as a number of cities and villages in the Region. In 2005, 56 preliminary subdivision plats and three certified survey maps were reviewed in 26 local governments. Plats submitted to the Commission are reviewed against all regional plan elements.

Commission activities regarding the review of Federal and State grant applications during 2005 are summarized in Table 18. Review comments were provided for 78 applications for Federal and State grants, loans, or mortgage insurance guarantees requesting in the aggregate about \$125 million in Federal and State financial assistance. All 78 applications were found to be not in conflict with the adopted regional plan elements. No environmental assessments or impact statements were submitted to the Commission for review in 2005.

PROJECT PLANNING SERVICES

Project planning services generally involve the conduct for member units of government of detailed planning studies resulting in the preparation of County and local plans and plan implementation ordinances. During 2005, the Commission’s project planning efforts included the following:

Comprehensive and Master Plans

- Completed report production on a master plan for the Village of Hartland. The master plan includes a land use and street system plan, a general redevelopment plan for a portion of the Village Center, a bicycleway system plan, a water trail system plan, a recreation trail system plan, and design guidelines. The plan was adopted by the Village in December 2004.
- Work was completed on a master plan for the Town of Lafayette. A draft plan was reviewed by Town officials and the public at two informational meetings held in June. Following that review, a final plan was prepared and a public hearing held in August. The plan was

adopted by the Town Plan Commission and Town Board in September. Publication of the plan report was completed in December.

The Commission staff also continued to work with six of the seven counties to prepare multi-jurisdictional county-local comprehensive plans. Comprehensive planning activity in 2005 included the following:

- Commission staff continued to work closely with Ozaukee County staff to prepare an Ozaukee County multi-jurisdictional comprehensive plan and comprehensive plans for the 14 cities, villages, and towns partnering with the County. The partnering local governments are the Cities of Mequon and Port Washington; Villages of Belgium, Fredonia, Grafton, Newburg, Saukville, and Thiensville; and Towns of Belgium, Fredonia, Cedarburg, Grafton, Port Washington, and Saukville. Commission work on the plan in 2005 included the following:

- Assisted the County and local governments in developing survey questionnaires for public opinion surveys conducted by UW-Milwaukee (UWM). Upon completion of the local surveys and a countywide survey conducted by UWM, the Commission staff reviewed and commented on the survey reports, distributed the reports to participating local governments, and prepared and distributed news releases announcing the survey results.
- Prepared the first five chapters of the plan report (an introductory chapter; a chapter on demographic trends and forecasts; an agricultural, natural, and cultural resources inventory chapter; a land use, transportation, and utilities and community facilities inventory chapter; and an existing plans and ordinances inventory chapter). All five chapters were reviewed and approved by the plan Advisory Committee in 2005. Chapters I and V were reviewed and approved by the Comprehensive Planning Board, a subcommittee of the Ozaukee County Board of Supervisors, in 2005.

- Completed digital base maps for each participating city, village, and town, and the County.

- Assisted local governments with preparation and adoption of public participation plans.

- Held meetings with each local government to review County and local comprehensive plan preparation timelines, review local government base maps, determine planning areas for partnering cities and villages, and set dates for public informational meetings in each participating local government.

- Prepared thematic maps and other materials and helped staff a City of Port Washington comprehensive plan public informational meeting in December. Comprehensive plan public informational meetings were held in each of the other participating local governments in early 2006.

- Commission staff also continued to work closely with Washington County staff to prepare a Washington County multi-jurisdictional comprehensive plan and comprehensive plans for the 10 towns and one village partnering with the County. The participating local governments are the Towns of Addison, Barton, Erin, Farmington, Germantown, Hartford, Kewaskum, Polk, Trenton, and Wayne, and the Village of Kewaskum. Commission work on the plan during 2005 included the following:

- Assisted County staff in identifying the organizations and agencies to be represented on the advisory committee and the three element workgroups established to help guide preparation of the plan.

- Developed a schedule and draft committee and workgroup agendas for the first year of the planning process.

- Reviewed and commented on the Request for Proposal for the countywide public opinion survey, submitted potential survey questions, and reviewed and commented on the survey questionnaire.

- Prepared the first two chapters of the plan report (an introductory chapter and a chapter on demographic trends and forecasts).
- Prepared digital base maps for the County and for each local government partner.

- The Commission staff serves on the Waukesha County Comprehensive Development Plan Advisory Committee and on the Agricultural, Natural, and Cultural Resources Subcommittee. Twenty-seven of the 37 cities, towns, and villages in the County are participating in a multi-jurisdictional planning process. The process is being led by County staff. The role of the Commission is to provide data from the Commission's data base as needed, to review draft plan materials, and to provide other assistance as needed. During 2005, Commission staff reviewed and continued to provide comments on revised drafts of the first three chapters of the plan report (the introductory; trends, issues, and opportunities element; and agricultural, natural, and cultural resources element chapters). Commission staff also met with County staff to discuss on-going Commission planning work on a countywide biking and hiking trail system and a system of water trails for canoeing, and provided electronic files of park and open space sites in Waukesha County to the Park and Planning Department for use in preparing the comprehensive plan.
- Coordinated with County staff in Kenosha, Racine, and Walworth Counties and 48 of the 57 local governments in the three counties to update work programs for County-local partnership to produce County and local comprehensive plans to meet the requirements of the State's comprehensive planning law. Commission staff also assisted in preparing three-party agreements committing partners to the planning process. Commission staff also helped prepare grant applications for State funds to assist in preparing the multi-jurisdictional plans. Grant applications were submitted in October 2005.

Park and Open Space Plans

- Planning work was completed in 2004 on a new park and open space plan for the Town of Salem. The plan was adopted by the Town Park Board, Plan Commission, and Town Board and published in 2005.
- A draft update to the City of West Bend park and open space plan was completed for review by City staff and officials.
- Work continued on the preparation of a park and open space plan for Milwaukee County. County and Commission staffs reviewed draft report materials and collected additional information for inclusion in the report.

Zoning Ordinances and Maps

- Work was completed on an updated zoning map for the Town of Belgium and a digital zoning map for the Town of Addison.
- A draft update to the shoreland zoning ordinance for Ozaukee County was completed, and a public hearing scheduled for early 2006. Work on updated shoreland and floodplain zoning maps was placed on hold pending approval of new floodplain delineations by the Department of Natural Resources and the Federal Emergency Management Agency.
- Work was initiated on a comprehensive update to the Village of Wales zoning ordinance and map.

Land Division Ordinances

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

Other Project Planning Efforts

- Work was completed on a design plan for the north segment of State Trunk Highway (STH) 36 in Racine County. The design plan is comprised of two key elements. The first

element is a planned land use map reflecting a composite of local land use plans where such plans have been adopted; and the preparation of a planned land use map, based on the 2020 regional land use plan, existing zoning, and/or existing land uses for areas where no local land use plan is in place. The second element consists of a set of recommended urban and rural design guidelines. The plan report will be published in 2006.

- Completed work and published a detailed cluster development plan for a two-square-mile area that includes portions of the Village of Hartland, Village of Merton, and Town of Merton. The plan includes recommended street and lot layouts with interconnecting open space,

bikeways and pedestrian paths, and design guidelines.

- Completed work on a memorandum report relating to industrial land development trends in Racine County. The report analyzes the historic rate of industrial land development at selected industrial/business parks in the County and projects the timeframe within which existing industrial/business parks may be expected to be fully committed or developed for industrial uses. The report is intended to help Racine County and local units of government in assessing future industrial land development needs. A draft report was completed and will be reviewed by the study advisory committee in 2006.

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

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

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

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

BASE MAPPING

During 2005, work continued on the updating of the Commission's one-inch-equals-2,000-foot-scale county planning base maps, using Commission orthophotography and Wisconsin Department of Transportation state aid mileage summary maps. In 2005, this

effort included updating of planimetric features and changing civil division corporate limit lines to reflect recent annexations and incorporations.

SURVEY CONTROL AND TOPOGRAPHIC AND CADASTRAL MAPPING

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

As shown on Map 27 and in Table 19, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2005 had been relocated, monumented, and coordinated, representing 100 percent of all such corners in the Region. Map 28 shows those areas of the Region for which, as of the end of 2005, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 27, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region. Samples of products obtained under the monumentation, control survey, and large-scale topographic mapping programs are shown in Figures 31 and 32 and on Map 30. Map 29 shows those areas of the Region for which, as of the end of 2005, large-scale cadastral (parcel) maps had been or were being prepared to Commission-recommended standards, either by Commission staff or by private contractors working under programs administered by the Commission. These areas total approximately 2,041 square miles, or about 76 percent of the total area of the Region. A sample of a portion of a completed cadastral map is shown on Map 31.

