

2003 ANNUAL REPORT



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Philip C. Evenson, AICP Executive Director
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Nancy M. Anderson, AICP Chief Community Assistance Planner
Robert E. Beglinger Chief Transportation Engineer
Robert P. Biebel, PE, PH Chief Environmental Engineer
Leland H. Kreblin, RLS Chief Planning Illustrator
Elizabeth A. Larsen Business Manager
John G. McDougall Geographic Information Systems Manager
John R. Meland Chief Economic Development Planner
Dr. Donald M. Reed Chief Biologist
William J. Stauber, AICP Chief Land Use Planner

FORTY-THIRD ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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

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

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June 2004

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June 15, 2004

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 43rd annual report of the Commission, summarizes the work of the Commission in calendar year 2003 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 2003 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 2003. 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

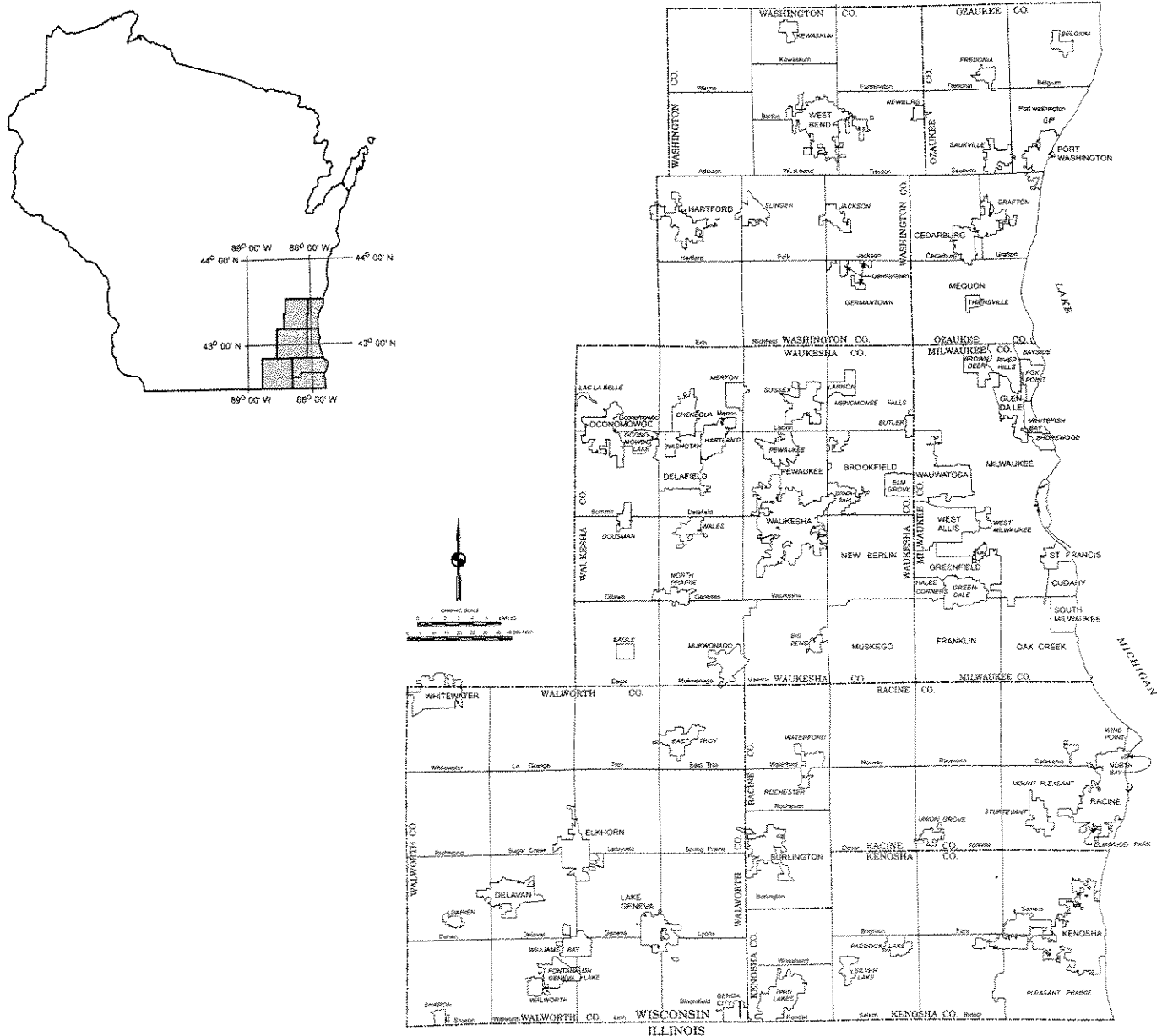
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning 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 1.96 million persons, or about 36 percent of the total population of the State. The seven counties provide about 1.18 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 \$133.5 billion as measured in equalized valuation, or about 37 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

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

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

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

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

BASIC FUNCTIONS

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

ORGANIZATION

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

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

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

STAFFING

The Commission prepares an annual work program which is reviewed and approved by Federal and State funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 2003, the Commission staff totaled 81, including 77 full-time and four part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2003 organized into eight divisions. Five of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, and Economic Development Assistance, had direct responsibility for the conduct of the Commission's major planning programs. The remaining 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 2003 totaled about \$9.4 million. County tax levies in 2003 totaled about \$2.3 million, or about \$1.18 per capita. The sources of this revenue for 2003 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 2003 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.

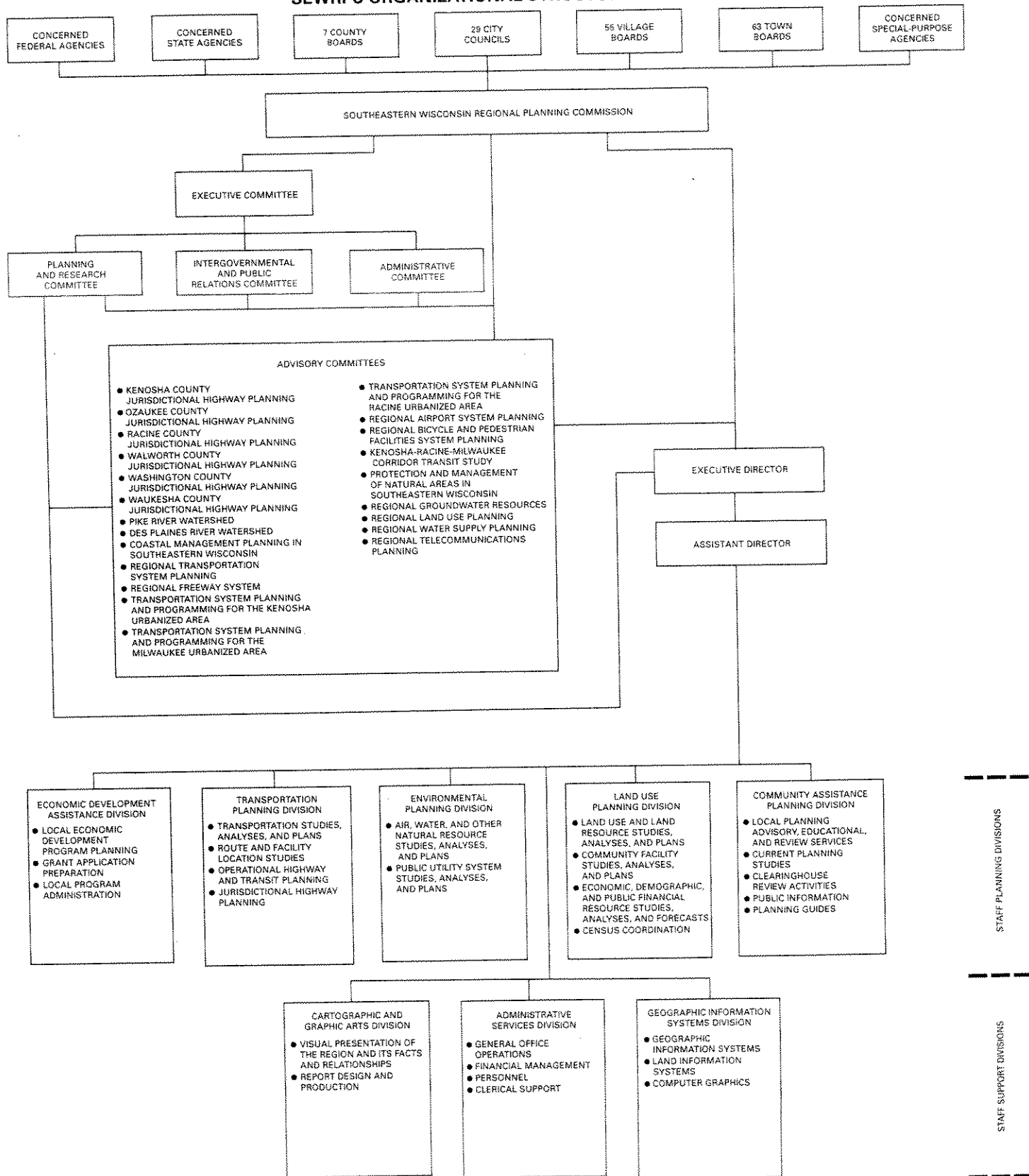
DOCUMENTATION

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: 2003



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: 1961-2003

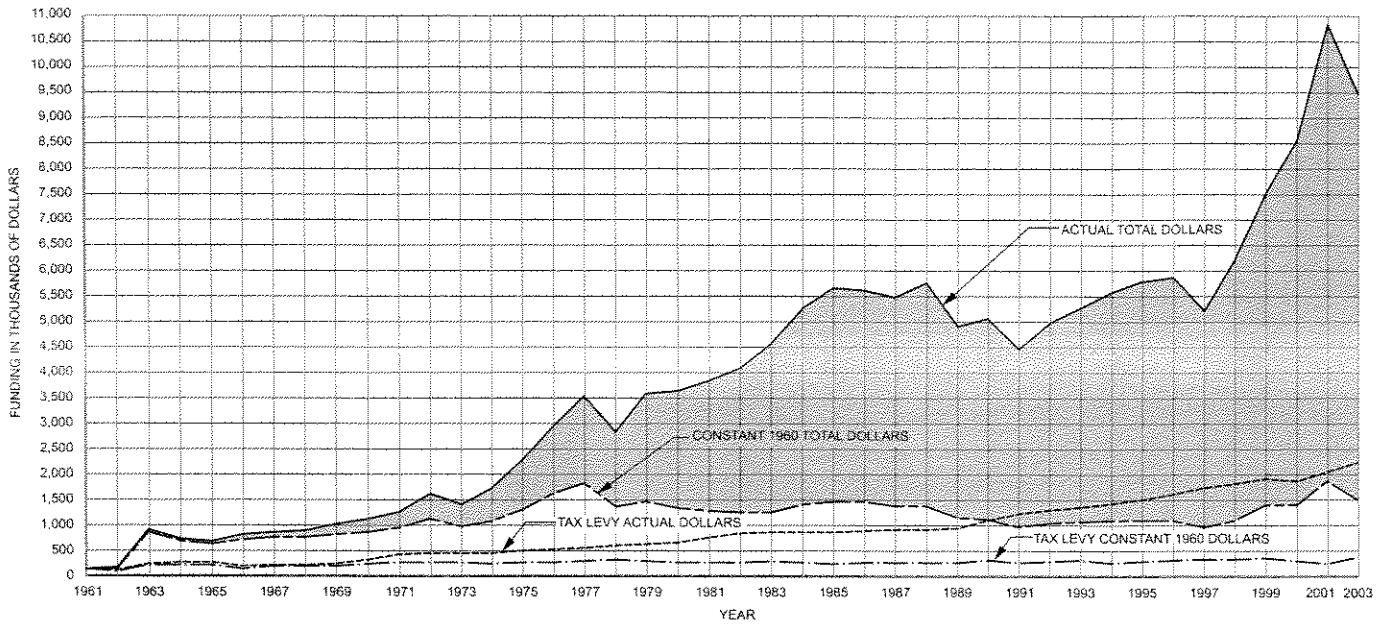


Figure 3
SOURCES OF REVENUES TREND: 1961-2003

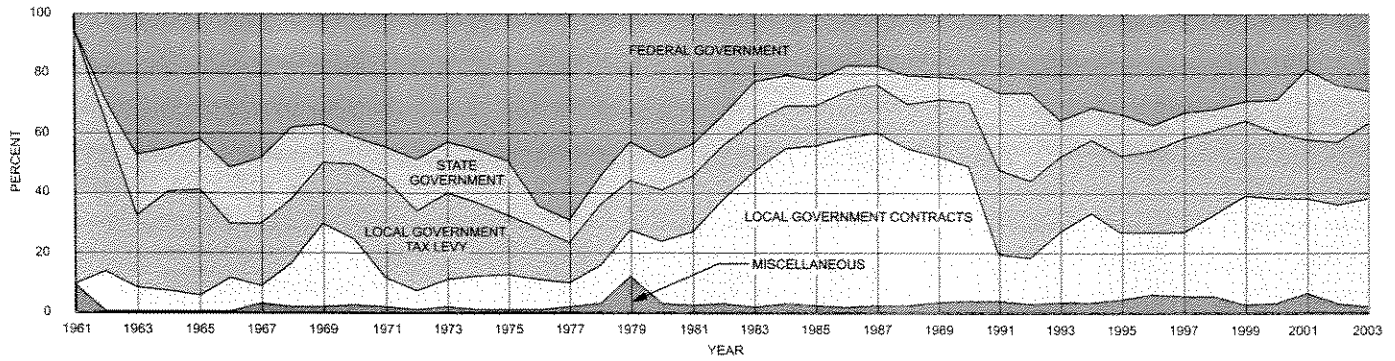
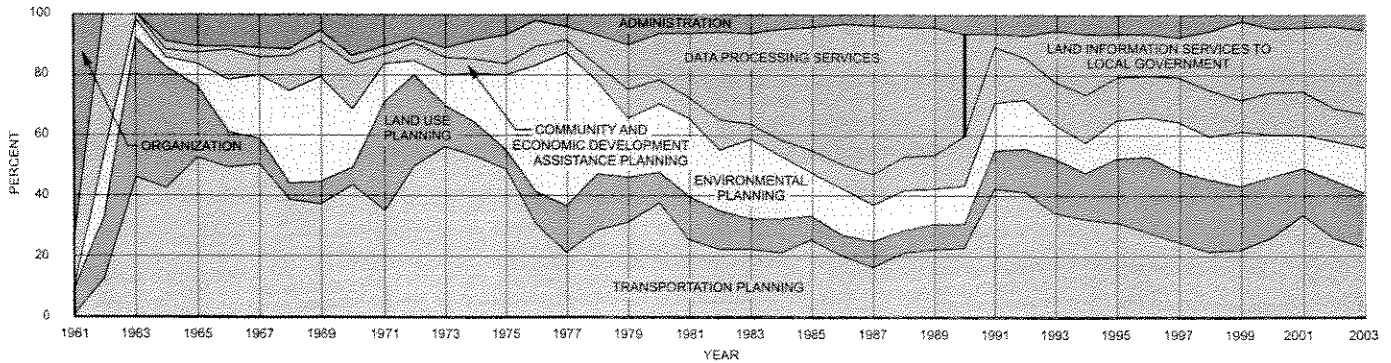


Figure 4
EXPENDITURES TREND: 1961-2003



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

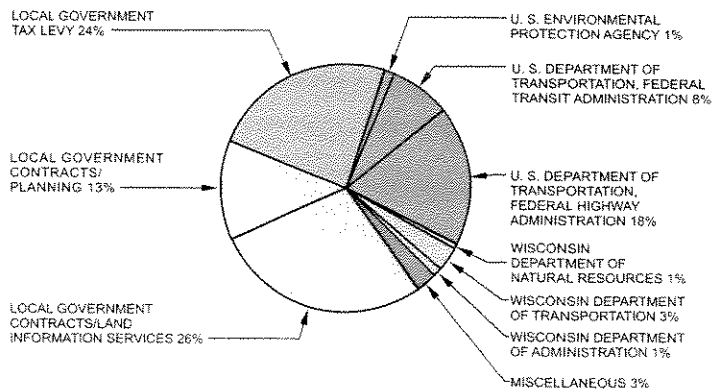
to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

Figure 5

REVENUES AND EXPENDITURES: 2003

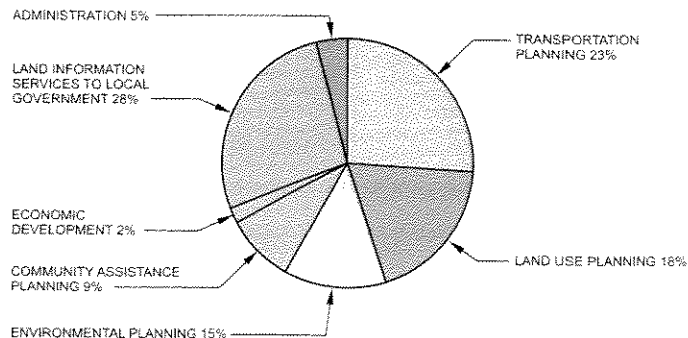
Federal Government	\$ 2,435,480	26%
State Government	1,086,104	11%
Local Government Tax Levy	2,317,515	25%
Local Government Contracts	3,365,493	36%
Miscellaneous	200,980	2%
Total	\$9,405,572	100%

REVENUES



Transportation Planning	\$ 2,117,000	23%
Land Use Planning	1,594,322	18%
Environmental Planning	1,330,031	15%
Community Assistance Planning	773,935	9%
Economic Development Assistance.....	197,134	2%
Land Information Services to Local Governments	2,526,659	28%
Administration	440,686	5%
Total	\$8,979,767	100%

EXPENDITURES



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: 2003

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 2003, 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, 2001

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 (2nd Edition), <i>A Park and Open Space Plan for Washington County</i>	March 4, 1998
	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 002-2006</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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Regional Wastewater Sludge Management Plan	Planning Report No. 29, <i>A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin</i>	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, <i>A Comprehensive Plan for the Kinnickinnic River Watershed</i>	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Regional Water Quality Management Plan ¹	Planning Report No. 30, <i>A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan</i>	July 12, 1979
	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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Belgium Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan</i>	December 1, 1983
	Amendment—Geneva Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities</i>	December 1, 1983
	Amendment—Village of Butler	Community Assistance Planning Report No. 99, <i>Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin</i>	March 1, 1984
	Amendment—City of Hartford	Community Assistance Planning Report No. 92 (3rd Edition), <i>Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin</i>	September 12, 2001
	Amendment—Mukwonago Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago</i>	June 21, 1984
	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, <i>Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin</i>	September 13, 1984
	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, <i>Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin</i>	March 11, 1985
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, <i>A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin</i>	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, <i>A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin</i>	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, <i>A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin</i>	March 3, 1986
	Amendment—Waterford/Rochester Area	Community Assistance Planning Report No. 141 (2nd Edition), <i>Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin</i>	April 24, 1996
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, (2nd Edition), <i>Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin</i>	December 5, 2001
	Amendment—City of Waukesha/Town of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/Town of Pewaukee</i>	December 1, 1986
	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, <i>Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin</i>	December 1, 1986
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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	<i>Community Assistance Planning Report No. 123 (2nd Edition), Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin</i>	September 23, 1992
	Amendment—West Bend Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend</i>	September 12, 1988
	Amendment—Hartford Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Hartford</i>	September 12, 1988
	Amendment—Town of Waterford	<i>Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District</i>	September 12, 1988
	Amendment—Hartford Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Hartford</i>	December 5, 1988
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	December 5, 1988
	Amendment—Oconomowoc Area	<i>Community Assistance Planning Report No. 172 (2nd Edition), Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin</i>	September 15, 1999
	Amendment—Village of Genoa City	<i>Community Assistance Planning Report No. 175 (2nd Edition), 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	<i>Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin</i>	September 12, 1990
	Amendment—Town of Somers	<i>Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas</i>	September 12, 1990
	Amendment—City of Franklin	<i>Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin</i>	December 5, 1990
Amendment—Village of Mukwonago	<i>Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin</i>	December 5, 1990	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Dousman Area	Community Assistance Planning Report No. 192 (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Dousman and Environs, Waukesha County, Wisconsin</i>	March 1, 2000
	Amendment—Towns of Yorkville and Mt. Pleasant	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant</i>	December 5, 1990
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol</i>	March 6, 1991
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee</i>	March 6, 1991
	Amendment—Town of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas</i>	March 6, 1991
	Amendment—Delavan Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, <i>A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin</i>	June 19, 1991
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 19, 1991
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Newburg	Community Assistance Planning Report No. 205, <i>Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin</i>	March 3, 1993
	Amendment—Village of Twin Lakes	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Twin Lakes</i>	March 3, 1993
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan: 2000, City of Muskego</i>	March 3, 1993
	Amendment—Villages of Lannon and Menomonee Falls	Community Assistance Planning Report No. 208, <i>Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin</i>	June 16, 1993
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	June 16, 1993
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	June 16, 1993
	Amendment—Powers Lake, Kenosha and Walworth Counties	Community Assistance Planning Report No. 196, <i>A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin</i>	September 15, 1993
	Amendment—Wind Lake, Racine County	Community Assistance Planning Report No. 198, <i>A Management Plan for Wind Lake, Racine County, Wisconsin</i>	September 15, 1993
	Amendment—Walworth County Metropolitan Sewerage District	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District</i>	December 1, 1993
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	March 9, 1994
	Amendment—Walworth County Metropolitan Sewerage District	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 9, 1994
	Amendment—Village of Fontana	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Fontana</i>	March 9, 1994
	Amendment—Village of Hartland/Lake Pewaukee Sanitary District	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District</i>	March 9, 1994
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	June 15, 1994
	Amendment—City of Burlington/Bohner Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas</i>	June 15, 1994
	Amendment—City of Oak Creek	Community Assistance Planning Report No. 213, <i>Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin</i>	September 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien</i>	September 7, 1994
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	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	<i>Community Assistance Planning Report No. 225, Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin</i>	June 19, 1996
	Amendment—Delafield-Nashotah Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Delafield</i>	December 4, 1996
	Amendment—Pewaukee Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Pewaukee Sanitary District No. 3</i>	March 5, 1997
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha</i>	March 5, 1997
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin</i>	June 18, 1997
	Amendment—Village of Sussex-Town of Lisbon Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex/Town of Lisbon</i>	June 18, 1997
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 18, 1997
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan, Town of Bristol</i>	September 10, 1997
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	December 3, 1997
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger</i>	December 3, 1997
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan, Village of Germantown</i>	March 4, 1998
	Amendment—Walworth County Metropolitan Sewerage District/ Delavan-Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 26, 1998
	Amendment—Brookfield-Elm Grove Area	<i>Amendment to the Regional Water Quality Management Plan, City of Brookfield</i>	June 17, 1998
	Amendment—Eagle Lake Sewer Utility District	<i>Amendment to the Regional Water Quality Management Plan, Eagle Lake Sewer Utility District</i>	June 17, 1998
	Amendment—Village of Menomonee Falls	<i>Amendment to the Regional Water Quality Management Plan, Village of Menomonee Falls</i>	June 17, 1998
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	June 17, 1998
	Amendment—Pewaukee Area	<i>Amendment to the Regional Water Quality Management Plan, Lake Pewaukee Sanitary District</i>	September 16, 1998
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Management Plan, Village of Belgium</i>	December 2, 1998
	Amendment—Village of East Troy	<i>Amendment to the Regional Water Quality Management Plan, Village of East Troy</i>	December 2, 1998
	Amendment—City of New Berlin	<i>Amendment to the Regional Water Quality Management Plan, City of New Berlin</i>	March 3, 1999
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan, City of Racine and Environs</i>	December 1, 1999
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Management Plan, City of Burlington</i>	March 1, 2000
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake</i>	June 21, 2000
	Amendment—Waterford-Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Western Racine County Sewerage District</i>	June 21, 2000
	Amendment—Village of Darien	<i>Amendment to the Regional Water Quality Management Plan, Village of Darien</i>	June 21, 2000
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	December 6, 2000
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha</i>	February 1, 2001
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	March 7, 2001
	Amendment—Northwestern Waukesha County	<i>Amendment to the Regional Water Quality Management Plan and Summary Report—Northwestern Waukesha County Sewerage System Plan</i>	March 7, 2001
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/City of Elkhorn</i>	June 20, 2001
	Amendment—Villages of Fontana and Walworth	<i>Amendment to the Regional Water Quality Management Plan, Villages of Fontana and Walworth</i>	June 20, 2001
	Amendment—Village of Hartland and Town of Delafield	<i>Amendment to the Regional Water Quality Management Plan, Village of Hartland and Town of Delafield</i>	June 20, 2001
	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	

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
	Amendment—City of Whitewater	<i>Amendment to the Regional Water Quality Management Plan, City of Whitewater Sanitary Sewer Service Area Plan</i>	September 10, 2003
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha Sanitary Sewer Service Area Plan</i>	September 10, 2003
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago Sanitary Sewer Service Area Plan</i>	September 10, 2003
	Amendment—Pell Lake	<i>Amendment to the Regional Water Quality Management Plan, Pell Lake Sanitary District No. 1 Sewer Service Area Plan</i>	September 10, 2003
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger Sewer Service Area Plan</i>	September 10, 2003
	Amendment—Allenton Sanitary District	<i>Amendment to the Regional Water Quality Management Plan, Allenton Sanitary District</i>	December 3, 2003
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan, Village of Germantown Sewer Service Area</i>	December 3, 2003
	Amendment—City of Port Washington	<i>Amendment to the Regional Water Quality Management Plan, City of Port Washington Sewer Service Area Plan</i>	December 3, 2003
	Amendment—Waterford and Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Waterford-Rochester Area Sewer Service Area Plan</i>	December 3, 2003
	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,

Table 1 Footnotes (continued)

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.*

^b*The 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 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.*

^c*The 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.*

^d*The 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.*

^e*The 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.*

^f*The 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*

Table 1 Footnotes (continued)

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 2003, the Commission adopted three amendments to the regional transportation plan: an extension of the regional transportation plan to year 2025, an updated regional freeway system plan, and an updated Ozaukee County transit plan. In addition, the Commission adopted 12 amendments to the regional water quality management plan dealing with changes to planned sanitary sewer service areas at various locations throughout the Region. As appropriate, each of these plan amendments is described subsequently in this Annual Report.

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 modi-

fications 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 2003, 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 new short-range transit system development plans for the Cities of Kenosha, Racine, and Waukesha.
- The preparation of updated jurisdictional highway system plans for Racine, Walworth, and Waukesha Counties.
- The preparation of updated park and open space plans for Milwaukee and Washington Counties.
- The preparation of an updated water quality management plan for the Milwaukee area watersheds, working in conjunction with the Milwaukee Metropolitan Sewerage District.

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.

During 2003, the Commission worked with its seven constituent counties toward reaching agreement on how best to fund a proposed regional water supply planning program. That program would be conducted in accordance with a prospectus prepared under the guidance of an Advisory Committee on Regional Water Supply Planning and published in late 2002. At year's end, each of the seven counties had under consideration formal Commission requests for establishing a cooperative funding program. Pending the completion of funding arrangements, the program would begin in mid-2004.

Also during 2003, the Commission completed and published a prospectus relative to the preparation of a regional telecommunications plan. The prospectus document, entitled "Prospectus for a Regional Telecommunications Planning Program," was prepared under the guidance of an Advisory Committee on Regional Telecommunications Planning and published in December 2003. The Prospectus documents the need for a regional telecommunications planning program, outlines the major work elements of such a program, and sets forth an organizational structure, budget, and time schedule for undertaking the program. At year's end, the Prospectus had been submitted to the Commission for its formal consideration.

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:

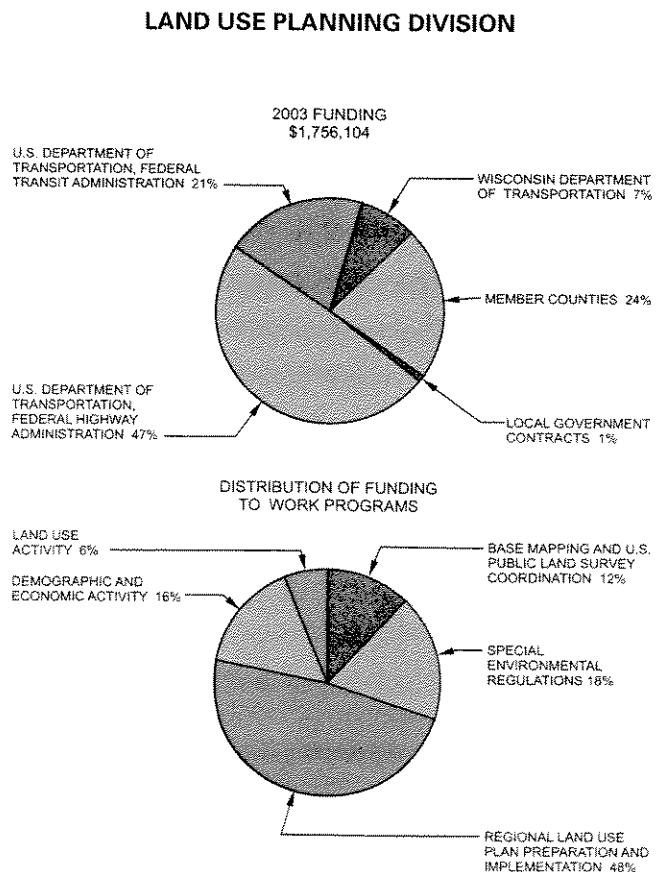
- How many people live and work in the Region? How are the levels of population and employment changing over time?
- Where in the Region do people live and work? How are the population, household, and employment distribution patterns changing over time?
- What are the most probable future levels of population, 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 2003, 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 2003, 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 2003.

Figure 6



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 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

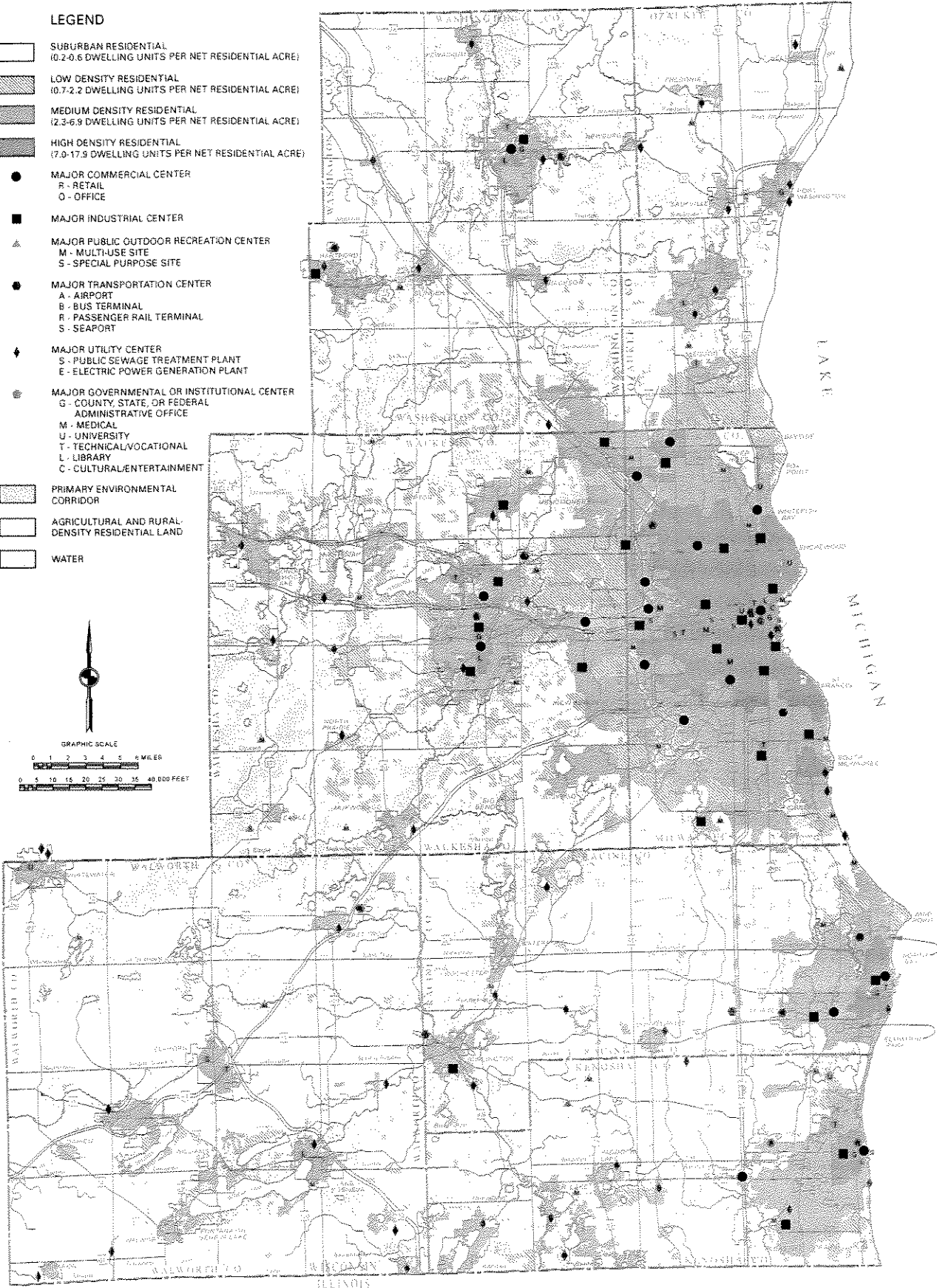
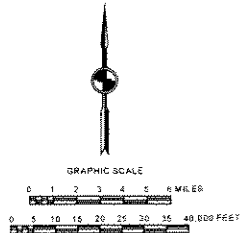
Under the plan, those areas which are neither designated for future urban use nor recommended for preservation as environmentally sensitive areas are identified as "agricultural and rural-density residential land." The plan recommends that these areas be

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
-  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 RESIDENTIAL LAND
-  WATER



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 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 2003, 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.

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activity within the Region. In all, 4,245 residential lots were created within the Region during 2003 by subdivision plat, compared with 3,628 lots so created in 2002 (see Table 2 and Map 3). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2003 ranged from a low of 126 lots in Ozaukee County to a high of 1,347 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 7.

Of the residential lots created in 2003, 3,603 lots, or 85 percent, were to be served by public sanitary sewers; the remaining 642 lots, or 15 percent, were to be served by onsite sewage disposal systems. Of the 642 lots to be served by onsite sewage disposal systems, 115 lots, or 18 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 2003, the Division continued to monitor secondary data sources for changes in employment, population, housing, and school enrollment levels, and continued to provide socioeconomic data in support of its work and that of the Transportation, Environmental, and Community Assistance Planning Divisions.

Number of Available Jobs

An important measure of economic activity within the Region is the number of available jobs. 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 2003 and previous years in order to

Table 2

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2003

County	Sewered Lots		Unsewered Lots ^a		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha.....	500	88.8	63	11.2	563	13.3
Milwaukee.....	325	100.0	0	0.0	325	7.6
Ozaukee.....	58	46.0	68	54.0	126	3.0
Racine.....	800	100.0	0	0.0	800	18.8
Walworth.....	216	71.1	88	28.9	304	7.2
Washington.....	675	86.5	105	13.5	780	18.4
Waukesha.....	1,029	76.4	318	23.6	1,347	31.7
Region	3,603	84.9	642	15.1	4,245	100.0

^aOf the 642 lots to be served by onsite sewage disposal systems, 115 lots, or 18 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 29 such lots in Ozaukee County, 44 in Walworth County, and 42 in Waukesha County.

reflect new releases of secondary source employment data as they become available.

The number of jobs in the Region in 2003 was estimated at 1,179,000, a decrease of 43,800 jobs, or 3.6 percent, from the 2000 level of 1,222,800 jobs. This marks the third consecutive year in which the estimated total number of jobs in the Region decreased. Decreases occurred in each major employment category except government and services. Among the major employment categories, the most significant change—an estimated loss of 35,700 jobs—occurred in manufacturing (see Table 3).

The employment distribution by county is shown in Table 4. Three counties in the Region—Kenosha, Walworth, and Washington—experienced minor job gains between the years 2000 and 2003. In the remaining counties, there were fewer jobs in 2003 than in 2000. The largest absolute decrease, 34,800 jobs, occurred in Milwaukee County.

Comparison of Actual and Alternative Future Employment Levels

In 1995, the Commission developed a new set of projections of regional employment change to the design year 2020. These projections are documented in SEWRPC Technical Report No. 10 (3rd Edition), *The Economy of Southeastern Wisconsin*, October 1995. Because of the uncertainty surrounding future employ-

ment levels within the Region, the Commission prepared alternative projections of regional employment levels for the year 2020. Three alternative regional economic activity scenarios were developed. Two of these were intended to represent high-growth and low-growth extremes in future employment levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes, and was considered the most likely to come about.

Subsequent to the preparation of the 2020 employment projections and as part of the preparation of the 2020 regional land use plan, the Commission's Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the employment projections in view of recent changes in the economic structure and employment distribution within the Region. Upon completion of this review, the Committee recommended that the intermediate-growth future, as set forth in Technical Report No. 10 (3rd Edition), be used as the basis for the 2020 regional land use plan. The following table, figure, and discussion reflect the employment forecast on which the adopted year 2020 regional land use plan is based, as well as the alternative projections considered.

Employment in the Region in 2003 was anticipated to total 1,234,900 jobs under the high-growth scenario; 1,186,900 jobs under the intermediate-growth

scenario; and 1,149,000 jobs under the low-growth scenario. The estimated 2003 level of 1,179,000 jobs, lies about 5 percent and less than 1 percent, respectively, below the levels anticipated under the high-growth and intermediate-growth scenarios, and about 3 percent above the level anticipated under the low-growth scenario. The 2003 employment levels envisioned for the Region and each of its seven counties under each of the three future scenarios and the 2003 estimated actual employment levels within the Region and its constituent counties are set forth in Table 5 and Figure 8.

Resident Population Levels

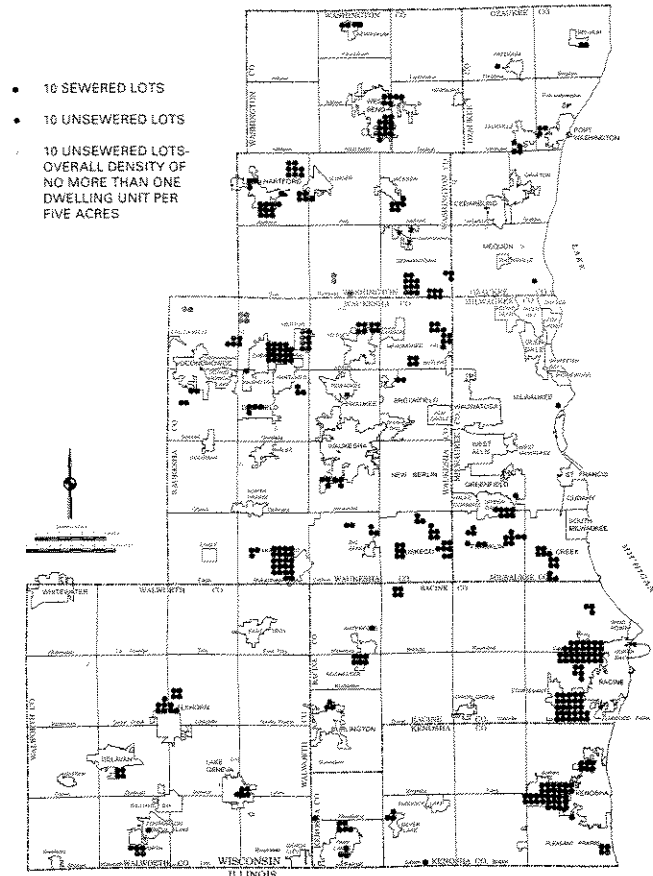
Each year, the Wisconsin Department of Administration prepares estimates of resident population levels for communities and counties in Wisconsin. These estimates are based upon symptomatic indicators of population change, including automobile registrations, the number of persons filing income tax returns, and the number of dependents claimed on income tax returns. Department estimates of the resident population for the Region in 2003, along with the estimated change from the year 2000 Census population, are presented in Table 6. It should be noted that the year 2000 Census population levels presented in Table 6 have been adjusted to reflect a correction to the initially released population count for Walworth County that was proposed by the Department of Administration and approved by the U.S. Census Bureau.

As indicated in Table 6, the 2003 resident population of the Region was estimated by the Department of Administration to be about 1,959,800 persons, an increase of about 28,600 persons, or about 1.5 percent, over 2000. Every county in the Region was estimated to have experienced population increases between 2000 and 2003, ranging from a low of about 1,100 persons, or about 0.1 percent, in Milwaukee County, to a high of about 10,400 persons, or about 2.9 percent, in Waukesha County.

Between the Census date of April 1, 2000, and January 1, 2003, the total population increase of about 28,600 persons is estimated to have resulted from a natural increase of about 23,300 persons and a net in-migration of about 5,300 persons. During this time, Milwaukee County and Racine County experienced net out-migration, while the remaining counties in the Region experienced net in-migration,

Map 3

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2003



ranging from about 1,500 persons in Ozaukee County to 6,900 persons in Waukesha County.