Map 27

RELOCATION, MONUMENTATION,
AND COORDINATION OF U.S. PUBLIC
LAND SURVEY CORNERS: 2005

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

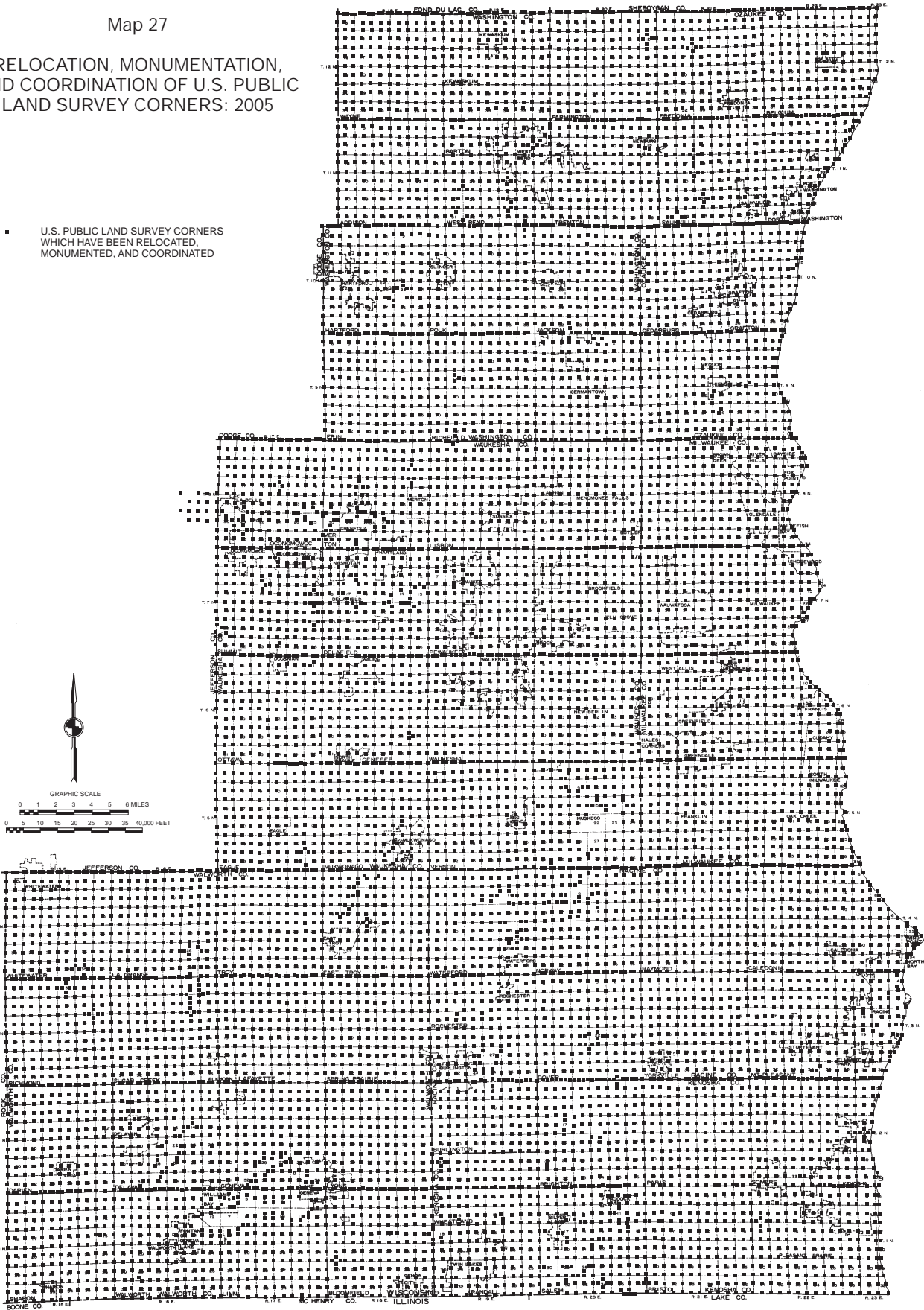
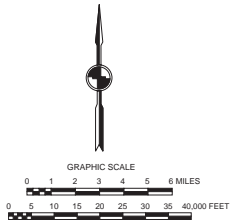


Table 19

RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2005

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

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

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

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

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

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

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






COUNTY SURVEYING ACTIVITIES

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

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

Map 28

LARGE-SCALE TOPOGRAPHIC MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS: 2005

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

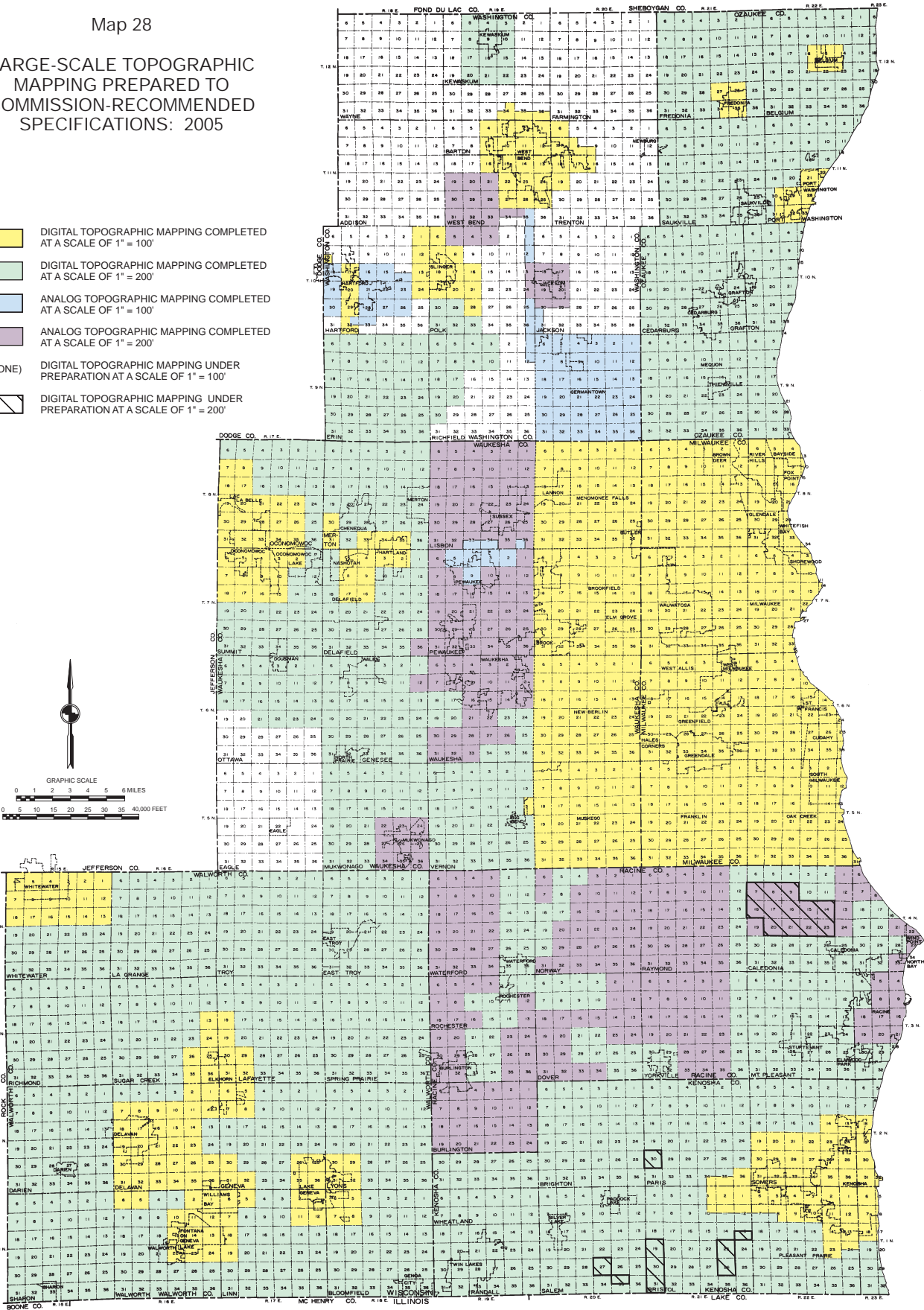


Figure 31

RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATIONS

RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION			
U. S. PUBLIC LAND SURVEY CORNER	161 15 211 22	T 5 N, R 21 E	MILWAUKEE COUNTY, WISCONSIN
HORIZONTAL CONTROL SURVEY BY:	AERO-METRIC ENGINEERING, INC.		YEAR: 1993
VERTICAL CONTROL SURVEY BY:	AERO-METRIC ENGINEERING, INC./SEWRPC		YEAR: 1993/1999
STATE PLANE COORDINATES OF:	SECTION CORNER		
NORTH	329,685.22		
EAST	2,533,357.57		
ELEVATION OF STATION:	761.697		
HORIZONTAL DATUM: WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE NORTH AMERICAN DATUM OF 1927			
VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929			
CONTROL ACCURACY:		THETA ANGLE: +01-22-03	
HORIZONTAL: THIRD ORDER, CLASS I		VERTICAL: SECOND ORDER, CLASS II	
LOCATION SKETCH:			
SURVEYOR'S AFFIDAVIT: As Milwaukee County Surveyor, I hereby certify that I set a concrete monument with SEWRPC brass cap to mark this corner; replacing a cast iron plug with cross set in the concrete pavement to mark this corner in November 1957 by Laverne F. Cook, S-398, State Highway Commission of Wisconsin Project Engineer, following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1944 by the Milwaukee County Highway Department following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1915 by the Milwaukee County Highway Department following highway reconstruction; replacing a cut limestone monument set to mark this corner in 1878 by Jonathan C. Croinsie, Surveyor; replacing in turn a wood post set to mark this corner in June 1836 by Elisha Dwellie, Deputy United States Surveyor, in the conduct of the original United States Public Land Survey; that I referenced the same as shown hereon; and that this record is correct and complete to the best of my knowledge and belief.			
STATE OF WISCONSIN) SS MILWAUKEE COUNTY)		K. W. BAUER REGISTERED LAND SURVEYOR	
DATE OF SURVEY: 7 May 1992 REVISED: 30 September 1999 12 March 2001		S - 157	
FORM PREPARED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION			

surveyors who have submitted records of surveys to the Commission for indexing and filing.

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

REGIONAL LAND INFORMATION INTERNET SITE

In 2003, the Commission completed the development of an internet site which provides access to land survey and control survey documents, aerial orthophotography, and planning related mapping for the Southeastern Wisconsin Region. The land survey and control survey documents—see samples shown in Figures 42 and 43—are updated on the internet site as new or revised data becomes available. The internet site can be accessed at www.sewrpc.org/regionallandinfo/.

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. During 2005, a total of 2,048 prints of aerial photographs of portions of the Region were reproduced, along with 14 soil map prints and 12 prints of maps in the Commission base map series.

In 2005, under the requirements of this legislation, the Division received, indexed, and filed 2,246 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria concerned. This brings the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 41,010.

Updated digital lists of the filed survey records are transmitted to the Milwaukee County Director of Public Works, the Milwaukee County Register of Deeds, city and village engineers within the County, and all land

TYPICAL TOPOGRAPHIC MAP



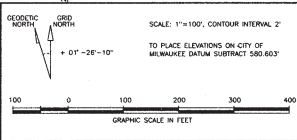
N 438,494.40
E 2,558,088.27
EL. 675.16

N 438,514.87
E 2,558,727.83
EL. 672.04

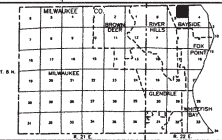
LEGEND

▲	NCS TRIANGULATION STATION
□	MONUMENTED LAND SURVEY CORNER
▲	SEWMP TRVERSE STATION
×	BM OR TBM (LABELLED)

COMBINATION SCALE AND SEA LEVEL
REDUCTION FACTOR: 0.99990739
HORIZONTAL DATUM IS THE WISCONSIN
STATE PLANE COORDINATE SYSTEM, SOUTH
ZONE (NORTH AMERICAN DATUM OF 1927)
VERTICAL DATUM IS NATIONAL GEODETIC
VERTICAL DATUM OF 1928.
COMPILED TO NATIONAL MAP ACCURACY
STANDARDS USING STEREO-PHOTOGRAM-
METRIC METHODS.
DATE OF PHOTOGRAPHY: APRIL 23, 1990
AME PROJECT NO. 089121



TOPOGRAPHIC MAP OF
NE1/4 SECTION 5
TOWNSHIP 8 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN



PREPARED FOR
MILWAUKEE COUNTY, WISCONSIN

BY
AERO-METRIC ENGINEERING, INC.
SHEBOYGAN, WISCONSIN
UNDER A PROGRAM ADMINISTERED BY THE
SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION

K.W. BAKER, P.E., EXECUTIVE DIRECTOR

ANNUAL REPORTS

- 2004 Annual Report, June 2005, 206 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 267, *STH 36 North Corridor Design Plan, Racine County, Wisconsin*, November 2005, 232 pages
- No. 273, *A Lake Management Plan for Pike Lake, Washington County, Wisconsin*, December 2005, 240 pages
- No. 275, *A Park and Open Space Plan for the Town of Salem: 2020, Kenosha County, Wisconsin*, March 2005, 95 pages
- No. 278, *Kenosha County Hazard Mitigation Plan*, April 2005, 392 pages
- No. 280, *A Master Plan for the Town of Lafayette: 2020, Walworth County, Wisconsin*, September 2005, 114 pages
- No. 282, *City of Milwaukee All Hazards Mitigation Plan, Milwaukee County, Wisconsin*, May 2005, 312 pages

MEMORANDUM REPORTS

- No. 123-2nd Edition, *A Lake Protection and Recreational Use Plan for Silver Lake, Washington County, Wisconsin*, December 2005, 101 pages
- No. 136-2nd Edition, *Racine County Industrial Park Land Absorption Study*, December 2005, 54 pages
- No. 159, *An Aquatic Plant Management Plan for Voltz Lake, Kenosha County, Wisconsin*, January 2005, 96 pages
- No. 162, *Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan With Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area*, January 2005, 115 pages

- No. 164, *Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin*, September 2005, 43 pages

NEWSLETTERS

- Vol. 42, No. 2, 16 pages
- Vol. 42, No. 3, 20 pages
- Vol. 42, No. 4, 24 pages
- *Review and Update of Regional Land Use and Transportation System Plans for Southeastern Wisconsin*, April 2005, 12 pages
- *Review and Update of Regional Land Use and Transportation System Plans for Southeastern Wisconsin*, August 2005, 16 pages

OTHER

- *A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007*, January 2005, 203 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Dousman*, March 2005, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Mukwonago*, March 2005, 3 pages
- *Amendment to the Regional Water Quality Management Plan, City of Oconomowoc*, March 2005, 1 page
- *Amendment to the Regional Water Quality Management Plan, Caddy Vista Sanitary District*, June 2005, 5 pages
- *Amendment to the Regional Water Quality Management Plan, City of Hartford*, June 2005, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of Muskego*, June 2005, 4 pages

- *Amendment to the Regional Water Quality Management Plan, City of New Berlin, June 2005, 5 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake, June 2005, 3 pages*
- *Amendment to the Regional Water Quality Management Plan, Waterford/Rochester Area, June 2005, 4 pages*
- *Amendment to the Regional Water Quality Management Plan, City of Oconomowoc, September 2005, 7 pages*
- *Amendment to the Regional Water Quality Management Plan, City of Waukesha, September 2005, 1 page*
- *Amendment to the Regional Water Quality Management Plan, Town of Bristol Utility District No. 1, December 2005, 4 pages*
- *Amendment to the Regional Water Quality Management Plan, Town of Caledonia, December 2005, 5 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Darien, December 2005, 5 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Dousman, December 2005, 4 pages*
- *Amendment to the Regional Water Quality Management Plan, City of Hartford, December 2005, 6 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Kewaskum, December 2005, 4 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Menomonee Falls, December 2005, 3 pages*
- *Amendment to the Regional Water Quality Management Plan, City of Pewaukee, December 2005, 2 pages*
- *Amendment to the Regional Water Quality Management Plan, Greater Kenosha Area/Town of Somers, December 2005, 11 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Twin Lakes, December 2005, 4 pages*
- *Amendment to the Regional Water Quality Management Plan, Village of Union Grove, December 2005, 3 pages*

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GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

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

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

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

COMPUTER MAPPING CAPABILITIES

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

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

DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM

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

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

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

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

2005 REGIONAL ORTHOPHOTOGRAPHY PROGRAM

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

The 2005 regional orthophotography program involves the preparation of several types of digital image products. Digital color orthophoto images are available as one-inch-equals-200-foot scale, 12-inch pixel

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

As of the end of 2005, about 95 percent of the color orthophoto files in GeoTIFF format had been delivered by the project contractor to the Commission. The Commission staff had reviewed the majority of the color files and had begun preparation of the MrSID files and the delivery of the orthophoto files to participating counties and agencies. The project is scheduled to be completed by mid 2006.

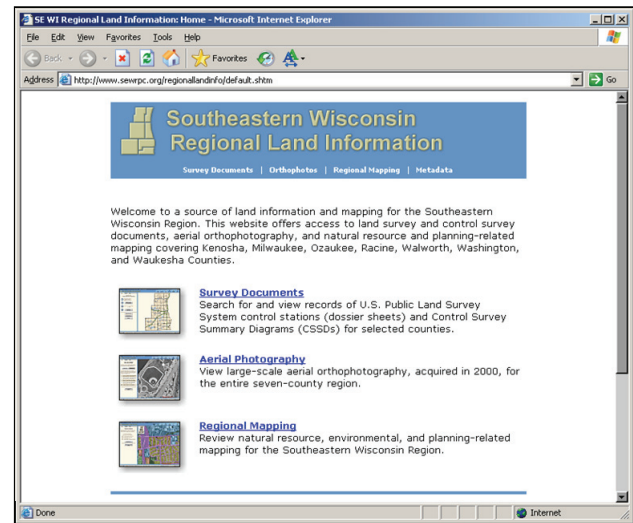
DEVELOPMENT OF A REGIONAL LAND INFORMATION WEBSITE

In 2003, the Commission continued the development of a regional geographic information system with the creation of a land information website (see Figure 44). The Southeastern Wisconsin Regional Land Information website (<http://www.sewrpc.org/regional/landinfo>) is a cooperative effort between the Commission and the Land Information Officers and staffs of the seven counties. Partially funded by grants from the Wisconsin Land Information Program, the website provides access to land and control survey documents, aerial orthophotography, and regional planning maps. The website also offers access to parcel maps maintained and contributed by participating counties.

One important function of the website is online access to current land and control survey documents. Users can search for two types of survey documents: control station (dossier) sheets and Control Survey Summary Diagrams (CSSDs). A dossier sheet is a record of a USPLSS control station, generally a section corner, quarter-section corner, center of section, or witness corner. Each sheet contains an identification of the corner, a sketch of the location, witness monuments

Figure 33

REGIONAL LAND INFORMATION WEBSITE



and ties, monument coordinates and elevations, and other surveyor's information. CSSDs summarize horizontal and vertical control survey information obtained from the high-order control surveys carried out within the Southeastern Wisconsin Region. Each Control Survey Summary Diagram covers six USPLSS sections and shows the location and type of corner monuments; coordinates and elevations of the located corners; and grid distances, bearings, and interior angles of all USPLSS section and quarter-section lines.

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

The aerial photography portion of the website allows users to view recent aerial photo images of the seven-county Region. The site currently displays year 2000 orthophotography, but will soon be updated to also include 2005 orthophotography. On the regional land

information website, users can examine images of the Region and find out how the orthophotography is organized into digital files for distribution. An order form on the website can be used to request digital orthophoto files from the Commission for a nominal fee.

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

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

DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

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

1. The completion of the location and remonumentation of all U.S. Public Land Survey corners and quarter-section corners, including the centers of the sections and meander corners, to Commission standards.

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

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

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

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

The Commission has continued to assist the seven counties in the implementation of their initial and updated land information plans. In 2005, the Commission carried out the following major activities in support of development of the county-based land information systems:

Kenosha County

- A large-scale topographic mapping project was initiated in Kenosha County. The Commission is assisting the County in acquiring digital and hardcopy topographic mapping—with supplemental floodplain boundary mapping—and digital terrain model files for an area of approximately eight square miles. The project was nearly complete at the end of the year.

Milwaukee County

- The Commission continued work on a floodland mapping project in Milwaukee County. Land information system planning in this county is facilitated by a public-private partnership known as the Milwaukee County Automated Mapping and Land Information System (MCAMLIS), which jointly manages the base mapping. This latest MCAMLIS project will prepare a detailed floodplain and floodway boundary data set

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

- The Commission, on behalf of the MCAMLIS Steering Committee, began a project that will acquire color orthophotography, new digital terrain model files, and new and updated digital topographic mapping for all of Milwaukee County. Commission staff worked with the photogrammetric engineering firm selected for the project in reviewing and approving high-resolution orthophotography files covering the County. As of the end of 2005, about 90 percent of the orthophoto files had been reviewed and accepted. The initial digital terrain model files and digital topographic mapping were scheduled for delivery in early 2006, with the entire project to be completed in mid 2007.
- Effective January 1, 2005, responsibility for the day-to-day management of the MCAMLIS Program was assumed by the Milwaukee County Department of Parks and Public Infrastructure.