Comparison of Actual and Alternative Future Population Levels

In 1995, the Commission developed a new set of projections of regional population change to the year 2020. The projections are documented in SEWRPC Technical Report No. 11 (3rd Edition), *The Population of Southeastern Wisconsin*, October 1995. As in the preparation of employment projections, the Commission developed alternative projected resident population levels to the year 2020. Three alternative regional population scenarios were developed, each of which was closely linked to a corresponding economic

Figure 7

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2003

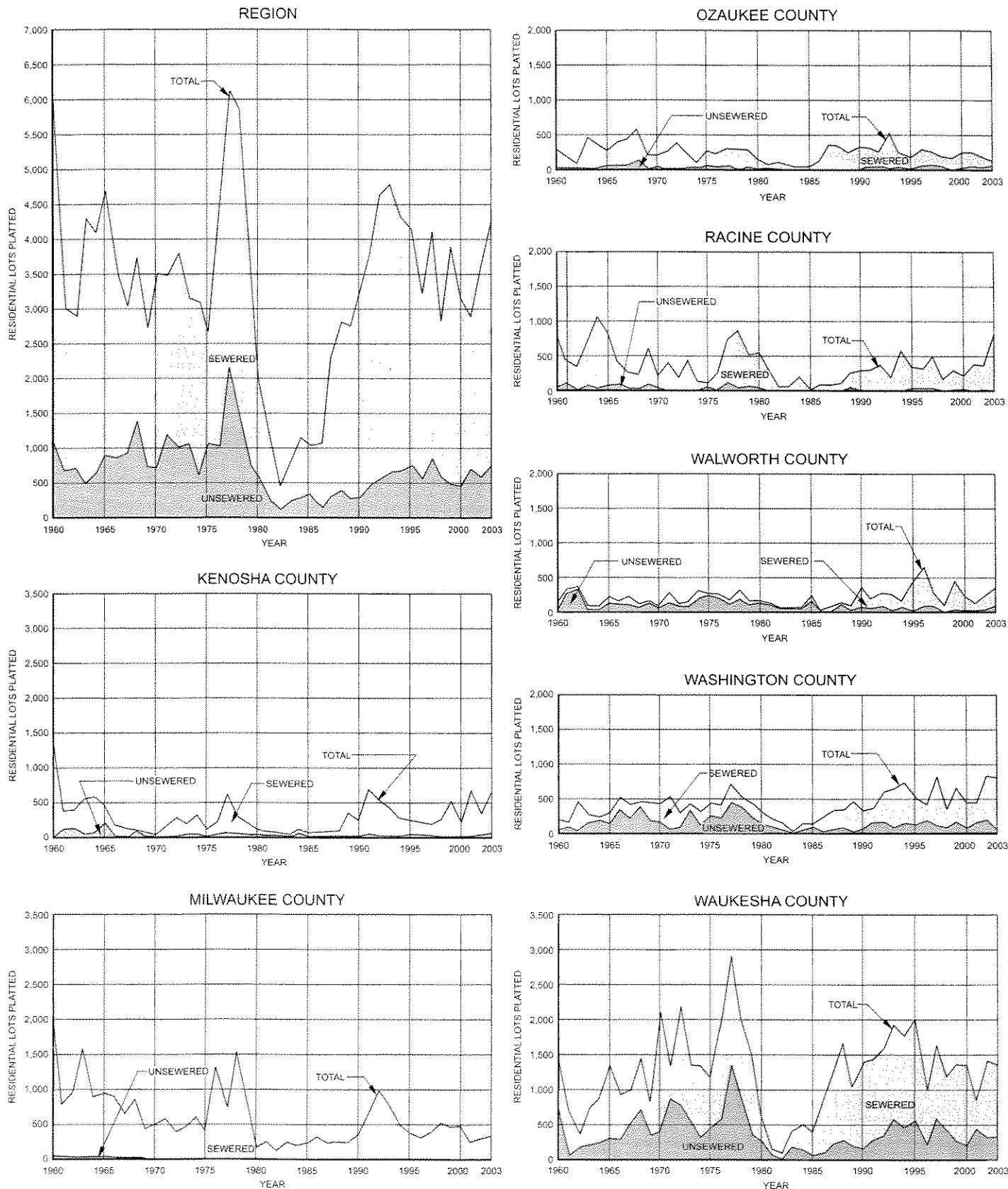


Table 3

REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2003

Employment Category	Number of Jobs			1990-2000 Change		2000-2003 Change	
	1990	2000	2003 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining ^a	13,500	17,600	17,200	4,100	30.4	-400	-2.3
Construction	46,100	53,800	52,500	7,700	16.7	-1,300	-2.4
Manufacturing	221,600	224,400	188,700	2,800	1.3	-35,700	-15.9
Transportation, Communication, and Utilities ...	46,000	54,800	49,200	8,800	19.1	-5,600	-10.2
Wholesale Trade.....	54,900	64,400	60,800	9,500	17.3	-3,600	-5.6
Retail Trade.....	186,400	193,700	190,100	7,300	3.9	-3,600	-1.9
Services ^b	391,700	499,700	503,600	108,000	27.6	3,900	0.8
Government and Government Enterprises ^c	107,000	114,400	116,900	7,400	6.9	2,500	2.2
Total Jobs	1,067,200	1,222,800	1,179,000	155,600	14.6	-43,800	-3.6

^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 2003

County	Number of Jobs			1990-2000 Change		2000-2003 Change	
	1990	2000	2003 Estimate	Number	Percent	Number	Percent
Kenosha.....	50,900	68,700	69,500	17,800	35.0	800	1.2
Milwaukee.....	613,300	624,600	589,800	11,300	1.8	-34,800	-5.6
Ozaukee.....	36,400	50,800	49,200	14,400	39.6	-1,600	-3.1
Racine.....	88,800	94,400	90,000	5,600	6.3	-4,400	-4.7
Walworth.....	40,200	51,800	52,300	11,600	28.9	500	1.0
Washington.....	46,100	61,700	61,800	15,600	33.8	100	0.2
Waukesha.....	191,500	270,800	266,400	79,300	41.4	-4,400	-1.6
Region	1,067,200	1,222,800	1,179,000	155,600	14.6	-43,800	-3.6

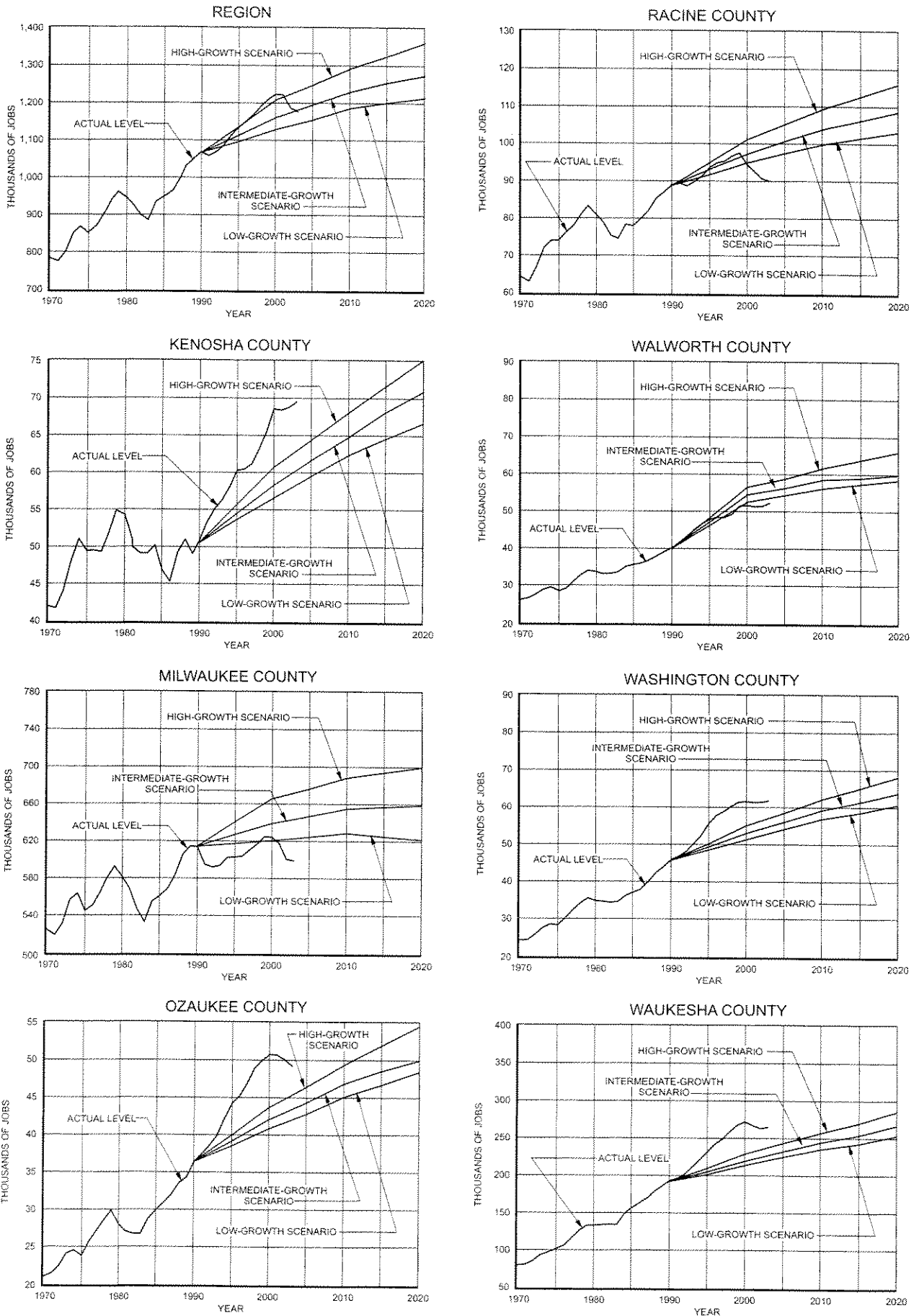
Table 5

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2003

County	Estimated 2003 Jobs	Projected 2003 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha	69,500	62,900	60,700	58,500
Milwaukee.....	589,800	670,100	646,800	623,500
Ozaukee.....	49,200	45,300	43,000	42,100
Racine.....	90,000	103,700	99,600	96,500
Walworth.....	52,300	57,800	54,500	53,800
Washington.....	61,800	57,000	54,400	53,100
Waukesha.....	266,400	238,100	227,900	221,500
Region	1,179,000	1,234,900	1,186,900	1,149,000

Figure 8

ACTUAL AND PROJECTED REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1970-2020



activity scenario for the Region. Two of these were intended to represent high-growth and low-growth extremes in future population levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes, and was considered the most likely to come about. The regional population projections were developed using a cohort-component procedure similar to that used by the Commission in its previous population projection efforts.

Subsequent to the preparation of the 2020 population projections and as part of the preparation of the 2020 regional land use plan, the Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the population projections in view of recent population growth and change in the Region. Upon completion of this review, the Committee recommended that the intermediate-growth future, as set forth in Technical Report No. 11 (3rd Edition), be used as the basis for the 2020 regional land use plan. The following table, figure, and discussion reflect the population forecast on which the adopted year 2020 regional land use plan is based, as well as the alternative projections considered.

Under the high-growth scenario, the population level of the Region was anticipated to reach about 2,156,000 persons in 2003. The actual 2003 regional population level of 1,959,800 persons was about 9 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,894,600 persons in 2003. The actual 2003 population level was about 3 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 1,980,900 persons in 2003. The actual 2003 population level was about 1 percent below this level. The 2003 population levels envisioned for each of the seven counties within the Region under each of these three alternative futures and the 2003 actual county population levels are set forth in Table 7 and Figure 9.

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 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 770,900 in 2003, an increase of about 21,900 households, or 2.9 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2003, ranging from about 1,600 households, or 5.2 percent, in Ozaukee County, to about 7,100 households, or 5.3 percent, in Waukesha County.

Comparison of Actual and Alternative Future Household Levels

In addition to preparing new employment and population projections to the year 2020, the Commission developed alternative projections of household levels to the year 2020. Three alternative future scenarios—high-growth, intermediate-growth, and low-growth—were developed. Each of these scenarios was closely linked to a corresponding economic and population scenario for the Region. As with the year 2020 employment and population projections, the Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the year 2020 household projections in light of recent growth and change in the Region. Upon completion of this review, the Committee recommended that the intermediate-growth future be used as the basis for the 2020 regional land use plan. The following table, figure, and discussion reflect the household forecast on which the adopted year 2020 regional land use plan is based, as well as the alternative projections considered.

Under the high-growth scenario, it was anticipated that there would be 810,700 households in the Region in 2003. The 2003 regional household level of 770,900 is about 5 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 738,500 households in the Region in 2003. The 2003 regional household level is about 4 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 758,800 households in the Region in 2003. The 2003 regional household level is about 2 percent above this level. The actual and alternative future 2003 household levels for each of the Region's seven counties are set forth in Table 9 and Figure 10.

Table 6

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2003

County	Population			1990-2000 Change		2000-2003 Change	
	1990 Census	2000 Census	2003 Estimate	Number	Percent	Number	Percent
Kenosha.....	128,200	149,600	154,200	21,400	16.7	4,600	3.1
Milwaukee.....	959,300	940,200	941,300	-19,100	-2.0	1,100	0.1
Ozaukee.....	72,800	82,300	84,500	9,500	13.0	2,200	2.7
Racine.....	175,100	188,800	191,100	13,700	7.8	2,300	1.2
Walworth.....	75,000	92,000 ^a	95,600	17,000	22.7	3,600	3.9
Washington.....	95,300	117,500	121,900	22,200	23.3	4,400	3.7
Waukesha.....	304,700	360,800	371,200	56,100	18.4	10,400	2.9
Region	1,810,400	1,931,200	1,959,800	120,800	6.7	28,600	1.5

^aReflects a downward adjustment of approximately 1,800 persons to the initially-released 2000 Census population for Walworth County, proposed by the Wisconsin Department of Administration and approved by the U.S. Census Bureau.

Table 7

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2003

County	2003 Population	Projected 2003 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	154,200	163,600	149,500	138,300
Milwaukee.....	941,300	1,026,600	985,600	956,600
Ozaukee.....	84,500	102,000	85,200	81,400
Racine.....	191,100	201,300	186,800	177,900
Walworth.....	95,600	98,800	86,900	80,900
Washington.....	121,900	142,500	119,700	113,300
Waukesha.....	371,200	421,200	367,200	346,200
Region	1,959,800	2,156,000	1,980,900	1,894,600

School Enrollment

Enrollment in public and nonpublic schools within the Region totaled about 389,700 students in 2003, representing an increase of 3,700 students, or about 1 percent, over the 2000 level of 386,000 students, as indicated in Table 10. Enrollment in public schools was about 321,000 students in 2003, about 7,300 students, or 2.3 percent, above the 2000 level of 313,700. Enrollment in nonpublic schools was about 68,700 students in 2003, about 3,600 students, or 5.0 percent, below the 2000 level of 72,300.

Map 4 shows public school enrollment changes between 2000 and 2003 for public school districts operating wholly or partially within the Region. Union high school districts and their constituent feeder K-8 school districts have been combined into single districts for the purpose of the mapping. A total of 36 of the 55 public K-12 and the combined union high school and K-8 districts had higher enrollments in 2003 than in 2000. With the exception of the Norris School District, the changes in enrollment from 2000 to 2003 range from a decrease of about 9.4 percent in the Random Lake School District to an increase of 11.2 percent in the Lake Geneva School District. Enrollment in the special purpose Norris

Figure 9

ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION LEVELS: 1950-2020

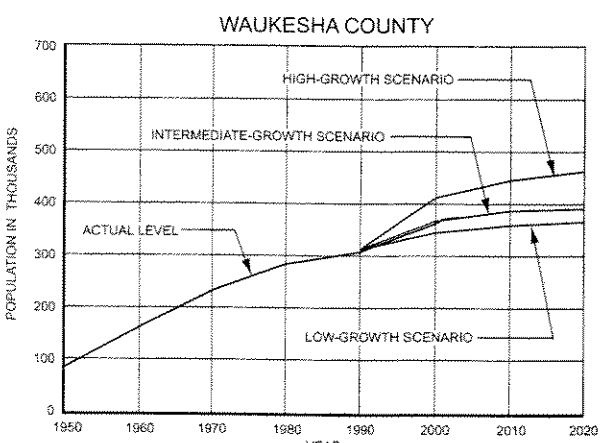
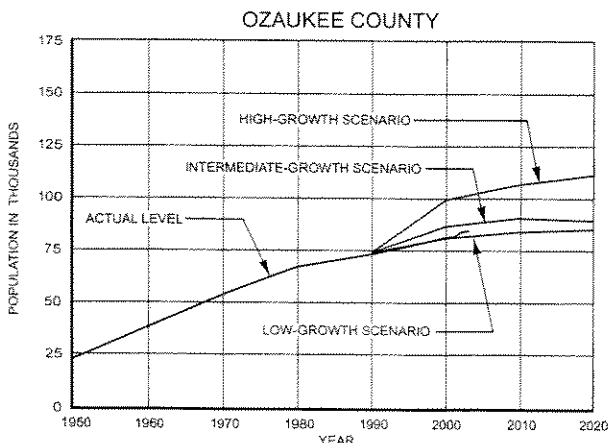
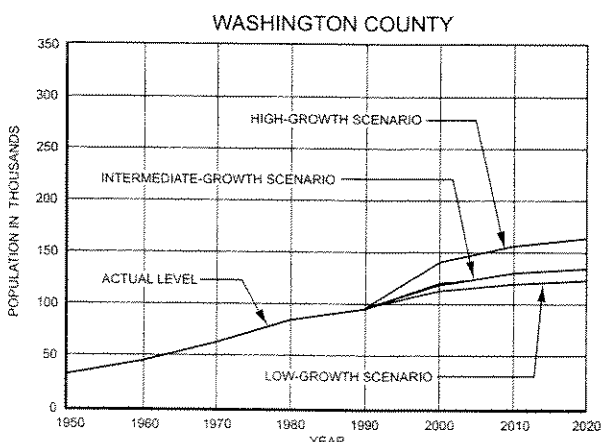
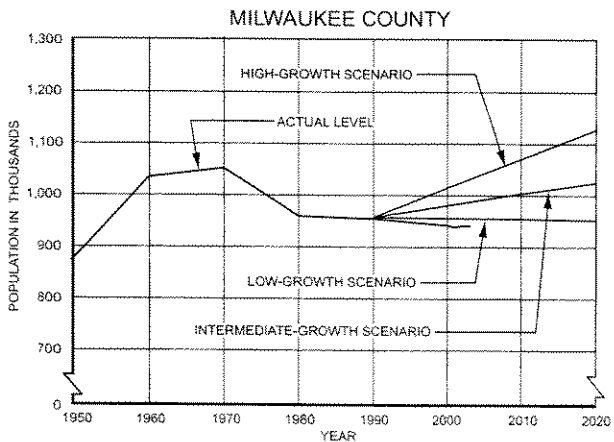
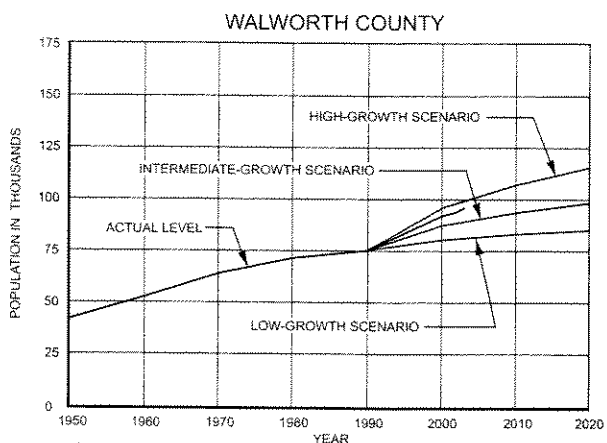
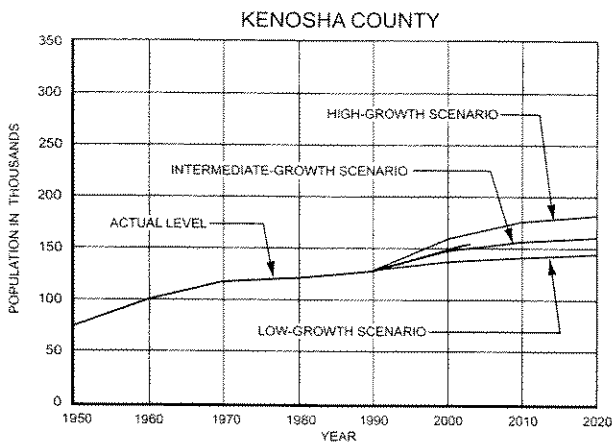
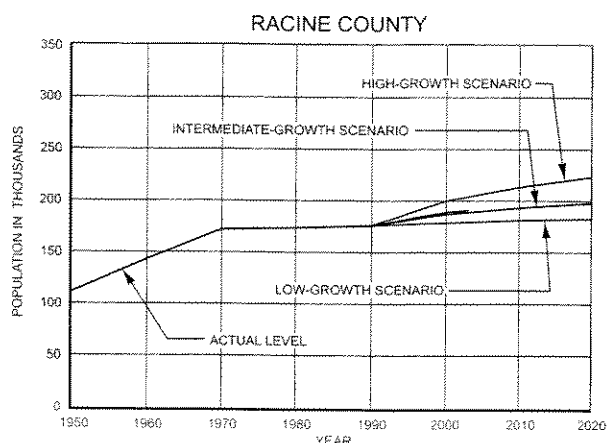
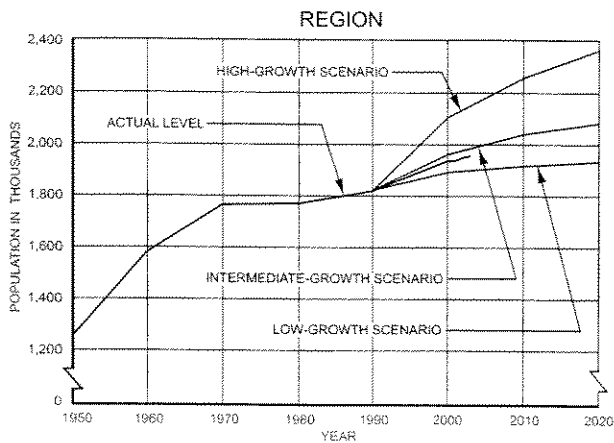


Table 8

**HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN
REGION BY COUNTY: 1990, 2000, AND 2003**

County	Households			1990-2000 Change		2000-2003 Change	
	1990 Census	2000 Census	2003 Estimate	Number	Percent	Number	Percent
Kenosha	47,000	56,100	58,900	9,100	19.4	2,800	5.0
Milwaukee.....	373,100	377,700	381,000	4,600	1.2	3,300	0.9
Ozaukee.....	25,700	30,900	32,500	5,200	20.2	1,600	5.2
Racine.....	63,700	70,800	72,900	7,100	11.1	2,100	3.0
Walworth.....	27,600	34,500	36,700	6,900	25.0	2,200	6.4
Washington.....	33,000	43,800	46,600	10,800	32.7	2,800	6.4
Waukesha.....	106,000	135,200	142,300	29,200	27.5	7,100	5.3
Region	676,100	749,000	770,900	72,900	10.8	21,900	2.9

Table 9

**ACTUAL AND PROJECTED HOUSEHOLD
LEVELS BY COUNTY: 2003**

County	2003 Households	Projected 2003 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	58,900	60,400	56,100	52,800
Milwaukee.....	381,000	399,000	389,700	384,900
Ozaukee.....	32,500	37,300	31,700	30,700
Racine.....	72,900	75,000	70,800	68,600
Walworth.....	36,700	36,600	32,800	31,000
Washington.....	46,600	52,000	44,400	42,700
Waukesha.....	142,300	150,400	133,300	127,800
Region	770,900	810,700	758,800	738,500

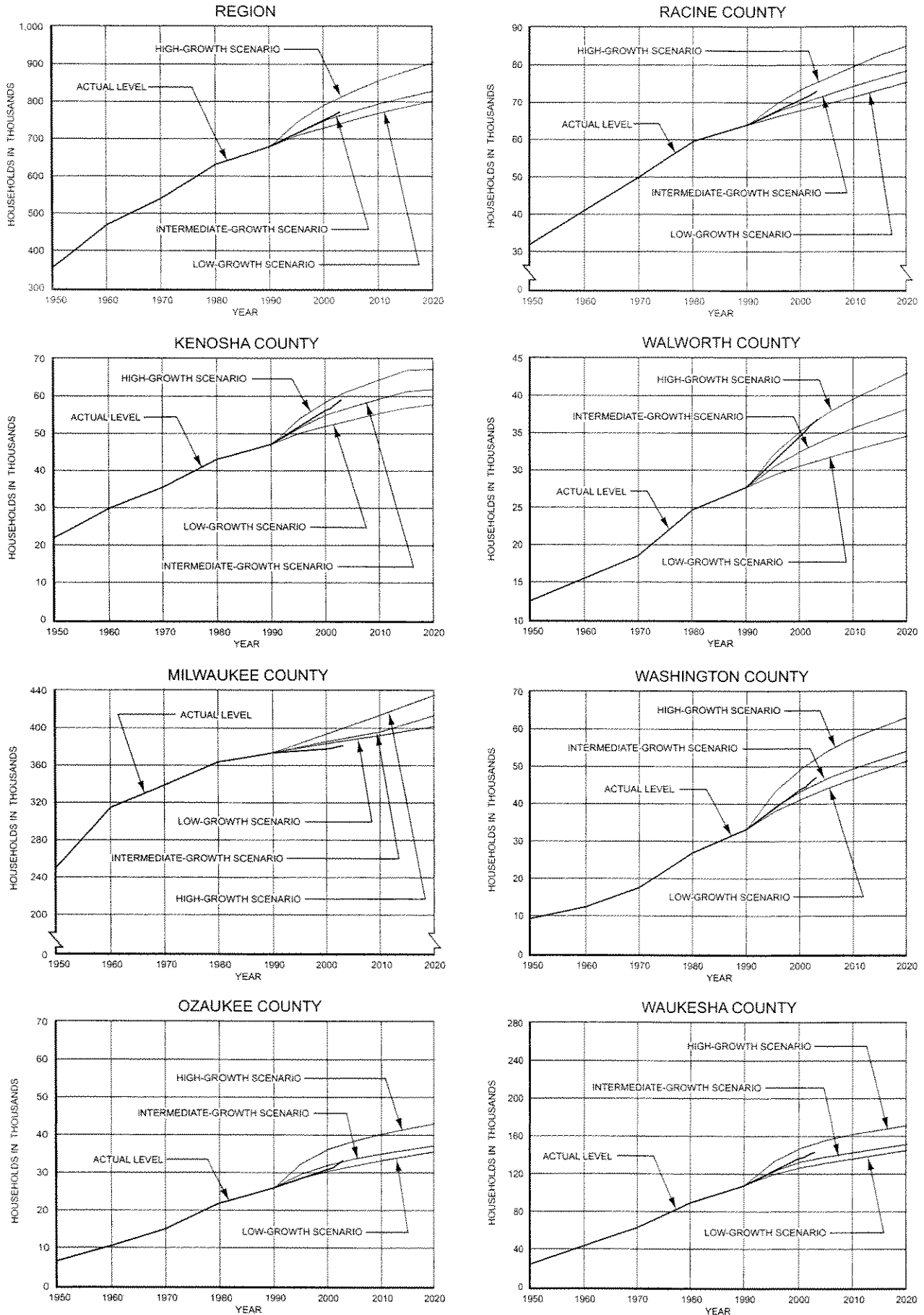
Table 10

**REGIONAL SCHOOL ENROLLMENT
BY COUNTY: 1990, 2000, AND 2003**

County	1990	2000	2003	1990-2000 Change		2000-2003 Change	
				Number	Percent	Number	Percent
Kenosha	25,000	30,600	31,800	5,600	22.4	1,200	3.9
Milwaukee.....	178,700	190,200	190,000	11,500	6.4	-200	-0.1
Ozaukee.....	13,700	15,800	16,000	2,100	15.3	200	1.3
Racine.....	35,200	36,200	36,800	1,000	2.8	600	1.7
Walworth.....	13,200	16,500	17,200	3,300	25.0	700	4.2
Washington.....	20,000	23,300	23,600	3,300	16.5	300	1.3
Waukesha.....	63,100	73,400	74,300	10,300	16.3	900	1.2
Region	348,900	386,000	389,700	37,100	10.6	3,700	1.0

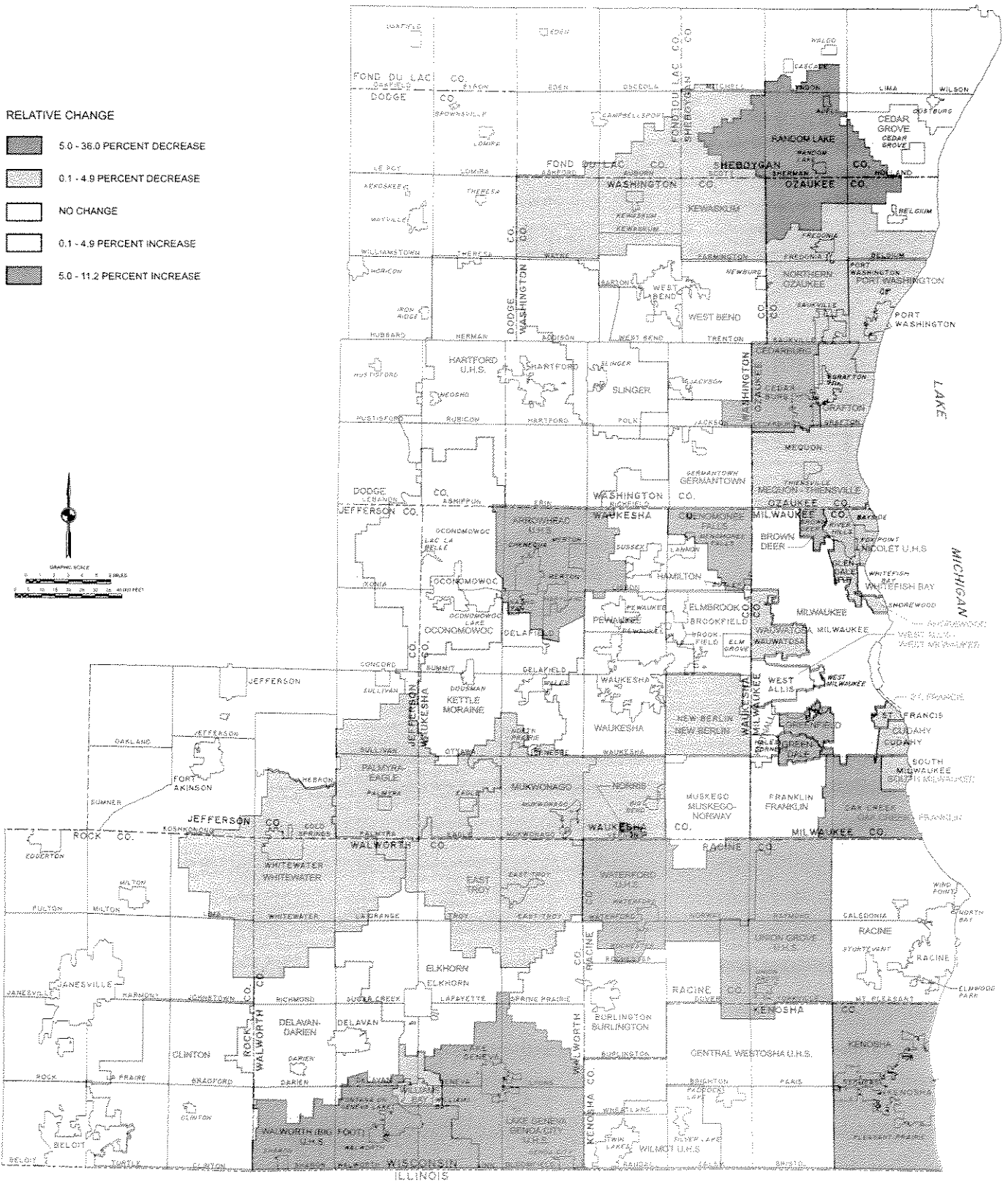
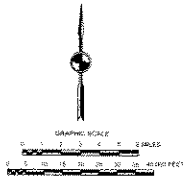
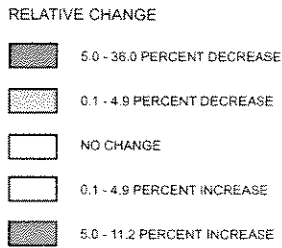
Figure 10

ACTUAL AND PROJECTED REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950-2020



Map 4

RELATIVE CHANGES IN PUBLIC SCHOOL ENROLLMENT IN THE REGION: 2000-2003



School District decreased by 36 percent between 2000 and 2003. The figures presented here do not include enrollment in the Wisconsin Virtual Academy which, while based out of the Northern Ozaukee School District, is open to all Wisconsin residents.

Census Coordination

During 2003, the Commission continued to participate in the U.S. Census Bureau State Data Center Program, a nationwide program under which the governor of each state designates an agency or group of agencies within the state government to serve as the lead agency within that state—known as the state data center—for the dissemination of the large volume of information collected and reported by the Census Bureau. Within the State of Wisconsin, the provision of the state data center is a joint function of the Wisconsin Department of Administration and the University of Wisconsin-Madison. Under an agreement between the Commission and the Wisconsin state data center, the Commission serves as an affiliate member of the data center and supplies Census data access and technical assistance to Census data users within the seven-county Southeastern Wisconsin Region.

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

PARK AND OPEN SPACE PLANNING

Regional Park and Open Space Plan

On December 1, 1977, the Commission adopted a regional park and open space plan for Southeastern Wisconsin consisting of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consisted of recommendations for the preservation of primary environmental corridors within the Region. The outdoor recreation element consisted of the following: 1) a resource-oriented outdoor recreation plan providing recommendations for the number and location of large parks, recreation corridors to accommodate trail-oriented activities, and water-access facilities to

enable the recreational use of rivers, inland lakes, and Lake Michigan; and 2) an urban outdoor recreation plan, providing recommendations for the number and distribution of local parks and outdoor recreational facilities required in urban areas of the Region. The initial regional park and open space plan is documented in SEWRPC Planning Report No. 27, *A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000*, November 1977.

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

The major outdoor recreation sites and recreation corridors recommended under the regional park and open space plan, as refined and detailed in county park and open space plans, are shown on Map 5.¹ Shown on this map are large parks—parks of at least 100 acres in

¹*Map 5 incorporates major outdoor recreation sites and recreation corridors recommended in the following reports: SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987, 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 (2nd Edition), A Park and Open Space Plan for Washington County: 2010, August 1997; 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 2003, 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 2003.*

Map 5

MAJOR OUTDOOR RECREATION SITES AND CORRIDORS RECOMMENDED UNDER THE REGIONAL PARK AND OPEN SPACE PLAN, AS AMENDED AND AS UNDER PROPOSED AMENDMENTS PENDING AS OF DECEMBER 31, 2003

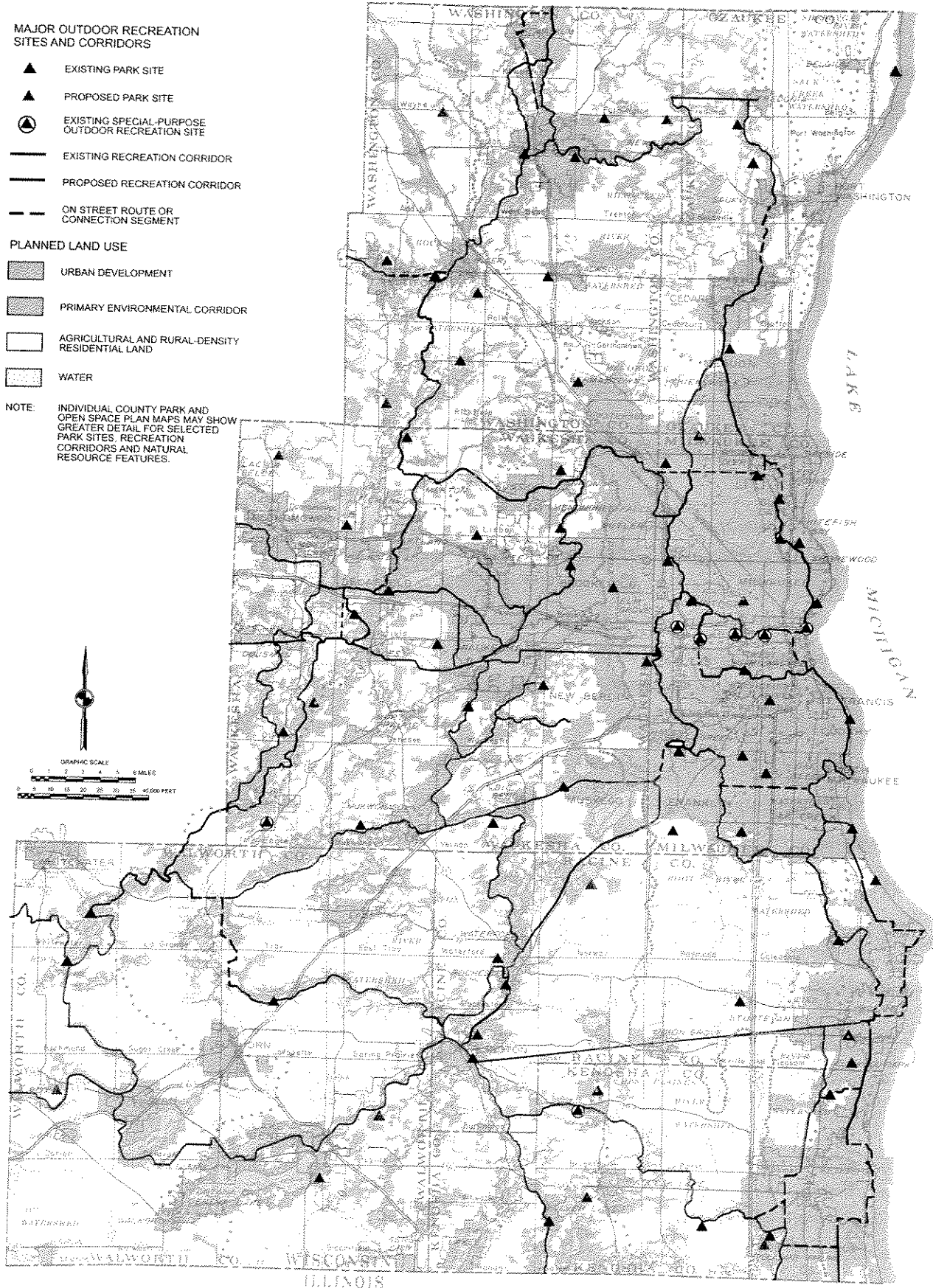
MAJOR OUTDOOR RECREATION SITES AND CORRIDORS

- ▲ 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.



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 2003, the Commission staff continued work on an update and extension of the park and open space plan for Milwaukee County and initiated work on an update and extension of the park and open space plan for Washington County.

Regional Natural Areas and Critical Species Habitat Protection and Management Plan

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

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

Under the plan, natural areas are defined as tracts of land or water so little modified by human activity, or which have sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the pre-European-settlement landscape. Critical species habitats are defined as additional tracts of land or water which support endangered, threatened, or rare plant or animal species. The study identified a

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






The plan recommends that each of the 589 natural areas and critical species habitat sites be protected and preserved to the maximum extent practicable as urban and rural development in the Region proceeds. The plan, as amended through the end of 2003, 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.

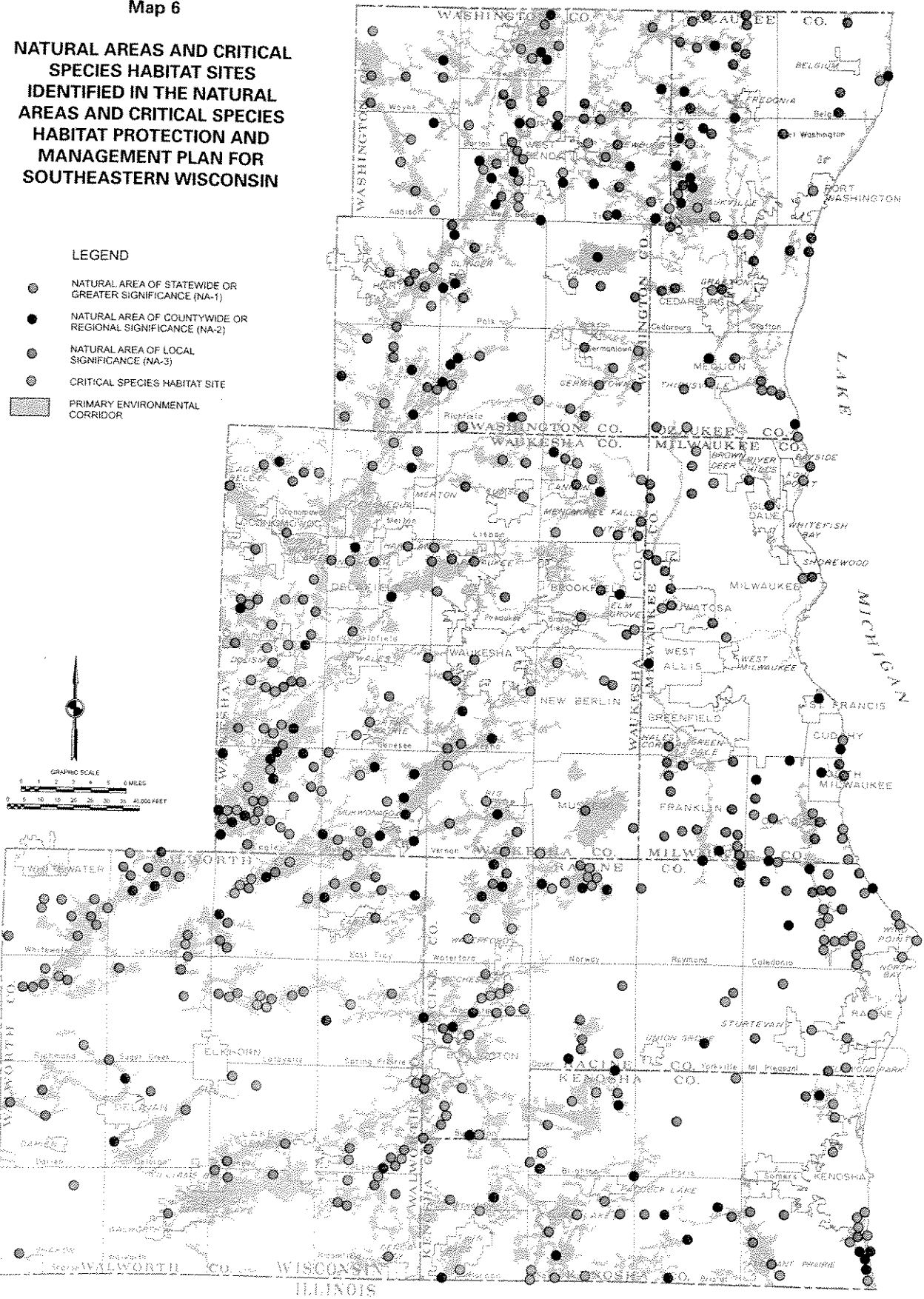
As of the end of 2003, the natural areas and critical species habitat protection and management plan had been adopted by all seven counties in the Region, as well as by four cities, eight villages, and four towns in the Region, and had been endorsed by the Wisconsin Natural Areas Preservation Council. 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. During 2003, the Commission staff assisted the Department's committee with its investigation. In addition, during 2003 there were several additions made to natural areas. The Wisconsin Department of Natural Resources acquired five lots totaling 1.88 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County. The Waukesha County Land Conservancy acquired 188 acres of the County Trunk Highway ZC Lowlands Natural Area, 66 acres of the Menomonee Falls Tamarack Swamp Natural Area, and 38 acres of the Oconomowoc Swamp Natural Area. Waukesha County acquired the Salentine tract of the Martins Woods State Natural Area. The Ozaukee/Washington Land Trust acquired the Grafton Woods Natural Area and the Hansons Lake Natural Area, both located in Ozaukee County. Finally, Ozaukee County acquired 52 acres of the Milwaukee River Mesic Woods Natural Area.

Map 6

NATURAL AREAS AND CRITICAL SPECIES HABITAT SITES IDENTIFIED IN THE NATURAL HABITAT 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



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 2003, the Division responded to 117 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 2003 in performing the data provision and technical assistance function:

- Provision of historic, existing, and planned population levels for the Fontana sewer service area to a private consultant for use in sewerage facility planning.
- Provision of selected year 2000 Census data for Milwaukee and Washington Counties to a private bus company for use in ongoing transit planning.
- Provision of year 2000 Census population for selected areas in the Elmbrook School District to the School District for use in school facility planning.
- Provision of historic, existing and planned population levels for the Town of Genesee to the Town Park Board for use in updating the Town park and open space plan.
- Provision of a map and tabular data relating to existing and planned population, household, and employment levels for areas in eastern Kenosha and Racine Counties to a Kenosha County Board Supervisor.

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 agen-

cies and by private interests. In 2003, the Division responded to 453 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 2003 include the following:

- Provision of base map and park site data to the Friends of Milwaukee Rivers for use in watershed wide cleanup efforts.
- Provision of park and open space data for selected counties to the Walworth County Park Advisory Committee for use in ongoing County park planning.
- Provision of year 2000 land use inventory data for the Village of Waterford to the Village staff for use in community planning.
- Provision of year 2000 environmental corridor inventory data for Ozaukee County to the County staff for ongoing county planning.
- Provision of soils data and year 2000 land use inventory data for the Town of Richfield to a private consultant for use in water quality management planning.
- Provision of year 2000 land use inventory data for Kenosha County to the Wisconsin Department of Natural Resources for use in continuing areawide water quality management planning.

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 2003, the Commission fulfilled a total of 176 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 2003, 68 such requests were fulfilled for sites located throughout the Region (see Map 7). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to properly carry out local planning and land use control responsibilities. Once delineated in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on land subdivision plats, certified survey maps, and plats of survey.

- Requests for field evaluation, identification, and delineation of wetlands and primary environmental corridors on large sites proposed for residential, commercial, and industrial development to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to any commitment to detailed site planning. During 2003, such requests were fulfilled for a total of 51 sites located throughout the Region (see Map 7). Once delineated in the field by the Commission staff, the precise boundaries of the environmentally significant areas concerned were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on plats of survey.
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with transportation improvement projects. During 2003, 30 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, the Milwaukee County

Department of Public Works, the Waukesha County Department of Transportation, the Washington County Highway Committee, the Kenosha County Division of Highways, the Racine County Public Works Department, the City of Delafield, the City of Brookfield, the City of Milwaukee, the City of Waukesha, the Town of Bloomfield, the Town of Lyons, and the Town of Summit (see Map 7).

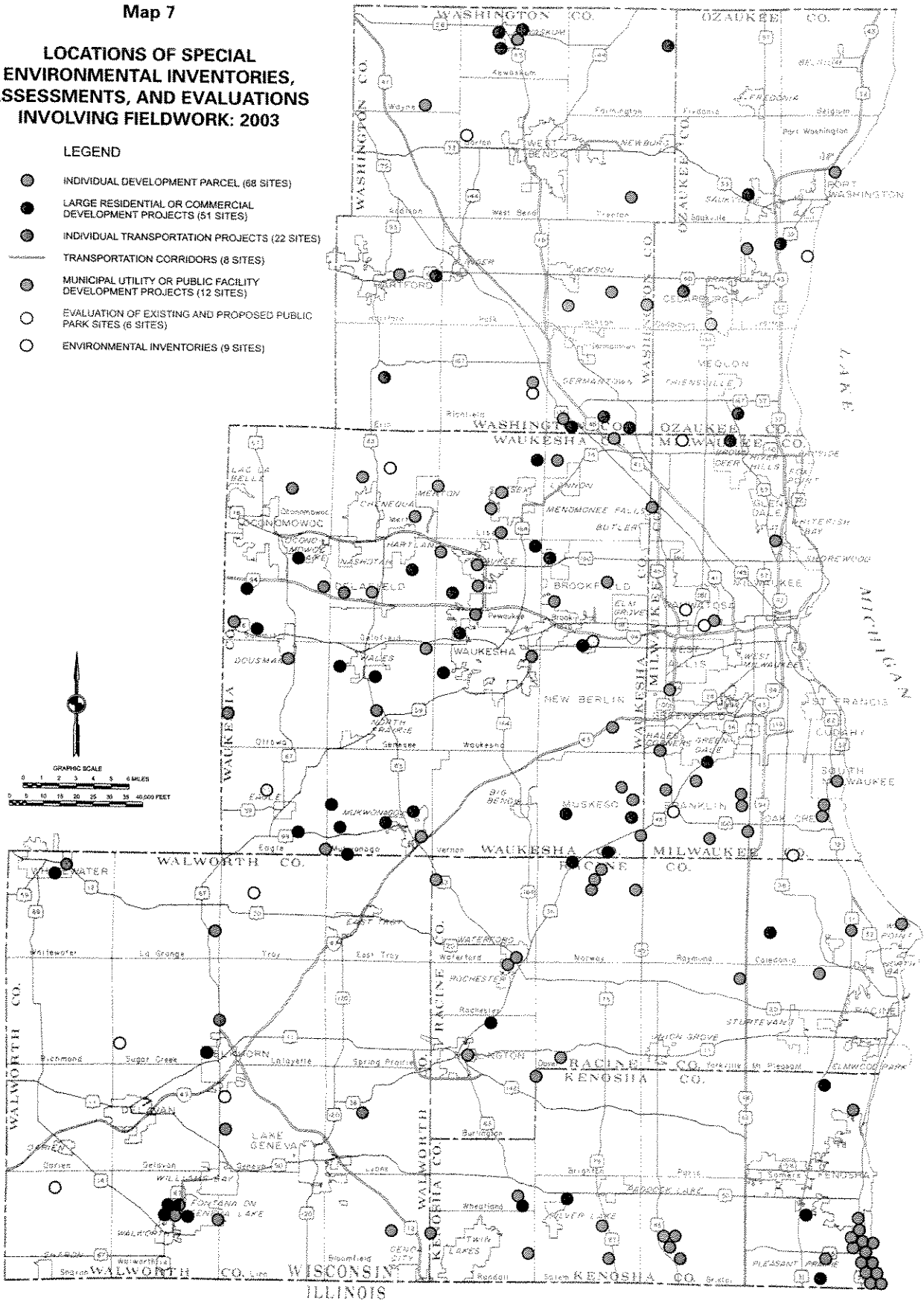
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with municipal and private utility and community facility development projects. During 2003, 12 such requests were fulfilled in Kenosha, Milwaukee, Racine, Washington, and Waukesha Counties (see Map 7).
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, with particular attention to the evaluation of the flora and fauna present on existing and proposed public park sites in order to assist in the development, redevelopment, and, in some cases, disposal of such sites. During 2003, six such requests were fulfilled in Milwaukee, Ozaukee, Washington, and Waukesha Counties (see Map 7).
- Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any rare, threatened, or endangered species occur on the subject sites. During 2003, nine such requests by State agencies, as well as county and local governments, were fulfilled in Milwaukee, Walworth, Washington, and Waukesha Counties (see Map 7).

Map 7

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2003

LEGEND

- INDIVIDUAL DEVELOPMENT PARCEL (68 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (51 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (22 SITES)
- TRANSPORTATION CORRIDORS (8 SITES)
- MUNICIPAL UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (12 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (6 SITES)
- ENVIRONMENTAL INVENTORIES (9 SITES)



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 2003 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 2003, 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 2003, the Division continued to monitor secondary data sources for changes in personal-use

Figure 11
TRANSPORTATION PLANNING DIVISION

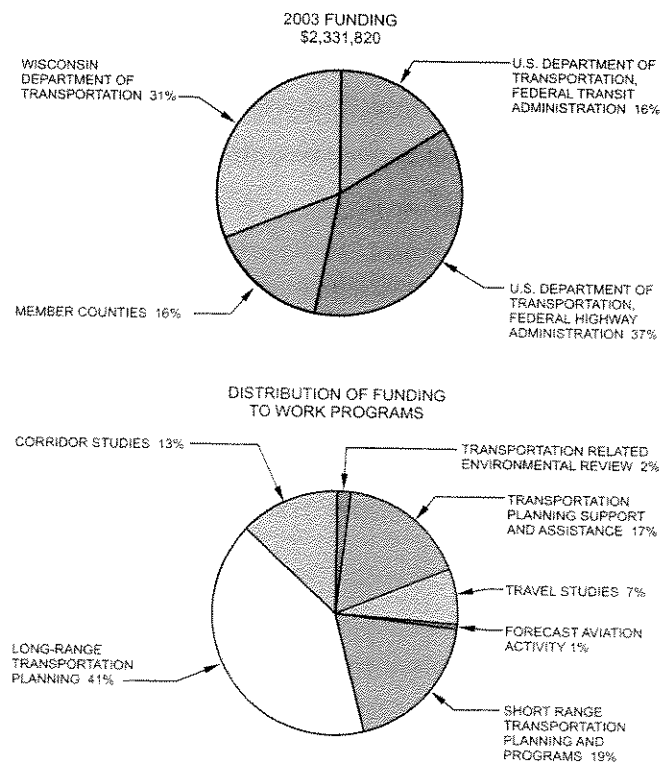


Table 11

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2002	2003
Kenosha	37,240	51,100	107,460	110,440
Milwaukee.....	316,350	392,000	553,940	557,130
Ozaukee.....	16,780	28,030	63,080	64,240
Racine.....	52,040	73,350	136,030	138,490
Walworth.....	22,220	33,450	75,060	77,830
Washington.....	18,340	30,390	91,820	93,540
Waukesha.....	69,390	114,450	278,450	287,270
Total	532,360	722,770	1,305,840	1,328,940

^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, this page.

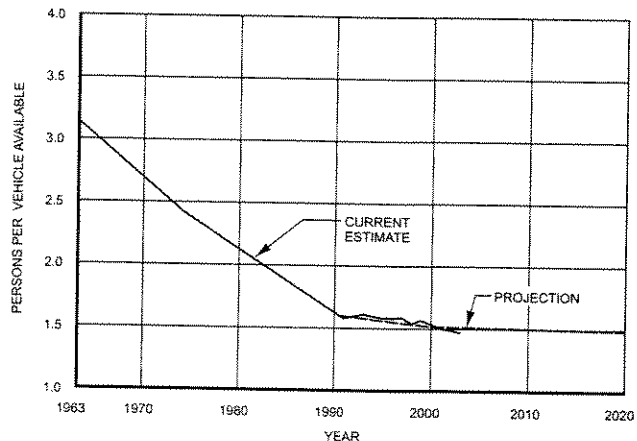
vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

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 2003 totaled about 1,328,940. This represents an increase of 23,100, or about 1.8 percent, over the 2002 level of 1,305,840 (see Table 11). Increases in personal-use vehicle availability in 2003 occurred in all counties in the Region. Over the past 40 years, there has been a generally steady, long-term trend of continued increases in the number of personal-use vehicles available

Figure 12

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 THIS PAGE.

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.

to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2003 was 2.3 percent.

The number of persons per personal-use vehicle within the Region was estimated to be 1.47 in 2003, less than the 1.49 estimated for 2002, as shown in Figure 12. The estimated number of personal-use vehicles available within the Region may be compared to the forecast of personal-use vehicle availability

Table 12

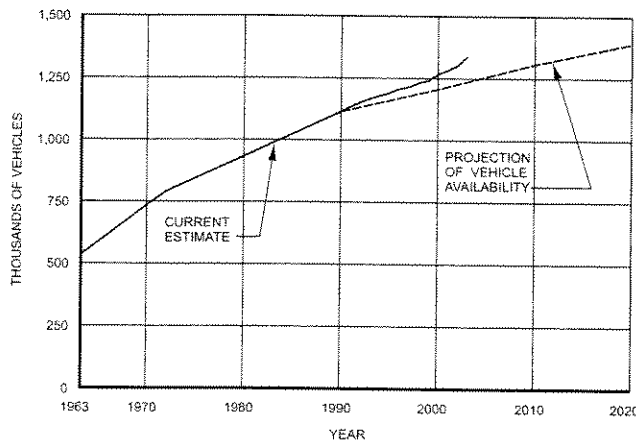
COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

County	1963	1972	2002	2003
Kenosha	4,370	4,490	10,550	10,680
Milwaukee	25,910	26,710	46,790	46,780
Ozaukee	2,270	2,550	6,290	6,340
Racine	5,670	6,460	14,260	14,510
Walworth	4,190	4,840	9,930	10,160
Washington	3,210	4,080	9,860	10,100
Waukesha	7,780	10,280	31,820	34,210
Total	53,400	59,410	129,500	132,780

^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 48.

Figure 13

PERSONAL-USE VEHICLE AVAILABILITY^a

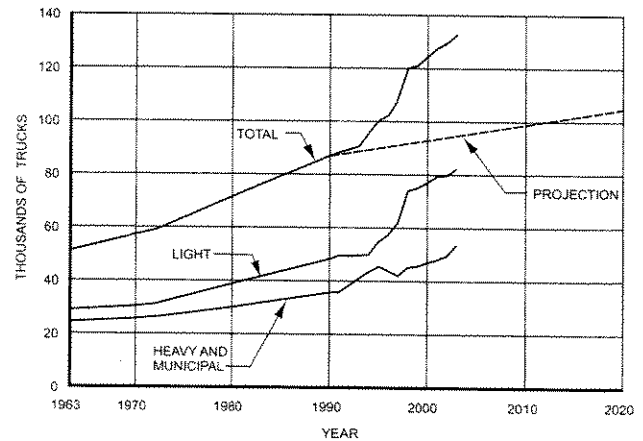


^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 48.

developed under the long-range regional transportation system plan, as shown in Figure 13, which depicts the historical year-to-year estimate of personal-use vehicle availability and the forecast growth in personal-use vehicle availability. The 2003 forecast personal-use vehicle availability level was 1,232,640 under the adopted regional transportation system plan. Thus, the estimated 2003 regional personal-use vehicle availability level of 1,328,940 was 96,300 vehicles, or about 7.8 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

Figure 14

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 48.

The number of commercial and municipal trucks available in the Region during 2003 totaled about 132,780, an increase of about 3,280, or about 2.5 percent, over the 2002 level of 129,500 trucks (see Table 12 and Figure 14). In 2003, increases in commercial motor-truck availability occurred in all counties of the Region from 2002 levels with the exception of Milwaukee County where the level was virtually unchanged. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 62 percent of all commercial trucks in 2002, and 62 percent of all commercial trucks in 2003. The

Table 13

PUBLIC TRANSIT RIDERSHIP

Transit Services	1963	1972	1991	2002	2003	Percent Change 2002-2003
Intracounty Systems						
Milwaukee County.....	88,546,000	52,141,000	46,460,000	44,105,000	41,800,000	-5.2
City of Racine.....	2,907,000	526,000	1,829,000	1,319,000	1,162,900	-11.8
City of Kenosha	1,876,000	503,000	1,128,000	1,565,800	1,512,600	-3.4
City of Waukesha	451,000	227,000	434,000	646,400	619,100	-4.2
City of Whitewater.....	--	--	38,000	20,300	19,600	-3.4
City of Hartford.....	--	--	8,000	17,600	18,600	5.7
City of West Bend.....	--	--	--	129,200	131,600	1.9
City of Port Washington.....	--	--	--	22,100	19,900	-10.0
Ozaukee County	--	--	--	62,500	65,300	4.5
Washington County	--	--	--	55,200	63,000	14.1
Subtotal	93,780,000	53,397,000	49,897,000	47,943,100	45,412,600	-5.3
Intercounty Systems						
Waukesha-Milwaukee Counties	534,000 ^a	240,000	290,000	588,500	547,500	-7.0
Kenosha-Racine- Milwaukee Counties.....	230,000 ^a	153,000	82,000	77,800	71,600	-8.0
Ozaukee-Milwaukee Counties	127,000	64,000	--	111,300	106,700	-4.1
Washington-Milwaukee Counties	--	--	--	55,300	46,600	-15.7
Subtotal	891,000	457,000	372,000	832,900	772,400	-7.3
Region Total	94,671,000	53,854,000	50,269,000	48,776,000	46,185,000	-5.3

^aEstimated.

number of commercial trucks available in 2003 totaled about 82,410, an increase of 2,420, or about 3 percent, over the 2002 level of 79,990. The number of heavy trucks and municipal trucks totaled 50,370 in 2003, an increase of about 860 trucks, or about 1.8 percent from the 2002 level of 49,510. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2003 was 2.3 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 2003 through 10 intracounty systems and four intercounty systems (see Table 13 and Figures 15 and 16). As shown in Table 13, total public transit ridership in the Region decreased from about 48.8 million passengers in 2002 to about 46.2 million

passengers in 2003, a decrease of about 5 percent. While this decrease is attributable primarily to the 2003 decrease in ridership on the transit system operated by Milwaukee County, ridership decreases also occurred on 10 of the other 13 systems within the Region operating in 2002 and 2003.

Intracounty Services**Milwaukee County**

Ridership on the Milwaukee County Transit System, decreased during 2003 for the fourth consecutive year to about 41.8 million revenue passengers from about 44.1 million revenue passengers in 2002, or by about 5 percent (see Figure 17). This decrease in ridership may be attributed to a reduction in

Figure 15

HISTORICAL TREND IN PUBLIC TRANSIT RIDERSHIP IN THE REGION

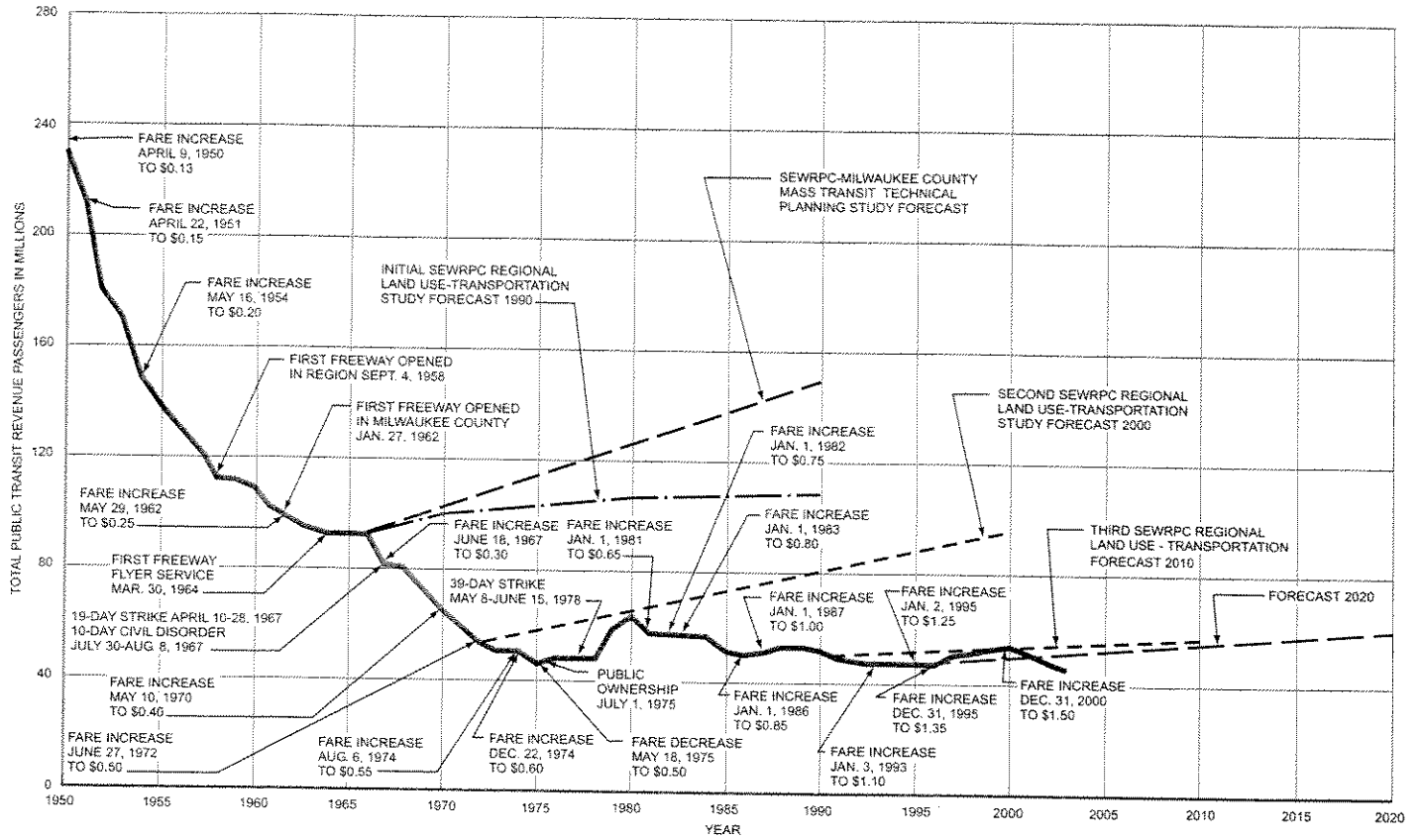


Figure 16

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

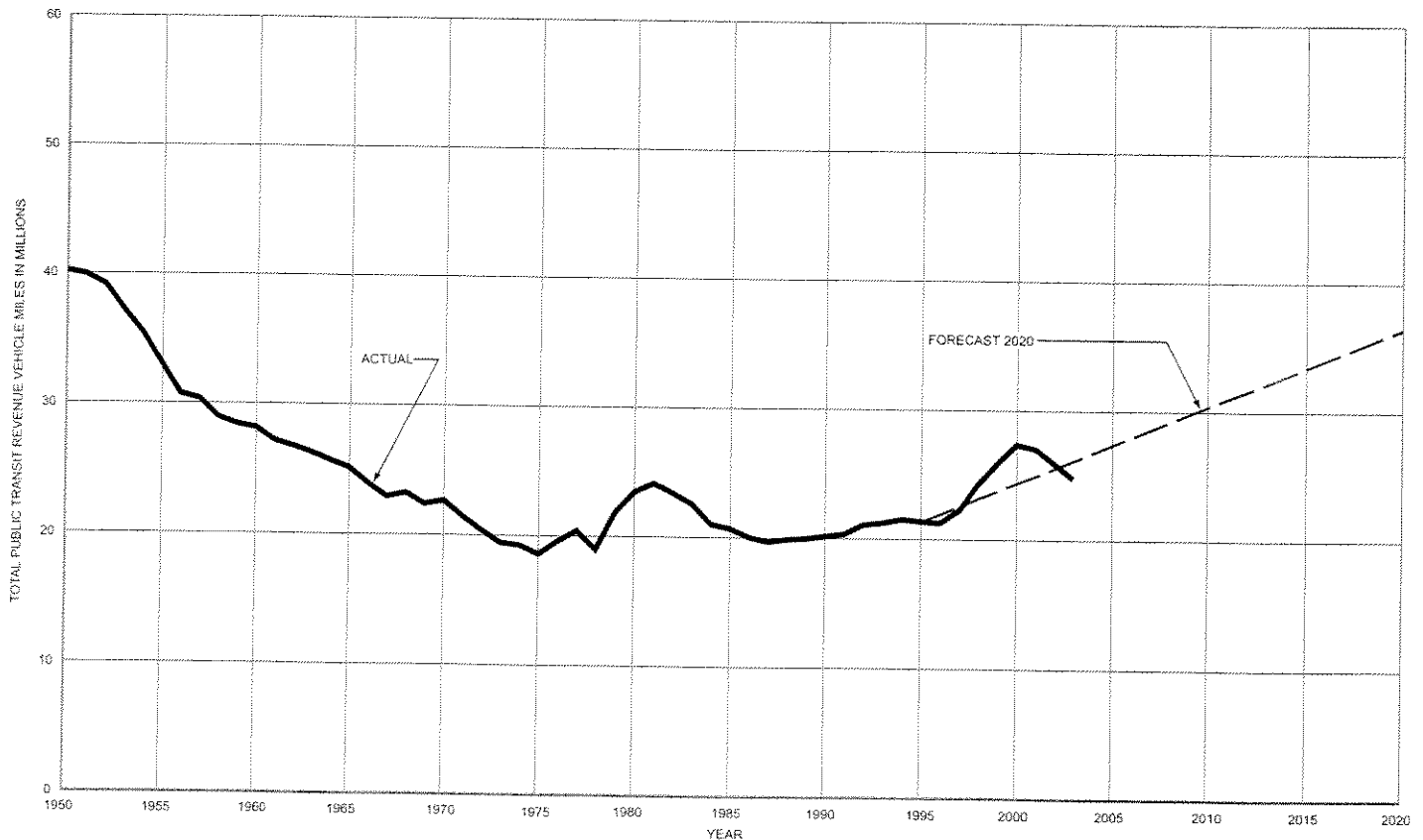
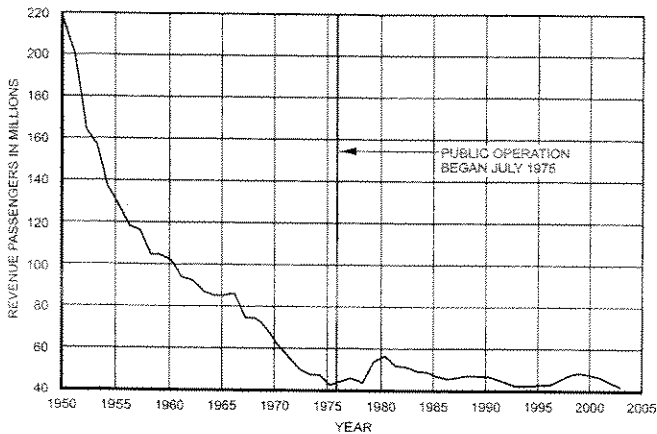


Figure 17

**TRANSIT RIDERSHIP
MILWAUKEE COUNTY TRANSIT SYSTEM**



includes a paratransit service component provided through the Transit Plus program. The paratransit service provided through the program was available to disabled users through private van service providers and taxicab operators. Accessible van service was provided by two private carriers, Laidlaw Transit Services, Inc., and Transit Express, Inc., which, respectively, covered the northern half and the southern half of the County. Taxicab service under the program was provided by American United Taxi Cab Company. Several private, nonprofit agencies serving disabled persons also provide service under the program for agency clients. During 2003, about 1,060,500 one-way trips were made under the Transit Plus program, an increase of about 1 percent over the 1,048,000 one-way trips made under the program during 2002. Fares for the Transit Plus program remained at \$3.00 per one-way trip during 2003.

City of Racine

During 2003, ridership on the public transit system serving the City of Racine and environs decreased by about 12 percent, from the 2002 level of approximately 1,319,000 revenue passengers to about 1,162,900 revenue passengers in 2003 (see Figure 19). The ridership decline reflects the elimination of demand-responsive taxi service provided by the Caledonia Shared-Ride Transit service in July 2003 and the continued effects of the downturn in the economy. The ridership decline also reflects an increase in the adult base cash fare in January 2003 from \$1.00 per one-way trip to \$1.25 per one-way trip. The total number of bus-miles operated in revenue service increased by about 1 percent during 2003, from about 1,472,500 bus miles in 2002 to about 1,486,700 bus-miles in 2003.

The City of Racine also provides a paratransit service for disabled individuals to comply with Federal ADA regulations. The paratransit service is designed to provide door-to-door transportation to disabled individuals who are unable to use the City's fixed-route bus service. The City of Racine annually participates in, and contributes funds to, the County paratransit program, administered by the Racine County Human Services Department, with the City's funds used specifically to support paratransit service for disabled persons who are certified as transportation-handicapped and who use the service to travel within only the eastern portion of Racine County and to the University of Wisconsin-Parkside in Kenosha County.

service implemented to keep transit system expenditures within the constraints of the Milwaukee County budget. The number of bus-miles operated by the Milwaukee County Transit System decreased by about 5 percent during 2003, from about 17.4 million bus-miles in 2002 to about 16.5 million bus-miles in 2003. The service reductions in 2003 followed similar reductions implemented in 2001 and 2002. During 2003, the basic cash fare for the Milwaukee County Transit System remained stable at \$1.50 per one-way trip, as did fares for freeway flyer bus service which remained at \$1.80 per one-way trip.

During 2002, freeway flyer bus service was operated by Milwaukee County from 12 outlying parking terminals to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 735,300 revenue passengers in 2003, a decrease of about 6 percent over the 780,500 revenue passengers carried in 2002 (see Figure 18). This decrease may be attributed largely to the elimination of service to three outlying parking terminals for 2003.

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

Figure 18

FREEWAY FLYER RIDERSHIP: MILWAUKEE AND WAUKESHA COUNTY TRANSIT SYSTEMS

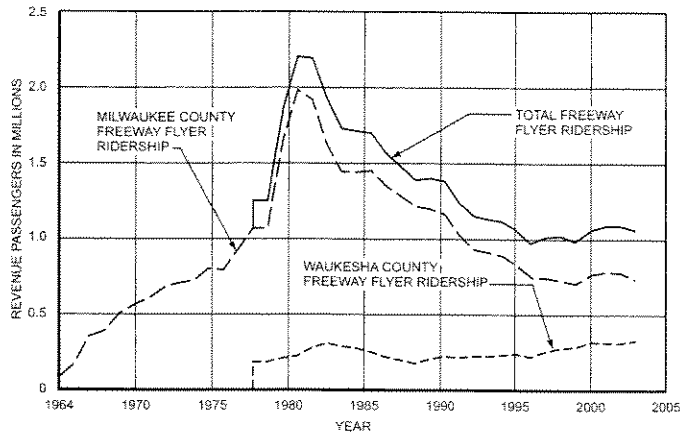
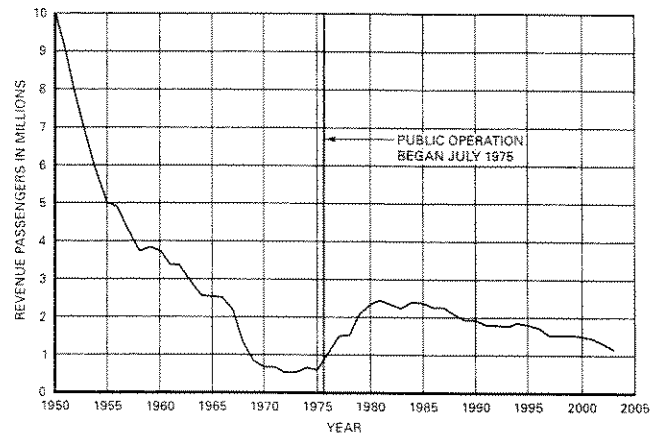


Figure 19

**TRANSIT RIDERSHIP
CITY OF RACINE TRANSIT SYSTEM**



The total area served is somewhat larger than the service area for the City's fixed-route transit system. The service is provided on a contract basis by Laidlaw Transit, Inc., and is available throughout the area served by the City's fixed-route transit system. During 2003, about 24,900 one-way trips were made on the paratransit service, an increase of about 39 percent from the 17,900 one-way trips made on the service in 2002.

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

City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha decreased during 2003 (see Figure 20) to approximately 1,512,600 revenue passengers, a decrease of about 3 percent from the

2002 ridership level of about 1,565,800 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 1,187,800, representing an increase of about 9 percent over the 1,086,800 vehicle-miles operated during 2002. The service increase for 2003 reflects a restructuring of the bus routes serving the LakeView Corporate Park, the Business Park of Kenosha, and the Kenosha Outlet Mall that was implemented in late 2002. The restructuring increased the number of weekday routes operated by the transit system from eight routes to 10 routes. 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 2003, unchanged from 2002.

To comply with Federal ADA paratransit regulations, the City of Kenosha participates in the Kenosha County Care-A-Van program. This paratransit service provides door-to-door transportation to disabled individuals in eastern Kenosha County. The City annually contributes funds to the Care-A-Van program, which is administered by the Kenosha County Department of Human Services, Division of Aging Services, and provided on a contract basis by the Kenosha Achievement Center, Inc. The City funds annually contributed to the program, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City's fixed-route transit system and who

Figure 20

TRANSIT RIDERSHIP
CITY OF KENOSHA TRANSIT SYSTEM

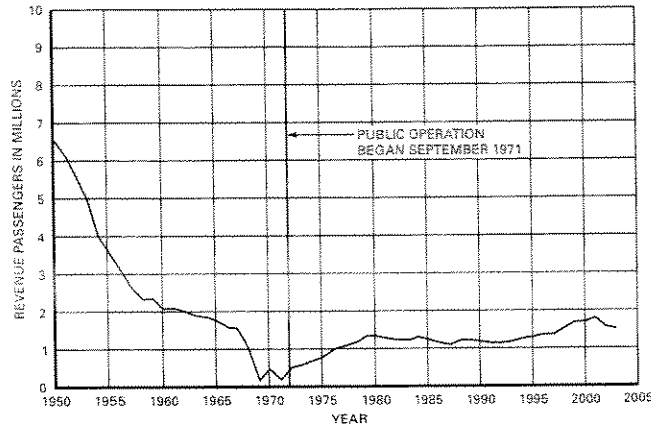
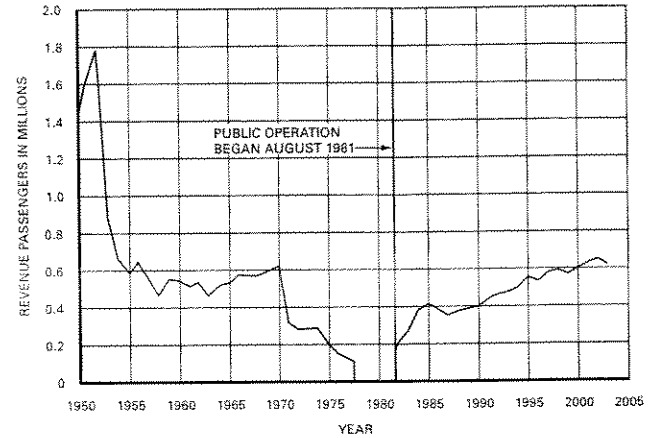


Figure 21

TRANSIT RIDERSHIP
CITY OF WAUKESHA TRANSIT SYSTEM



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 near 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 2003, about 15,000 one-way trips were made on the paratransit service, a decrease of about 5 percent from the 15,800 one-way trips made on the service during 2002.

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

City of Waukesha

During 2003, the fixed-route public transit system serving the City of Waukesha carried approximately

619,100 revenue passengers, a decrease of about 4 percent from the 646,400 revenue passengers carried on the system during 2002 (see Figure 21). The number of bus-miles operated in revenue service during 2003 totaled about 904,000, an increase of about 1 percent from the 894,900 bus-miles operated in 2002. The decrease in ridership reflects a reduction in service implemented in June when headways on two routes were reduced from 30 minutes to 60 minutes during weekday middays during the summer months, and weekday midday headways on a third route were reduced from 30 to 60 minutes during the entire year. The basic cash fare for the City transit system remained stable at \$1.25 per one-way trip in 2003.

Paratransit service was also provided by the City of Waukesha to comply with the Federal ADA paratransit regulations. This service was provided through the City's Metrolift program, which is designed to provide 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 2003, about 17,000 one-way trips were made on the paratransit service, compared with about 13,300 trips made on the service during 2002.

Figure 22

**TRANSIT RIDERSHIP
CITY OF WHITEWATER TRANSIT SYSTEM**

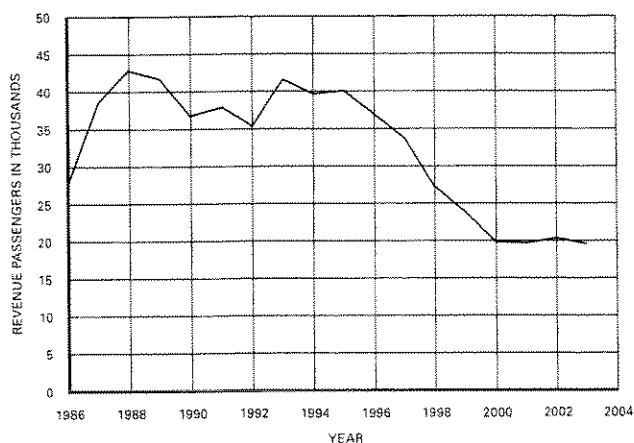
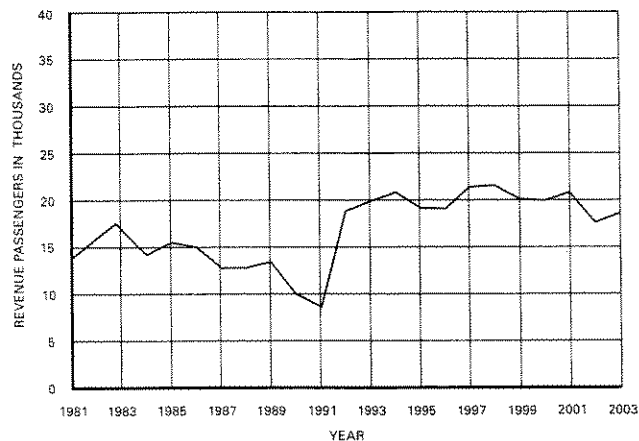


Figure 23

**TRANSIT RIDERSHIP
CITY OF HARTFORD 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. During 2003, the Commission completed work on a new updated plan for the City transit system which is documented in SEWRPC Community Assistance Planning Report No. 246, *Waukesha Area Transit System Development Plan: 2003-2007*, October 2003. This new, updated plan for the City transit system is described in a subsequent section of this *Annual Report*.

City of Whitewater

Ridership on the shared-ride public taxicab system serving the City of Whitewater decreased during 2003. Operated on a contract basis by Brown's Cab Service, which is based in Fort Atkinson, the Whitewater taxicab service carried approximately 19,600 revenue passengers in 2003, a decrease of about 3 percent from the 20,300 revenue passengers carried in 2002 (see Figure 22). It operated about 56,400 total vehicle-miles during 2003, about 4 percent less than the 58,900 total vehicle-miles operated in 2002. During 2003, 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 2003 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 18,600 revenue passengers, an increase of about 6 percent from the 17,600 revenue passengers carried in 2002 (see Figure 23). The service operated about 48,500 total vehicle-miles, an increase of about 12 percent from the 43,400 total vehicle-miles operated during 2002. Base cash passenger fares remained stable at \$2.00 per one-way trip in 2003.

City of West Bend

During 2003, the City of West Bend taxicab service carried approximately 131,600 revenue passengers, about a 2 percent increase from the 129,200 revenue passengers carried in 2002 (see Figure 24). Total vehicle-miles of service of approximately 427,900 decreased by less than 2 percent from the 433,800 total vehicle-miles operated during 2002.

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 24

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

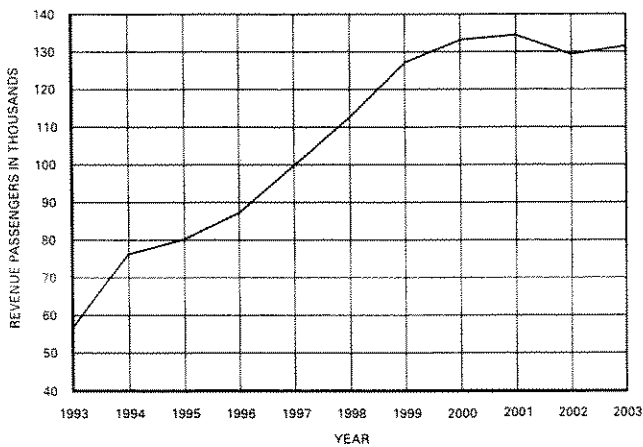
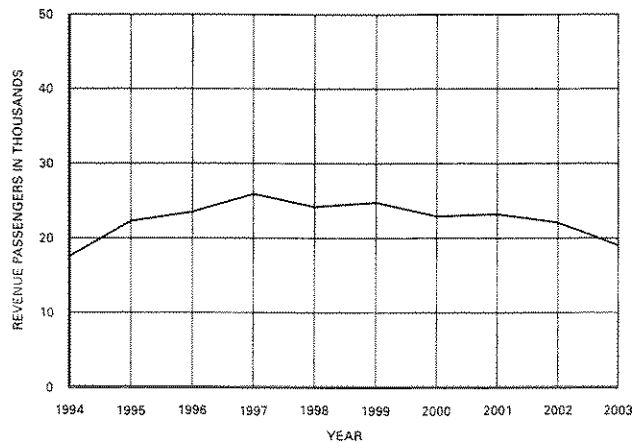


Figure 25

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



City of Port Washington

During 2003, the City of Port Washington taxicab service carried approximately 19,900 revenue passengers and operated about 86,800 total vehicle-miles of service. These figures represent decreases of about 10 percent from the 22,100 revenue passengers carried in 2002 (see Figure 25) and about 8 percent from the 94,000 total vehicle-miles operated during 2002. The taxicab service in 2003 continued to charge a base adult cash fare of \$2.00 per one-way trip.

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

Ozaukee County

During 2003, about 65,300 revenue passengers were carried on the Ozaukee County taxicab system, which operated a total of about 660,300 total vehicle-miles. These figures represent an increase of about 5 percent from the 62,500 revenue passengers carried in 2002 (see Figure 26) and a decrease of about 13 percent from the 760,600 total vehicle-miles

operated in 2002. The ridership increase may be explained by the continued growth in the taxi service for local travel, while the service decrease may be explained by a reduction in taxicab use for shuttle service to employers due to the downturn in the economy. Fares for the service in 2003 were increased, with the 2002 base adult cash fare that ranged from \$2.50 per trip for travel within one zone to \$6.25 per trip for cross-county travel encompassing four or more zones, increasing to \$2.75 and \$6.50, respectively. 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 taxicab system.

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

Washington County

During 2003, about 63,000 revenue passengers were carried on the Washington County taxi system, which

Figure 26

**TRANSIT RIDERSHIP
OZAUKEE COUNTY TAXI SYSTEM**

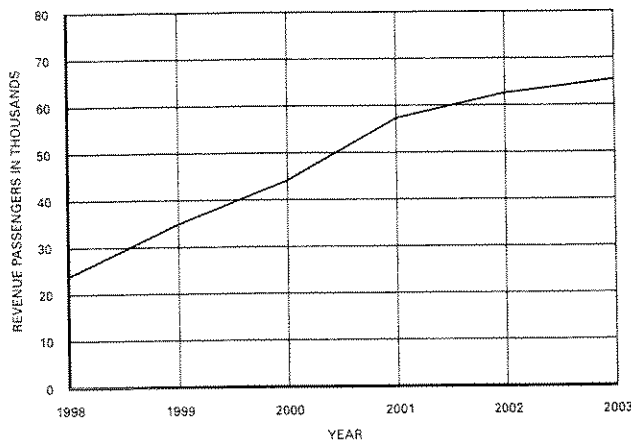
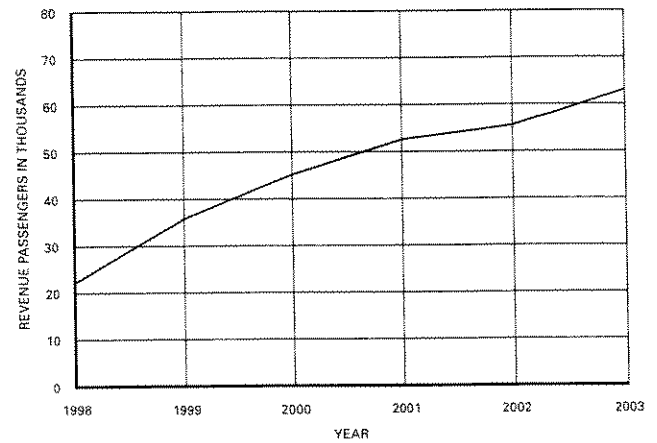


Figure 27

**TRANSIT RIDERSHIP
WASHINGTON COUNTY TAXI SYSTEM**



operated a total of about 957,200 total vehicle-miles. These figures represent increases of about 14 percent from the 55,200 revenue passengers carried in 2002 and about 5 percent from the 914,700 total (see Figure 27) vehicle-miles operated in 2002. Part of the increase in ridership and service may be attributed to the replacement of separate shuttle routes operated by the Washington County Commuter Express bus system with taxi service. Fares for the service in 2003 remained unchanged from 2002, with the base adult cash fare ranging from \$2.00 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 Washington County system does not serve trips that can be made using the Hartford or West Bend taxicab systems.

The institution of the Washington County taxi service was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance Planning Report No. 223, *A 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 2003, total ridership on the Waukesha County transit system decreased by about 7 percent, from about 588,500 trips in 2002 to about 547,500 trips in 2003 (see Figure 28). Waukesha County contracts with Wisconsin Coach Lines, Inc.; the Milwaukee County Transit System; and the City of Waukesha Metro Transit System for the operation of the routes comprising the Waukesha County system. The ridership decrease can be attributed to continuation of the economic downturn in 2003 which significantly reduced the predominantly work-purpose trips made on the County bus routes.