Ozaukee County

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

Racine County

- The Commission assisted in the completion of one large-scale topographic mapping project and the initiation of another similar project in Racine County. The completed project acquired digital and hardcopy topographic mapping and digital terrain model files for an 11-square-mile area. A similar large-scale topographic mapping project was started that will provide updated control survey information for an area of about 11

square miles and extend the topographic mapping coverage in the County for an area of approximately seven square miles.

- The Commission staff completed a project that acquired selected elevation features—contour and depression lines, spot elevations, and related text—in digital format from large-scale hard-copy topographic maps for an area of 54 square miles.
- The Commission began a project that will convert Racine County’s digital topographic mapping from MicroStation DGN format to ESRI geodatabase format. The project will also integrate separate layers of planimetric and hypsometric mapping available for some areas of the County with full topographic mapping available for other areas to create a uniform set of digital topographic map files covering the entire County.
- Commission staff continued to provide technical assistance to Racine County in 2005 by attending the County’s regularly scheduled GIS Advisory Committee meetings.

Walworth County

- The Commission worked on several projects that contributed to the implementation of the Walworth County plan. Mapping projects in the County are fully integrated, with initial work consisting of land and control surveys, followed by the acquisition of aerial photography for preparation of digital terrain model files and digital topographic mapping, and completed with the creation of digital cadastral mapping. Following this procedure, topographic mapping and digital terrain model files were completed for approximately 196 square miles and cadastral mapping was completed for about 272 square miles in 2005. Previously work was completed on the land and control surveys in the County. With the completion of the topographic and cadastral mapping in 2005, a five-year program to finish the integrated mapping in Walworth County had been accomplished.

Washington County

- In 2005, the Commission continued a project that is conducting structure surveys and preparing detailed hydrologic and hydraulic analysis and floodplain mapping for an area of approximately 30 square miles along the Oconomowoc River.
- At the request of Washington County, the Commission began a project that will result in the acquisition of digital terrain model files and digital elevational mapping for an area of approximately 111 square miles. The project will be completed in early 2006.
- The Commission also began a project on behalf of the City of Hartford that will obtain digital terrain model files and large-scale digital and hardcopy topographic mapping for an area of about 3.75 square miles. This project was about 90 percent completed by the end of 2005.
- The Commission completed work on a vertical control survey project that obtained elevations for a total of 863 U.S. Public Land Survey System corners and their attendant reference benchmarks in the County.

Waukesha County

- The Commission assisted Waukesha County in the conduct of a project that will acquire large-scale orthophotography, digital terrain model files, and digital contour line mapping. The orthophotography, collected in the spring of 2005, will provide high-resolution imagery for the entire County and is designed to complement the Commission’s 2005 regional orthophotography program. This project was approximately 60 percent complete at the end of 2005.
- During 2005, the Commission continued to provide technical assistance to Waukesha County by attending regularly scheduled meetings of the County Land Information Technical Working Group.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

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

FINANCIAL MANAGEMENT AND PLANNING

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

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 2005 by maintaining a trust account with a minority-controlled bank within the Commission's service area. In addition, the Commission has established a business enterprise program, including the completion, maintenance, and expansion of a list of disadvantaged- and women-owned businesses which are contacted as potential Commission vendors.

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

PERSONNEL ADMINISTRATION

Personnel recruitment, testing, and selection are centered in the Administrative Services Division. During 2005, the Commission continued to make progress in carrying out a comprehensive equal employment opportunity program in the areas of recruitment, employment, promotion, transferring, and training. Applicant flow is monitored in order to gauge progress in attracting minority applicants as required in the affirmative action program. Efforts were continued toward attracting qualified minority and women applicants during the year.

GRANT-IN-AID PROCUREMENT

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

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

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

PURCHASING AND CLERICAL SUPPORT

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

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

SALE AND DISTRIBUTION OF PUBLICATIONS

During 2005, the Division distributed a total of 15,765 copies of Commission publications. These included the following: one prospectus, 109 planning reports,

125 amendments to planning reports, 543 technical reports, 897 community assistance planning reports, 535 memorandum reports, six technical records, 542 annual reports, 12,819 newsletters, 157 transportation improvement programs and 31 planning guides. In addition, the Division distributed 2,048 aerial photographs, 14 soils maps, 66 topographic maps, and 12 maps from the Commission's base map series.

APPENDICES

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Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2005

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
*** Leon T. Dreger	2006
** Adelene Greene	2010
* Leonard R. Johnson	2010
MILWAUKEE COUNTY	
*** William R. Drew, Vice-Chairman	2008
** Lee Holloway	2010
* Linda J. Seemeyer	2008
OZAUKEE COUNTY	
* Robert A. Brooks	2008
** Thomas H. Buestrin, Chairman	2008
*** Gustav W. Wirth, Jr, Secretary	2006
RACINE COUNTY	
*** Richard A. Hansen, Treasurer	2010
* Michael J. Miklasevich	2008
** James E. Moyer	2006
WALWORTH COUNTY	
*** Anthony F. Balestrieri	2006
** Gregory L. Holden	2008
* Allen L. Morrison	2006
WASHINGTON COUNTY	
* Kenneth F. Miller	2008
** Daniel S. Schmidt	2010
*** David L. Stroik	2006
WAUKESHA COUNTY	
* Kenneth C. Herro	2006
*** Anselmo Villareal	2010
** Paul G. Vrakas	2010
* Elected by County Board or appointed by County Executive and confirmed by County Board.	
** Appointed by the Governor from a County-supplied list of candidates.	
*** Appointed by the Governor on his own motion without reference to any County-supplied list.	

COMMITTEES

EXECUTIVE COMMITTEE

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

ADMINISTRATIVE COMMITTEE

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

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Allen L. Morrison, Chairman
 Kenneth C. Herro, Vice-Chairman
 Robert A. Brooks
 Thomas H. Buestrin
 Richard A. Hansen
 Lee Holloway
 Leonard R. Johnson
 Michael J. Miklasevich
 Kenneth F. Miller

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
 David L. Stroik, Vice-Chairman
 Anthony F. Balestrieri
 Robert A. Brooks
 Thomas H. Buestrin
 Leon T. Dreger
 Kenneth C. Herro
 Gregory L. Holden
 Lee Holloway
 Leonard R. Johnson
 Michael J. Miklasevich
 Kenneth F. Miller
 James E. Moyer
 Anselmo Villarreal
 Paul G. Vrakas

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Appendix B

COMMISSION ADVISORY COMMITTEES: 2005

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

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

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

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

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

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

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

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

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

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

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

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

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

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

**WALWORTH COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

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

**WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

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

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

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

**WAUKESHA COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

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

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

Glenn M. Lampark..... Director of Public Works,
 Chairman Racine County
 Philip C. Evenson..... Executive Director, Southeastern
 Secretary Wisconsin Regional Planning Commission
 Sandra K. Beaupre..... Director, Bureau of Planning, Division of
 Transportation Investment Management,
 Wisconsin Department of Transportation
 Jon J. Dederich..... Village of Elmwood Park
 U.S. Department of Transportation
 Donald Gismondi..... Acting Regional Administrator, Region V,
 U.S. Department of Transportation,
 Federal Transit Administration
 Michael J. Glasheen..... Transit Planner, City of Racine
 Frederick A. Haerter..... Town Engineer, Town of Caledonia
 Steven D. Jansen..... President, Village of Sturtevant
 Dewayne J. Johnson..... Director, Southeast Region
 Wisconsin Department of Transportation
 Richard A. Jones..... Director of Public Works, City of Racine
 John W. Knuteson..... President, Village of Wind Point
 Dennis C. Mahoney..... President, Village of North Bay
 Bruce E. Matzke..... Wisconsin Division Administrator,
 U.S. Department of Transportation,
 Federal Highway Administration

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

Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton Environmental Protection Specialist, Region V,
U.S. Environmental Protection Agency
Kevin O'Donnell Administrator, Town of Mt. Pleasant
Michael Pjevach President, Wisconsin Coach Lines, Inc.

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

Frederick J. Patrie Director of Public Works,
Chairman
Kenosha County
Philip C. Evenson Executive Director, Southeastern
Secretary
Wisconsin Regional Planning Commission
Sandra K. Beaupre Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Leonard Brandrup Director, Department of Transportation
City of Kenosha
Ronald L. Bursek Director, Public Works Department,
City of Kenosha
Donald Gismondi Acting Regional Administrator, Region V,
U.S. Department of Transportation,
Federal Transit Administration
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Jeffrey B. Labahn Acting Director, Department of City Development,
City of Kenosha
Michael J. Lemens Director of Engineering, City of Kenosha
Bruce E. Matzke Wisconsin Division Administrator,
U.S. Department of Transportation,
Federal Highway Administration
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Cheryl L. Newton Environmental Protection Specialist, Region V,
U.S. Environmental Protection Agency
Michael Pjevach President, Wisconsin Coach Lines, Inc.
Michael R. Pollocoff Administrator, Village of Pleasant Prairie

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

Richard A. Bolte Director of Public Works, Waukesha County
Sharon Cook Director, Intergovernmental Relations Division,
City of Milwaukee
Robert R. Dreblow Highway Commissioner, Ozaukee County
Thomas M. Grisa Director of Public Works, City of Brookfield
Robert C. Johnson Transit Director, City of Waukesha
Transit System Utility
William A. Kappel Director of Public Works,
City of Wauwatosa
Michael G. Lewis City Engineer, City of West Allis
Michael J. Maierle Manager of Long-Range Planning,
Department of City Development,
City of Milwaukee
Jeffrey J. Mantes Commissioner,
Department of Public Works,
City of Milwaukee
Michael J. Martin Director of Public Works,
Village of Hales Corners
Jeffrey S. Polenske City Engineer, City of Milwaukee
George A. Torres Director of Transportation and Public Works,
Department of Parks and Public Infrastructure,
Milwaukee County
Paul Vornholt Mayor's Office, City of Milwaukee
Scott K. Walker Milwaukee County Executive
Dr. James G. White Supervisor, Milwaukee County Board of Supervisors