Transit fares on the Waukesha County transit system bus routes operated by Wisconsin Coach Lines, Inc. were increased during 2003 which also contributed to the decline in ridership. Adult cash fares on the routes—which connect Oconomowoc, Waukesha, Brookfield, New Berlin, and Mukwonago with downtown Milwaukee—ranged from \$1.00 to \$2.50 per one-way trip in 2002 and were increased in September 2003 to range from \$2.25 to \$2.75 per one-way trip. Fares on the routes had not been raised for over 10 years. Fares on the routes operated by the Milwaukee County Transit System and the City of Waukesha Metro Transit System remained unchanged during 2003, with adult cash fares

Figure 28

**TRANSIT RIDERSHIP
WAUKESHA COUNTY TRANSIT SYSTEM**

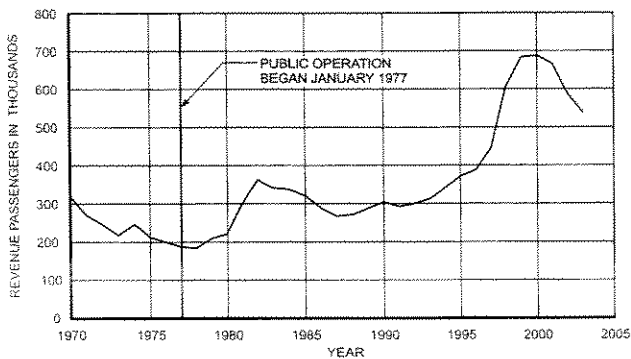
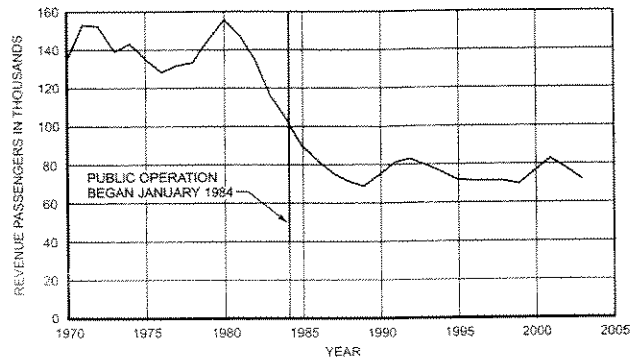


Figure 29

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



ranging from \$1.50 to \$2.15 per one-way trip charged for Milwaukee County Transit System bus service and an adult cash fare of \$1.25 per one-way trip charged for Waukesha Metro Transit System bus service. During 2003, Waukesha County began contracting for the administration and management of the transit system, using the staff of the City of Waukesha Metro Transit System and the Waukesha Transit Commission. The County also reduced the transit service operated by the Milwaukee County Transit System by eliminating one bus route—Route No. 302—in January 2003, and cutting back service to weekdays on three others—Route Nos. 9, 106, and 218—in late August 2003. As a result, the number of bus-miles operated in revenue service decreased from about 1,076,300 bus-miles in 2002 to about 828,600 bus-miles in 2003, or by about 23 percent.

As shown in Figure 18, total ridership on freeway flyer routes operated by Waukesha County in 2003 was about 326,900 revenue passengers, an increase of about 5 percent from the estimated 310,900 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2002. The freeway flyer service in Waukesha County served a total of 10 outlying parking terminals in 2003.

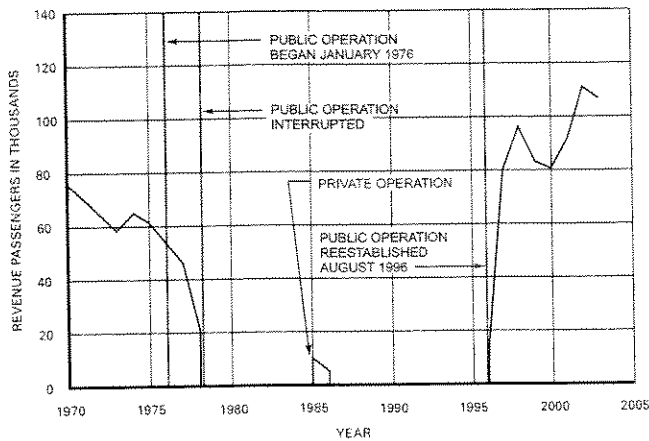
To comply with the Federal ADA paratransit regulations Waukesha County also operated the parallel commuter bus program. This program provided paratransit service for disabled persons unable to use the vehicles that provide the County's fixed-route bus service in the corridor between the City of

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 the Waukesha Transit Commission, and provided through contracts with a private transit operator, Curative Transportation Services, Inc. and the Milwaukee County Transit Plus program. During 2003, about 10,000 one-way trips were made under the program, a decrease of about 24 percent from the 13,200 one-way trips made under the program during 2002. The reduction in ridership may be attributed to the changes in the County paratransit program implemented in September 2003, including raising fares from \$2.25 to \$4.50 per one-way trip and adjusting the service area for the paratransit service to more strictly conform to Federal guidelines.

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

Figure 30

**TRANSIT 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.

Kenosha-Racine-Milwaukee Service

During 2003, 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 71,600 revenue passengers during 2003, a decrease of about 8 percent from the 2002 ridership level of about 77,800 revenue passengers (see Figure 29). The number of bus-miles operated in revenue service decreased, from about 368,500 bus-miles in 2002 to about 259,400 bus-miles in 2003, a decrease of 30 percent. The reduction in service reflects a return to the service levels that were operated on the route in 1999 and prior years before service was added in 2000 under a Federal Congestion Mitigation and Air Quality (CMAQ) Program grant. Transit fares for the express commuter bus service, which are distance-related, ranged from \$1.00 to \$4.00 per one-way trip, unchanged from 2002.

Ozaukee County

Ridership decreased during 2003 on the commuter-oriented express bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2003, a total of about 106,700 revenue passengers were carried on the

Ozaukee County commuter bus service, a decrease of about 4 percent from the 111,300 revenue passengers carried in 2002 (see Figure 30). The ridership decrease may be attributed, in part, to lower ridership over the special service operated for festivals at the Milwaukee lakefront and higher bus and shuttle fares. Fares for the express bus service were raised during 2003 to \$2.25 per one-way trip compared with \$2.00 per one-way trip in 2002; and fares on the connecting shuttle service operated by the Ozaukee County Taxi System were raised to \$0.75 per one-way trip compared with \$0.50 per one-way trip in 2002. The County's commuter bus and shuttle system operated a total of about 213,700 revenue vehicle-miles in 2003, a decrease of less than 1 percent from the 214,900 vehicle-miles operated in 2002. The County contracted with the Milwaukee County Transit System to operate the 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 2003, about 46,600 revenue passengers were carried on the Washington County commuter bus service, down about 16 percent from the approximate 55,300 revenue passengers carried on the service during 2002. The County's commuter bus system operated a total of about 371,300 revenue vehicle-miles in 2003, up by about 21 percent from the 306,900 vehicle-miles operated in 2002. The decrease in ridership during 2003 may be attributed to the continued economic downturn which has significantly reduced the work-related travel made on the system over the past two years. During 2002, operation of the connecting shuttle service was shifted to the Washington County taxi system. During 2003, the County eliminated the express bus service oriented to serve workers residing in central Milwaukee County and commuting to Washington County jobs. Express bus service operated during peak periods to serve Washington County residents commuting to jobs in the Milwaukee central business district continued to be operated. The County also added new express bus service operating largely during weekday middays to serve Washington County

residents commuting to and from the Milwaukee County Regional Medical Complex and the Mayfair shopping center. Fares on the express bus routes remained unchanged from 2002 at \$2.50 per one-way trip, and \$1.00 per one-way trip on the connecting shuttle service provided by the Washington County Tax System. Fares remained at \$1.00 per one-way trip on the Germantown Industrial Park shuttle.

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.

Public Transit Stations

Progress in providing the public transit stations recommended in the adopted year 2020 transportation plan is summarized on Map 8. During 2003, no new public transit stations were constructed to add to the 27 stations existing in 2002.

The number of private retail lots used as freeway flyer terminal facilities during 2003 decreased by two, from eight to six lots, as the lot at the Silver Mill Shopping Center was dropped when the Milwaukee County Transit System eliminated Route 42 service along Green Bay Road and Silver Spring Drive, and the lot at the Phar-More store at N. 125th Street and W. Capitol Drive was dropped when the transit system eliminated service over Route No. 45 north of the Watertown Plank Road park-ride lot, both in late 2002.

Table 14 and Figure 31 provide data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2003 at all transit stations by patrons of freeway flyer bus service and carpoolers. As shown in the table, transit service was provided at 25 of the 27 public transit-park-ride stations and at all six private retail lots, totaling 33 freeway flyer terminal facilities. The number of

spaces available at public transit-park-ride stations remained at 5,425 in 2003. The number of spaces at private retail lots decreased to 405 in 2003, with the loss of the two shopping center lots and a reduction in leased parking at the Southridge Shopping Center. The total number of spaces available, therefore, decreased to 5,830 in 2003 from 6,200 in 2002.

Of the 5,425 spaces available at the 27 public transit-park-ride stations, 2,158 spaces were used on an average weekday during 2003, a utilization rate of about 40 percent. Of the 405 spaces available at the six shopping center lots, 154 spaces were utilized during 2003, a utilization rate of about 38 percent. In total, about 40 percent of all available parking spaces were used on an average weekday during 2003.

Public Transit Operating Subsidies

Information on transit operating subsidies in the Region is shown in Table 15. Because 2003 year-end financial data for most transit systems were not available at the time data were compiled for this *2003 Annual Report*, such information is reported for calendar years 2001 and 2002. Transit operating subsidies approximated \$110.4 million during 2002 in the Region, compared with about \$108.2 million in 2001. The per-ride operating subsidies for the individual intracounty public transit operators in the Region operating in 2001 and 2002 were for those years, respectively, as follows: Milwaukee County, \$1.90 and \$2.05; City of Racine, \$3.16 and \$3.80; City of Kenosha, \$2.03 and \$2.38; City of Waukesha, \$4.14 and \$4.29; City of Whitewater, \$5.26 and \$5.19; City of Hartford, \$4.41 and \$5.30; City of West Bend, \$3.93 and \$4.42; and City of Port Washington, \$4.72 and \$5.07. For the intracounty taxi transit services in Ozaukee County and Washington County, the per-ride operating subsidies for the years 2001 and 2002 were \$14.18 and \$12.89, and \$14.57 and \$16.93, respectively. For the Waukesha County transit service, the per-ride operating subsidy was \$5.70 in 2001 and \$6.63 in 2002; for the Kenosha-Racine-Milwaukee Counties transit service, the per-ride operating subsidy was \$13.06 in 2001 and \$13.52 in 2002; and for the Ozaukee County inter-county bus transit service, the per-ride operating subsidy was \$7.85 in 2001 and \$5.91 in 2002; and for the Washington County intercounty bus service, the per-ride operating subsidy was \$10.06 in 2001 and \$6.11 in 2002.

Map 8

**RAPID TRANSIT SYSTEM
PLAN FOR THE REGION: 2020**

EXISTING SYSTEM: 2003

- TRANSIT STATION-PRIVATE RETAIL CENTER
- ▲ TRANSIT STATION-PUBLICLY CONSTRUCTED
- 20 STATION NUMBER (SEE TABLE 14)
- RAPID BUS-ON-FREEWAY TRANSIT ROUTE
- NONFREEWAY EXTENSION OF RAPID TRANSIT ROUTE

2020 ADOPTED PLAN

- ▲ PROPOSED TRANSIT STATION-PUBLICLY CONSTRUCTED
- PROPOSED EXPRESS BUS-ON-FREEWAY TRANSIT ROUTE
- PROPOSED NONFREEWAY EXTENSION

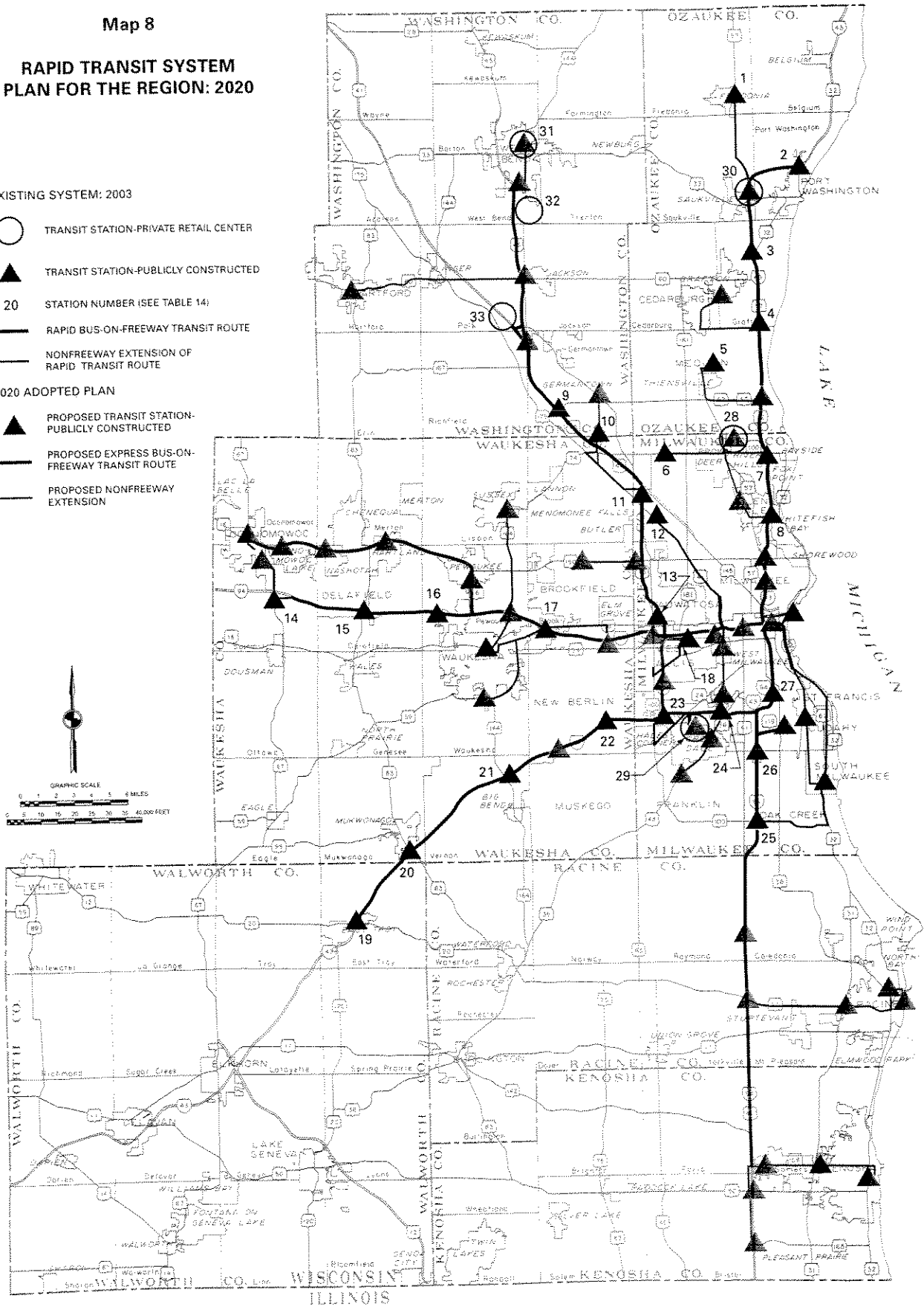
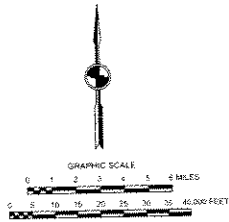


Table 14

AVERAGE WEEKDAY USE OF PARKING AT FREEWAY FLYER TERMINALS: 2003

Number ^a	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 2003	Percent of Spaces Used
	Public Transit Stations			
1	STH 57 and CTH H (Fredonia)	60	3	5
2	IH 43 and STH 32-CTH H (Port Washington)	50	20	40
3	IH 43 and CTH V (Grafton)	85	30	35
4	IH 43 and CTH C (Grafton)	65	50	77
5	Milwaukee Area Technical College (Mequon)	200	. ^b	. ^b
6	Northridge (Milwaukee)	100	. ^b	. ^b
7	Brown Deer (River Hills)	360	99	28
8	North Shore (Glendale)	195	89	46
9	USH 41 and Lannon Road (Germantown)	100	57	57
10	Pilgrim Road (Menomonee Falls)	70	65	93
11	W. Good Hope Road (Milwaukee)	135	24	18
12	Timmerman Field (Milwaukee)	140	48	34
13	W. Watertown Plank Road (Wauwatosa)	240	132	55
14	STH 67 and CTH DR (Summit)	100	49	49
15	IH 94 and STH 83 (Delafield)	200	50	26
16	IH 94 and CTH G/CTH SS (Pewaukee)	245	45	18
17	Goerke's Corners (Brookfield)	315	262	83
18	State Fair Park (Milwaukee)	285	147	52
19	East Troy Municipal Airport (East Troy)	40	3	8
20	IH 43 and STH 83 (Mukwonago)	165	64	39
21	IH 43 and STH 164 (Big Bend)	145	49	34
22	IH 43 and Moorland Road (New Berlin)	175	48	27
23	Whitnall (Hales Corners)	360	199	55
24	W. Loomis Road (Greenfield)	410	88	21
25	W. Ryan Road (Oak Creek)	305	132	43
26	W. College Avenue (Milwaukee)	650	329	51
27	W. Holt Avenue (Milwaukee)	230	74	31
	Subtotal	5425	2,158	40
	Shopping Center Lots			
28	Kohl's (Brown Deer)	100	61	61
29	Southridge (Greendale)	80	64	22
30	WalMart (Saukville)	50	N.A. ^c	N.A. ^c
31	Fields Furniture (West Bend)	50	15 ^d	30 ^d
32	Washington County (Polk)	100	10 ^d	10 ^d
33	Pioneer Plaza (Polk)	25	5 ^d	20 ^d
	Subtotal	405	155	38
--	Total	5,830	2,313	40

^aSee Map 8.

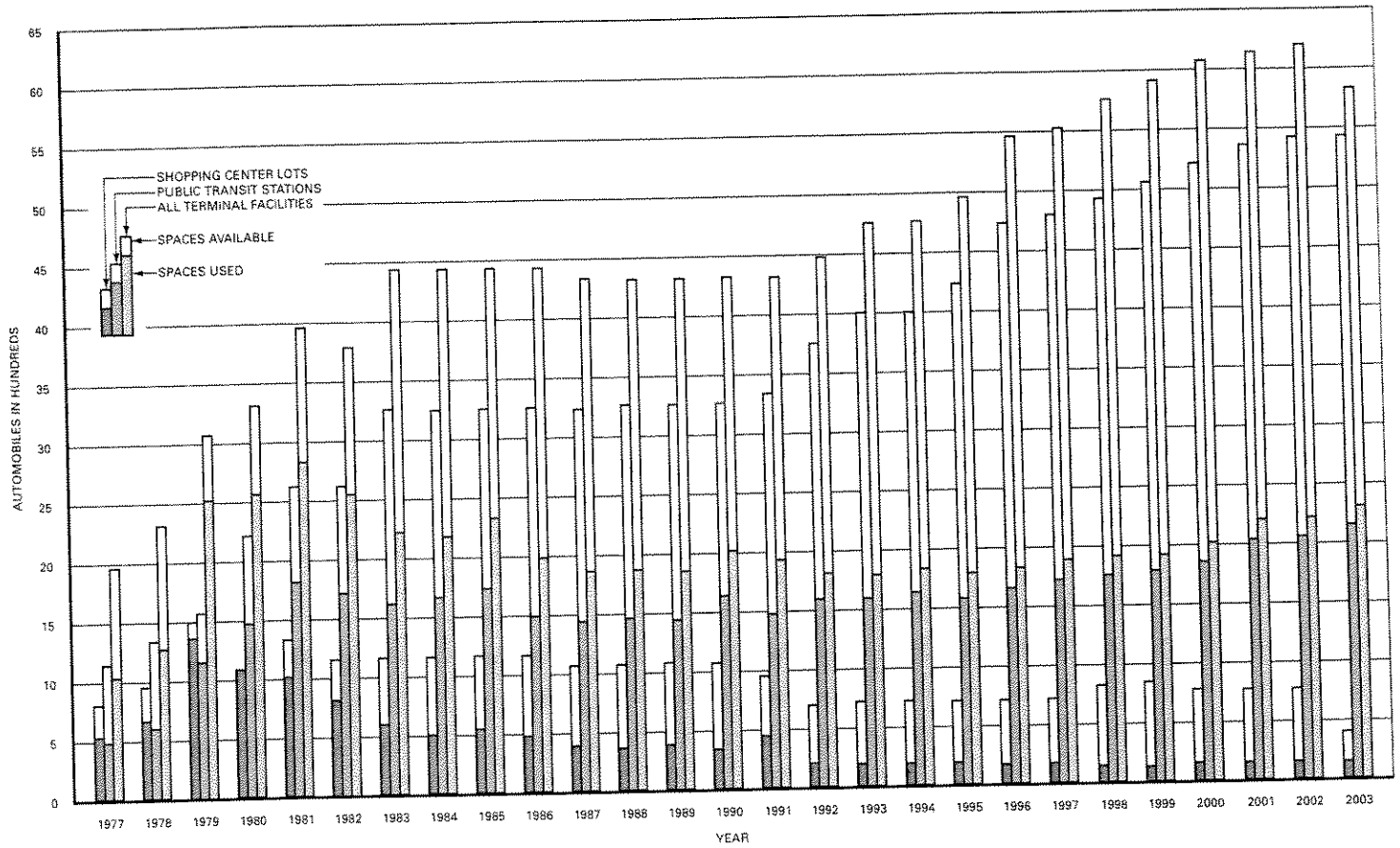
^bPublic transit service was not provided to this station during 2003.

^cData not available.

^dEstimated based on ridership data.

Figure 31

AVERAGE WEEKDAY FREEWAY FLYER PARKING LOT USE: 1977-2003



Carpool Parking Facilities

During 2003, the Commission collected data on the use of available parking supply at carpool parking facilities within the Region. As shown in Table 16, 25 publicly owned carpool parking facilities were in operation at key freeway interchanges and intersections in the outlying areas of the Region in 2003. This represents an increase of one over the 24 that were in operation during 2002, as a new lot was constructed at the intersection of IH 94 and STH 11 in Racine County. During 2003, about 729 of the total 1,935 parking spaces available were used on an average weekday (see Figure 32). This represents a utilization rate of about 38 percent in 2003. The progress in providing the carpool parking lots recommended in the adopted year 2020 regional transportation plan is summarized on Map 9.

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.

Table 15

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2001-2002

Transit Services	Public Transit Operating Assistance (dollars)							
	2001 Actual				2002 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	17,668,900	55,047,100	15,993,400	88,709,400	13,595,500	59,260,600	17,507,600	90,363,700
City of Racine	1,477,600	2,105,400	954,100	4,537,100	1,910,700	1,939,900	1,163,300	5,013,000
City of Kenosha	1,245,400	1,837,200	585,300	3,667,900	1,634,700	1,583,800	504,500	3,723,000
City of Waukesha	496,300	1,532,500	596,300	2,625,100	511,200	1,583,700	675,100	2,770,000
City of Whitewater	51,600	44,500	7,500	103,600	46,500	51,300	7,600	105,400
City of Hartford	44,900	39,000	7,800	91,700	40,600	44,800	7,800	93,200
City of West Bend	256,500	220,900	51,400	528,800	254,700	281,000	36,000	571,700
City of Port Washington	52,700	45,400	11,400	109,500	47,900	52,900	11,200	112,000
Ozaukee County	68,600	513,000	231,000	812,600	154,900	502,000	148,700	805,600
Washington County	219,600	331,700	210,800	762,100	210,900	686,000	37,400	934,300
Subtotal	21,582,100	61,716,700	18,649,000	101,947,800	18,407,600	65,985,100	20,099,200	104,491,900
Intercounty Systems								
Waukesha-Milwaukee Counties	1,300,000	1,537,400	966,400	3,803,800	916,600	1,763,600	1,224,200	3,904,400
Kenosha-Racine-Milwaukee Counties ...	366,100	500,900	196,200	1,063,200	334,500	619,700	97,800	1,052,000
Ozaukee-Milwaukee Counties	308,800	293,400	117,500	719,700	146,400	441,100	70,200	657,700
Washington-Milwaukee Counties	636,300	--	43,000	679,300	153,700	116,300	68,000	338,000
Subtotal	2,611,200	2,331,700	1,323,100	6,266,000	1,599,100	2,844,200	1,586,400	6,029,700
Region Total	24,193,300	64,048,400	19,972,100	108,213,800	19,958,800	69,625,800	21,559,400	110,444,000

Transit Services	Operating Subsidy per Ride (dollars)							
	2001 Actual				2002 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County	0.38	1.18	0.34	1.90	0.31	1.34	0.40	2.05
City of Racine	1.03	1.46	0.67	3.16	1.45	1.47	0.88	3.80
City of Kenosha	0.69	1.02	0.32	2.03	1.04	1.01	0.33	2.38
City of Waukesha	0.78	2.42	0.94	4.14	0.79	2.45	1.05	4.29
City of Whitewater	2.61	2.26	0.39	5.26	2.29	2.53	0.37	5.19
City of Hartford	2.16	1.88	0.37	4.41	2.31	2.55	0.44	5.30
City of West Bend	1.91	1.64	0.38	3.93	1.97	2.17	0.28	4.42
City of Port Washington	2.27	1.96	0.49	4.72	2.17	2.39	0.51	5.07
Ozaukee County	1.20	8.95	4.03	14.18	2.48	8.03	2.38	12.89
Washington County	4.20	6.34	4.03	14.57	3.82	12.43	0.68	16.93
Average	0.42	1.21	0.38	2.01	0.38	1.38	0.42	2.18
Intercounty Systems								
Waukesha-Milwaukee Counties	1.95	2.30	1.45	5.70	1.56	3.00	2.07	6.63
Kenosha-Racine-Milwaukee Counties ...	4.50	6.15	2.41	13.06	4.30	7.97	1.25	13.52
Ozaukee-Milwaukee Counties	3.37	3.20	1.28	7.85	1.32	3.96	0.63	5.91
Washington-Milwaukee Counties	9.43	--	0.63	10.06	2.78	2.10	3.33	6.11
Average	2.87	2.57	1.46	6.90	1.92	3.41	1.91	7.24
Region Average	0.47	1.24	0.38	2.09	0.41	1.41	0.44	2.26

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 2003:

- Commission staff assisted in the development of the 2003 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

Table 16

AVERAGE WEEKDAY USE OF PARKING AT CARPOOL LOTS: 2003

Number ^a	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 2003	Percent of Spaces Used
1	Ozaukee County			
2	STH 57 and CTH H (Fredonia)	60	3 ^b	5
3	IH 43 and STH 32-CTH H (Port Washington).....	50	20 ^b	40
4	IH 43 and CTH V (Grafton)	85	30 ^b	35
	IH 43 and CTH C (Grafton)	65	50 ^b	77
5	Racine County			
6	IH 94 and STH 20 (Ives Grove)	75	51 ^b	68
	IH 94 and STH 11.....	65	12	18
7	Walworth County			
8	IH 43 and STH 20 (East Troy)	40	3 ^b	8
9	USH 12 and STH 67 (Elkhorn)	40	12	30
	USH 12 and CTH P (Genoa City)	40	9	23
10	Washington County			
11	USH 41 and STH 33 (Allenton).....	35	29	83
12	USH 41 and CTH K (Addison).....	50	8	16
13	STH 60 and CTH P (Jackson).....	30	25	83
	USH 41 and Lannon Road (Germantown)	100	57	57
14	Waukesha County			
15	USH 41 and Pilgrim Road (Menomonee Falls).....	70	65 ^b	93
16	STH 16 and CTH P (Oconomowoc).....	45	12	27
17	STH 16 and CTH C (Nashotah)	60	6 ^b	10
18	STH 16 and STH 83 (Chenequa).....	35	8	23
19	STH 67 and CTH DR (Summit)	100	49 ^b	49
20	IH 94 and CTH C (Delafield)	30	20	67
21	IH 94 and CTH G/CTH SS (Pewaukee)	245	45 ^b	18
22	IH 94 and STH 164 (Pewaukee)	85	35	41
23	IH 43 and STH 83 (Mukwonago)	165	64 ^b	39
24	IH 43 and STH 164 (Big Bend)	145	49 ^b	34
25	IH 43 and CTH Y (New Berlin)	45	19	42
	IH 43 and Moorland Road (New Berlin)	175	48 ^b	27
--	Total	1,935	729	38

^aSee Map 9.

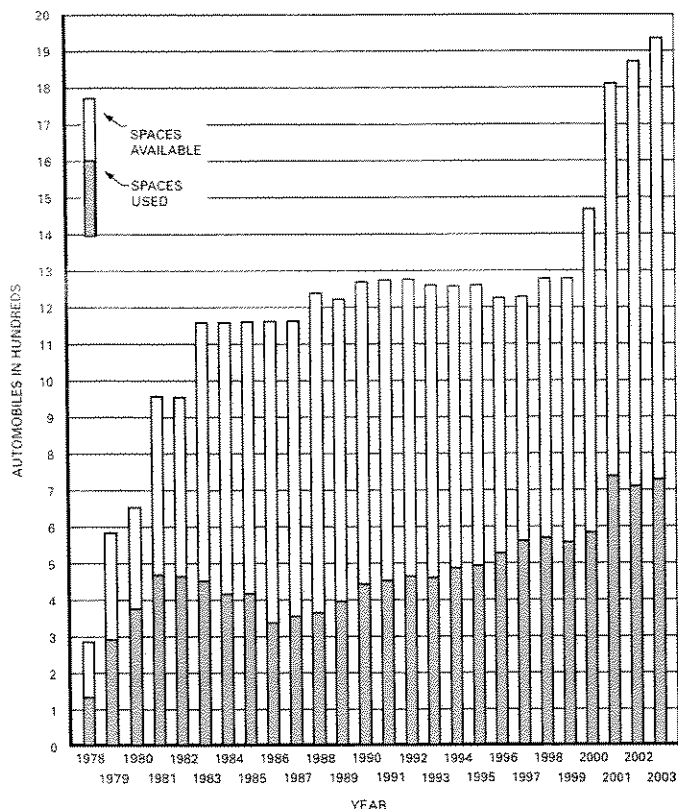
^bWhile constructed to serve as a carpool parking facility, this facility also served as a terminal for freeway flyer or express bus service to the Milwaukee central business district. The number of parking spaces used on an average weekday includes autos parked by both carpoolers and transit patrons.

advancing to better-paying jobs. This special work group met once in December 2002 and two times during January and March 2003 to develop the application for the 2003 WETAP grant cycle. This included identifying and reviewing the employment transportation projects to be advanced for funding in the 2003 application and developing the final 2003 WETAP grant application.

- The Commission staff continued to serve on the Wisconsin Department of Transportation's Project Advisory committee for the STH 83 Corridor Study. The corridor extends from CTH NN to STH 16 in Waukesha County.
- The Commission staff prepared year 2025 traffic volume forecasts for various roadway segments throughout the Region in response to requests

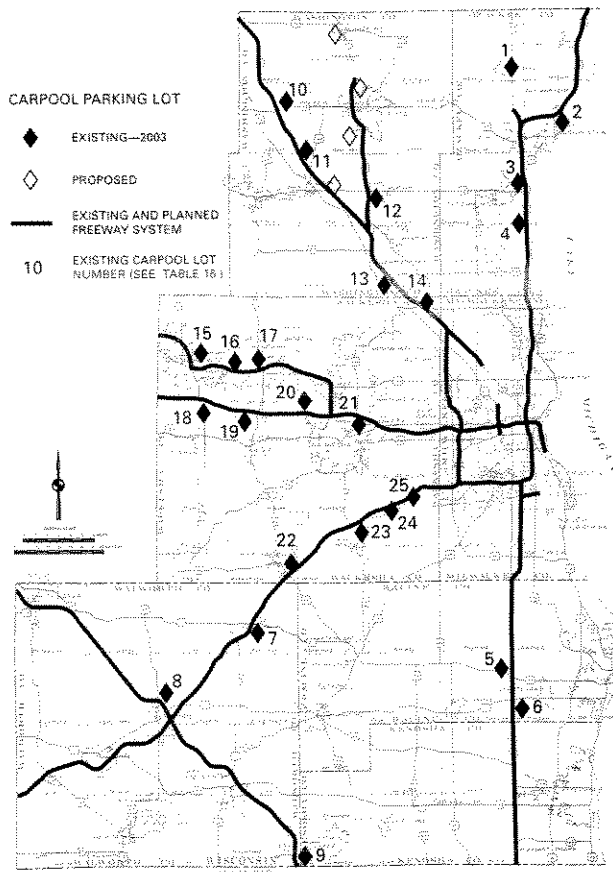
Figure 32

AVERAGE WEEKDAY CARPOOL PARKING LOT USE: 1978-2003



Map 9

EXISTING 2003 AND PROPOSED CARPOOL PARKING LOTS



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 Milwaukee, Racine, and Washington Counties.

section. A draft scope of work for a Milwaukee County transit development plan was prepared and transmitted to the County for its review. In addition, other local-level studies were initiated or completed during the year.

TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING

Transportation Systems Management Planning and Traffic Engineering

- During 2003, the Commission continued a work effort to carry out transportation systems management or traffic engineering studies for communities in Southeastern Wisconsin. A transit system development plan for the City of Waukesha was completed, as described in this

Such local-level studies were requested by the Cities of Elkhorn and Mequon; the Villages of Elm Grove and Hartland; and Milwaukee County. The City of Elkhorn requested a traffic impact study of two development proposals on selected streets and intersections within the vicinity of the proposed developments. Average weekday, Saturday, and Sunday traffic volumes were estimated for each proposed development. The impacts of first one and then both proposed developments on the selected streets and intersections were estimated. The findings of the requested study were documented in a staff memorandum and transmitted to the City. The Village of Elm Grove requested an update of a 1987

study regarding the traffic impacts of extending N. 124th Street south through the Village to Blue Mound Road. A letter report documenting forecast year 2020 average weekday traffic volumes on adjacent, parallel facilities with and without the extension of N. 124th Street was prepared and sent to the Village.

The Village of Hartland requested a traffic engineering study to review the proposed installation of stop signs on Cottonwood Avenue at Park Avenue and at the Canadian Pacific Railway crossing, and other actions to improve pedestrian safety at those locations. The findings and recommendations of the requested study were documented in a letter report and sent to the Village.

Milwaukee County requested that traffic volumes be projected for selected arterial facilities serving the Milwaukee County grounds adjacent to the USH 45 and Watertown Plank Road. Average weekday traffic volumes were projected for full buildout conditions, including redevelopment of existing lands, and assigned to the adjacent arterial system. The projected volumes were being documented in a draft staff memorandum for transmittal to Milwaukee County early in 2004.

City of Waukesha Transit System Development Plan

During 2003, the Commission completed work on a new transit system development plan for the City of Waukesha Transit System. The plan, documented in SEWRPC Community Assistance Planning Report No. 246, *Waukesha Area Transit System Development Plan: 2003-2007*, October 2003, was prepared at the request of, and in cooperation with, the City. The City's Transit Commission Planning Advisory Panel, composed of elected and appointed public officials, area business leaders, and other concerned citizens, provided guidance in the preparation of the plan. The new plan updates a previous transit system development plan prepared by the Regional Planning Commission for the City in 1989. At year's end, the new plan was in publication.

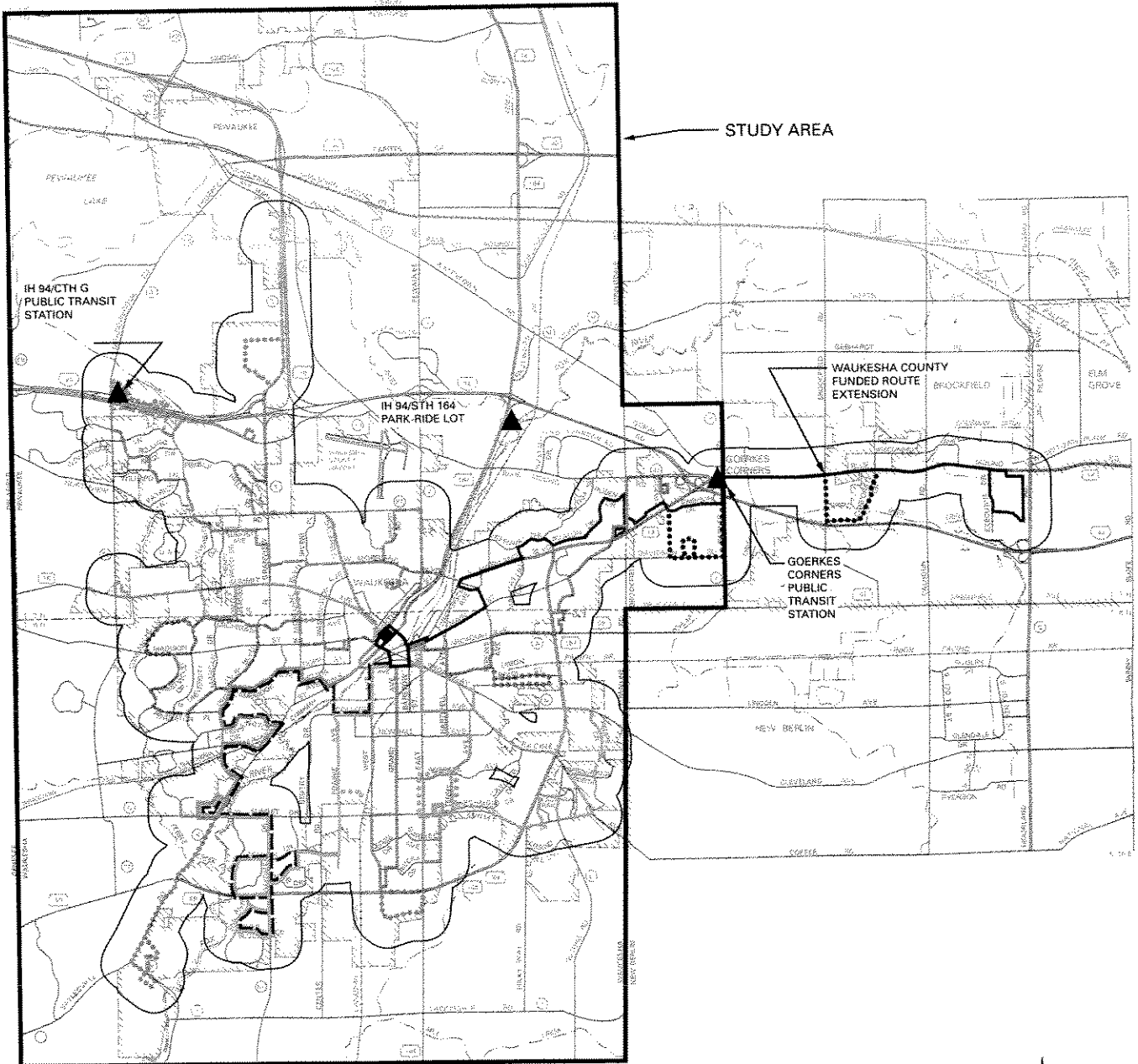
The new transit system development plan approved by the Waukesha Transit Commission Planning Advisory Panel recommends a number of changes in the existing route alignments, schedules, and fares of the Waukesha Metro Transit System which are envisioned as needed by 2007 for the City to fully address the transit service needs of its residents and others commuting to jobs and schools within the transit system's service area. The plan proposes an implementation priority for the

recommended changes, identifying the changes which should be pursued in each year of the plan. The recommended 2007 transit system is shown on Map 10. The proposed modifications include changes in the downtown routing and service times for each route as well as routing changes outside downtown Waukesha on eight of the 10 existing routes directed at improving or eliminating poorly performing route segments and expanding service to developing areas within the City. The specific changes include:

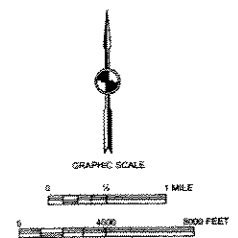
- Adjusting the alignments of several routes in 2003 or 2004 including: Route Nos. 2 and 15 to enable Route No. 15 to be extended to serve new residential development east of STH 59 between Broadway Street and Racine Avenue; Route Nos. 3 and 4 to facilitate the extension of Route No. 4 to an area of light industry south of STH 59 between West Avenue and STH 164; Route Nos. 5 and 5/6 to serve new residential development south of STH 59 west of Oakdale Drive; and Route No. 7 to relocate it from Madison Street and Grandview Boulevard to University Drive and Michigan Avenue to better serve North High School.
- Making additional routing changes from 2005 through 2007 including: extending Route No. 8 over Summit Avenue to serve the Meadowbrook Marketplace Shopping Center and surrounding areas currently under development; restructuring Route No. 9 to provide weekday service to the Airport Industrial Park and to include route segments that only require service during weekday daytime hours, thereby allowing the elimination of weekday evening, Saturday, and Sunday service over the restructured route; and creating a new Route No. 16 to serve productive areas currently served by Route Nos. 8 and 9 along with developing residential areas on the northwest side of the City.
- Adjusting the downtown alignments for all routes to serve a new central transfer terminal for the transit system when the terminal is made operational in mid-2004. The new public terminal facility will be constructed in the block bounded by E. North Street, Mary Street, E. St. Paul Avenue, and Brook Street.
- Changing the weekday morning peak period departure times from the downtown transfer

Map 10

RECOMMENDED BUS ROUTES FOR THE
WAUKESHA METRO TRANSIT SYSTEM: 2007



- | | | | | | |
|-------|----------------------------------|-------|--|-------|---|
| — | ROUTE NO. 1 | --- | ROUTE NO. 5/6
(WEEKDAY EVENINGS AND WEEKENDS) | — | COMMON DOWNTOWN SEGMENTS |
| - - - | ROUTE NO. 2 | ---- | ROUTE NO. 7 | | RUSH HOUR SERVICE ONLY |
| | ROUTE NO. 3 | ----- | ROUTE NO. 8 | □ | ONE-QUARTER MILE WALK
SERVICE AREA (WEEKDAY DAYTIME) |
| ----- | ROUTE NO. 4 | ----- | ROUTE NO. 9
(WEEKDAY DAYTIME) | ■ | DOWNTOWN WAUKESHA
TRANSIT TERMINAL |
| ----- | ROUTE NO. 5
(WEEKDAY DAYTIME) | ----- | ROUTE NO. 15 | | |
| ----- | ROUTE NO. 6
(WEEKDAY DAYTIME) | ----- | ROUTE NO. 16 | | |



terminal in January 2004 to have morning peak period departure times occurring at uniform 35-minute intervals. Route No. 1, which operates with 15- to 20-minute peak period headways, would have additional departure times.

- Expanding the service area for the City's complementary paratransit service for disabled individuals provided through the Metrolift Program to cover additional areas on the southeast side, the southwest side, and the northwest side of the City to which regular bus service will be extended.
- Implementing fare increases in 2005 and again in 2007 to raise the base adult cash fare from the current \$1.25 per one-way trip to \$1.50 per one-way trip by the end of the planning period, an increase of about 20 percent. Bus fares in other categories, charges for tickets and monthly passes, and fares for Metrolift paratransit service would also be increased by similar proportions.

During the preparation of the new transit system development plan and at the request of the Advisory Panel, the Commission staff also undertook an analysis of the feasibility of replacing some of the existing yellow school bus service for regular education students provided by the School District of Waukesha with bus service provided by the Waukesha Metro Transit System. The use of City bus service instead of yellow school bus service to provide transportation for local school districts is common in Wisconsin cities with municipal bus systems. The analysis considered replacement of school bus service with Waukesha Metro bus service for those students living in the City of Waukesha and attending the six public high and middle schools in the District plus the principal private high school, Catholic Memorial High School.

The analysis used information provided to the Commission staff by the District and the contract school bus operator that identified the costs of the school bus service for regular education students for the 2002-2003 school year, along with the school bus routes, their operating characteristics, and the students eligible for service during December 1999 and January 2000. Based on this information, Commission staff estimated that 6,525 regular education students were eligible for the District's school bus service during December 1999 and January 2000; that a total of 3,580, or 55 percent, of these students eligible for school bus service were enrolled at the identified

high and middle schools in the District; and that an estimated 1,865 students, or about 52 percent of the 3,580 high and middle school students eligible for school bus service, resided within the City of Waukesha and would be affected by the potential change to be considered in the School District's student transportation policy.

The school bus service provided by the District is operated as a two-tiered service with each school bus usually operating two trips in the morning and two trips in the afternoon—the first bus trip serving high and middle school students and the second bus trip serving elementary school students. Commission staff considered two potential options for eliminating school bus trips serving in-city high and middle school students: Option 1, under which the District would reduce the number of first tier bus trips serving high and middle schools and make no changes to the second tier bus trips serving elementary schools; and Option 2, under which the District would reduce the number of school bus trips serving high and middle schools and then rebalance the total number of school bus trips operated in the two service tiers each morning and afternoon to be close to equal. The rebalancing of school bus trips would move some second tier bus trips serving elementary schools into the first tier of bus trips serving high and middle schools which, in turn, would reduce the total number of school buses needed each day and have the greatest impact on the District's contract costs for school bus service. As this rebalancing would also require earlier start and dismissal times for some elementary schools so they would be similar to those for the high and middle schools, Option 2 may be impractical for the School District to implement and, therefore, may be infeasible.

The Commission staff analysis determined that, with some route adjustments and additional routes, the recommended 2007 Waukesha Metro Transit System would be able to provide replacement bus service to all residential areas in the City for the 1,865 high and middle school regular education students living in the City that are eligible for school bus service. Two potential service levels were considered for providing the replacement Waukesha Metro bus services: Service Level A, which assumed that some students would need to stand along the segments of the route where the highest number of students would be carried, a policy that would be similar to actual practice by other public transit systems in the Region in providing similar school day bus services for students in other school districts; and Service Level B, which

assumed that a seat would be provided for each student that could be expected to ride each school day, a policy similar to actual practice by the District and contract transit operator in the design and operation of the existing school bus service. In addition to operating more Waukesha Metro bus trips on school days, both options assumed that the transit system would acquire a fleet of new or used 40-foot-long buses, install bus stop signs along additional school day routes, and expand the existing transit system operation and maintenance facility. The proposed replacement Waukesha Metro bus service would, by and large, be equivalent to the existing school bus service for the affected students.

The Advisory Panel recommended that the findings of the Commission staff analysis of transportation options for in-city middle school and high school students be considered by the City of Waukesha and the School District of Waukesha without a specific recommendation from the Advisory Panel for any of the options considered. The Panel's recommendation recognized the key findings of the Commission staff analysis including:

- That the total costs of serving in-city high and middle school regular education students with City bus service, ranging from about \$583,800 to about \$1,390,200, would be substantially more than the estimated reductions in annual contract school bus costs of between \$220,000 and \$510,000 realized by the School District;
- That there would be a potential savings of about \$11,400 for the City transit system in the net costs (total costs minus off-setting passenger revenues and Federal and State financial assistance) for the replacement bus service if the replacement City bus service allowed for some standing passengers and was operated with used buses, but a potential increase of about \$205,800 in the net costs to the City transit system if the replacement City bus service provided a seat for all students like yellow school bus service and was operated with new buses; and
- That while a maximum savings of about \$294,800 in the net costs to the School District for reducing school bus service would be possible, it would require the School District to adjust the class start and dismissal times of some elementary schools to be earlier and the

same as those for middle and high schools. If the District made no adjustments to elementary school start and dismissal times when reducing school bus service, the potential savings to the District would be only about \$4,800.

The panel also recognized that there were other issues associated with the use of City buses to transport students including whether additional School District staff would be needed to handle student transportation matters now handled by the contract school bus operator; whether there would be negative reaction by parents to earlier start and dismissal times for the affected elementary schools; and whether parents would express concerns about the safety of students using City buses. The Panel recommended that the City and School District complete their review of the student transportation analysis by April 2004 which would allow the findings to be considered prior to the School District finalizing a new contract for yellow school bus service for the 2004-2005 school year.

The transit system development plan for the Waukesha Metro Transit System was formally approved by the Waukesha Transit Commission Planning Advisory Panel at a meeting held on October 9, 2003. The plan recommended by the Advisory Panel addresses the need to improve the performance of the existing transit services, along with expanded service to developing areas within the City. The plan attempts to minimize the costs to the City for new and improved services by proposing to eliminate existing unproductive service so that funds can be redirected toward other services with the potential for attracting higher levels of ridership.

Transportation Improvement Programming

In December 2003, 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: 2004-2006*. 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 2004-2006 TIP identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The total potential investment in transportation improvements and services over the programming period is about \$2.32 billion. Of this total, \$1.09 billion, or about 47 percent, is proposed to be provided in Federal funds; \$929 million, or about 40 percent, in State funds; and \$294 million, or about 13 percent, in local funds. Proposed expenditures for 2004 total about \$690 million. A cost summary for these projects is shown in Table 17.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 33 reflects graphically the proposed expenditures in 2004 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 68 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 \$62.3 million, or about 9 percent of total programmed expenditures in the Region. The expenditures for highway improvement to

increase present highway capacities total approximately \$46.7 million, or 7 percent of total expenditures. This compares to the \$308.3 million programmed for expenditures on highway preservation, 45 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 29 percent of programmed resources for 2004. Of the total programmed resources for public transit, 80 percent is for preservation, 12 percent is for service improvement, and 8 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 continuing 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

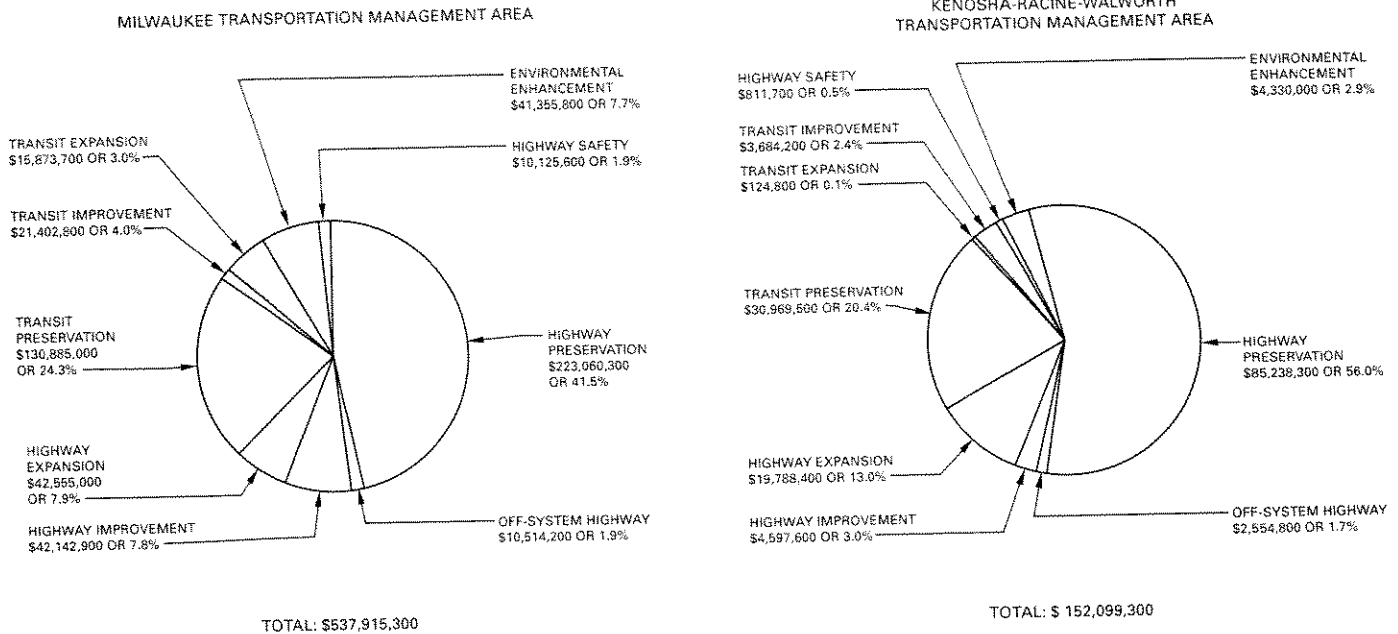
Table 17

**COST SUMMARY OF PROJECTS WITHIN 2004 OF THE 2004-2006 TRANSPORTATION
IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE**

Transportation Management Area	Proposed 2004 Expenditures
Milwaukee Area	
Milwaukee County	
Federal	\$224,264,300
State	109,454,400
Local	71,770,000
Total	\$405,488,700
Ozaukee County	
Federal	\$ 15,072,400
State	4,506,700
Local	1,571,800
Total	\$ 21,150,900
Washington County	
Federal	\$ 14,145,100
State	4,985,200
Local	1,472,800
Total	\$ 20,603,100
Waukesha County	
Federal	\$ 40,746,500
State	27,800,400
Local	22,125,700
Total	\$ 90,672,600
Milwaukee Area Subtotal	
Federal	\$294,228,300
State	146,746,700
Local	96,940,300
Total	\$537,915,300
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal	\$ 25,176,800
State	10,041,000
Local	5,213,600
Total	\$ 40,431,400
Racine County	
Federal	\$ 34,331,500
State	12,121,400
Local	6,520,000
Total	\$ 52,972,900
Walworth County	
Federal	\$ 32,245,300
State	25,881,700
Local	568,000
Total	\$ 58,695,000
Kenosha-Racine-Walworth Area Subtotal	
Federal	\$ 91,753,600
State	48,044,100
Local	12,301,600
Total	\$ 152,099,300
Region Total	
Federal	\$385,981,900
State	194,790,800
Local	109,241,900
Total	\$690,014,600

Figure 33

DISTRIBUTION OF EXPENDITURES IN 2004 OF THE 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY



corridor. The plan as amended in the McKinley Avenue-Knapp Street Corridors is shown in Map 11, 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. 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. The plan amendment is documented in SEWRPC Planning Report No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*.

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,

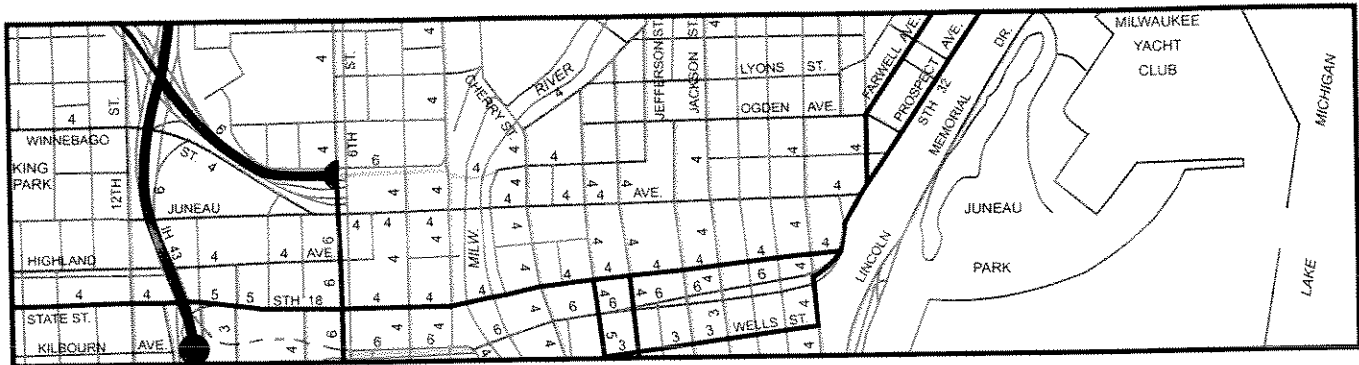
was prepared and adopted in 1995 as a separate element of the comprehensive regional plan. This bicycle and pedestrian facilities plan was amended and extended in 2001 as discussed in a separate section below.

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.

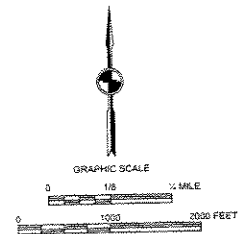
The public transit system element of the plan—summarized graphically on Maps 12 and 13—calls for significant improvements to the public transit system, including both expansion of the geographic extent of public transit service provided and improvement in the frequency of service on many of the transit routes in the system. Service on the regional transit system

Map 11

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



- STATE TRUNK HIGHWAY - FREEWAY
- STATE TRUNK HIGHWAY - NONFREEWAY
- LOCAL TRUNK HIGHWAY
- LOCAL STREET
- FREEWAY - NONFREEWAY INTERCHANGE
- NUMBER OF TRAFFIC LANES
(2 LANES WHERE UNNUMBERED)



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 14. 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.

New Travel Survey for Southeastern Wisconsin

In 2001, the Commission initiated a comprehensive travel survey to assist in the reevaluation of the existing regional transportation system plan and to aid in the design of a fifth-generation transportation system plan to serve transportation needs beyond the year 2020. Information collected as part of the new travel survey will be compared to data obtained during similar surveys conducted by the Commission in 1963, 1972, and in 1991. Such a comparison will allow the identification of long-term trends in travel characteristics and patterns. The survey consisted of four major elements. In 2001, two major elements of the survey were completed. The survey of public transit travel was conducted in the spring and the survey of resident household travel was conducted in the fall. In the fall of 2002 the two remaining elements were conducted specifically, the external cordon survey and the internal truck survey.

The data collected through the survey will be used to update, test, and if necessary, recalibrate the travel simulation models for the Region. These models are essential for the preparation of forecasts of travel patterns and traffic volumes that may be expected to

be carried on each existing and proposed highway and transit facility in the Region.

Data entry has been completed for all elements of the travel survey, including those conducted in the fall of 2002. Contingency checking, editing, and geocoding of nearly all elements of the travel survey has also been completed. The primary exception is parking related data reported as part of the household trip file. The parking location had been geocoded, and parking duration and cost were being reviewed and edited.

The process to link trips from the household travel survey was initiated, and the preliminary results were under review. In this process, multiple trips reported by a single person may be combined to represent a single journey. Linking is done when successive trips have a trip purpose of either serve passenger or change mode of travel, and the ultimate destination of the journey is preserved.

Preliminary factors to expand the household travel survey and the group-quartered travel survey data to the universe of households in the Region were developed following the release of the requisite data by the U.S. Bureau of the Census in August of 2003. These factors were assigned to the survey data and analyses of the factored data were underway to determine the efficacy of the factors. Preliminary factors to expand the external cordon travel survey by direction of travel, and by time of day for each survey station were also developed and assigned to the survey data.

Regional Freeway Reconstruction System Plan for Southeastern Wisconsin Completed

At the request of the Wisconsin Department of Transportation, the Commission staff initiated work in 2001 on a regional freeway reconstruction study. This effort is intended to develop a broad understanding of freeway study 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 study is being guided by an Advisory Committee of elected and appointed officials, representatives of Federal and State Departments of Transportation, the business and labor communities, and the Wisconsin Department of Natural Resources.

The study was completed in 2003. Following preliminary recommendations to reconstruct the freeway

system to meet modern design standards and provide additional lanes where traffic volumes warrant, extensive outreach and consensus-building efforts continued until early 2003 to disseminate information about the preliminary plan and to solicit reaction to the plan. A third volume of the study, Record of Public Comments, was published in March 2003, and included public comment received between September 1, 2002, and March 12, 2003.

The study Advisory Committee held its final meeting in April 2003 to consider a final recommended plan, taking into account all of the public comment regarding the preliminary recommended plan issued in 2002. The final recommended plan included the following recommendations:

- Reconstruction of the freeway system to meet modern design standards.
- Additional lanes on 127 miles of the freeway system (see Map 15).
- Ancillary recommendations attendant to the reconstruction of the regional freeway system related to how the Wisconsin Department of Transportation conducts preliminary engineering and environmental 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 Commission acted in May 2003 to amend the adopted Regional Transportation Plan to reflect the recommendations of the Advisory Committee's final plan. The final study report, Planning Report No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*, was published in May 2003 and distributed.

Preparation of New Jurisdictional Highway System Plan for Waukesha County Initiated

Preparation of a new, third-generation jurisdictional highway system plan for Waukesha County was

Map 12

**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

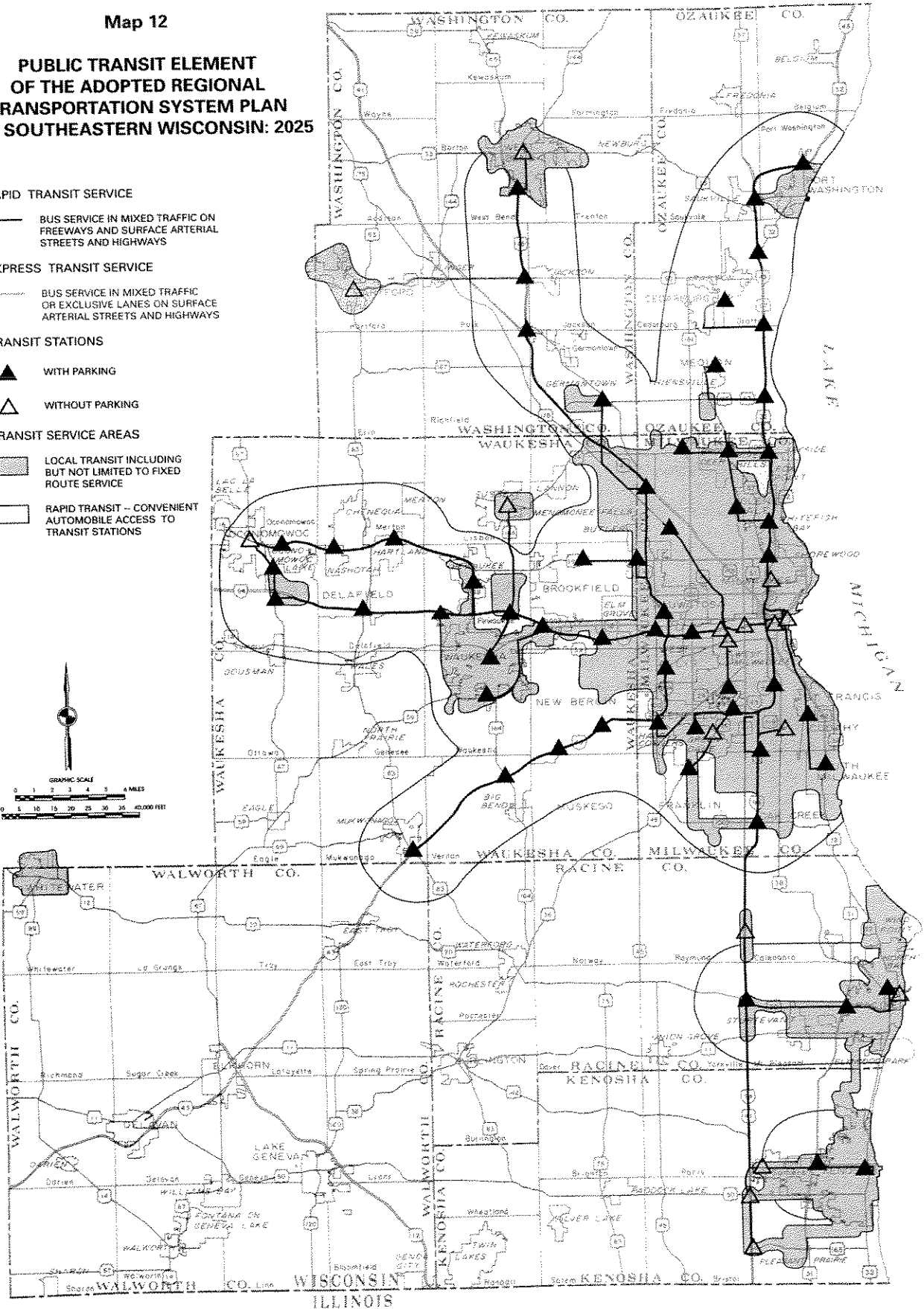
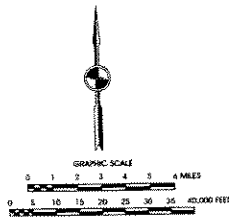
▲ WITH PARKING

△ WITHOUT PARKING

TRANSIT SERVICE AREAS




▨ LOCAL TRANSIT INCLUDING
BUT NOT LIMITED TO FIXED
ROUTE SERVICE

□ RAPID TRANSIT -- CONVENIENT
AUTOMOBILE ACCESS TO
TRANSIT STATIONS

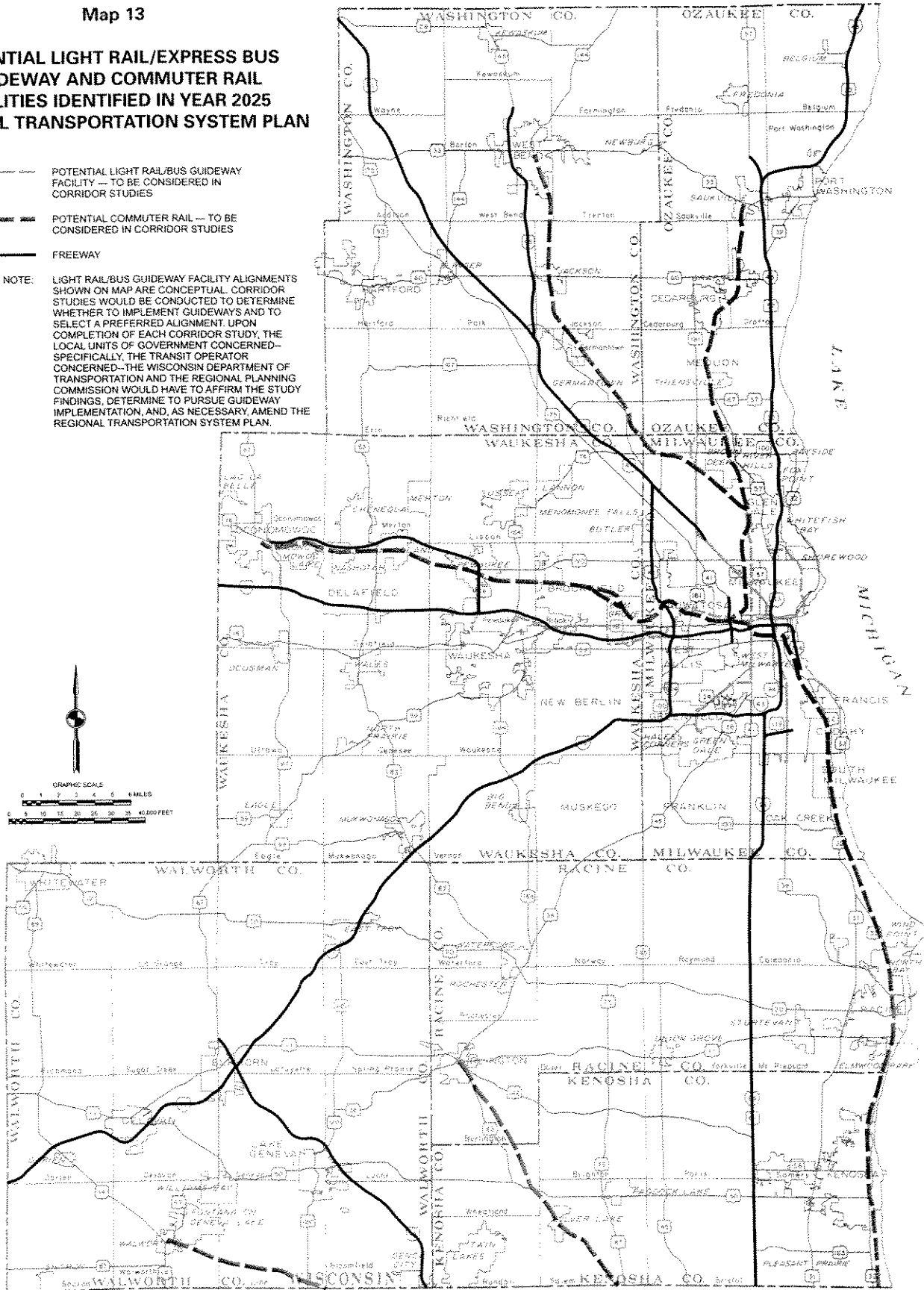


Map 13

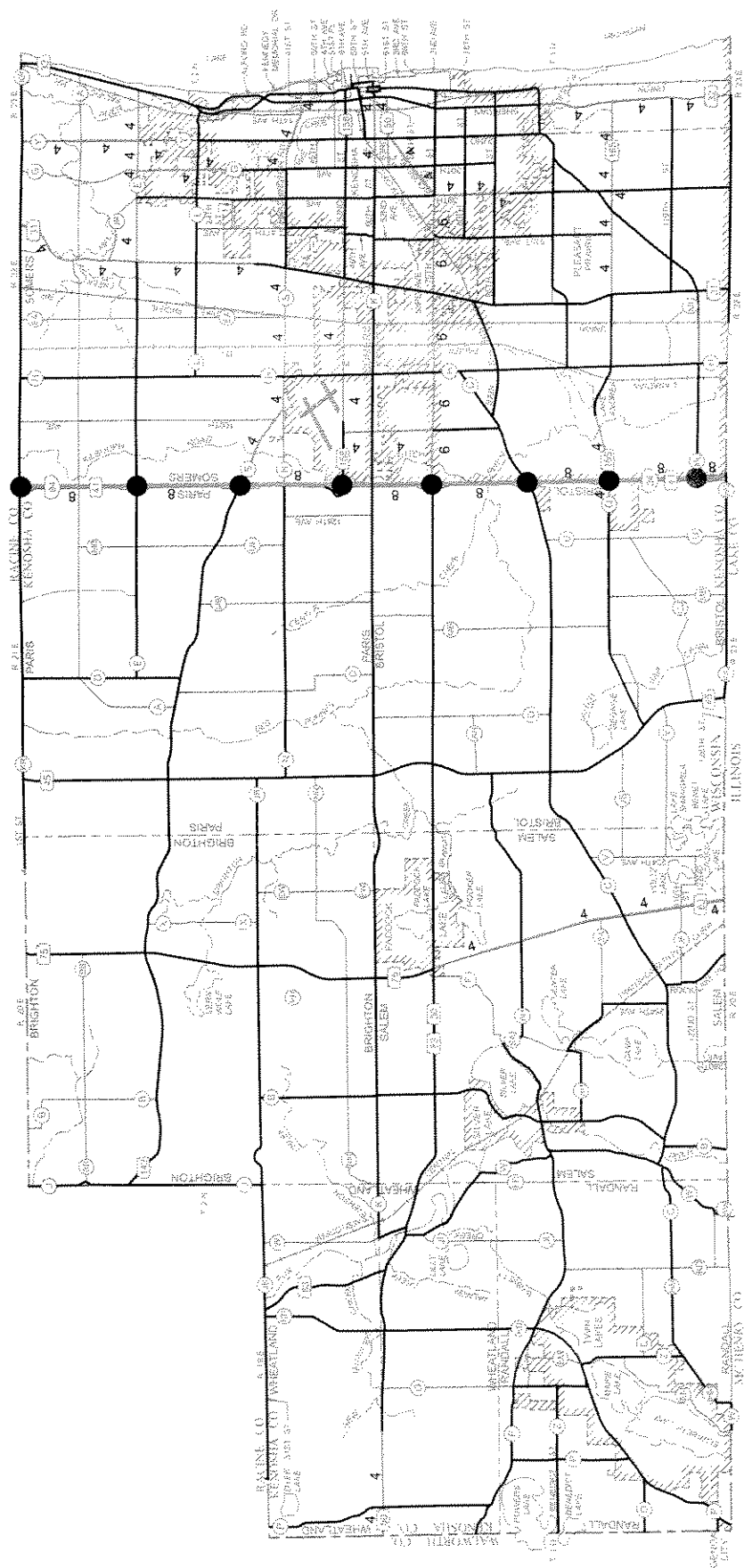
POTENTIAL LIGHT RAIL/EXPRESS BUS GUIDEWAY AND COMMUTER RAIL FACILITIES IDENTIFIED IN YEAR 2025 REGIONAL TRANSPORTATION SYSTEM PLAN

-  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*



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.

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
- EXISTING

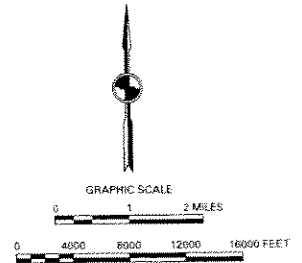
* Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental 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**

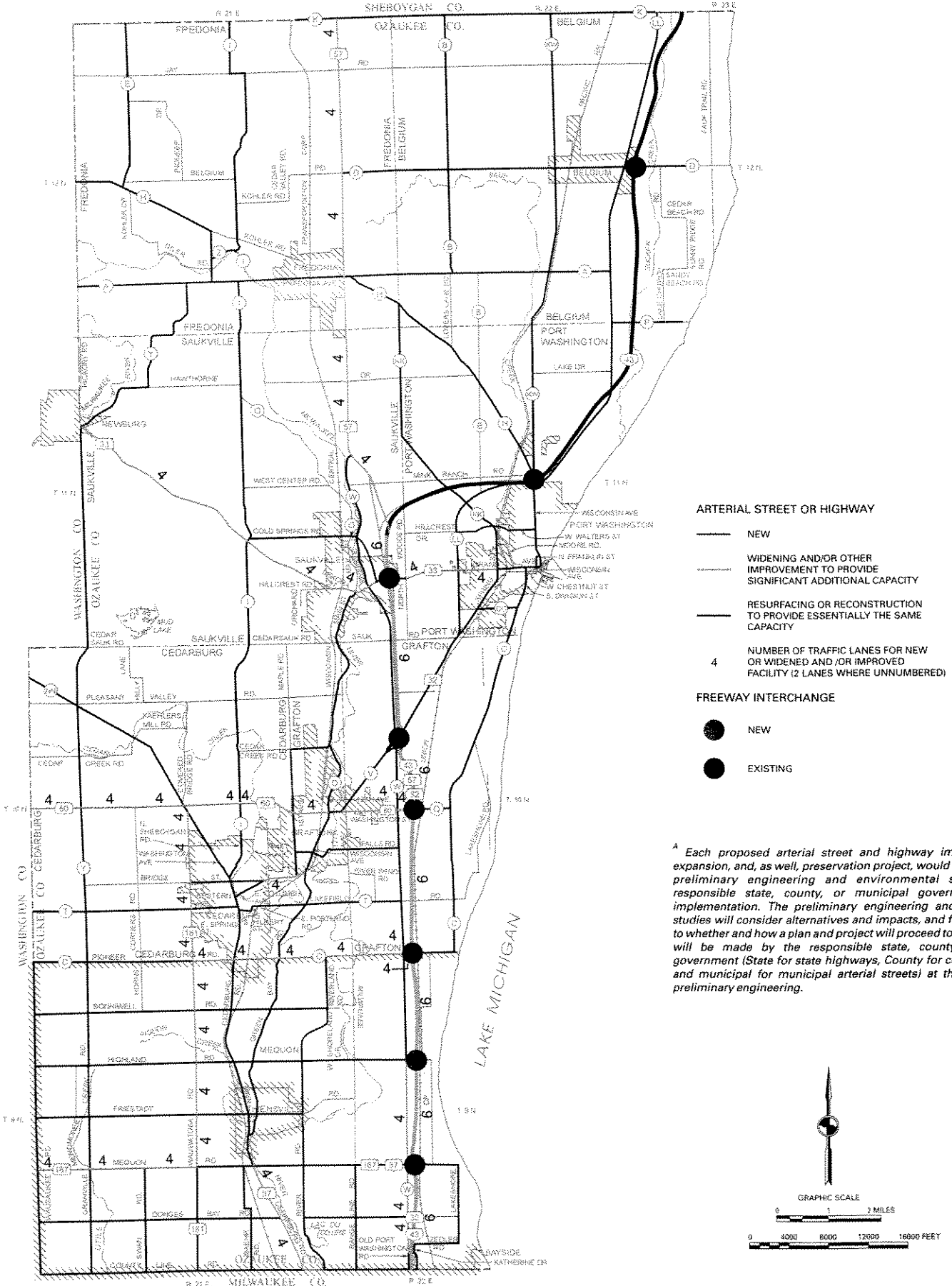


- ARTERIAL STREET OR HIGHWAY**
- NEW
 - - - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)
- FREEWAY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



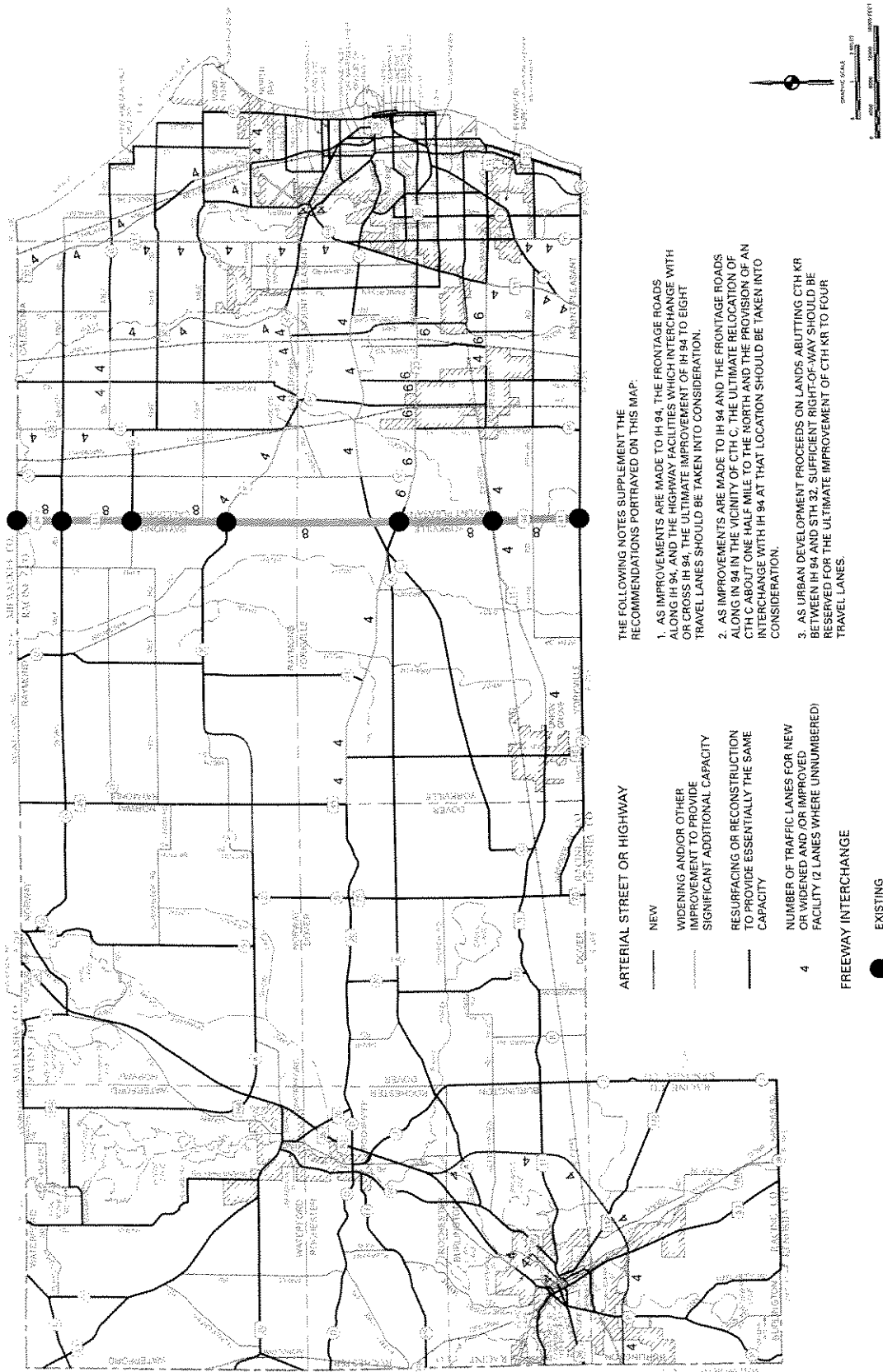
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2025^A



^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.

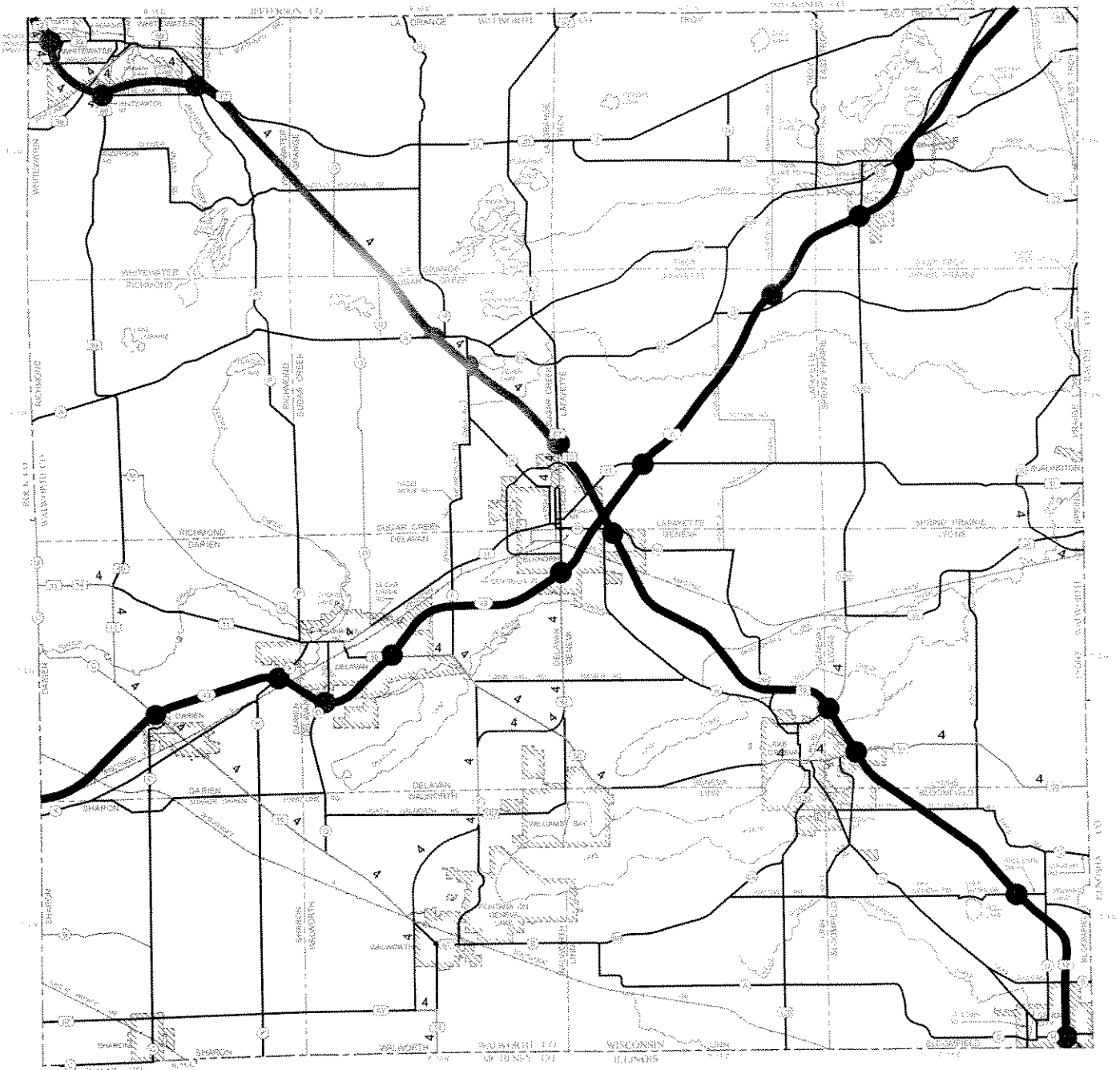
Map 14 (continued)

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



* 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*

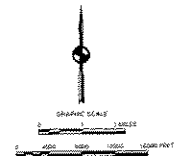


ARTERIAL STREET OR HIGHWAY

- 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

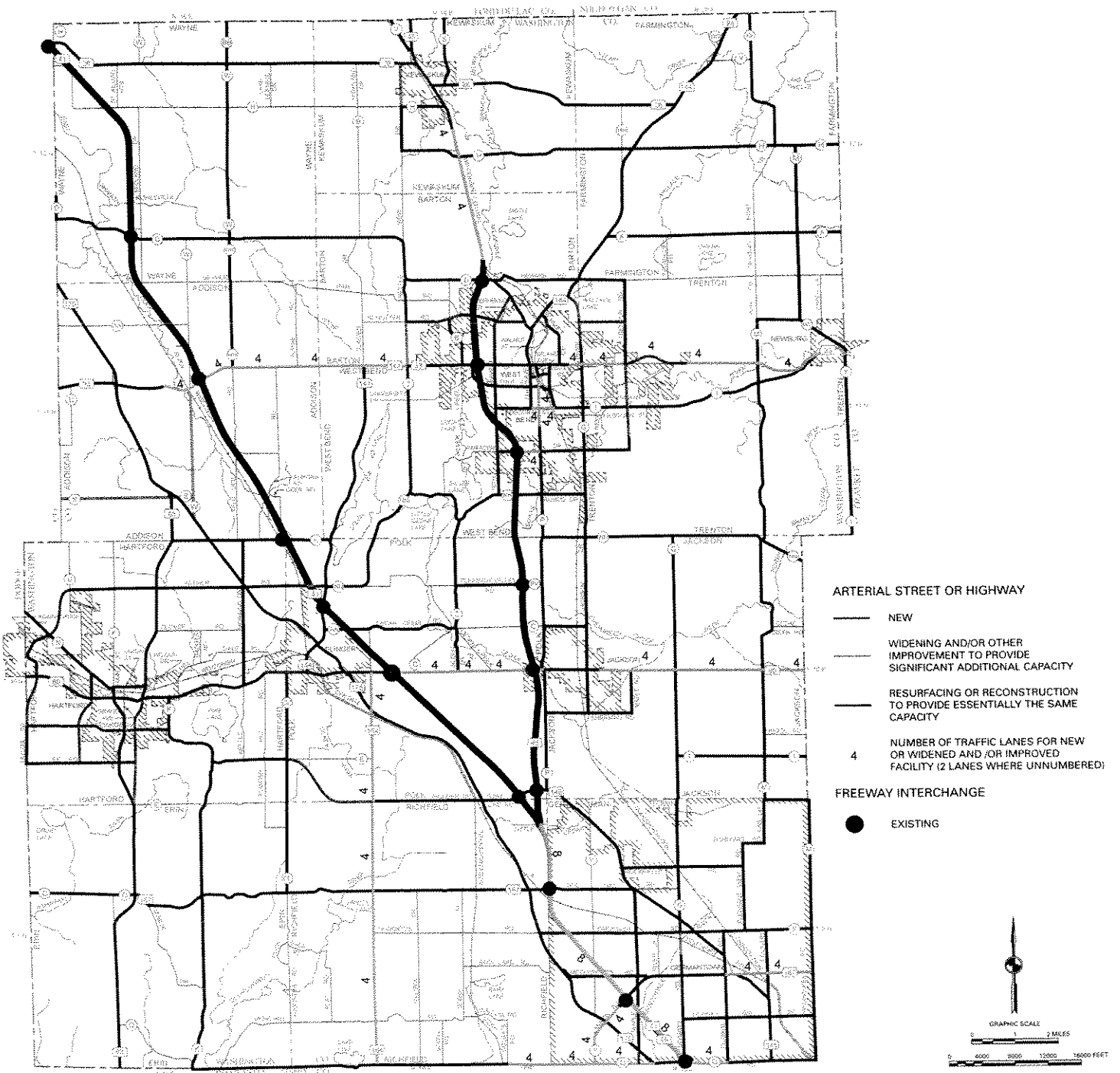
- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING



* 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 14 (continued)

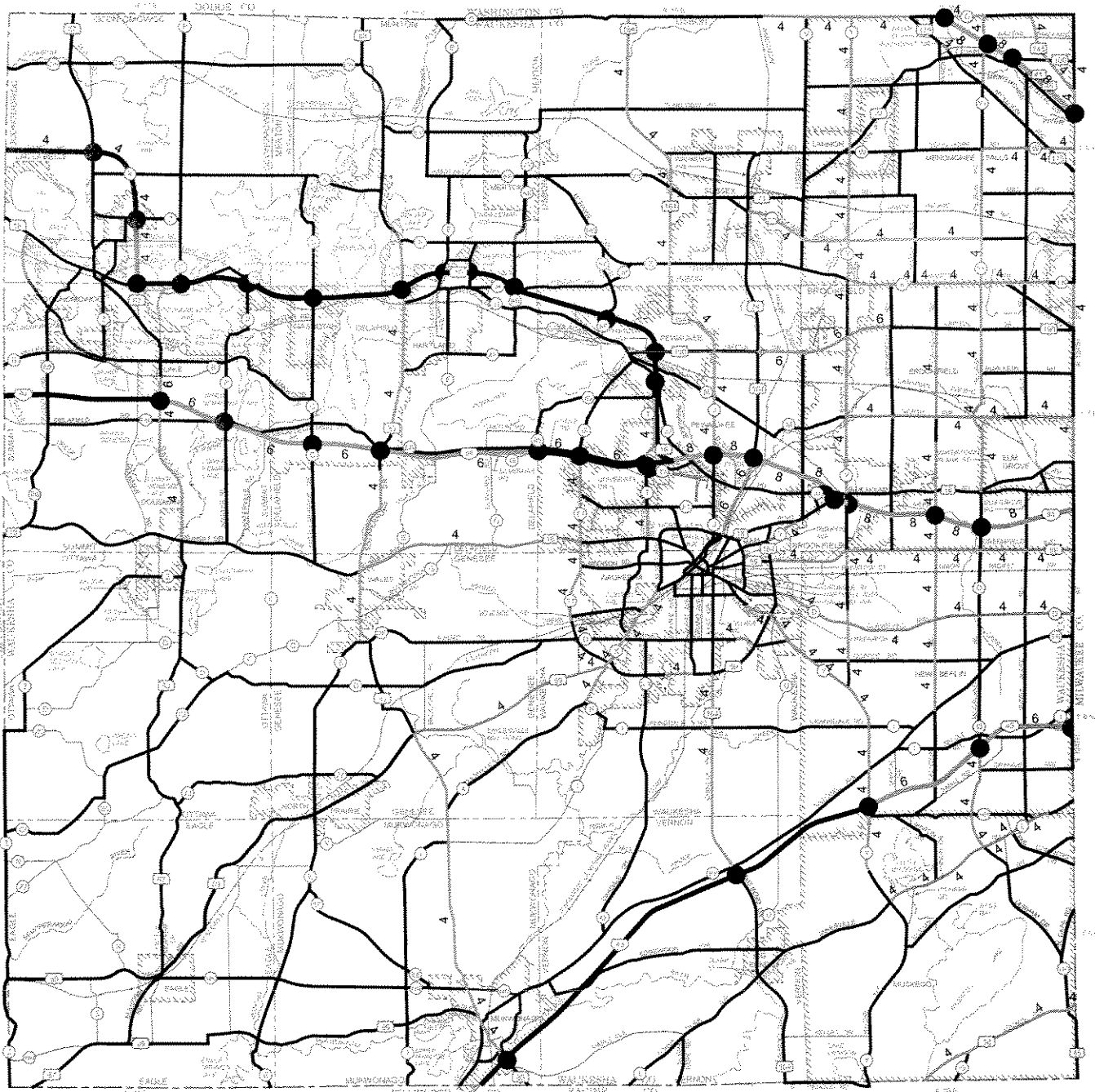
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2025*



* 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.