Nonvoting Technical Staff Members

Philip C. Evenson Executive Director, Southeastern
Secretary
Wisconsin Regional Planning Commission
Sandra K. Beaupre Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Donald Gismondi Acting Regional Administrator, Region V,
U.S. Department of Transportation,
Federal Transit Administration
Dewayne J. Johnson Director, Southeast Region,
Wisconsin Department of Transportation
Bruce E. Matzke Wisconsin Division Administrator,
U.S. Department of Transportation,
Federal Transit Administration
Peter T. McMullen Program and Planning Analyst,
Transportation Section of Air Management,
Wisconsin Department of Natural Resources

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

Michael Pjevach President, Wisconsin Coach Lines, Inc.
Kenneth J. Warren Managing Director, Milwaukee
County Transit System

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

Frederick J. Patrie Director of Public Works,
Chairman
Kenosha County
Sandra K. Beaupre Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
John M. Bennett City Engineer, City of Franklin
Donna L. Brown Systems Planning Group Manager,
Southeast Region, Wisconsin Department of Transportation
Allison Bussler Chief of Staff,
Waukesha County Executive's Office
Shane Crawford Public Works Director, Walworth County
Robert R. Dennik Deputy Chief of Staff, Milwaukee County
Executive's Office
Robert R. Dreblow Highway Commissioner, Ozaukee County
Paul A. Feller Director of Public Works, City of Waukesha
Donald Gismondi Acting Regional Administrator, Region V,
U.S. Department of Transportation,
Federal Transit Administration
Thomas M. Grisa Director of Public Works, City of Brookfield
Richard M. Jones Commissioner Public Works, City of Racine
William Kappel Director of Public Works, City of Wauwatosa
Kevin K. Kessler Acting Director, Bureau of Air Management,
Wisconsin Department of Natural Resources
Glenn M. Lampark Director of Public Works, Racine County
Michael M. Lemens Director of Engineering, City of Kenosha
Michael K. Lynett Village Engineer/Commissioner of
Public Works, Village of Fox Point
Jeffrey J. Mantes Commissioner of Public Works,
City of Milwaukee
Bharat Mathur Acting Regional Administrator, Region 5,
U.S. Environmental Protection Agency
U.S. Department of Transportation
Dwight E. McComb Planning and Program Development
Engineer, U.S. Department of Transportation,
Federal Highway Administration
Gloria L. McCutcheon Southeast Region Director, Wisconsin
Department of Natural Resources
Kenneth M. Pesch Highway Commissioner, Washington County
Jeffrey S. Polenske City Engineer, City of Milwaukee
Wallace Thiel Village Administrator, Village of Hartland
George A. Torres Director of Transportation and Public Works,
Department of Parks and Public Infrastructure,
Milwaukee County
Kenneth J. Warren Managing Director, Milwaukee
County Transit System

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

Thomas W. Meaux Administrator, Ozaukee County
Chairman
Philip C. Evenson Executive Director, Southeastern
Secretary
Wisconsin Regional Planning Commission
Robert Dreblow Highway Commissioner,
Ozaukee County Highway Department
Paul A. Feller Director of Public Works, City of Waukesha
Thomas P. Huber State Bicycle and Pedestrian
Program Coordinator, Wisconsin
Department of Transportation
Richard A. Jones Director of Public Works, City of Racine
James W. Kavemeier Parks System Manager, Waukesha County
Department of Parks and Land Use
Vivian M. Keller Public Policy Consultant
Jaclyn D. Lawton Environmental Coordinator,
Federal Highway Administration
Randal LeClaire Traffic Engineer, City of Kenosha
Jeffrey J. Mantes Commissioner, Department of Public Works
City of Milwaukee
Raymond G. Meyer Public Member, Ozaukee County
Steve Mokrohisky Deputy Chief of Staff, Milwaukee County
Kenneth Neitzke Government Relations Committee Chairman,
Waukesha County Chapter,
Ice Age Trail Committee
Robert F. Pfeiffer Project Development Chief, Southeast Region,
Wisconsin Department of Transportation
Mark A. Piotrowicz Assistant Director of Community Development,
City of West Bend
Jeffrey S. Polenske City Engineer, City of Milwaukee
Linda Roessl President, Bay View Bicycle Club
Ronald J. Rutkowski Director, Transportation Planning
and Development, Milwaukee County
Department of Parks and Public Infrastructure

**TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON
REGIONAL BICYCLE AND PEDESTRIAN FACILITIES SYSTEM PLANNING
(continued)**

Paul S. Sandgren Forest Superintendent, Kettle Moraine State Forest, Southern Unit
Karen Springob Project Engineer, City of Brookfield
Robert Wagler Safety Specialist Senior, City of Milwaukee Police Department
William R. Waldron Planning Analyst, Milwaukee County Department of Parks, Recreation and Culture

PIKE RIVER WATERSHED COMMITTEE

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

**DES PLAINES RIVER
WATERSHED COMMITTEE**

George E. Melcher Director, Office of Planning and Chairman, Kenosha County Development
Philip C. Evenson Executive Director, Southeastern Secretary, Wisconsin Regional Planning Commission
Julie A. Anderson Director of Planning and Development, Racine County
Nancy C. Braker Director of Science and Stewardship, The Nature Conservancy
David C. Buehn President, Village of Paddock Lake
John F. Burke Manager, Halter Wildlife Area
James D'Antuono Basin Supervisor Illinois/Fox Team, Wisconsin Department of Natural Resources
Carol J. Fischer Chairman, Town of Somers
Raymond A. Forgianni, Jr. Director of City Development, City of Kenosha
Virgil Gentz Chairman, Town of Paris
Richard J. Gossling Chairman, Town of Bristol
Ronald L. Johnson Chairman, Kenosha County Land and Water Conservation Committee; Supervisor, Kenosha County Board
Wayne E. Koessl Representative, WISPARK Corporation
Ward S. Miller Executive Director, Lake County Stormwater Management Commission
Douglas J. Noble Supervisor, Kenosha County Board
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Edward St. Peter General Manager, City of Kenosha Water Utility
Phil H. Sander Member, Des Plaines Wetland Conservancy, Inc.
Ronald L. Thomas Executive Director, Northeastern Illinois Planning Commission

**TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON
COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN**

Dr. Norman P. Lasca Professor, Department of Geological Sciences, Chairman, University of Wisconsin-Milwaukee
Susan Black Superintendent, Parks System Administration
Vice-Chairman, Milwaukee County Department of Parks and Public Infrastructure
Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin Secretary, Regional Planning Commission
Hubert J. Albert Representative, Port Washington Yacht Club

**TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON
COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN
(continued)**

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Scott A. Huebner Mayor, City of Port Washington
Tammy LaBorde Administrative Coordinator, City of South Milwaukee
Jeffrey J. Mantes Commissioner of Public Works, Department of Public Works, City of Milwaukee
Gloria L. McCutcheon District Director, Southeast Region, Wisconsin Department of Natural Resources
Gary A. Mick Director of Environmental Services, Department of Public Works, Milwaukee County
C. William Nelson Member, Great Lakes Sports Fisherman's Club
Susan E. Robertson Manager, Village of Fox Point
Phil H. Sander Representative, Southeastern Wisconsin Sportsmen's Federation
Charles L. Seeger County Conservationist, Racine County
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Kenneth J. Szallai Municipal Port Director, Port of Milwaukee

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REGIONAL GROUNDWATER RESOURCES**

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Francis G. Fuja Water Supply Municipal Engineer, Wisconsin Department of Natural Resources
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Michael P. Rau General Manager, We Energies-Water Services
Thomas Rossmiller Director of Public Works, Village of East Troy
Shuichi Sasaki Production Manager, Kikkoman Foods, Inc.
Steven H. Schultz Department Head, Water Supply and Wastewater Treatment
Mark D. Simon Water Superintendent, City of Brookfield
Larry R. Wilms Division Engineer—Utilities, City of New Berlin
Constance R. Wilson Utility Manager, Burlington Water Utility

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

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Michael G. Hahn Chief Environmental Engineer, Southeastern Secretary, Wisconsin Regional Planning Commission
Julie A. Anderson Director, Planning and Development Division, Racine County
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John R. Behrens Commissioner-Secretary, Silver Lake Protection and Rehabilitation District
John M. Bennett City Engineer, City of Franklin
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**ADVISORY COMMITTEE ON
REGIONAL WATER QUALITY MANAGEMENT PLAN
UPDATE FOR THE GREATER MILWAUKEE WATERSHEDS
(continued)**

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Cheryl Nenn..... Riverkeeper/Project Director,
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Ozaukee and Washington Counties
Kevin L. Shafer Executive Director, Milwaukee
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Dale R. Shaver Director, Waukesha County
Parks and Land Use Department
Peter G. Swenson Program Manager,
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Sam Tobias Director of Planning and Parks,
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REGIONAL LAND USE PLANNING**

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Raymond A. Forgianni, Jr..... Director of City Development,
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Robert Greenstreet..... Planning Director, Department of
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**ADVISORY COMMITTEE ON
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(continued)**

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**ADVISORY COMMITTEE ON
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**TECHNICAL ADVISORY COMMITTEE FOR THE
PROTECTION AND MANAGEMENT OF NATURAL
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Chairman Regional Planning Commission
Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
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**TECHNICAL ADVISORY COMMITTEE FOR THE
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(continued)**

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**REGIONAL WATER SUPPLY PLANNING
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**REGIONAL WATER SUPPLY PLANNING
ADVISORY COMMITTEE
(continued)**

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We Energies-Water Services
Edward St. Peter General Manager,
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Department of Parks and Public
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City of Lake Geneva
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City of Oak Creek