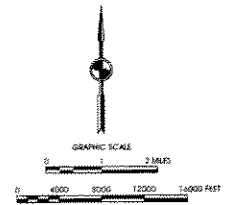
Map 14 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2025⁴



- 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 INTERCHANGE
 - ◐ NEW HALF INTERCHANGE
 - EXISTING

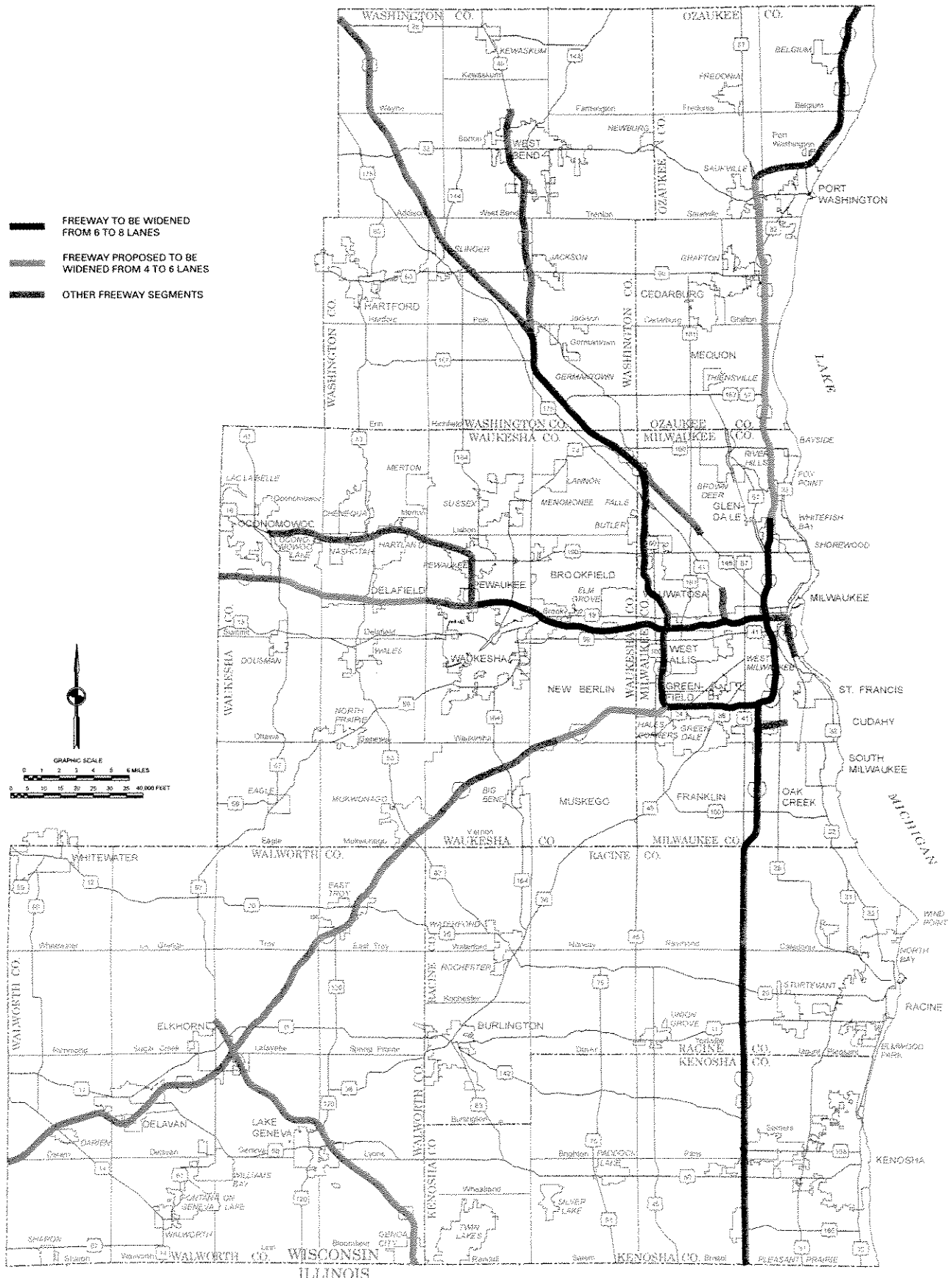
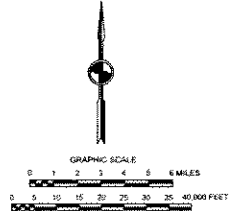


⁴ Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental 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 15

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



initiated in 2003. The new plan will respond to changes in land use and traffic patterns within the County. Plan preparation will be guided by the Commission's 38-member Waukesha County Jurisdictional Highway Planning Committee.

The new plan serves the following four purposes: 1) to propose a system of arterial facilities able to meet existing and probable future travel demand at an adequate level of service; 2) to identify the location and configuration of the various facilities that constitute the system; 3) to recommend the number of traffic lanes required on each segment of the arterial system; and 4) to recommend which level of government should assume responsibility for the construction, operation, and maintenance of each arterial facility.

Members of the Committee identified six specific issues for analysis and evaluation. The issues may be generally categorized either as reexaminations of currently adopted plan recommendations or as additions to the currently adopted plan. The evaluation of these issues may be expected to be completed in 2004.

Regional Bicycle and Pedestrian Facilities System Plan

The Commission completed and adopted a design year 2020 bicycle and pedestrian facilities system plan for the Region 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 amended regional bicycle and pedestrian facilities system plan extended the design year from 2010 to 2020 taking into account new forecasting of resident population and economic activity levels for the Region and the year 2020 land use plan. This plan is intended to be an integral part of the adopted year 2020 regional transportation system plan, and is shown on Map 16.

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 regional bicycle and pedestrian plan recommends the construction of 575 miles of off-street bicycle and pedestrian facilities, and 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. As shown on Map 16, the plan further recommends particular consideration should be given to the accommodation of bicycles on 850 miles of the surface arterial system and 380 miles of nonarterial streets to provide a basic network of bicycle facilities.

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 2003, total aircraft operations at Mitchell International totaled about 211,400, representing about a 2 percent decrease from 2002. The 2003 total is about 5 percent below the 222,400 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2002 to 2003, the number of air carrier enplaning and deplaning passengers at Mitchell International increased by about 528,000, to about 6,142,000 passengers, or about 9 percent above the 2002 level of about 5,614,000 passengers. The 2003 level was about 658,000, or about 10 percent, less than the 6,800,000 passengers forecast for that year under the adopted regional airport system plan. This decrease can be attributed to recent sluggish economic conditions as well as the reduction in commercial air travel following the September 11, 2001 terrorist attack.

General aviation activity can be measured in terms of the number of active nonmilitary aircraft based within Southeastern Wisconsin according to Wisconsin Department of Transportation aircraft registration records. As shown in Table 18, a total of 1,373 aircraft were based in the Region in 2003, representing

Map 16

**RECOMMENDED BICYCLE WAY SYSTEM
PLAN FOR SOUTHEASTERN WISCONSIN**

BICYCLE WAY IN UTILITY OR
NATURAL RESOURCE CORRIDOR

- STATE
- COUNTY
- LOCAL

BICYCLE WAY IN STREET OR
HIGHWAY RIGHT - OF - WAY

- STATE
- COUNTY
- LOCAL

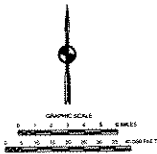


Table 18

ACTIVE AIRCRAFT BASED IN THE REGION

County	1960	1970	1980	1990	2000	2003
Kenosha	28	76	123	195	235	230
Milwaukee	338	356	388	358	283	235
Ozaukee	19	32	29	28	22	17
Racine	65	108	179	228	223	225
Walworth	23	48	98	127	173	154
Washington	45	118	158	191	196	176
Waukesha	118	243	304	341	314	336
Total	636	981	1,279	1,468	1,446	1,373

an increase of about 1 percent from the total of 1,353 aircraft based in the Region during 2002. The number of aircraft based in the Region during 2003 was about 13 percent lower than the total of 1,577 forecast for that year under the adopted regional airport system plan.

Review and Update of Regional Airport System Forecasts

During 2003, work was undertaken 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 as part of an aviation forecast update effort for the entire State of Wisconsin. Forecasts will be prepared for General Mitchell International Airport and for the ten general aviation airports in the regional airport system plan. Forecasts will include commercial aviation enplaning passengers and aircraft operations and general aviation based aircraft and operations.

Activities included the collection of inventory data including historic airport and aircraft operating statistics for the 11 airports in the Region, as well as certain historic national aviation statistics. Preliminary forecasts of passenger enplanements at General Mitchell International Airport, of air cargo activity at General Mitchell International Airport, and of based aircraft and aircraft operation at each of the 11 airports were prepared. The updated forecasts will be documented in a memorandum report. At the end of 2003, the majority of the technical work was completed

and work was nearing completion on a preliminary draft of a Commission staff memorandum.

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, 2003, rail freight service was being provided within Southeastern Wisconsin over a total of about 490 miles of active mainline trackage, as shown on Map 17.

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 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 Corridor Transit Study

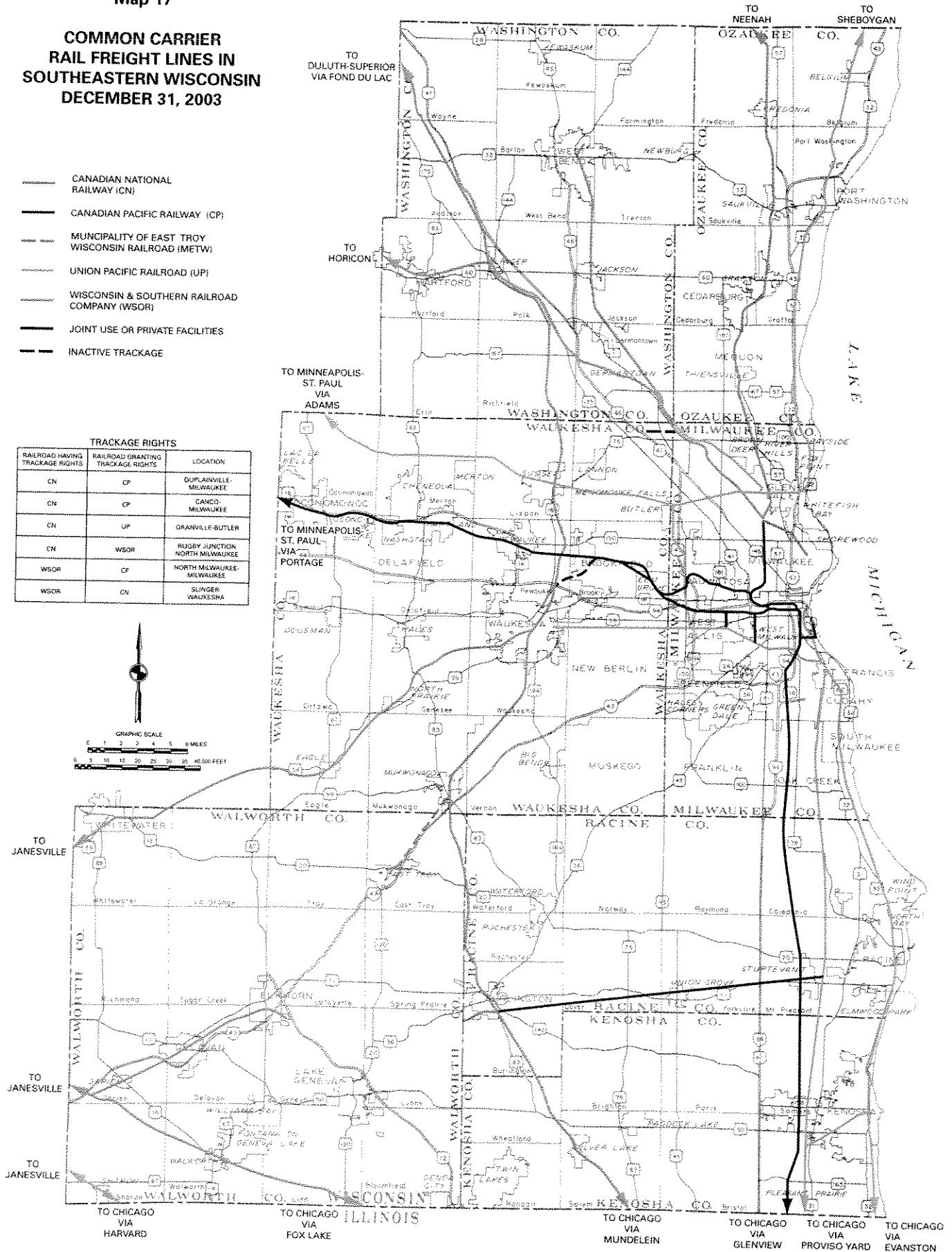
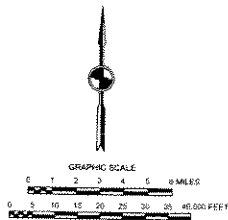
During 2003, the technical work of this study was completed and a final report was published entitled SEWRPC Community Assistance Planning Report No. 276, *Kenosha-Racine-Milwaukee Corridor Transit Study and Recommended Plan*. The study Advisory Committee's final recommendation called for the extension of Metra commuter rail service from Kenosha to Racine and Milwaukee with a medium level of service. The service would operate as a single through route

Map 17

**COMMON CARRIER
RAIL FREIGHT LINES IN
SOUTHEASTERN WISCONSIN
DECEMBER 31, 2003**

- CANADIAN NATIONAL RAILWAY (CN)
- CANADIAN PACIFIC RAILWAY (CP)
- MUNICIPALITY OF EAST TROY WISCONSIN RAILROAD (METW)
- UNION PACIFIC RAILROAD (UP)
- WISCONSIN & SOUTHERN RAILROAD COMPANY (WSOR)
- JOINT USE OR PRIVATE FACILITIES
- INACTIVE TRACKAGE

TRACKAGE RIGHTS		
RAILROAD HAVING TRACKAGE RIGHTS	RAILROAD GRANTING TRACKAGE RIGHTS	LOCATION
CN	CP	DUPLANKVILLE-MILWAUKEE
CN	CP	CANEO-MILWAUKEE
CN	UP	GRANVILLE-BUTLER
CN	WSOR	RUGBY JUNCTION-NORTH MILWAUKEE
WSOR	CP	NORTH MILWAUKEE-MILWAUKEE
WSOR	CN	SLINGER-WALKESHA



between Milwaukee and Chicago, permitting travel throughout the day in both directions. The Advisory Committee recommended that implementation of commuter rail proceed, with preliminary engineering being the next step.

The study included an extensive public involvement component with public reaction and comments having been solicited and collected through a variety of means including public informational meetings and hearings, a study newsletter, a study web site, display materials, and presentations and briefings to public and private officials and interested groups. The meetings and hearings were very well attended by almost 500 people.

In addition to the comments and testimony given at the meetings and hearings, interested persons also submitted a large volume of comments by letter, e-mail, and by responding on the study web site. These comments together with transcripts of the public hearings, pertinent newspaper articles, and other relevant materials were assembled into a published record of public comments in response to the

study findings and recommendations which were utilized by the Advisory Committee in reaching its recommendations and which were also available for public review.

Following the Committee making its recommendation, the Commission staff published a final version of the study summary report. This report was transmitted to appropriate local, State, and Federal officials as well as to the Advisory Committee members and other interested individuals. In addition, study technical reports were finalized and published. The study web site was revised and updated to provide information concerning the results of the public informational meetings and hearings and the Advisory Committee's recommendations as well as to include the final study report and record of public comments. At the end of 2003, the local governments and the Wisconsin Department of Transportation together with assistance from the Regional Planning Commission were cooperatively addressing the steps necessary to sponsor, fund, and begin preliminary engineering.

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:

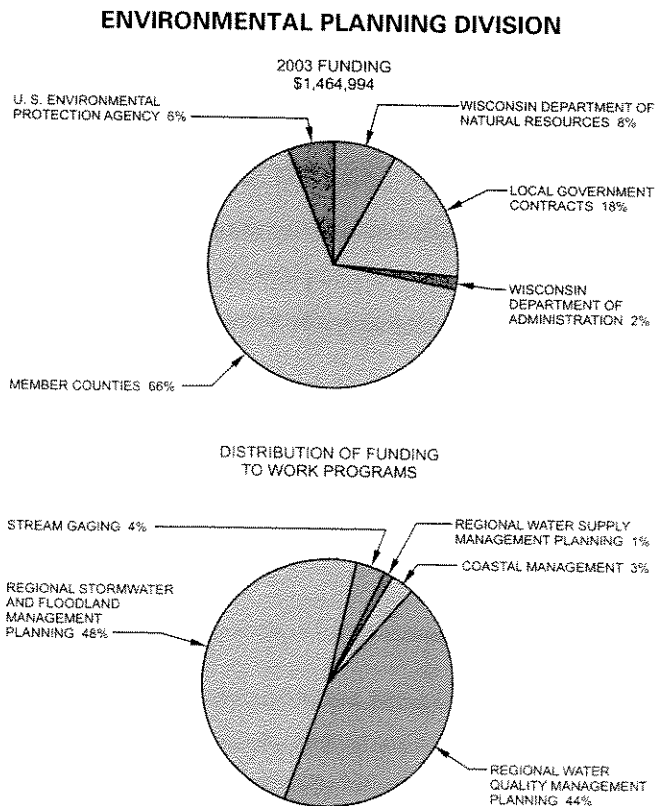
- What is the existing quality of the lakes, streams, and groundwaters of the Region? Is its water quality getting better or worse over time?
- What are the sources of water pollution? How can these sources best be controlled to abate water pollution and meet water quality objectives?
- What areas of 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 2003 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 2003, 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.

Figure 34



Such activities included providing assistance in the preparation of inland lake management plans; preparing local sanitary sewer service area plans; assisting counties and other local units of government in the Region in completing nonpoint source pollution abatement system plans, land and water resource management plans, and 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.

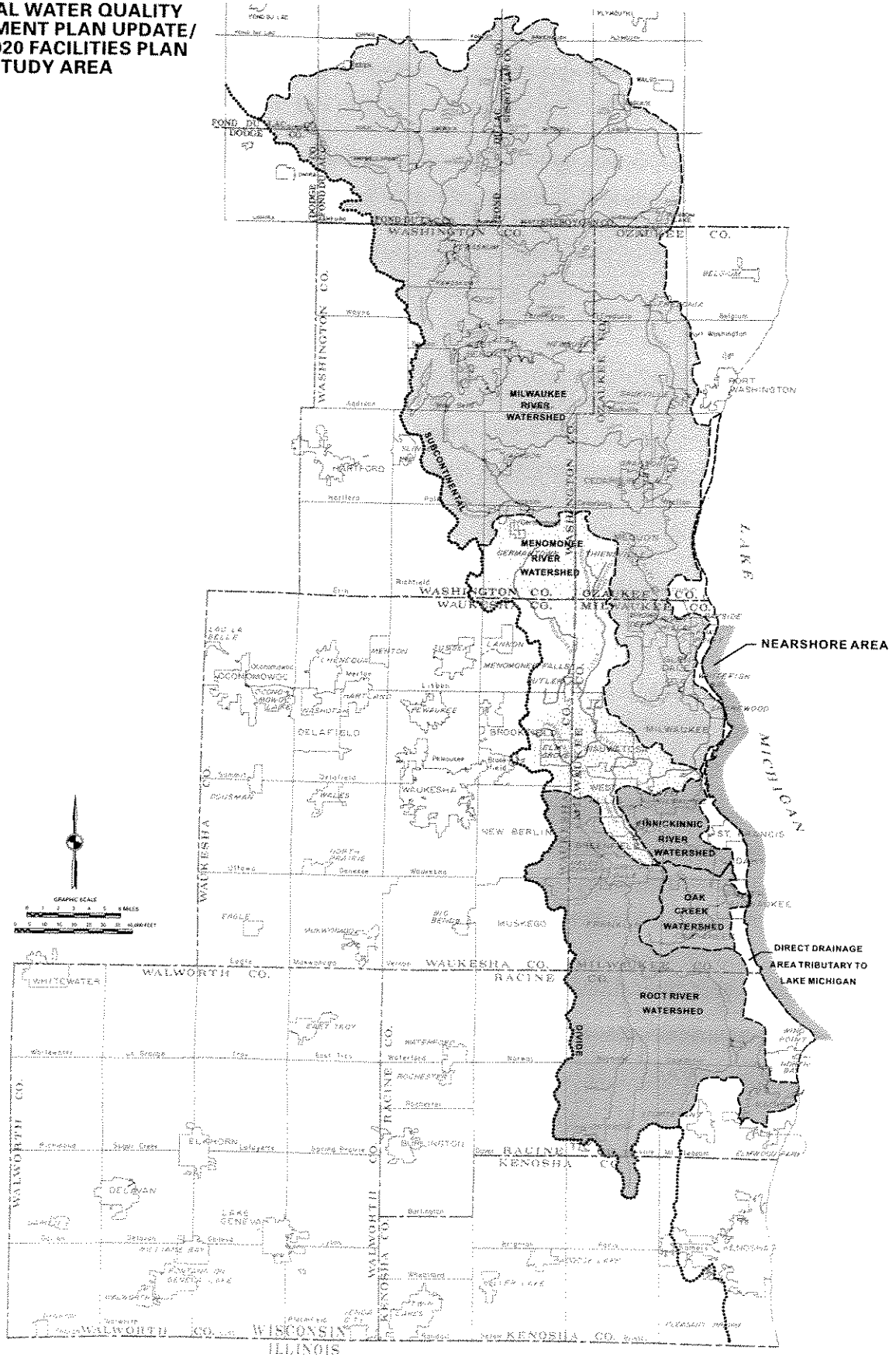
During the last quarter of 2003, the Commission initiated work on an update of the regional water quality management plan for the Kinnickinnic River, Menomonee River, Milwaukee River, Root River, and Oak Creek watersheds, the Milwaukee Harbor estuary, and the adjacent nearshore Lake Michigan area (see Map 18). 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. Such an approach 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 Wisconsin Department of Natural Resources (WDNR), the MMSD, and SEWRPC and has been conceptually formalized under a February 19, 2003, WDNR/MMSD/SEWRPC Memorandum of Understanding.

The regional water quality management plan update will result in the reevaluation and, as necessary, revision of the three major elements comprising the

Map 18

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



original plan—the land use element, the point source pollution abatement element, and the nonpoint source pollution abatement element. In addition, a ground-water element will be added based largely upon companion work programs. In order to complete the plan updating in a time frame which is consistent with the Milwaukee Metropolitan Sewerage District commitments for the completion of a new facilities plan, it is proposed that the updating process be accomplished largely with currently available data. This will allow the plan update to be largely completed in approximately 30 months over calendar years 2003, 2004, 2005, and ending by the middle 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.

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 land-owners 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 Wisconsin Department of Natural Resources 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 Department of Natural Resources; and local-level stormwater management and land and water resource management planning programs. During 2003, the Commission provided assistance to the State agencies

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

- At the request of Kenosha County, the Commission staff reviewed and commented on proposed stormwater management measures incorporating nonpoint source pollution control measures attendant to site development plans for eight development projects, two in the Towns of Bristol, Salem, and Wheatland, and one each in the Towns of Randall and Somers.
- 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, work was completed on the components of the permit application to be provided by the Commission and by the communities and the permit application was submitted.
- The Commission staff continued to provide assistance to Washington County by serving as a technical advisor to the Quas Creek Watershed Protection Committee.

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 Wisconsin Department of Natural Resources 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 recom-

mended aquatic plant management and other appropriate in-lake measures needed to provide for a range of suitable recreational uses of the lake.

Prior to 2003, 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, Lake Keesus, Lac La Belle, Little Muskego, Nagawicka, North, Oconomowoc, Okauchee, and Pewaukee, all in Waukesha County.

In addition, prior to 2003, a number of other, more narrowly focused plans and related reports were prepared. These plans and reports are published as Commission memorandum reports. These plans and reports include a lake use management plan for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; aquatic plant 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 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 2003, the Commission participated in lake-management-related meetings convened by the University of Wisconsin-Extension, the Wisconsin Department of Natural Resources, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. These meetings included the quarterly statewide meetings of the Wisconsin Lakes Partnership, and the development and conduct of the 2003 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership.

Also during 2003, 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 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 2003 for several lakes. Over the years 1992 through 2003, the Commission assisted in preparing grant applications in support of about 65 lake-management-related projects on nearly 50 of the Region's lakes.

An Aquatic Plant and Recreational Use Management Plan for Booth Lake

During 2003, the Commission completed an aquatic plant and recreational use management plan for Booth Lake. This plan, documented in SEWRPC Memorandum Report No. 144, *An Aquatic Plant and Recreational Use Management Plan for Booth Lake, Walworth County, Wisconsin*, September 2003, was prepared by the Commission for the Booth Lake Management District. This plan documents existing and anticipated conditions and potential lake manage-

ment concerns of Booth Lake and presents a recommended plan for the resolution of these problems. The Booth Lake protection plan recommends actions be taken to protect ecologically valuable areas within and adjacent to the Lake and within its watershed. These actions included the provision of additional fish habitat or "structure" and actions to control nonnative aquatic plants species, specifically Eurasian water milfoil and purple loosestrife, within the Lake, as well as practices designed to reduce nonpoint source pollutant discharges in stormwater runoff, maintain groundwater quality, and promote continued groundwater recharge in the watershed. The development of a public recreational boating access site to serve Booth Lake, through provision of unrestricted parking facilities to meet Chapter NR 1 requirements at the Memorial Park site, was recommended.

A Lake Protection Plan for Middle Genesee Lake

During 2003, the Commission completed a lake protection plan for Middle Genesee Lake. This plan, documented in SEWRPC Memorandum Report No. 148, *A Lake Protection Plan for Middle Genesee Lake, Waukesha County, Wisconsin*, August 2003, was prepared by the Commission for the Middle Genesee Lake Management District. This plan documents existing and anticipated conditions and potential lake management concerns of Middle Genesee Lake and presents a recommended plan for the resolution of these problems. The Middle Genesee Lake protection plan recommends actions be taken to protect ecologically valuable areas adjacent to the Lake and within its surface and ground watersheds, including the implementation of practices designed to reduce non-point source pollutant discharges in stormwater runoff, maintain groundwater quality, and promote continued groundwater recharge to the Lake. Periodic, ongoing monitoring of lake water quality, lake stage, groundwater levels, and groundwater quality are recommended as part of this plan. In addition, the plan includes recommendations for the continuation of an ongoing program of public information and education. 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 approaches and actions. The plan recommends only limited aquatic plant management action, 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. Periodic future fishery surveys are also recommended.

A Lake Management Plan for Pewaukee Lake

During 2003, the Commission completed an updated comprehensive lake management plan for Pewaukee Lake. The plan, documented in SEWRPC Community Assistance Planning Report No. 58, 2nd Edition, *A Lake Management Plan for Pewaukee Lake, Waukesha County Wisconsin*, May 2003, was prepared by the Commission at the request of the Lake Pewaukee Sanitary 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 Pewaukee Lake. The study area, which is coterminous with the total tributary drainage area of the Lake, encompasses about 25 square miles in central Waukesha County.

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

- Maintenance of the historic lake front residential dwelling densities along the Lake shores to extent practicable.
- Establishment of adequate protection of wetlands and shorelands, and other environmental corridor lands and isolated natural features, and consideration of public or private acquisition of natural area features of local or greater significance, as set forth in the regional natural areas and critical species habitat protection and management plan.
- Promotion of sound rural land management practices to reduce soil loss and contaminant loadings through preparation of farm conservation plans in accordance with the county land and water resource management plan.
- Promotion of sound urban housekeeping and yard care practices through informational programming, and including consideration of the development of lawn care management and shoreland protection ordinances and stormwater management systems where appropriate densities exist.

- Development and enforcement of construction site erosion control and stormwater management ordinances, and the review of existing ordinances for consistency with Chapters NR 151 and 152 of the *Wisconsin Administrative Code*.
- Continued participation in the WDNR Self-Help Monitoring Program, including enrollment in the Expanded/Trophic Status Index (TSI) Self-Help Monitoring Program and participation in U.S. Geological Survey or University of Wisconsin-Stevens Point Environmental Task Force TSI monitoring programs.
- Continued maintenance of the outlet structure and monitoring of water levels.
- Periodic conduct of fish surveys to determine management and stocking needs, and including the conduct of periodic creel censuses.
- Continued management of aquatic plants utilizing mechanical harvesting, pursuant to Chapter NR 109 requirements, as the primary aquatic plant management practice, with consideration being given to limited chemical treatments in accordance with Chapter NR 107 requirements as may be necessary for the control of non-native invasive aquatic plant species, specifically targeting Eurasian water milfoil, curly-leaf pondweed, garlic mustard, and purple loosestrife infestations.
- Updating of the aquatic plant management plan every three to five years.
- Restriction of aquatic plant harvesting in spring and autumn to avoid disturbances in fish breeding areas and WDNR-delineated sensitive areas; collection of floating plant fragments from shoreland areas to minimize rooting of Eurasian water milfoil and deposition of organic materials in the Lake.
- Ongoing maintenance of existing shoreline structures and conduct of repairs as necessary using vegetative means insofar as practicable.
- Maintenance of recreational boating access from the public access sites pursuant to Chapter NR 7 guidelines, and enforcement and periodic

review of recreational boating (summer) and vehicular use (winter) ordinances.

- Continued conduct of public awareness and informational programming, and inclusion of lake studies in environmental curricula (e.g., Project WET, Adopt-A-Lake, Waukesha Water Walk).

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

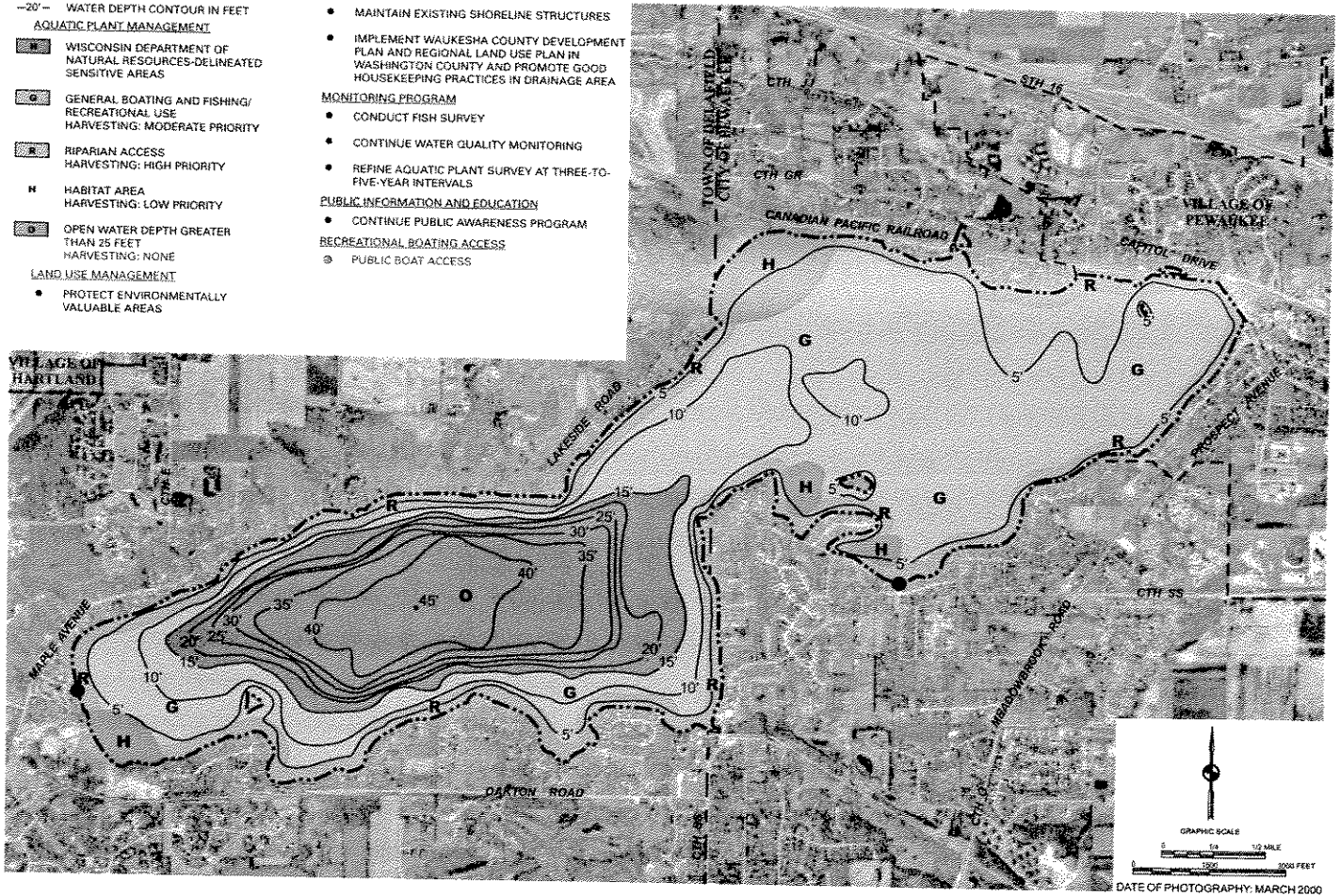
During 2003, the Commission provided technical assistance related to stream system management to the Wisconsin Departments of Natural Resources, and Transportation, and certain municipalities and other organizations for: Rosenow Creek, a tributary to Lac La Belle and the Oconomowoc River in Waukesha County; Nippersink Creek and an unnamed tributary to Galloway Creek, tributary streams to the Fox River in Walworth County; an unnamed tributary to Sugar Creek, a tributary stream to the Fox River in Walworth County; Karcher Creek, a tributary stream to the Fox River in Kenosha County; and Quaas Creek and two unnamed tributary streams, all tributary to the Milwaukee River in Washington County.

Recommended measures relating to the relocation of the unnamed tributary to Galloway Creek are set forth in the SEWRPC Staff Memorandum entitled "Data Analysis and Recommendations Relating to the Proposed Relocation of an Unnamed Tributary to Galloway Creek for the Whitewater Bypass, Stream Relocation Project in the Town of Whitewater, Walworth County, Town of Lima, Rock County, and Town of Cold Spring, Jefferson County," June 2003.

Map 19

RECOMMENDED AQUATIC PLANT MANAGEMENT PLAN FOR PEWAUKEE LAKE

- 20'— WATER DEPTH CONTOUR IN FEET
- AQUATIC PLANT MANAGEMENT**
- WISCONSIN DEPARTMENT OF NATURAL RESOURCES-DELINEATED SENSITIVE AREAS
 - ⊙ GENERAL BOATING AND FISHING/RECREATIONAL USE HARVESTING: MODERATE PRIORITY
 - ⊙ RIPARIAN ACCESS HARVESTING: HIGH PRIORITY
 - H HABITAT AREA HARVESTING: LOW PRIORITY
 - ⊙ OPEN WATER DEPTH GREATER THAN 25 FEET HARVESTING: NONE
- LAND USE MANAGEMENT**
- PROTECT ENVIRONMENTALLY VALUABLE AREAS
 - MAINTAIN EXISTING SHORELINE STRUCTURES
 - IMPLEMENT WALKESHA COUNTY DEVELOPMENT PLAN AND REGIONAL LAND USE PLAN IN WASHINGTON COUNTY AND PROMOTE GOOD HOUSEKEEPING PRACTICES IN DRAINAGE AREA
- MONITORING PROGRAM**
- CONDUCT FISH SURVEY
 - CONTINUE WATER QUALITY MONITORING
 - REFINE AQUATIC PLANT SURVEY AT THREE-TO-FIVE-YEAR INTERVALS
- PUBLIC INFORMATION AND EDUCATION**
- CONTINUE PUBLIC AWARENESS PROGRAM
- RECREATIONAL BOATING ACCESS**
- ⊙ PUBLIC BOAT ACCESS



These recommendations establish design criteria for two proposed culverts conveying stream waters underneath Tri-County Road, as well as design and alignment criteria for a restored stream reach within the tributary incorporating a restored “riffle-run” channel and restored meanders within the channel, essentially reconnecting the stream to its floodlands.

Sewerage Facilities Planning

During 2003, 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

Wisconsin Department of Natural Resources, and good engineering practice. Work activities during 2003 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 2003:

- Continued assistance to local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. During 2003, local sewerage facilities plans were completed for the Village of East Troy in Walworth County and the Villages of Jackson and Slinger in Washington County. These plans set forth recommendations for the expansion and upgrading of existing sewerage facilities in accordance with the recommendations of the adopted regional water quality management plan.
- The Commission provided recommendations relating to feasible alternatives for the provision of the treatment component of a public sewer system to serve portions of the Village of Big Bend.
- The Commission continued to work cooperatively with the Milwaukee Metropolitan Sewerage District (MMSD) and the Wisconsin Department of Natural Resources to develop an approach to conducting 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 Wisconsin Department of Natural Resources, 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 Department may not approve any proposed public sanitary sewer extension unless such extension is found to be in conformance with the adopted area-wide 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 area-wide water quality man-

agement 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 area-wide 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 Wisconsin Department of Natural Resources 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 2003, this work effort included the following:

- Completion and adoption by the Commission of a second-generation sanitary sewer service area plan for the City of Racine and environs in Racine County. The prior plan for the City and environs was completed and adopted by the Commission and the City in 1986, and was amended 10 times thereafter.
- Adoption by the Commission of amendments to the sanitary sewer service areas for the Town of Salem in Kenosha County; City of Port Washington in Ozaukee County; the Villages of Rochester and Waterford in Racine County, the City of Whitewater and the Pell Lake Sanitary District No. 1 in Walworth County; the Villages of Germantown, Jackson, and Slinger in Washington County; and the City of Waukesha and the Village of Mukwonago in Waukesha County.

By the end of 2003, 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 2003, 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 19 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 2003; 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 2003, review comments were provided on 202 proposed public sanitary sewer extensions and 96 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 20.

WATER SUPPLY PLANNING

During 2003, Commission water supply planning was focused primarily on groundwater management activities and on developing support and study organization for a regional water supply planning program.

Table 19

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2003

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	September 13, 1984	SEWRPC Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, July 1984

Table 19 (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 19 (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 11, 1985	SEWRPC Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, September 1984
	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 19 (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 19 (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.

Groundwater Management

Two major groundwater management studies have now been completed for the Southeastern Wisconsin Region: a regional groundwater resources inventory and analysis and the development of a regional groundwater aquifer simulation model. These two work efforts represent the first two of the three elements of the planned regional water supply planning program for the Southeastern Wisconsin Region, considering both

surface and groundwater systems. The first of these two efforts involved working cooperatively with the Wisconsin Geological and Natural History Survey (WGNHS) and the Wisconsin Department of Natural Resources (WDNR) to complete a regional groundwater resource inventory and analysis program. The primary purpose of this effort has been the development of hydrogeologic data that can be used to support the preparation of a regional groundwater modeling program and to provide information useful for land

Map 20

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 2003

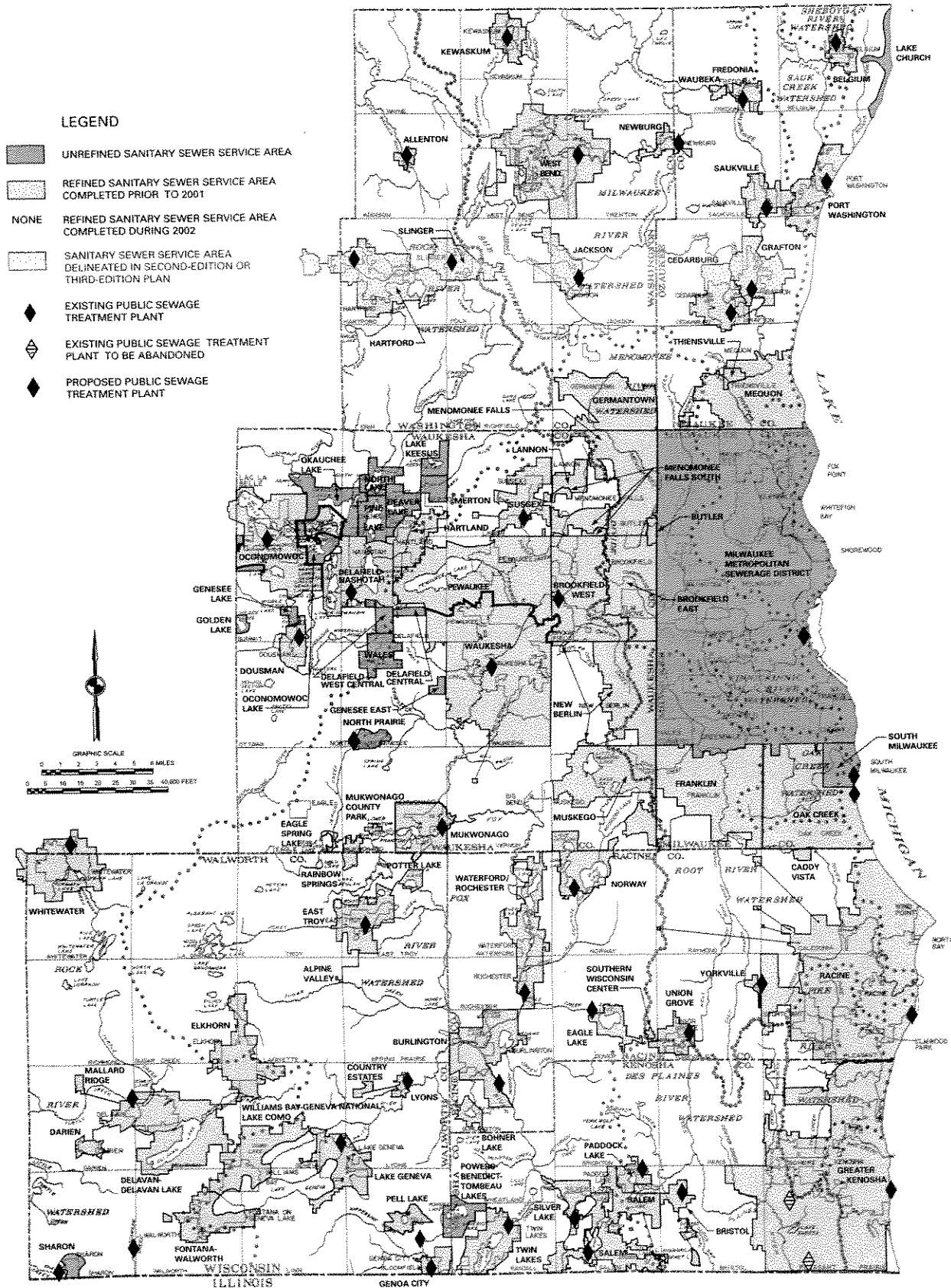


Table 20

SANITARY SEWER EXTENSION REVIEWS: 2003

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha	22	11	33
Milwaukee	35	19 ^a	54
Ozaukee	19	6	25
Racine	26	12	38
Walworth	16	6	22
Washington	17	14	31
Waukesha	67	28	95
Total	202	96	298

^aThe Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2003, 464 reviews of building sewer extensions were conducted by the City.

use and related planning efforts. The groundwater-related inventories developed under this effort were reported on in the Commission's 2002 Annual Report.

The second of these two efforts was the completion, in 2003, of the development of a three-dimensional regional groundwater model to represent the aquifer system in Southeastern Wisconsin (model nearfield area), as shown in Figure 35. Because the deep aquifer underlying the seven-county Southeastern Wisconsin planning region extends well beyond that area, the analysis also considered a much larger farfield area in order to properly establish boundary conditions for the planning region. The work was carried out cooperatively by the WGNHS, the U.S. Geological Survey, and the Commission under the guidance of the SEWRPC Technical Advisory Committee on Groundwater Resources, with support from the major water utilities utilizing groundwater in the Region and the WDNR.

The basic model grid spacing is about 2,500 feet and the model uses data averaged over about one-quarter of a square mile. This grid spacing, when coupled with 18 layers vertically, results in about 600,000 cells in the entire model. With this grid spacing, the model is well-suited to determine the effects of larger municipal wells, but not the individual effects of small wells serving individual or small groups of residents or commercial developments. For more localized applications, the model will form the framework for a refined localized model which can be developed with the inclusion of data that will require additional fieldwork and data collection. In this sense, the regional model is intended to provide

a framework for more detailed and localized studies and models of specific sites. The development of this model included rigorous steps of calibration and testing to insure it would meet extremely high accuracy standards and user expectations.

The model shows how groundwater use relative to predevelopment conditions has affected water levels in Southeastern Wisconsin. Figure 36 illustrates that the cone of depression has shifted westerly and that pumping has significantly lowered water levels. As water use increases, this drawdown will continue to increase.

This new model defines the major aquifers and incorporates major surface water features. This allows the model to be used to simulate interactions between the deep and shallow aquifers and between groundwater and surface water systems. Thus, the model can be used to forecast water levels and groundwater flow under various water demand scenarios, as well as the impact of the groundwater system dynamics on critical surface water conditions, such as base or low flow in streams and wetlands.

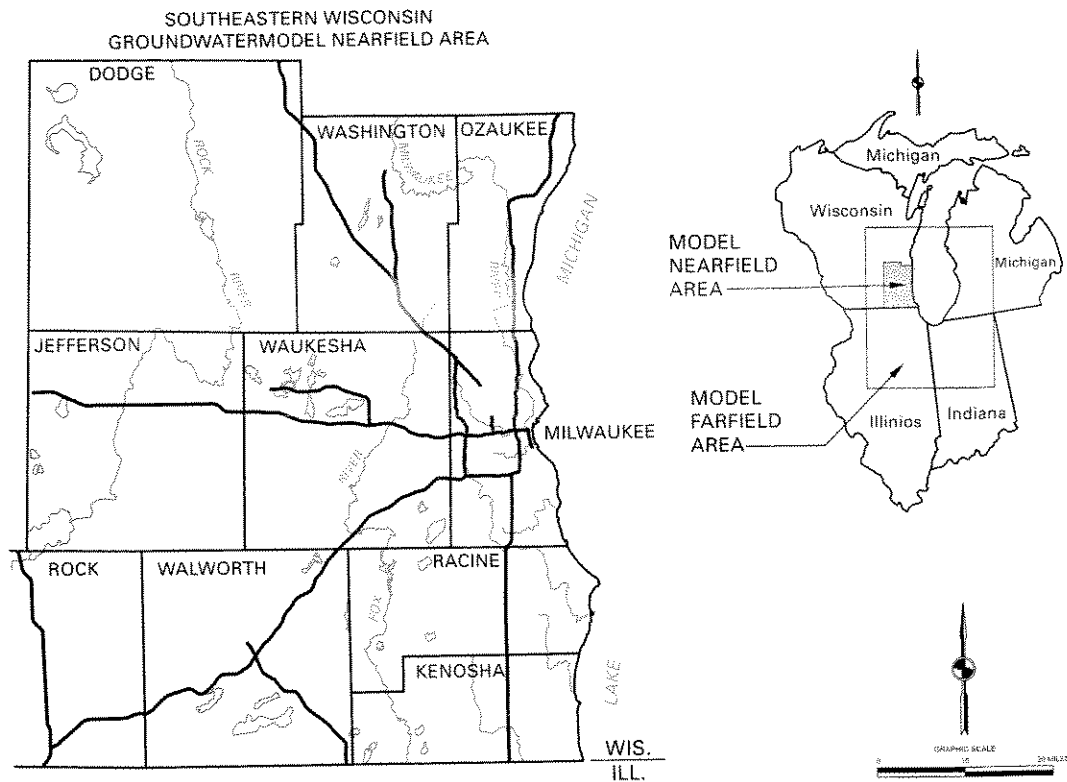
There are several timely needs for the model. One is determining the zone of contribution, or area of land surface contributing water to a well, for each public water supply in the region. The WDNR established an objective to accomplish this by 2004. This model will enable the agency and resource managers to define wellhead protection zones for over 200 public wells. With this information in hand, water utility managers will be able to delineate critical recharge areas for protection from contamination and adverse land uses. The model is currently being used to delineate contributing areas for all municipal wells in the seven-county SEWRPC Region. This effort was supported in part by the WDNR Source Water Protection Program. For larger wells, the model was adequate for this purpose, but for many of the smaller capacity wells, it serves as the framework for more refined models of specific small areas around communities.

Other anticipated uses of the model include:

- Prediction of long- and short-range water levels in the aquifers.
- Quantification of the exchange of groundwater with Lake Michigan,

Figure 35

AREA OF SOUTHEASTERN WISCONSIN SIMULATED IN GROUNDWATER MODEL



- Groundwater quality evaluations—as one tool to help understand the reasons for increases in radium and salinity in deep aquifer wells,
- Preliminary well siting evaluations,
- Water supply facility optimization analyses, and
- Evaluation of groundwater conservation and recharge strategies.

Regional Water Supply Plan

Prior to 2003, the Commission completed a prospectus describing the need for, scope, costs, and schedule for a regional water supply planning program. That proposed planning program is described in a document entitled *Regional Water Supply Planning Program Prospectus*. This document was prepared under the guidance of the SEWRPC Regional Water Supply Advisory Committee whose membership includes knowledgeable and concerned representatives of the constituent counties and municipalities, of concerned

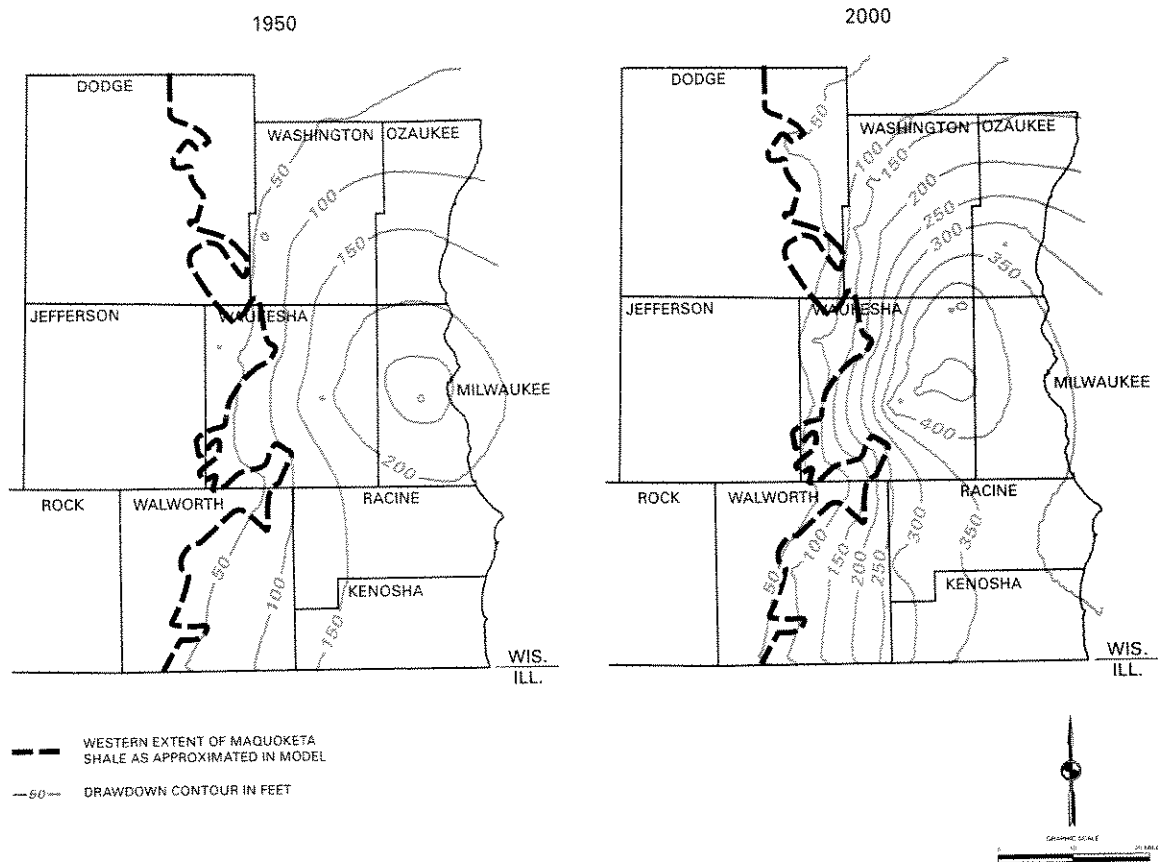
State and Federal agencies, of the academic community, and of concerned businesses and industry. During 2003, the Commission worked toward developing the funding support and study organization needed to initiate the regional water supply planning program.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 2003, 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; completing the Des Plaines River watershed study and coordinating with the U.S. Army Corps of Engineers to ensure that the study results are incorporated into that agency's Upper Des Plaines River Illinois/Wisconsin Phase 2 Feasibility Study; coordinating with the Federal Emergency Management

Figure 36

SIMULATED DEEP DRAWDOWN RELATIVE TO PREDEVELOPMENT CONDITIONS: DEEPER AQUIFER



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 a detailed evaluation of the effects of the proposed Milwaukee Metropolitan Sewerage District (MMSD) Milwaukee County Grounds Detention Basin on flooding conditions along Underwood Creek and the Menomonee River; completing a preliminary draft stormwater and floodland management plan for the Butler Ditch subwatershed; completing a second draft of a hazard mitigation plan for Racine County, in response to all agency comments; completing flood mitigation plans for the Cities of Milwaukee and Oak Creek; completing second drafts of flood mitigation plans for the City of Wauwatosa and the Village of Menomonee Falls; preparing a draft scope of work for updating floodplain delineations throughout all of Ozaukee County under the Federal Emergency Management Agency (FEMA) Map Modernization Initiative; 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 2003, hydrologic and/

or hydraulic modeling was performed and digital floodplain maps were prepared in the Menomonee and Milwaukee River watersheds. The streams for which such work was conducted include the main stem of the Milwaukee River, Southbranch Creek, Underwood Creek, the North and South Branches of Underwood Creek, Dousman Ditch, Butler Ditch, the South Branch of Butler Ditch, and an Unnamed Tributary to Butler Ditch. In addition, work was begun on streams in the Kinnickinnic River watershed.

The Commission staff also completed a project to update floodplain maps throughout the City of Brookfield, including the Fox River, Deer Creek, and Poplar Creek, as well as the streams in the Menomonee River watershed that were studied under the MCAMLIS/MMSD project described above.

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 web site. A summary of the plan is included in *SEWRPC Newsletter*, Vol. 41, No. 1, 2003. The Commission staff provided extensive data developed under the watershed study that are to be used by the U.S. Army Corps of Engineers 1) in developing the "Upper Des Plaines River and Tributaries Phase II, Illinois and Wisconsin Multi-Purpose Feasibility Study" and 2) for a potential 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.

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 evaluation of the proposed Milwaukee County Grounds detention basin was undertaken at the request of Milwaukee County. The study looked at the potential for downstream flooding under the following three conditions: 1) Existing channel conditions; 2) proposed MMSD flood control project conditions without the County Grounds detention basin; and 3) proposed MMSD flood control project conditions including the County Grounds basin. The viability of the overall MMSD project was assessed under each of those conditions.

The draft flood mitigation plans for the Cities of Milwaukee, Oak Creek, and Wauwatosa and the Village of Menomonee Falls set forth updated and refined flood mitigation recommendations and provide current information regarding the status of flooding problems and planning for their mitigation, as well as plan implementation efforts, including public involvement activities. The Racine County hazard mitigation planning process involves the all hazards approach to mitigation which is being promoted by FEMA.

Map 21 indicates the coverage of the watershed studies conducted by the Commission through 2003.

Stormwater and Floodland Management Planning

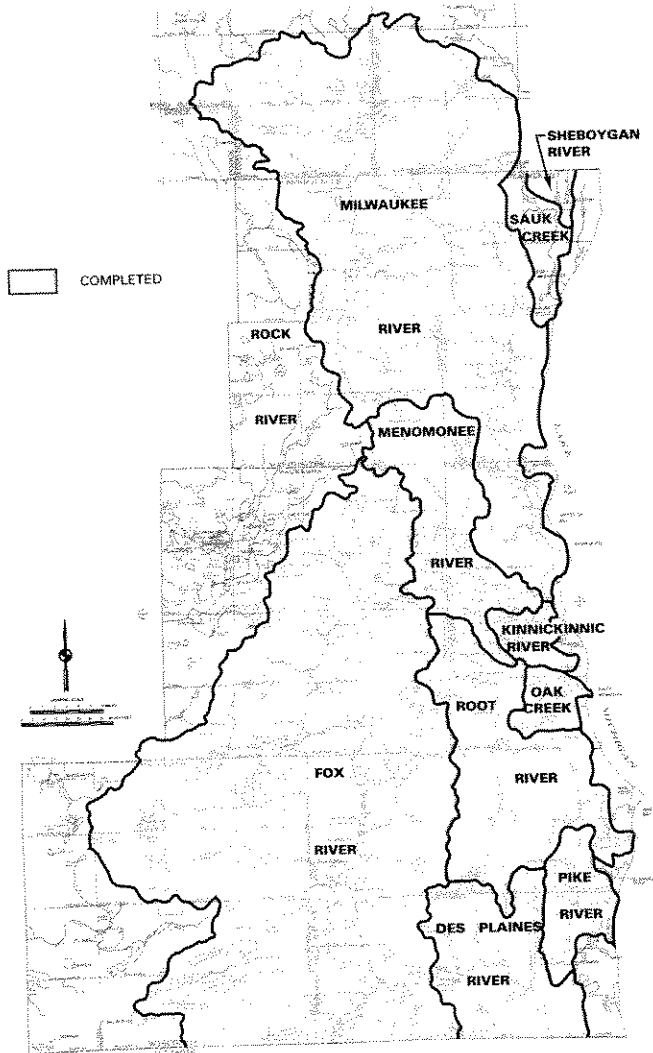
During 2003, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

In 2003, 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 18 stormwater management plans for new development proposals within the County. 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.

Map 21

SEWRPC WATERSHED STUDIES COMPLETED: 2003



- Also at the request of Kenosha County, the Commission staff reviewed the floodland management aspects of a proposed major residential/golf course development along Center Creek and two tributaries to Center Creek. The review was performed in the context of the Des Plaines River watershed study.
- At the request of the City of Milwaukee, the Commission staff prepared hydraulic and scour analyses for the proposed W. Bradley Road replacement bridge over the Little Menomonee

River and the proposed W. Mill Road replacement bridge over the Menomonee River.

- At the request of Ozaukee County, the Commission staff continued a project to prepare digital floodplain maps for all unincorporated areas of the County.
- At the request of Racine County, the Commission staff reviewed the floodplain aspects of proposed activities along the Pike River (four different locations), Waxdale Creek, Hoosier Creek, Bartlett Branch, the Fox River, and Hoods Creek.
- At the request of Waukesha County, the Commission staff reviewed a dam failure analysis for the Wambold and Kroll dams which impound Eagle Spring Lake on the Mukwonago River. The review included preparation of a digital floodplain map which compared the 100-year recurrence interval floodplain under the existing County zoning ordinance with the dam failure floodplain. That map was also provided to Walworth County, since portions of the floodplain extend into Walworth County,
- The Commission staff, in conjunction with Ruckert & Mielke, Inc., completed a preliminary draft stormwater and floodland management plan for the Butler Ditch subwatershed in the City of Brookfield and the Village of Menomonee Falls.
- The Commission staff served on the infiltration standards committee assembled by the State of Wisconsin Standards Oversight Council. That committee is charged with developing statewide standards for various stormwater infiltration practices.
- 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 2003, data were provided for the following: 1) the Des Plaines River, Kilbourn Road Ditch, and an unnamed tributary to Jerome Creek in the Village of Pleasant Prairie; 2) Eagle Lake

in the Town of Dover; 3) Muskego Canal and Wind Lake in the Town of Norway; 4) Trevor Creek in the Town of Salem; 5) Oak Creek in the Cities of Franklin and Oak Creek; 6) the Lower Menomonee River, the Little Menomonee River, the Milwaukee River, and Lincoln Creek in the City of Milwaukee; 7) the Mitchell Field Drainage Ditch and the North Branch of Oak Creek in the City of Oak Creek; 8) the Lake Michigan coastline in the City of Mequon; 9) the Pike River, Bartlett Branch, and Hoods Creek in the Village of Mt. Pleasant; 10) Racine County Farm Drainage District No. 1 in the Village and Town of Waterford; 11) Southwick Creek in the Village of Williams Bay; 12) the East Branch of the Milwaukee River in the Village of Kewaskum; 13) the Rubicon River in the Town of Hartford; 14) Tess Corners Creek in the City of New Berlin; 15) the Oconomowoc River in the City of Oconomowoc; 16) Willow Springs Creek in the Village of Menomonee Falls and the Town of Lisbon; 17) the South Branch of Sussex Creek in the Village of Sussex and the Town of Lisbon; 18) the Oconomowoc River in the Town of Merton; and 19) School Section Lake in the Town of Ottawa.

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. That represents an increase in stream miles of about 3 percent relative to 2002. 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 674 miles of stream channel, an increase of about 3 percent relative to 2002.

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 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.

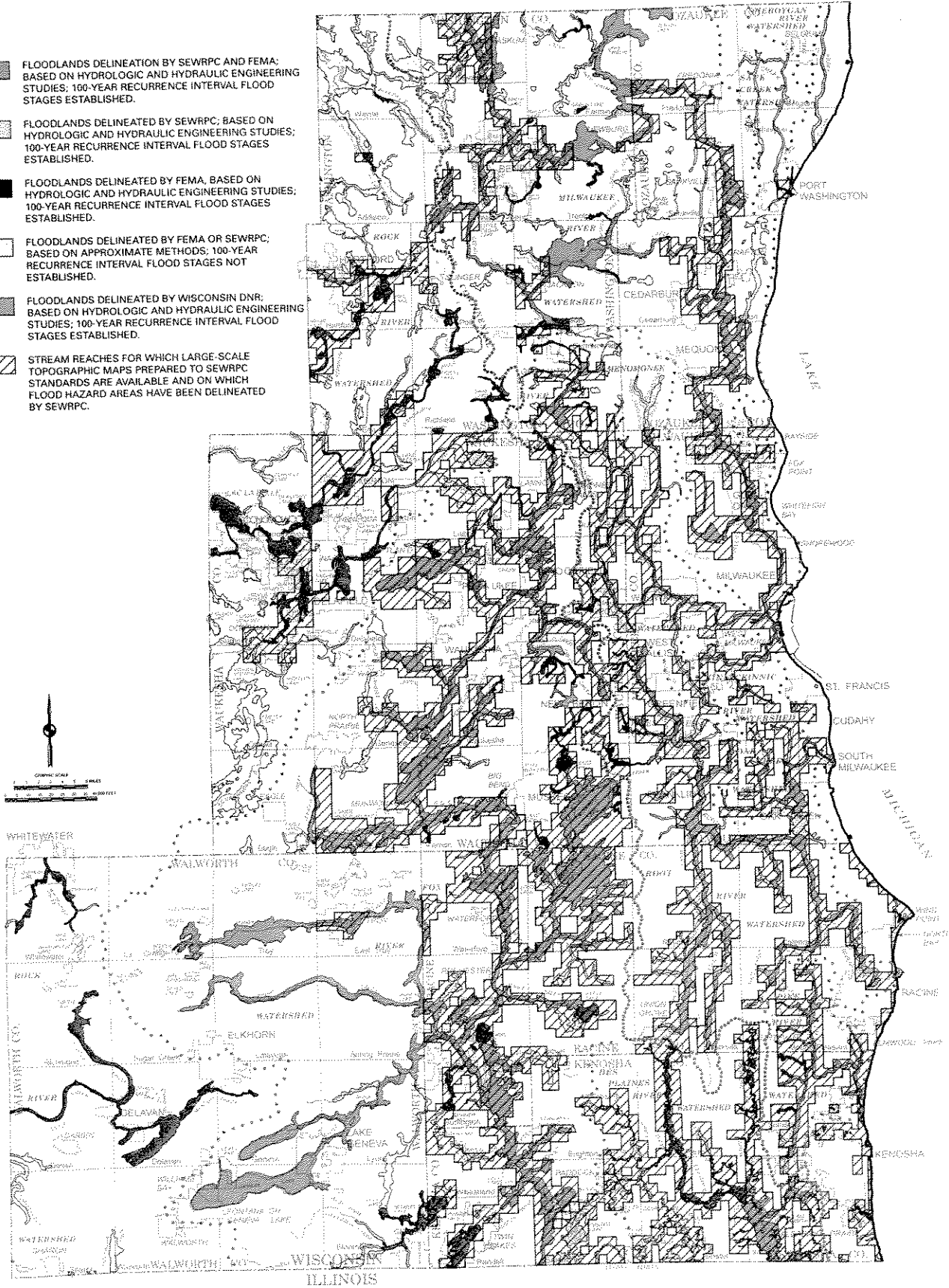
In the past, Federal flood insurance studies were generally carried out individually for incorporated cities and villages and for the unincorporated areas of counties; however, recent FEMA policies encourage development of such studies on a countywide basis. The status of flood insurance rate studies in the Region at the end of 2003 is shown on Map 23.

As shown on Map 23, as of 2003, 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

Map 22

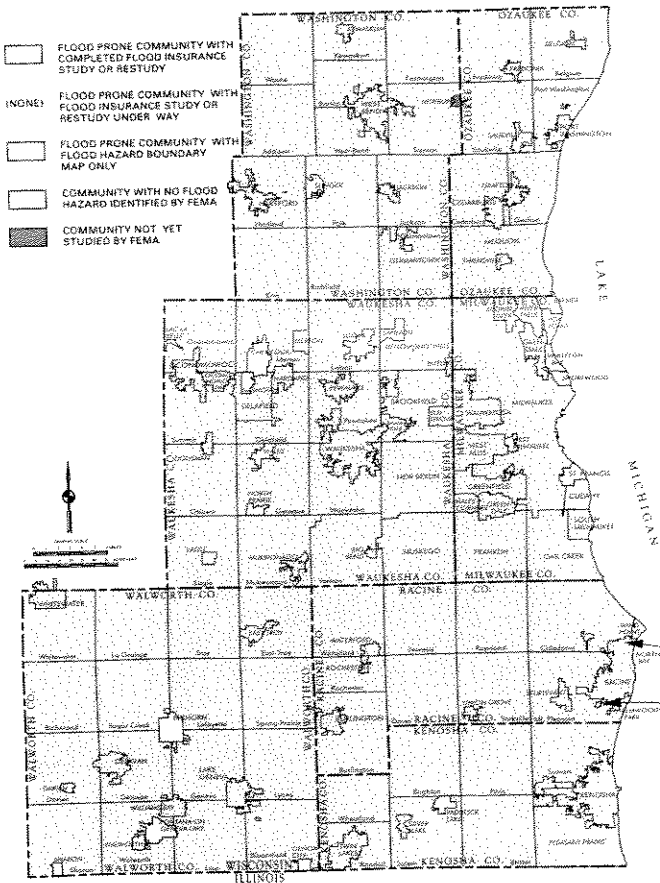
DELINEATION OF FLOODLANDS: 2003

-  FLOODLANDS DELINEATED BY SEWRPC AND FEMA; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
-  FLOODLANDS DELINEATED BY SEWRPC; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
-  FLOODLANDS DELINEATED BY FEMA, BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
-  FLOODLANDS DELINEATED BY FEMA OR SEWRPC; BASED ON APPROXIMATE METHODS; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES NOT ESTABLISHED.
-  FLOODLANDS DELINEATED BY WISCONSIN DNR; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
-  STREAM REACHES FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS PREPARED TO SEWRPC STANDARDS ARE AVAILABLE AND ON WHICH FLOOD HAZARD AREAS HAVE BEEN DELINEATED BY SEWRPC.



Map 23

STATUS OF FLOOD INSURANCE STUDIES: 2003



hazard areas. In one of those 14, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was identified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

Besides providing available data from the Commission files to the contractors conducting such studies for the Federal Emergency Management Agency, the Commission staff helps to delineate floodplains and attends meetings with local officials and other citizens to discuss the results of flood insurance rate studies. Under its community assistance program, the Commission also assists local communities in enacting sound floodland regulations as required for participation in the National Flood Insurance Program. In 2003, the Commission staff assisted the Wisconsin Department of Natural Resources and FEMA in initiating the FEMA Map Modernization Program in

Milwaukee, Ozaukee, and Waukesha Counties. That assistance included community coordination and development of project scope of work information.

Stream-Gaging Program

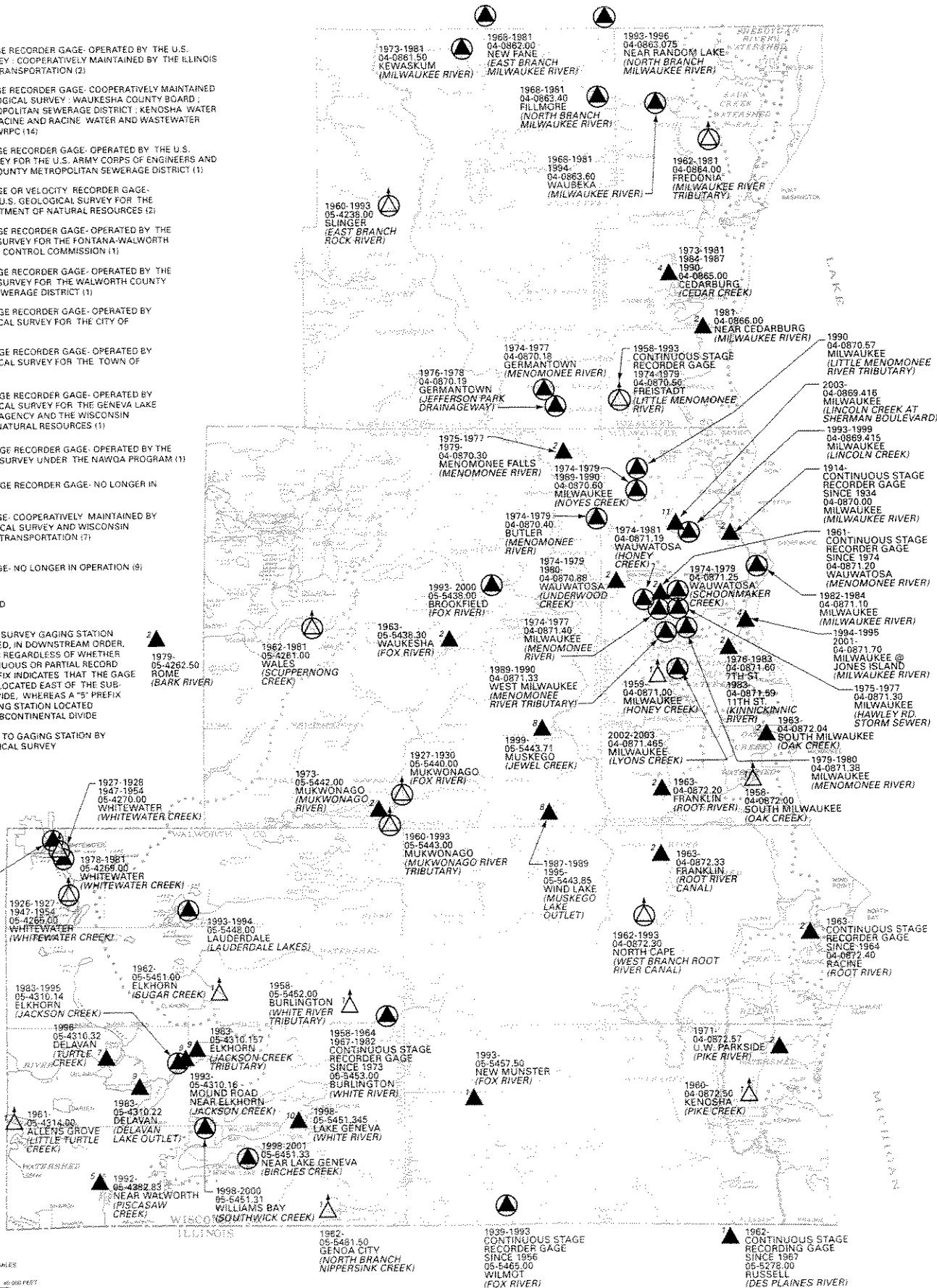
Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous-recording streamflow gages were in operation within the Region. Since that time, the Commission has been instrumental in establishing, 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 2003, there were 28 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. That is the same number as in 2002. Of the 28 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, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, two gages were supported by the Wisconsin Department of Natural Resources, 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, two gages were 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 Wisconsin Department of Natural Resources, one gage was operated by the USGS under the National Water Quality Assessment (NAWQA) program, and two gages were supported by the Illinois Department of Transportation.

In addition, in 2003 there were eight gages at which water levels but not streamflow, were continuously recorded. These include one gage on Lincoln Creek in the City of Milwaukee (discontinued in November), two on the Bark River and one at Nagawicka Lake in the City of Delafield, 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.

LOCATION OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2003

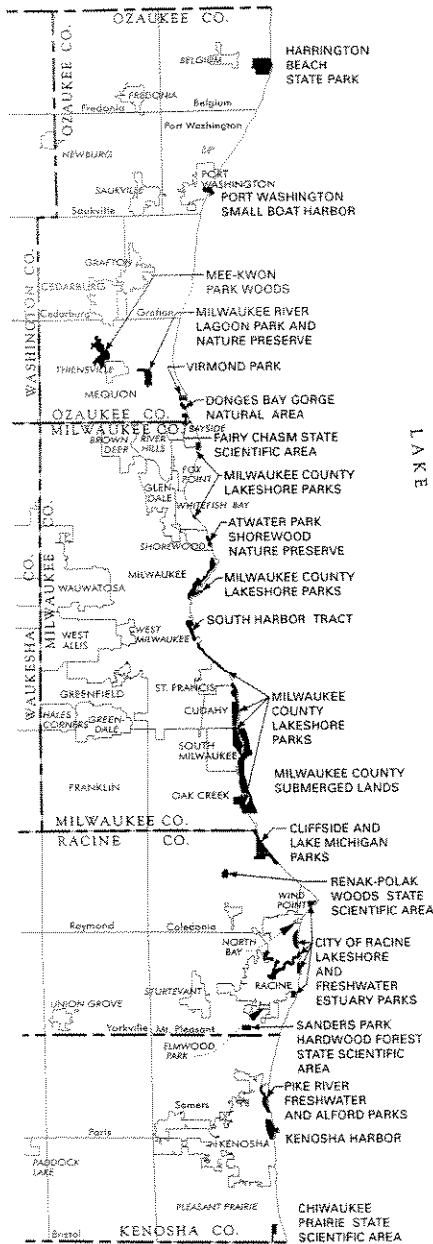
LEGEND

- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY - COOPERATIVELY MAINTAINED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (2)
- ▲ CONTINUOUS STAGE RECORDER GAGE- COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY - WAUKESHA COUNTY BOARD MILWAUKEE METROPOLITAN SEWERAGE DISTRICT, KENOSHA WATER UTILITY, CITY OF RACINE, WATER AND WASTEWATER UTILITIES, AND SEWRPC (14)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE U.S. ARMY CORPS OF ENGINEERS AND THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT (1)
- ▲ CONTINUOUS STAGE OR VELOCITY RECORDER GAGE- OPERATED BY THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (2)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE FONTANA-WALWORTH WATER POLLUTION CONTROL COMMISSION (1)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT (1)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE CITY OF MUSKEGO (2)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE TOWN OF DELAVAN (3)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE GENEVA LAKE ENVIRONMENTAL AGENCY AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)
- ▲ CONTINUOUS STAGE RECORDER GAGE- OPERATED BY THE U.S. GEOLOGICAL SURVEY UNDER THE NAWOQA PROGRAM (1)
- CONTINUOUS STAGE RECORDER GAGE- NO LONGER IN OPERATION (28)
- △ CREST STAGE GAGE- COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (7)
- CREST STAGE GAGE- NO LONGER IN OPERATION (9)
- 1962 PERIOD OF RECORD
- 05-4261 U.S. GEOLOGICAL SURVEY GAGING STATION NUMBER ASSIGNED, IN DOWNSTREAM ORDER, TO ALL STATIONS REGARDLESS OF WHETHER THEY ARE CONTINUOUS OR PARTIAL RECORD GAGES. A "4" PREFIX INDICATES THAT THE GAGE IS ON A STREAM LOCATED EAST OF THE SUB-CONTINENTAL DIVIDE, WHEREAS A "5" PREFIX DENOTES A GAGING STATION LOCATED WEST OF THE SUBCONTINENTAL DIVIDE
- WALES NAME ASSIGNED TO GAGING STATION BY THE U.S. GEOLOGICAL SURVEY



Map 25

**DESIGNATED COASTAL AREAS
IN SOUTHEASTERN WISCONSIN: 2003**



COASTAL MANAGEMENT PLANNING

During 2003, the Regional Planning Commission continued to provide assistance to the Wisconsin Department of Administration in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities in the management of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State pursuant to the Federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

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

One of the continuing functions of the Commission under the coastal management program is to assist the Wisconsin Coastal Management Program in the designation of special coastal areas. In 2003, 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.

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

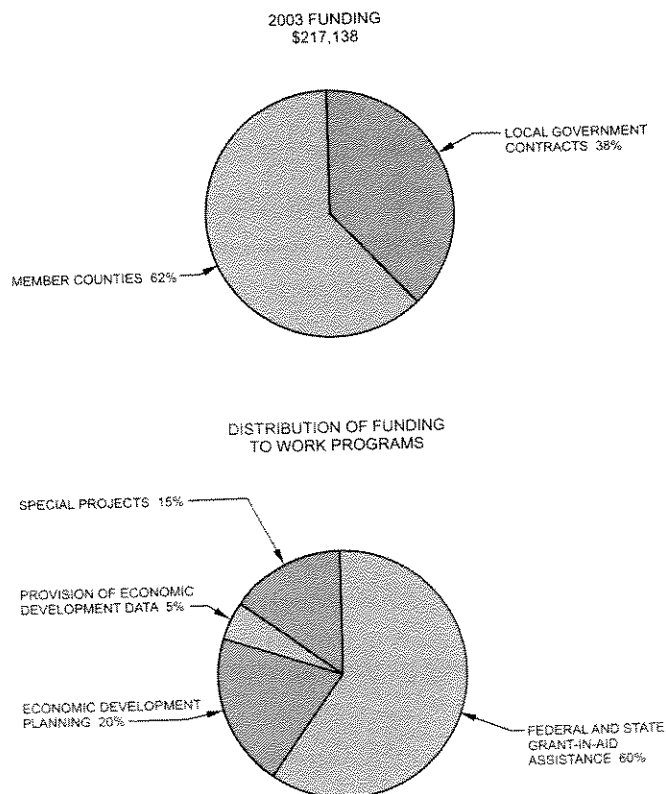
The Commission provides economic development program planning services that assist communities with a range of local economic development measures. These include identifying the types of economic development compatible with overall community development goals and objectives and promoting economic development 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, and 4) the decisions by local businesses and industries to relocate to, or expand in, areas outside the Region. During 2003, 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 an overall economic development program plan 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 2003 included the following: 1) maintaining a site on the World Wide Web 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

Figure 37

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION



by the Commission in cooperation with the Regional Economic Partnership, as noted below; 2) hiring and supervising a staff person to work with companies on gaining access to the Small Business Innovation Research Program (SBIR) and other technology-based Federal grant programs; 3) providing technical assistance to companies interested in obtaining tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone that are administered by the Partnership; 4) obtaining approval for two technology development zone applications that were prepared with the assistance of Commission staff—a \$250,000 application approved by the Metropolitan Milwaukee Technology Zone and a \$250,000 application approved by the Southeast Tri-County Technology Zone; 5) identifying initiatives for cluster-based economic development projects; 6) conducting periodic educational forums that provided economic development professionals, local officials, and businesses in the Region with information on important economic development issues; 7) providing financial support for the Wisconsin Procurement Institute; 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 2003, 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 2003:

- 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 socioeconomic 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 2003, 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 2003 are shown on Map 26.

- Served as a member of the Wisconsin Department of Workforce Development-sponsored Employment Statistics Guidance Team.
- Initiated preparation of an All-Hazards Mitigation Plan for Kenosha County. Work in 2003 consisted of the formation of an All-Hazards Mitigation Task Force and the collection of data for the study area inventory and analysis.

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

The Commission staff completed work on the following grant applications during 2003 for submission to the concerned funding agency for consideration in 2004:

- A Kenosha County application to the Federal Emergency Management Agency-Pre-Disaster Mitigation Competitive (PDM-C) grant program for continued financing of the existing program to acquire residential structures located in the 100-year recurrence interval floodplain of the Fox River.
- A Racine County Economic Development Corporation application to the U.S. Economic Development Administration for the funding of a technology development initiative being developed by the Center for Advanced Technology & Innovation, Inc. (CATI).

The Commission staff provided assistance to Racine County in preparing an application for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program to partially finance the construction of a new commercial harbor in the City of Racine.

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 2003, the Commission provided contract services to administer the following grant awards:

- A Waukesha County Community Development Block Grant (CDBG) award totaling \$55,114 obtained by the Village of Menomonee Falls with the assistance of Commission staff. This grant award was used to reimburse the Village for costs incurred in the acquisition and removal of residential dwellings that are located in the 100-year recurrence interval floodplain of Lilly Creek.
- A Wisconsin Community Development Block Grant-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 provide a low-interest loan 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-Economic Development grant award totaling \$406,000 obtained by Ozaukee County in 1998. This grant award was used to provide a low-interest loan to assist Kapco, Inc., 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-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 provide a

low-interest loan 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-Economic Development grant award totaling \$172,400 that was prepared with the assistance of Commission staff. This grant award is being used by the Kohler Company to train workers at its new manufacturing facility in the Village of Saukville.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$979,930 obtained by Kenosha County in 1999, 2001, and 2002 with the assistance of Commission staff. This grant award was used to finance the acquisition and removal of residential dwellings that were located in the 100-year recurrence interval floodplain of the Fox River.
- 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. 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 Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$371,978 grant award obtained by Kenosha County in 2002 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 Division of Emergency Management-Pre-Disaster Mitigation Program grant award totaling \$16,500 obtained by Kenosha County in 2002 with the assistance of the Commission staff. This grant award is being used to finance the preparation of an All-Hazards Mitigation Plan for the County.