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Manufacturers and Commerce
Bob Chernow Chairman,
Regional Telecommunications Commission
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Village of Elm Grove
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Brahim Gaddour..... Director of Network Operations,
Time Warner Telecom of Wisconsin
Barry Gatz Network Supervisor, CenturyTel
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City of Milwaukee
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George E. Melcher..... Director, Office of Planning and
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Paul E. Mueller..... Administrator, Washington County
Planning and Parks Department
Steven L. Ritt..... Attorney at Law,
Michael Best & Friedrich
James W. Romlein Managing Director, MVLabs, LLC
Bennett Schliesman Director, Kenosha County Emergency
Management/Homeland Security
Paul R. Schumacher Program Manager,
Tricounty Business Partnerships
Dale R. Shaver Director, Waukesha County Department of
Parks and Land Use
Michael Ulicki Vice President and
Chief Technology Officer,
Norlight Telecommunications
Darryl Winston..... Director of Data Services,
City of Milwaukee Police Department
Gustav W. Wirth, Jr. SEWRPC Commissioner

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2005

EXECUTIVE DIVISION

Philip C. Evenson, AICP
Executive Director

Kenneth R. Yunker, PE
Deputy Director

Loretta Watson
Executive Secretary

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

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John G. McDougall
Geographic Information
Systems Manager

Thomas D. Patterson
Project Manager

Paul J. Clavette
John D. Harasha
Principal Systems Analysts

Michael G. Gosetti
Geographic Information
Systems Supervisor

Bradley T. Subotnik
Senior GIS Applications
Specialist

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

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

James M. Kocher
Web Technician

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson
Chief Community
Assistance Planner

Richard R. Kania, AICP, RLA
Principal Planner

Benjamin R. McKay
Robbie L. Robinson
Planners

Joyce A. Gramz
GIS Planning Specialist

LAND USE PLANNING DIVISION

William J. Stauber, AICP
Chief Land Use Planner

David A. Schilling
Timothy J. McCauley
Principal Planners

Kathryn E. Sobottke
Senior Specialist

Heather M. Nemoir
James P. Siegler
Planners

Jeffrey A. McVay, AICP
Specialist

Frank G. Fierek, Jr.
Land Use Mapping
Specialist

TELECOMMUNICATIONS PLANNING DIVISION

Kenneth J. Schlager, PE
Chief Telecommunications
Engineer

Jason W. Zehrung
Senior Telecommunications
Planner

ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen
Business Manager

Marcia L. Hayd
Linette G. Heis
Secretaries

Kathleen A. Lisota
Bookkeeper

Sylvia Carlson
Receptionist

Robert J. Klatkiewicz
Office Clerk

TRANSPORTATION PLANNING DIVISION

Robert E. Beglinger
Chief Transportation
Engineer

Albert A. Beck
Otto P. Dobnick
Principal Planners

John L. Zastrow
Principal Specialist

Christopher T. Hiebert
David M. Jolicoeur
Senior Engineers

Sonia Dubielzig
Rebecca K. Horne
Laura K. Turner
Planners

Reginald L. Mason
Research Analyst

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

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Jean C. Johnson
Nancee A. Nejedlo
Donald P. Simon
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LuAnn Sakale
Senior Planning Draftsman

Christel A. Syrrakos
Planning Draftsman

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Senior Specialist–
Land Surveyor

David J. Schopp
Andrew J. Traeger
Land Survey Assistants

Richard J. Wazny
Print Shop Supervisor

ENVIRONMENTAL PLANNING DIVISION

Michael G. Hahn, PE, PH
Chief Environmental
Engineer

Dr. Donald M. Reed
Chief Specialist-Biologist

Robert P. Biebel, PE, PH
Special Projects Engineer

Ronald J. Printz, PE
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Joshua A. Murray
Heather E. Schwar
Senior Engineers

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

Joseph E. Boxhorn
Senior Planner

Catherine D. West
Planner

Lawrence A. Leitner
Principal Biologist

Daniel R. Treloar
Land and Water
Conservation Specialist

Tae I. Kim
Dhruva N. Vangipuram
Engineers

Christopher J. Jors
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Tina M. Chitwood
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Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2005

PROSPECTUSES

Regional Planning Program, April 1962*

Root River Watershed Planning Program, March 1963*

Fox River Watershed Planning Program, October 1964*

Continuing Land Use-Transportation Study, May 1965

Milwaukee River Watershed Planning Program, September 1966*

Comprehensive Library Planning Program, April 1968

Community Shelter Planning Program, August 1968

Racine Urban Planning District Comprehensive Planning Program, November 1968

Regional Sanitary Sewerage System Planning Program, December 1968*

Menomonee River Watershed Planning Program, November 1969

Comprehensive Regional Airport Planning Program, December 1969*

Regional Housing Study, December 1969

Deep Sandstone Aquifer Simulation Modeling Program, October 1972

Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973

Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer
Overflow in the Milwaukee Metropolitan Area, July 1973*

Kinnickinnic River Watershed Planning Program Prospectus, November 1974*

Regional Air Quality Maintenance Planning Program Prospectus, November 1974

Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha
Urban Area, December 1975

Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program
Prospectus, September 1978*

Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978

Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus,
November 1978

Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978

Pike River Watershed Planning Program Prospectus, April 1979

Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979

Oak Creek Watershed Planning Program Prospectus, December 1979

Prospectus for an Energy Emergency Contingency Plan for Southeastern Wisconsin, December 1983

Milwaukee River Priority Watersheds Program Prospectus, March 1985

Stormwater Drainage and Flood Control Planning Program Prospectus for the Milwaukee
Metropolitan Sewerage District, March 1985

Infrastructure Study for the Southeastern Wisconsin Region, June 1986

Milwaukee High Lake Level Impact Study Prospectus, December 1987

Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans
for the Kenosha Area, June 1988

Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans
for the Racine Area, May 1989*

Natural Area Protection and Management Planning Program Prospectus, August 1989*

Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning
District, December 1990

Des Plaines River Watershed Planning Program Prospectus, September 1991

PROSPECTUSES—continued

Prospectus for a Study of Emergency Medical Services in Waukesha County, March 1992
Prospectus for the Preparation of a Sanitary Sewerage System Plan for the Northwestern
Waukesha County Area, September 1993
Regional Aquifer Performance Simulation Modeling Program Prospectus, October 1998
Regional Water Supply Planning Program Prospectus, September 2002
Prospectus for a Regional Telecommunications Planning Program, December 2003

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning
Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981,
December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning
Commission: 1978-1982, December 1977
Overall Work Program—1979, Southeastern Wisconsin Regional Planning Commission, October 1978
Overall Work Program—1980, Southeastern Wisconsin Regional Planning Commission, November 1979
Overall Work Program—1981, Southeastern Wisconsin Regional Planning Commission, November 1980
Overall Work Program—1982, Southeastern Wisconsin Regional Planning Commission, November 1981
Overall Work Program—1983, Southeastern Wisconsin Regional Planning Commission, October 1982
Overall Work Program—1984, Southeastern Wisconsin Regional Planning Commission, November 1983
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Overall Work Program—2001, Southeastern Wisconsin Regional Planning Commission, October 2000
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Overall Work Program—2003, Southeastern Wisconsin Regional Planning Commission, October 2002
Overall Work Program—2004, Southeastern Wisconsin Regional Planning Commission, December 2003
Overall Work Program—2005, Southeastern Wisconsin Regional Planning Commission, November 2004
Overall Work Program—2006, Southeastern Wisconsin Regional Planning Commission, November 2005

STUDY DESIGNS

Study Design for the Continuing Regional Land Use-Transportation Study: 1970-1974*
Study Design for the Continuing Land Use-Transportation Study: 1972-1976*
Study Design for the Areawide Water Quality Planning and Management Program
for Southeastern Wisconsin: 1975-1977*

STUDY DESIGNS—continued

- Study Design for the Milwaukee Harbor Estuary Comprehensive Water Resources Planning Program, September 1981
- Study Design for the Continuing Regional Land Use-Transportation Study: 1992-2000, February 1993
- Waukesha County Development Plan Study Design, May 1993
- Upland Environmental Corridor Protection Study Design, September 1995

PLANNING REPORTS

- No. 1 - Regional Planning Systems Study, December 1962*
- No. 2 - Regional Base Mapping Program, July 1963*
- No. 3 - The Economy of Southeastern Wisconsin, June 1963*
- No. 4 - The Population of Southeastern Wisconsin, June 1963*
- No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963*
- No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963*
- No. 7 - The Regional Land Use-Transportation Study
 - Volume 1 - Inventory Findings: 1963, May 1965
 - Volume 2 - Forecasts and Alternative Plans: 1990, June 1966
 - Volume 3 - Recommended Regional Land Use and Transportation Plans: 1990, November 1966*
- No. 8 - Soils of Southeastern Wisconsin, June 1966*
- No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966*
- No. 10 - A Comprehensive Plan for the Kenosha Planning District
 - Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967*
 - Volume 2 - Implementation Devices, February 1967*
- No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969*
- No. 12 - A Comprehensive Plan for the Fox River Watershed
 - Volume 1 - Inventory Findings and Forecasts, April 1969*
 - Volume 2 - Alternative Plans and Recommended Plan, February 1970
- No. 13 - A Comprehensive Plan for the Milwaukee River Watershed
 - Volume 1 - Inventory Findings and Forecasts, December 1970*
 - Volume 2 - Alternative Plans and Recommended Plan, October 1971*
- No. 14 - A Comprehensive Plan for the Racine Urban Planning District
 - Volume 1 - Inventory Findings and Forecasts, December 1970
 - Volume 2 - The Recommended Comprehensive Plan, October 1972
 - Volume 3 - Model Plan Implementation Ordinances, September 1972
- No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972*
- No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
- No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973
- No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974
- No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
- No. 20 - A Regional Housing Plan for Southeastern Wisconsin, February 1975
- No. 21 - A Regional Airport System Plan for Southeastern Wisconsin, December 1975
- No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975
- No. 23 - A Jurisdictional Highway System Plan for Washington County, October 1974*
- No. 24 - A Jurisdictional Highway System Plan for Kenosha County, April 1975
- No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
 - Volume 1 - Inventory Findings, April 1975
 - Volume 2 - Alternative and Recommended Plans, May 1978

PLANNING REPORTS—continued

- No. 26 - A Comprehensive Plan for the Menomonee River Watershed
Volume 1 - Inventory Findings and Forecasts, October 1976*
Volume 2 - Alternative Plans and Recommended Plan, October 1976*
- No. 27 - A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, November 1977*
- No. 28 - A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000,
June 1980
- No. 29 - A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin, July 1978*
- No. 30 - A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, September 1978*
Volume 2 - Alternative Plans, February 1979*
Volume 3 - Recommended Plan, June 1979*
- No. 31 - A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin:
1978-1982, April 1978
- No. 32 - A Comprehensive Plan for the Kinnickinnic River Watershed, December 1978*
- No. 33 - A Primary Transit System Plan for the Milwaukee Area, June 1982
- No. 34 - A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area,
August 1983
- No. 35 - A Comprehensive Plan for the Pike River Watershed, June 1983
- No. 36 - A Comprehensive Plan for the Oak Creek Watershed, August 1986
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- No. 148 - A Lake Protection Plan for Middle Genesee Lake, Waukesha County, Wisconsin, August 2003
- No. 149 - A Lake Protection Plan for Spring Lake and Willow Spring Lake, Waukesha County, Wisconsin, August 2004
- No. 150 - Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, April 2002
- No. 151 - Stream Channel Stability and Biological Assessment of Quaa Creek: 2002, Washington County, Wisconsin, July 2002
- No. 152 - A Greenway Connection Plan for the Milwaukee Metropolitan Sewerage District, December 2002
- No. 153 - Results of Survey of Attitudes of Southeastern Wisconsin Residents Regarding Freeway Traffic Congestion and Freeway System Reconstruction: 2002, September 2002
- No. 154 - Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation Plan System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, March 2003
- No. 155 - An Aquatic Plant Management Plan for Little Muskego Lake, Waukesha County, Wisconsin, January 2004
- No. 156 - Lake Park Bluff Stability and Plant Community Assessment: 2003, Milwaukee County, Wisconsin, September 2004
- No. 157 - Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025, April 2003
- No. 159 - An Aquatic Plant Management Plan for Voltz Lake, Kenosha County, Wisconsin, January 2005
- No. 160 - Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan as Amended with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, October 2003

MEMORANDUM REPORTS—continued

- No. 162 - Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2005
- No. 163 - A Hartland/Merton Cluster Development Plan, Waukesha County, December 2004
- No. 164 - Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin, September 2005

ECONOMIC DEVELOPMENT PROFILES

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

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

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County

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

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

Racine County

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

No. FX-29, Long Lake*
No. FX-6, Waterford-Tichigan Lakes*
No. FX-276, Waubeesee Lake
No. FX-5, Wind Lake*

Walworth County

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

No. FX-39, Lulu Lake
No. FX-21, North Lake
No. FX-37, Pell Lake
No. FX-43, Peters Lake*
No. FX-25, Pleasant Lake
No. FX-24, Potters Lake*
No. FX-38, Silver Lake
No. FX-30, Wandawega Lake

Waukesha County

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

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

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County

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

Washington County

No. ML-3, Little Cedar Lake*
No. ML-14, Green Lake*
No. ML-19, Lake Twelve*
No. ML-13, Lucas Lake
No. ML-11, Smith Lake*
No. ML-20, Wallace Lake*
No. ML-15, Barton Pond
No. ML-1, Big Cedar Lake*
No. ML-8, Silver Lake*
No. ML-16, West Bend Pond

Ozaukee County

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

Sheboygan County

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

TECHNICAL RECORDS

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

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

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

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

Volume 1-No. 3, February-March 1964

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

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

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

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

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

Volume 1-No. 6, August-September 1964

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

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

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

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

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

Volume 2-No. 3, February-March 1965

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

Volume 2-No. 4, April-May 1965*

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

TECHNICAL RECORDS—continued

Volume 2-No. 5, June-July 1965

Screen Line Adjustment of Trip Data

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

Inventory of Land Development Regulations in Southeastern Wisconsin

by William J. Kockelman, Chief Community Assistance Planner

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

by Jean C. Meier, Librarian and Research Assistant

Volume 2-No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin

by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards

by Edward Weiner, Transportation Planning Engineer

Modified Rapid Transit Service in the Southeastern Wisconsin Region

by Sheldon W. Sullivan, Administrative Officer

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

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

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District

by Sheldon W. Sullivan, Administrative Officer

Computing the Center of Population and the Geographic Center

by Wayne H. Faust, Associate Planner

A Backward Glance: Downtown Yesterdays

by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

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

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

Volume 3-No. 4, September 1971

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

by Sheldon W. Sullivan, Chief of Data Collection

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

by Wayne H. Faust, Associate Planner

A Backward Glance: The Development of General Mitchell Field

by Sheldon W. Sullivan, Chief of Data Collection

TECHNICAL RECORDS—continued

Volume 3-No. 5, March 1973*

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

Volume 3-No. 6, April 1976*

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

Volume 4-No. 1, March 1978*

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

Volume 4-No. 2, March 1981

- Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin
by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and
Gerald H. Emmerich, Jr., Senior Planner, SEWRPC
- Water Quality and Quantity Simulation Modeling for the Areawide
Water Quality Management Planning Program for Southeastern Wisconsin
by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC
- Evaluation of a Water Quality Standard for Total Phosphorus
in Flowing Streams in Southeastern Wisconsin
by David B. Kendzierski, Senior Planner, SEWRPC
- Bibliography of Lake Michigan Shore Erosion and Nearshore Process Studies
by Norman P. Lasca, Professor, Department of Geological Sciences and Center for Great Lakes Studies,
University of Wisconsin-Milwaukee, and David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith,
Geologists, Department of Geological Sciences and Center for Great Lakes Studies, University of
Wisconsin-Milwaukee
- A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

TECHNICAL RECORDS—continued

Volume 4-No. 3, February 1982

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

Volume 4-No. 4, February 1984

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

Volume 4-No. 5, December 1989

- Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. Kendzioriski, SEWRPC Principal Planner
- Lake Levels and Datum Differences
by Kurt W. Bauer, SEWRPC Executive Director
- A Backward Glance—A History of Storm Damage and Protective Measures in Milwaukee Harbor
by Bruce W. Jordan, M.A.

Volume 4-No. 6, December 1993

- Interpreting Soils of Southeastern Wisconsin for Onsite Disposal of Household Sewage
by Marvin T. Beatty, Ph.D., Professor Emeritus of Soil Science, University of Wisconsin-Madison
- Shifts in Centers of Population within the Region: 1963-1990
by Donald G. Dittmar, SEWRPC Senior Specialist
- Methodology for Review of Challenges to Wetland Field Delineations Conducted
by the Southeastern Wisconsin Regional Planning Commission
by Donald M. Reed, SEWRPC Chief Biologist
- A Backward Glance—Unincorporated Settlements in Southeastern Wisconsin
by Arno M. Klausmeier, SEWRPC Librarian, with Assistance from Scott K. Enk, SEWRPC Senior Editor

ANNUAL REPORTS

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

CONFERENCE PROCEEDINGS

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

NEWSLETTERS

SEWRPC Newsletter, Volume 2 through Volume 42, Number 4
SEWRPC Freeway System Study Newsletter, Nos. 1 through 5
SEWRPC Review and Update of Regional Land Use and
Transportation System plans for Southeastern Wisconsin Nos. 1 through 3

TRANSPORTATION IMPROVEMENT PROGRAMS

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1979-1983, December 1978*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1980-1984, December 1979*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1983-1987, December 1982*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1984-1988, December 1983*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1985-1989, December 1984*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1986-1990, December 1985*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine
Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*

TRANSPORTATION IMPROVEMENT PROGRAMS—continued

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

OTHER

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

*Out of print.

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Appendix E

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CERTIFIED PUBLIC ACCOUNTANTS
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MEMBER
WISCONSIN INSTITUTE CPA'S
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying general purpose financial statements of Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2005, as listed in the table of contents. These general purpose financial statements are the responsibility of Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the general purpose financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and the disclosures in the general purpose financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of Southeastern Wisconsin Regional Planning Commission, as of December 31, 2005, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

In accordance with Government Auditing Standards, we have also issued our report dated March 13, 2006, on our consideration of Southeastern Wisconsin Regional Planning Commission's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grants.

Our audit was performed for the purpose of forming an opinion on the general purpose financial statements taken as a whole. The accompanying schedule of expenditures of federal and state of Wisconsin awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, and is not a required part of the general purpose financial statements of Southeastern Wisconsin Regional Planning Commission. Such information has been subjected to the auditing procedures applied in the audit of the general purpose financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the general purpose financial statements taken as a whole.



David L. Scrima, S.C.
Waukesha, Wisconsin
March 13, 2006

Southeastern Wisconsin Regional Planning Commission
Combined Balance Sheet - All Fund Types and Account Groups
December 31, 2005

	Governmental Fund Types			Account Groups		(Memorandum Only)	
	General	Special Revenue	Debt Service	General Fixed Assets	General Long-Term Debt	2005 Total	2004 Total
Assets							
Pooled cash and cash equivalents	\$ 3,689,150	\$	\$	\$	\$	\$ 3,689,150	\$ 3,008,354
Grants receivable		595,643				595,643	585,247
Contracts and service agreements receivable	881,822					881,822	778,622
Interest receivable	5,773					5,773	7,394
Prepaid expense	78,452					78,452	213,274
Property and equipment				4,778,346		4,778,346	4,953,768
Deferred bond expenses			94,218			94,218	100,562
Due from other funds	874,097					874,097	833,314
Amount to be provided for retirement of bonds					2,700,000	2,700,000	2,810,000
Restricted assets:							
Cash with bond trustee			1,237,237			1,237,237	232,925
Total Assets	\$ 5,529,294	\$ 595,643	\$ 1,331,455	\$ 4,778,346	\$ 2,700,000	\$ 14,934,738	\$ 13,523,460
Liabilities							
State sales tax	\$ 104	\$	\$	\$	\$	\$ 104	\$ 160
Accounts payable	200,527	9,351				209,878	578,377
Vacation accrual	202,075					202,075	202,895
Deferred revenue	2,041,489					2,041,489	725,418
Sick pay accrual	255,671					255,671	100,476
Due to other funds		586,292	287,805			874,097	833,314
Accrued payroll and taxes	108,468					108,468	108,814
Deposits and advance rents	3,333		1,000,000			1,003,333	3,333
General long-term debt					2,700,000	2,700,000	2,810,000
Accrued interest payable			43,650			43,650	44,967
Total Liabilities	2,811,667	595,643	1,331,455		2,700,000	7,438,765	5,407,754
Fund Equity							
Investments in fixed assets				4,778,346		4,778,346	4,953,768
Fund Balances - designated	1,211,938					1,211,938	2,036,552
- undesignated	1,505,689					1,505,689	1,125,386
Total Fund Equity	2,717,627			4,778,346		7,495,973	8,115,706
Total Liabilities and Fund Equity	\$ 5,529,294	\$ 595,643	\$ 1,331,455	\$ 4,778,346	\$ 2,700,000	\$ 14,934,738	\$ 13,523,460

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

Southeastern Wisconsin Regional Planning Commission
Combined Statement of Revenues, Expenditures and Changes
in Fund Balance - All Governmental Fund Types
For the Year Ended December 31, 2005

	Governmental Fund Types			
	General	Special Revenue	Total (Memorandum Only)	
			2005	2004
Revenues				
Contributions from counties	\$ 2,364,790	\$	\$ 2,364,790	\$ 2,317,515
Grant revenues		2,953,735	2,953,735	2,952,590
Contract and service grants	940,453	746,133	1,686,586	1,549,745
Pass-through grants	2,395,466		2,395,466	1,160,726
Interest on invested funds	116,132		116,132	45,796
Other income	55,584		55,584	60,358
Rental income	48,843		48,843	48,406
Total Revenues	5,921,268	3,699,868	9,621,136	8,135,136
Expenditures				
Salaries and fringe benefits	3,199,913	2,057,097	5,257,010	5,001,748
Office and other expenses:				
Technical consultants	1,866,117	263,794	2,129,911	682,290
Technical consultants - pass-through	544,301		544,301	1,160,726
Office supplies	49,929	586	50,515	80,977
Insurance, audit, legal fees	56,207	261	56,468	70,934
Library acquisition and dues	27,987	2,795	30,782	16,947
Printing and graphics supplies	93,128	4,232	97,360	68,144
Public information	995		995	4,332
Postage expense	20,931		20,931	19,161
Travel expense	32,145	19,141	51,286	46,246
Telephone expense	49,580		49,580	38,860
Building expense	212,846		212,846	308,788
Annual report	969		969	8,225
Other operating expenses	113,495	9,028	122,523	42,082
Unemployment compensation expense	788		788	14,281
Auto, office equipment, maintenance	138,416	3,029	141,445	200,590
Capital outlay	166,129		166,129	60,328
Interest expense	131,608		131,608	135,091
Total Expenditures	6,705,484	2,359,963	9,065,447	7,959,750
Excess (Deficit) Revenues Over Expenditures	(784,216)	1,339,905	555,689	175,386
Indirect Expense Allocation	1,339,905	(1,339,905)		
Fund Balance - beginning of year	3,161,938	-0-	2,986,552	2,986,552
Transfer - amount transferred to trustee	(1,000,000)		(1,000,000)	
Fund Balance - end of year	\$ 2,717,627	\$ -0-	\$ 2,542,241	\$ 3,161,938

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

Southeastern Wisconsin Regional Planning Commission
Combined Statement of Revenues, Expenditures and Changes
in Fund Balance - Budget and Actual - All Governmental Fund Types
For the Year Ended December 31, 2005

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2005

Revenues	Budget	Actual	Variance Favorable (Unfavorable)
Contributions from counties	\$ 2,364,790	\$ 2,364,790	\$
Grant revenues	3,537,500	2,953,735	(583,765)
Contract and service grants	1,813,600	1,686,586	(127,014)
Pass-through grants		2,395,466	2,395,466
Interest on invested funds		116,132	116,132
Other income		55,584	55,584
Rental income	48,840	48,843	3
Total Revenues	7,764,730	9,621,136	1,856,406
Expenditures			
Salaries and fringe benefits	5,644,990	5,257,010	387,980
Office and other expenses:			
Technical consultants	1,137,495	2,129,911	(992,416)
Technical consultants - pass-through		544,301	(544,301)
Office supplies	70,000	50,515	19,485
Insurance, audit, legal fees	66,200	56,468	9,732
Library acquisition and dues	30,000	30,782	(782)
Printing and graphics supplies	90,000	97,360	(7,360)
Public information	25,000	995	24,005
Postage expense	15,000	20,931	(5,931)
Travel expense	40,000	51,286	(11,286)
Telephone expense	45,000	49,580	(4,580)
Building expense	225,000	212,846	12,154
Annual report	6,500	969	5,531
Other operating expenses	20,000	122,523	(102,523)
Unemployment compensation expense	5,000	788	4,212
Auto, office equipment, maintenance	81,620	141,445	(59,825)
Capital outlay	130,000	166,129	(36,129)
Interest expense	132,925	131,608	1,317
Total Expenditures	7,764,730	9,065,447	(1,300,717)
Excess Revenues Over Expenditures	\$ -0-	555,689	\$ 555,689
Fund Balance - beginning of year		3,161,938	
Transfer: amount transferred to trustee		(1,000,000)	
Fund Balance - end of year		<u>\$ 2,717,627</u>	

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

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2005

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission, which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds and account groups, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds and account groups are used by the Commission:

Governmental Funds

General Fund - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Fund - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

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

Account Group

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

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type and account groups. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balances and account groups balancing accounts have not been eliminated.

Budget

The Commissions annual budget is prepared principally on the cash basis and represents departmental appropriations as authorized and any authorized revisions during the year to reflect changes in programs and activities. The budget cash basis differs from generally accepted accounting principles (GAAP). Actual amounts in the accompanying budgetary comparison statement are presented on the modified accrual basis.

Cash and Cash Equivalents

In addition to bank accounts and petty cash, this classification includes all short-term investments.

Basis of Accounting

The modified accrual basis of accounting is followed by the governmental funds. Under the modified accrual basis those items of revenue for which a valid receivable can be determined in advance of their due date should be recognized on the accrual basis. All other items are recognized on the cash basis because the time of collection generally coincides with the determination of the amount. Expenditures are recognized when a liability to be met from fund assets is incurred.

Fixed Assets

Governmental general fixed assets acquired during the year ended December 31, 2005 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost in the general fixed assets account group.

Accrued Sick Leave

The Commission accrues up to 130 days for sick leave when an employee retires. The employee may use these funds to purchase health insurance after they retire.

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2005

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

Deferred Debt Expense and Bond Discount

Bond issuance costs and bond discount costs are capitalized and amortized over the terms of the bonds.

Accrued Vacation

The Commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 30 days.

Fund Balances

The Commission classifies its fund equity as follows:

Designated Fund Balances - indicates that portion of fund equity, which has been segregated for specific purposes.

Undesignated Fund Balances - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset Group

The following is a cost breakdown of fixed assets as of December 31 of the year indicated. Generally accepted accounting principles require that these fixed assets be capitalized at the original cost. Fair market value at liquidation would be different from these values.

	2005	2004
Land and improvements	\$ 377,900	\$ 377,900
Building and improvements	3,211,582	3,211,582
Office furniture	249,604	268,844
Computers and related equipment	326,718	530,372
Office equipment	391,992	336,145
Automobiles	193,447	191,220
Field equipment	27,103	37,705
	<u>\$ 4,778,346</u>	<u>\$ 4,953,768</u>

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2005

Note 3 – Employee Retirement Plan

All eligible Southeastern Wisconsin Regional Planning Commission employees participate in the Wisconsin Retirement System, a cost-sharing multiple-employer public employee retirement system (PERS). The payroll for employees covered by the system for the year ended December 31, 2005 was \$3,445,522, the employer's total payroll was \$3,615,744.

All permanent employees expected to work over 600 hours a year are eligible to participate in the System. Covered employees in the general category are required by statute to contribute 5.4% of their salary (2.6% for Executives and Elected Officials, 4.0% for Protective Occupations with Social Security, and 2.4% for Protective Occupations without Social Security), to the plan. Employers may make these contributions to the plan on behalf of employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. Total contributions for the years ending December 31, 2005 and 2004 were \$351,443 and \$363,050, respectively, equal to the required contributions for each year.

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

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

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

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2005

Note 4 – Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit CDs	\$ 759,963
Temporary cash investments	<u>2,929,187</u>
	<u>\$ 3,689,150</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 4.06% as of December 31, 2005.

Note 5 – Cognizant Agency

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

Note 6 – Designated Funds

The Commission has designated the following funds for future purposes:

Equipment replacement	\$ 175,000
Errors and Omissions Insurance	300,000
Building Improvement & Maintenance	261,938
Program Development Fund	<u>475,000</u>
	<u>\$ 1,211,938</u>

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2005

Note 7 – Long-Term Debt

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

	<u>Principal</u>	<u>Interest</u>
2006	\$ 110,000	\$ 128,750
2007	115,000	124,193
2008	120,000	119,315
2009	130,000	113,968
2010	135,000	108,136
2011 and thereafter	<u>2,100,000</u>	<u>647,886</u>
Total	<u>\$ 2,710,000</u>	<u>\$ 1,242,248</u>

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

Note 8 – Cash Risks

As of the balance sheet date, balances of cash at a financial banking institution exceeded the federally insured limit of \$100,000 by \$617,110. These balances fluctuate greatly during the year and can exceed this \$100,000 limit. Management monitors, regularly, the financial condition of the banking institution, and tries to keep this potential risk to a minimum.



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