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 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 2003 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-Economic Development revolving loan fund program and in completing the following activities: 1) provision of assistance in the closing and servicing of one new loan totaling \$100,000; and 2) provision of assistance in the preparation of two semiannual 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-Economic Development 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 23 loans totaling \$1,583,600 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of six new loans totaling \$828,800; 3) provision of assistance in revising the policies and procedures manual for the economic development master fund program; and 4) 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-Economic Development revolving loan fund program, and in completing the following activities: 1) pro-

vision of assistance in the servicing of one loan totaling \$152,500 that was provided with the assistance of the Commission; and 2) provision of assistance in the packaging of one new loan.

- 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-Economic Development revolving loan fund program and in the provision of assistance in the servicing of three loans totaling \$463,700 that were 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-Economic development revolving loan fund program and the Village's community enhancement fund program, and in providing assistance in the servicing of three loans totaling \$30,300 that were provided with the assistance of the Commission.
- Provision of assistance to the City of Cedarburg in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant-Economic Development revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of two loans totaling \$276,400 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-Economic Development revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of three loans totaling \$543,500 that were provided with the assistance of the Commission; and 2) provision of assistance in the preparation of two semiannual 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-Economic Development revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of one loan totaling \$100,000 that was provided with the assistance of the Commission; 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 Cudahy in providing information to businesses interested in obtaining financing from the City's economic development master fund program and in completing the following activities: 1) the provision of assistance in the servicing of five loans totaling \$69,200 that were provided with the assistance of the Commission; and 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$13,800.
- Provision of assistance to Washington County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant-Economic Development revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of five loans totaling \$479,035 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$125,000; and 3) provision of assistance in creating a policies and procedures manual for a new retail revolving loan fund program.
- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the County's Community Development Block Grant-Housing Rehabilitation revolving loan fund program, which included the following activities: 1) submission of 23 loan applications to the Kenosha County Housing Authority for review and approval; 2) conduct of closings for 13 revolving loan fund loans totaling \$127,528; 3) provision of information to 31 residents interested in borrowing funds from the revolving loan fund program; and 4) servicing of 191 outstanding revolving loan fund 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. 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 2003, the Division provided four basic types of services: educational, advisory, review, and local project planning.

EDUCATIONAL SERVICES

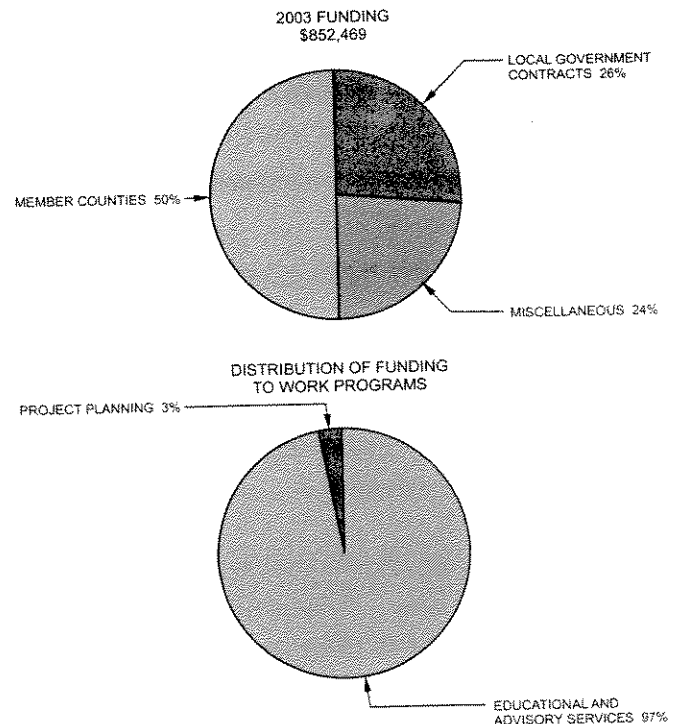
Educational services are provided by Commission staff to local units of government, citizen groups, and local colleges and universities on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should 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 2003 include the following:

- Hosted a “planners’ assembly” to present the Commission’s approach to regional comprehensive planning and provide information on data resources in support of local comprehensive planning available from the Commission to County and local planners in Southeastern Wisconsin.
- Gave presentations on the requirements of the State comprehensive planning law, data resources in support of local comprehensive planning available from the Commission, and the Commission’s work program for preparing the regional comprehensive plan to the Town of Brighton Plan Commission, the Town of Burlington land use planning committee, the Town of Merton Plan Commission, UW–Extension educators, and the Wisconsin Association of Municipal and County Assistant Managers.

- Gave a presentation on the Racine area intergovernmental agreement at the Upper Midwest Planning Conference of the American Planning Association.
- Gave a presentation to Walworth County businesses on State tax credits available through the Southeast Tri-County Technology Zone program.
- Gave a presentation to businesses in the Milwaukee County Research Park on State tax credits available through the Metropolitan Milwaukee Technology Zone program.
- Gave two presentations to a real estate records class at Waukesha County Technical College; the first on regional plans prepared by the Commission and the second on automated land information systems.

Figure 38

COMMUNITY ASSISTANCE PLANNING DIVISION



- Gave a presentation on groundwater resources in Southeastern Wisconsin and the prospective regional water supply planning program to the Great Lakes Committee of the National Association of Conservation Districts.
- Gave a presentation describing the Comprehensive Plan for the Des Plaines River Watershed to the Upper Des Plaines River Watershed Forum.
- Gave a presentation on the Commission's digital floodplain mapping program to the Milwaukee County Automated Mapping and Land Information System Steering Committee and the Milwaukee Metropolitan Sewerage District Technical Advisory Team.
- Gave a presentation on the preparation of a multi-community stormwater discharge permit at a conference sponsored by the Fox-Wolf Watershed Alliance.
- Participated in the multi-state Lake Michigan Watershed Academy, sponsored by the Northeastern Illinois Planning Commission in cooperation with the U.S. Environmental Protection Agency, to represent SEWRPC programs and coordinate an interagency team to prepare for a follow-up conference in Southeastern Wisconsin.
- Gave a presentation on commuter rail planning in Southeastern Wisconsin to the student chapter of the Institute of Transportation Engineers at Marquette University, focusing on technical and background information about commuter rail, past planning efforts, and current commuter rail planning activities.
- Gave presentations regarding the regional freeway reconstruction study to nine community organizations throughout the Region.
- Helped organize and moderated a workshop on a potential purchase of development rights program for farmland owners in the Town of Caledonia, conducted on behalf of the Town at the Wingspread Conference Center.
- Gave a presentation to UW-Extension Community Resource Development Educators at their annual symposium to explain research techniques and findings relative to the STH 36 corridor mail questionnaire survey conducted in western Racine County.
- Gave a presentation to the Town of Lafayette Plan Commission and Town Board on public preference assessment techniques and the prospective use of a return-by-mail survey as part of the Town land use planning effort.
- Conducted a training session on the use of lake management models at a Wisconsin Lakes Partnership workshop.
- Gave a presentation on the Wisconsin Lakes Partnership as a model for citizen involvement and action at the Third World Water Forum in Japan and at the International Association of Great Lakes Research in Chicago.
- Gave presentations on lake organization formation and development and recreational use planning at the annual Wisconsin Lakes Convention.
- Gave presentations on environmental planning to classes in "Environmental Dynamics" and the "Principles of Natural Resources Management" at the University of Wisconsin-Milwaukee.
- Participated in "Pontoon Classrooms" on Little Muskego Lake for students from Waukesha Catholic Memorial High School, Muskego High School, and New Berlin Eisenhower High School; and on Beulah Lake for students from East Troy High School.
- Gave a presentation on "Fisheries Passage" in cooperation with the UW-Extension Basin Education Program.
- Gave a presentation on "Fisheries Population Assessment, Habitat Use, and Management on Pewaukee Lake" to the Pewaukee Lake Improvement Association.
- Gave a presentation on land use and park planning to Girl Scouts at Camp Winding River near Hartford, and a presentation on soil and water conservation to Boy Scouts at Ottawa Lake State Park.

- Coordinated, co-sponsored, and moderated the annual conference of the Wisconsin Association for Floodplain, Stormwater, and Coastal Management. Commission staff also gave presentations on floodplain mapping and the Des Plaines River Watershed Study at the conference.
- Led a series of Pewaukee Middle School camp sessions to sample lake-bottom organisms and teach about the impact of land use and transportation systems on the aquatic environment.
- Provided coordinating assistance for the Southeast Area Land and Water Conservation Association, including facilitation of meetings and coordinating an awards program for area young people.
- Gave a presentation on groundwater resources and the need for water supply planning in Southeastern Wisconsin at a teacher training session as part of the Commission's involvement in the "Testing the Waters" program.
- Provided leadership and liaison assistance to UW-Extension Community Resource Development Educators in the Region, and presented updates related to current Commission studies and citizen survey efforts.
- Gave a presentation on wetland vegetation to Wisconsin Department of Natural Resources staff and a presentation on wetland plant communities at Horicon Marsh.
- Gave a presentation on ephemeral wetlands at a Wisconsin Wetlands Association meeting.
- Led a tour of bogs and fens in Southeastern Wisconsin as part of the annual meeting of the Natural Areas Association.
- Participated in meetings with Waukesha County and participating local governments to develop a work program and schedule for preparation of a multi-jurisdictional comprehensive plan for Waukesha County. County staff will be leading the planning effort, with data and other assistance to be provided by the Commission.
- Reviewed and provided extensive comments to Walworth County on proposed amendments to the County zoning and subdivision ordinances intended to accommodate conservation subdivisions in unincorporated portions of the County.
- Participated on the Advisory Committee and provided data and review comments for development of the City of West Bend 2020 comprehensive plan.
- Provided information and examples of zoning and subdivision ordinance requirements to several local governments, including the regulation of greenhouses, cell towers, and the length of cul-de-sac streets to the Town of Polk; regulation of second-hand stores in central business districts to the City of Cudahy; development setbacks from wetlands to the City of Franklin; and uses in conservancy districts to the City of New Berlin.
- Provided information on typical parking requirements for industrial and institutional uses to the City of Racine and Ozaukee County, respectively.
- Collected information on impact fees imposed by cities, villages, and towns within Walworth County in response to a request from the County.
- Provided information about transfer of development rights programs to the Town of Wayne.
- Provided information on the percentage of housing types (single-, two-, and multi-family units) within the metropolitan Milwaukee area to the Village of Waterford.
- Provided assistance in response to various inquiries about the National Flood Insurance Program and flood insurance rate maps for the Region.

ADVISORY SERVICES

Advisory services consist of the provision of 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 2003 included the following:

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.

Reviews in the first category performed during 2003 included reviews of the Town of Mt. Pleasant Master Plan update and the Village of Germantown and Town of Linn comprehensive plans; a review of the cooperative boundary plan prepared by the Town of Mt. Pleasant and Village of Sturtevant; and the review of 69 preliminary land subdivision plats in 29 local governments within the Region.

Commission activities regarding the review of Federal and State grant applications during 2003 are summarized in Table 21. Review comments were provided for 125 applications for Federal and State grants, loans, or mortgage insurance guarantees requesting in the aggregate about \$210 million in Federal and State financial assistance. Of the 125 requests, one was found to be in conformance with, and to serve to implement, the adopted regional plan elements. The remaining 124 were found to be not in conflict with the adopted regional plan elements.

The Commission staff also participated in the review of the Environmental Assessment for expansion of the West Bend Airport and participated in a Department of Natural Resources contested case hearing related to a proposed Wisconsin Energy gas pipeline.

PROJECT PLANNING SERVICES

Project planning services generally involve the conduct for local member units of government of detailed planning studies resulting in the preparation of local plans and plan implementation ordinances. During 2003, the Commission's local project planning efforts included the following:

Comprehensive, Master, and Land Use Plans

- Completed work, including report production, on a joint land use plan for the Village of Union Grove and the Town of Yorkville and on a land use plan for the Town of Bloomfield.
- Completed planning work on a master plan for the Village of Wales. The plan report will be published in 2004.
- Continued work on a master plan for the Village of Hartland, and initiated work on a master plan for the Town of Lafayette.
- Initiated work on a multi-jurisdictional comprehensive plan for Ozaukee County. The planning effort will result in a comprehensive plan for the County and for each of the participating local governments. A work program specifying the work to be conducted, the products, and the responsibilities of each partner was prepared during 2003. Commission staff assisted County staff in preparing a grant application for submittal to the Wisconsin Department of Administration. Commission staff will have primary responsibility for producing the plan report during the period 2004 to 2008.
- Coordinated with County staff in Walworth and Washington Counties to conduct workshops in each County on a proposed County-local partnership to produce County and local comprehensive plans to meet the requirements of the State's comprehensive planning law. Commission staff will have primary responsibility for producing the plan reports for both counties. Both counties plan to submit applications for State comprehensive planning grants in 2004.

Park and Open Space Plans

- Planning work was completed in 2002 on updated park and open space plans for the City of New Berlin and the Town of Mt. Pleasant. In 2003, the plans were approved by the respective governing bodies and the planning reports were published.

Table 21

STATE AND FEDERAL GRANT REVIEWS: 2003

Review Category	Number of Reviews	Aggregate Amount of Federal and State Grant, Loan, or Mortgage Insurance Requests
Air Quality	2	\$7,241,326
Community Action	51	22,959,758
Community Development	3	5,293,420
Community Facilities	5	4,981,480
Conservation.....	41	50,343,713
Housing.....	6	30,422,336
Land and Water Conservation.....	4	4,983,600
Law Enforcement	2	924,250
Solid Waste.....	6	7,903,847
Transportation.....	1	1,127,704
Water Facilities	4	73,820,365
Total	125	\$210,001,799

- Work was completed, and planning reports were published, for new park and open space plans for the City of Racine and the Village of Union Grove.
- Work was initiated on a new park and open space plan for the Town of Salem and an update to the City of West Bend park and open space plan.

Zoning Ordinances and Maps

- Work was completed on a digital zoning map for the Town of Kewaskum.
- Work continued on updated zoning ordinances and maps for the Village of Kewaskum and the Town of Belgium, and digital zoning maps for Walworth County and the Town of Jackson. Work also continued on an update to the shoreland zoning ordinance and maps for Ozaukee County.
- Work was initiated on a digital zoning map for the Town of Polk.

Other Project Planning Efforts

- Work continued on a design plan for the north segment of State Trunk Highway (STH) 36 in Racine County. The design plan will be 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 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 will consist of a set of recommended urban and rural design guidelines. Work during 2003 included completion of the planned land use map and preparation of draft design guidelines for review by the Advisory Committee.
- Completion of a draft Hartland-Merton Cluster Development Plan, in response to a request from the Villages of Hartland and Merton and the Town of Merton. The draft plan proposes detailed street and lot layouts with inter-connecting open space preservation areas and

trails. The plan is intended to help the three local governments involved develop an agreement regarding future corporate boundaries within the area.

- Continuation of work on a land use plan implementation strategy for the rural area of the Town of Caledonia. The plan implementation strategy was approved by the Advisory

Committee in November 2003. The implementation strategy recommends development densities and lands to be maintained in permanent open space in the rural portion of the Town, and recommends specific changes to Town and County ordinances to implement plan recommendations. The plan will be considered for approval by the Town Planning Commission and Town Board in early 2004.

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 2003, 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 2003, 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.

Four of the seven counties of the Region have completed monumentation, control survey, and large-scale topographic mapping programs: Racine County in 1976, Kenosha County in 1988, Milwaukee County in 1996, and Ozaukee County in 2002. Such programs are under way in the remaining three counties. These county surveying and mapping programs represent model programs.

As shown on Map 27 and in Table 22, a total of 11,005 U.S. Public Land Survey corners in the Region as of the end of 2003 had been relocated, monumented, and coordinated, representing about 94 percent of all such corners in the Region. Map 28 shows those areas of the Region for which, as of the end of 2003, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 22, the area thus completed totals about 2,113 square miles, or about 79 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 39 and 40 and on Map 30.

Map 27

RELOCATION, MONUMENTATION,
AND COORDINATION OF U.S. PUBLIC
LAND SURVEY CORNERS: 2003

- U.S. PUBLIC LAND SURVEY CORNERS WHICH HAVE BEEN RELOCATED, MONUMENTED, AND COORDINATED
- U.S. PUBLIC LAND SURVEY CORNERS WHICH ARE BEING RELOCATED, MONUMENTED, AND/OR COORDINATED

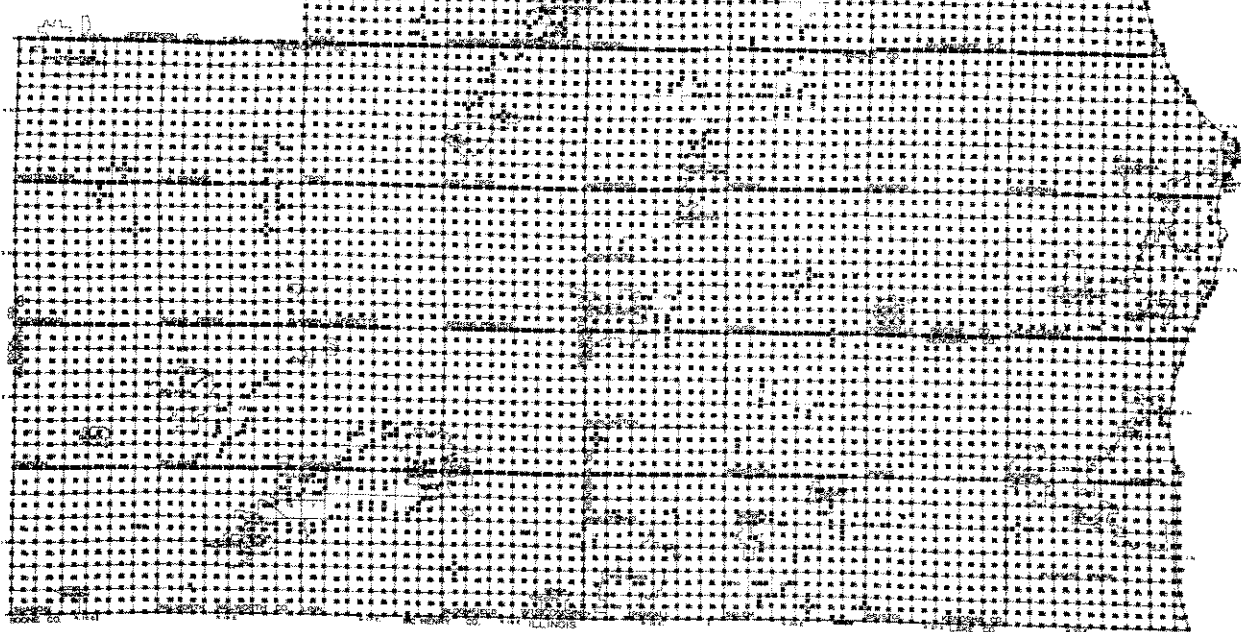
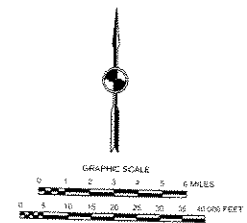


Table 22

RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2003

County	Estimated Total Corners ^b	Number of U.S. Public Land Survey Corners Which Have Been Relocated, Monumented, and Coordinated ^a							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local ^c	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	--	1,308	--	121	11	1,755	70.12
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	6,799	162	1,810	88	11,005 ^d	93.64

^aAn additional 748 U.S. Public Land Survey corners are being incorporated into the control survey system.

^bThe 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.

^cIncludes 21 cities, 21 villages, and four towns.

^dBecause of the need to set witness corners, these 11,005 U.S. Public Land Survey corners, including the centers of the sections, are marked by 11,214 monuments.

County	Total Area (square miles)	Area (square miles) of Large-Scale Topographic Mapping Completed ^a						
		SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local ^b	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	--	279.00	--	27.50	--	306.50	53.03
Washington	436	22.75	60.75	--	89.25	9.00	181.75	41.69
Waukesha	581	78.75	307.00	--	145.25	--	531.00	91.39
Region	2,689	190.00	1,491.75	49.50	370.50	11.50	2,113.25	78.59

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, 248.50 square miles have been updated by other agencies.

^aLarge-scale topographic mapping is being extended into an additional 271.50 square miles of area.







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

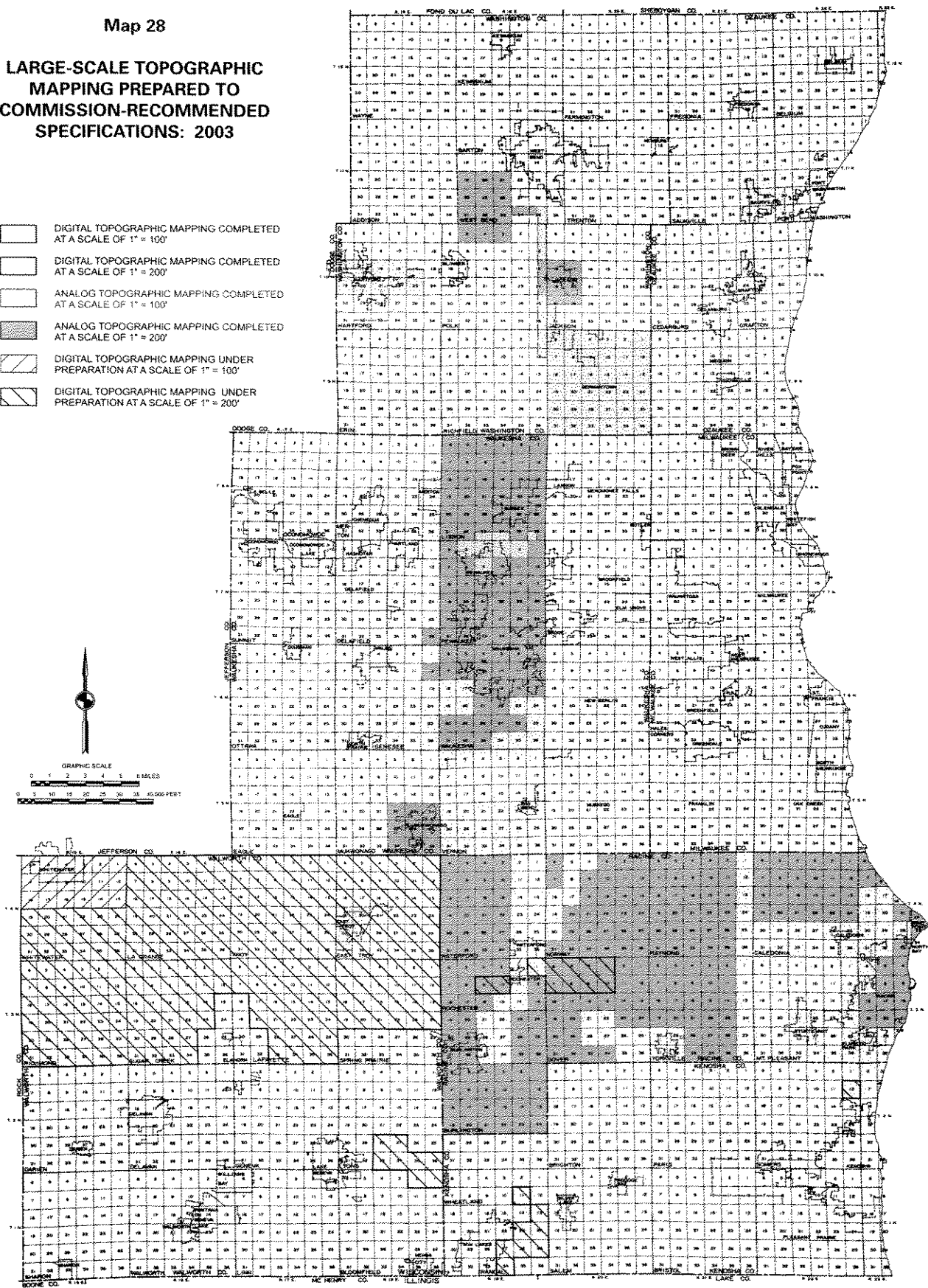
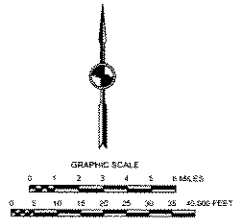
Map 29 shows those areas of the Region for which, as of the end of 2003, large-scale cadastral (parcel) maps had been or were being prepared to Commission-recommended standards, either by Commission staff or by private contractors working

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 28





LARGE-SCALE TOPOGRAPHIC
MAPPING PREPARED TO
COMMISSION-RECOMMENDED
SPECIFICATIONS: 2003

-  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'
-  DIGITAL TOPOGRAPHIC MAPPING UNDER PREPARATION AT A SCALE OF 1" = 100'
-  DIGITAL TOPOGRAPHIC MAPPING UNDER PREPARATION AT A SCALE OF 1" = 200'



Map 29

LARGE-SCALE CADASTRAL MAPPING
 PREPARED TO COMMISSION-RECOMMENDED
 SPECIFICATIONS UNDER PROGRAMS
 ADMINISTERED BY THE COMMISSION: 2003

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

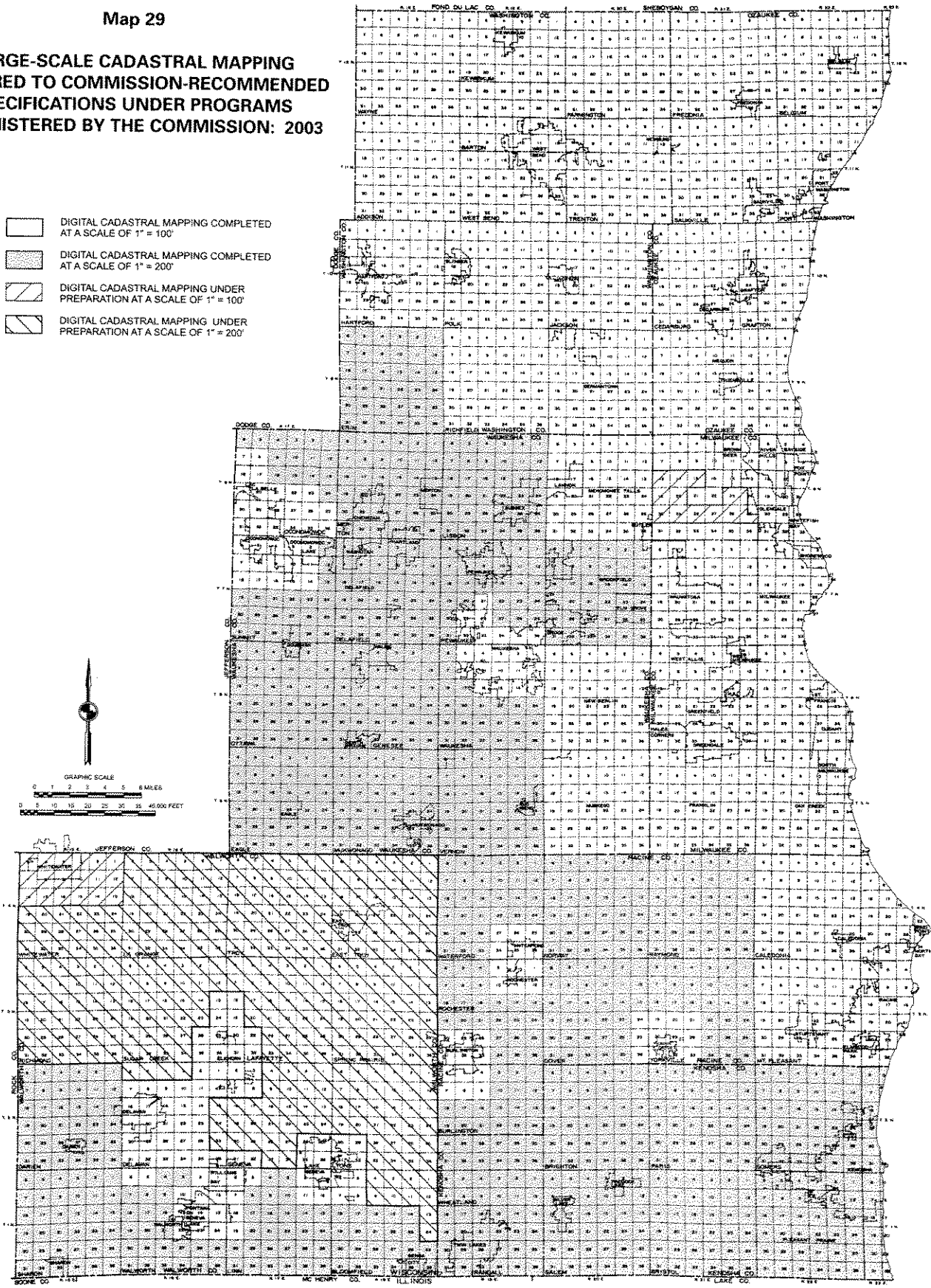
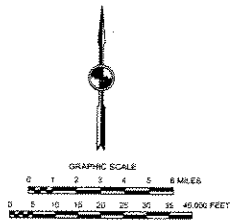


Figure 39

RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION

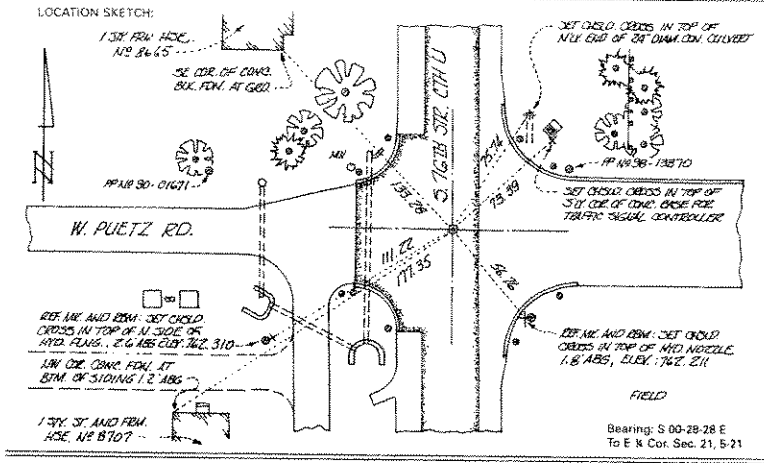
U. S. PUBLIC LAND SURVEY CORNER 18 15 T 5 N, R 21 E MILWAUKEE COUNTY, WISCONSIN
21 22

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 329,885.22
EAST 2,833,957.57
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: HORIZONTAL: THIRD ORDER, CLASS I THETA ANGLE: -01-22-03
VERTICAL: SECOND ORDER, CLASS II



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-988, 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. Crouse, Surveyor; replacing in turn a wood post set to mark this corner in June 1836 by Elisha Dwell, 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)

DATE OF SURVEY: 7 May 1992
REVISED: 30 September 1999

Kurt B. Bauer
REGISTERED LAND SURVEYOR

Bearing: S 00-28-28 E
To E & Cor. Sec. 21, 5-21

WISCONSIN
K. W. BAUER
MILWAUKEE, WIS.
LAND SURVEYOR

FORM PREPARED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

In 2003, under the requirements of this legislation, the Division received, indexed, and filed 1,392 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 36,930.

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 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.

COUNTY SURVEYING ACTIVITIES

In 1984, State legislation was enacted which in part requires that in a county having a population of 500,000 or more (Milwaukee County), where there is no county surveyor, a copy of each land survey plat prepared by a land surveyor be filed in the office of the regional planning commission, the executive director of which is to act in the capacity of county surveyor for the county. Under this act, the Commission is also made responsible for perpetuating corners of the U.S. Public Land Survey which maybe subject to destruction, removal, or burial through construction or other activities and for maintaining a record of the surveys required for such perpetuation. This act became effective on May 28, 1984.

REGIONAL LAND INFORMATION INTERNET SITE

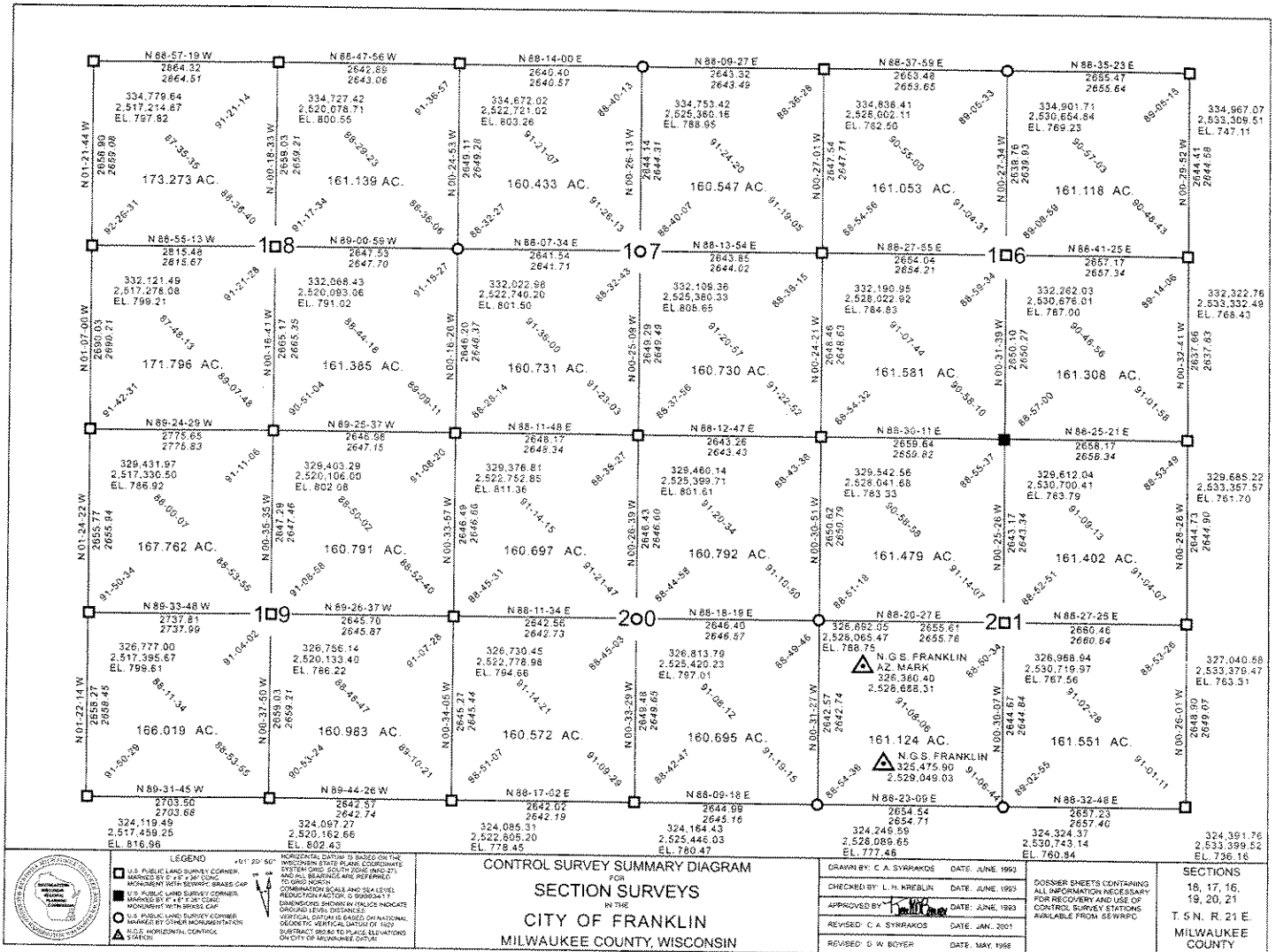
In 2003, the Commission completed the development of an internet site which provides access to land survey and control survey documents, aerial orthophotography, and planning related mapping for the Southeastern Wisconsin Region. The land survey and control survey documents—see samples shown in Figures 38 and 39—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

Figure 40

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



provided reproduction services for local units of government and private interests. During 2003, a total of 3,398 prints of aerial photographs of portions of the Region were reproduced, along with 15 soil map prints and 10 prints of maps in the Commission base map series.

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2003, the Cartographic and Graphic Arts Division was

responsible for the production of the following Commission publications:

WORK PROGRAMS, STUDY DESIGNS, AND PROSPECTUSES

- *Prospectus for a Regional Telecommunications Planning Program*, 66 pages

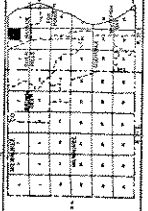
ANNUAL REPORTS

- *2002 Annual Report*, July 2003, 200 pages

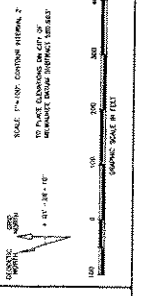
TYPICAL TOPOGRAPHIC MAP



PREPARED FOR
 MILWAUKEE COUNTY, WISCONSIN
 AECO-METRIC ENGINEERING, INC.
 SHEBOYGAN, WISCONSIN
 UNDER CONTRACT TO
 SOUTHEASTERN WISCONSIN REGIONAL
 PLANNING COMMISSION
 C.R. BAIRD, P.E., REGISTERED ENGINEER



TOPOGRAPHIC MAP OF
 NET 1/4 SECTION 5
 TOWNSHIP 8 NORTH, RANGE 22 EAST
 MILWAUKEE COUNTY, WISCONSIN

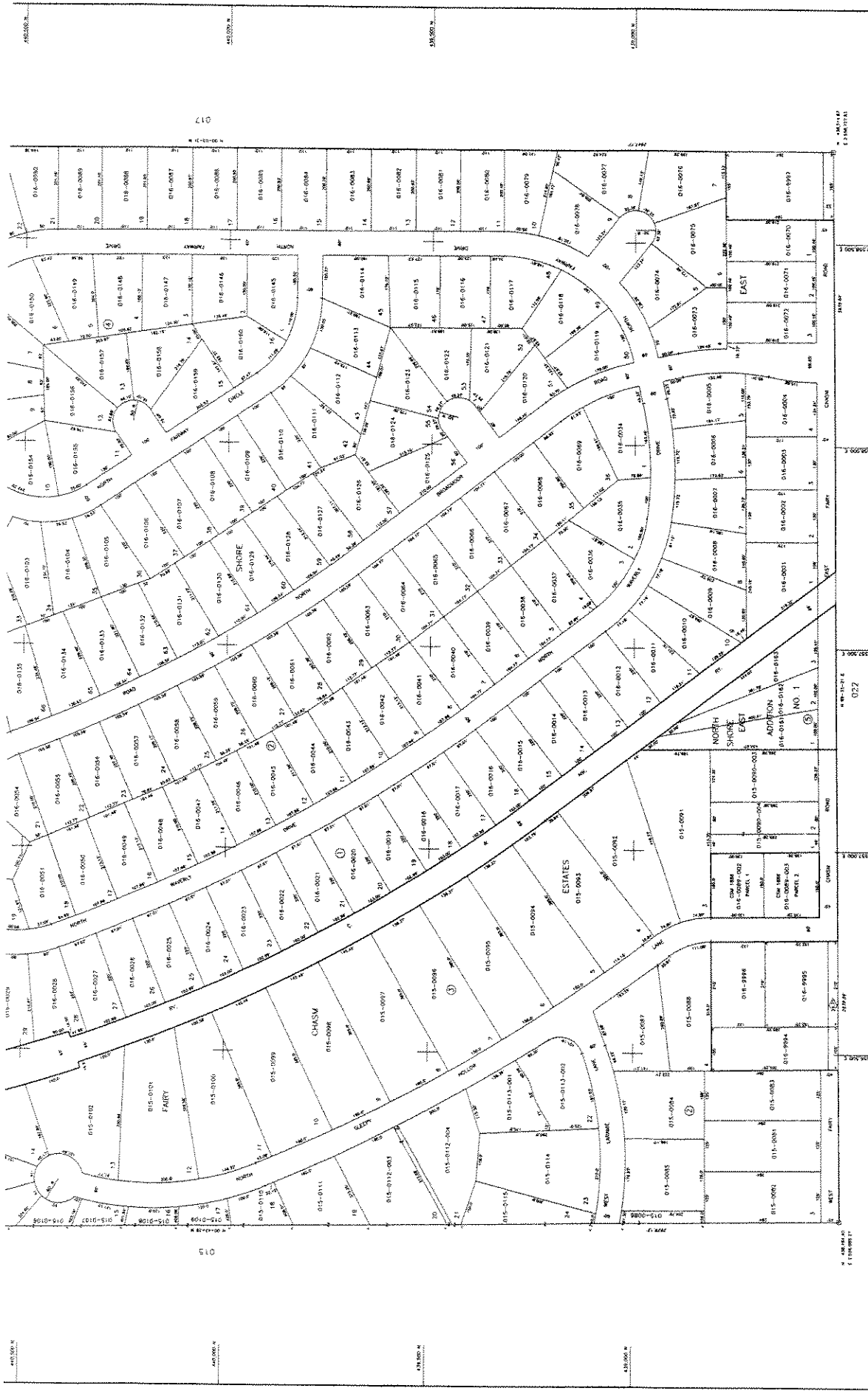


CONVERSION SCALE AND DATA:
 1 INCH = 20 FEET
 1 FOOT = 12 INCHES
 1 METER = 3.28 FEET
 1 KILOMETER = 0.62 MILES
 1 MILE = 5,280 FEET
 1 MILE = 1,609 METERS
 1 KILOMETER = 0.62 MILES
 1 MILE = 1,609 METERS

LEGEND
 ▴ HIGHEST POINT SHOWN
 ▽ LOWEST POINT SHOWN
 ○ WATER BODIES
 □ BUILDINGS
 X CROSSING OF THE BARRIER

Map 31

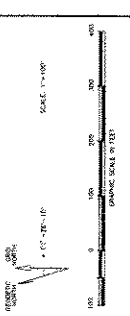
TYPICAL CADASTRAL MAP



PREPARED FOR
MILWAUKEE COUNTY, WISCONSIN
SOUTHWESTERN METROPOLITAN REGIONAL
PLANNING COMMISSION
R. S. ANDER, P.E., REGIONAL DIRECTOR



CADASTRAL MAP OF
NE 1/4 SECTION 5
TOWNSHIP 8 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN



LEGEND
 1) UNIMPROVED LOT
 2) IMPROVED LOT
 3) LOT WITH BUILDING
 4) LOT WITH SHED
 5) LOT WITH GARAGE
 6) LOT WITH POOL
 7) LOT WITH DRIVEWAY
 8) LOT WITH UTILITY LINES
 9) LOT WITH FENCE
 10) LOT WITH CURB
 11) LOT WITH SIDEWALK
 12) LOT WITH DRIVEWAY
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 96) LOT WITH DRIVEWAY
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PLANNING REPORTS

- No. 44, *A Comprehensive Plan for the Des Plaines River Watershed*, June 2003
Volume One, 390 pages
Volume Two, 305 pages
Volume Three, 459 pages
- No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*, May 2003, 360 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 53, 2nd Edition, *A Lake Management Plan for Okauke Lake, Waukesha County, Wisconsin*, December 2003, 252 pages
- No. 58, 2nd Edition, *A Lake Management Plan for Pewaukee Lake, Waukesha County, Wisconsin*, May 2003, 242 pages
- No. 66, 3rd Edition, *A Park and Open Space Plan for the City of New Berlin, Waukesha County, Wisconsin*, May 2003, 75 pages
- No. 147, 2nd Edition, *Sanitary Sewer Service Area for the City of Racine and Environs, Racine and Kenosha Counties, Wisconsin*, June 2003, 68 pages
- No. 199, 2nd Edition, *A Park and Open Space Plan for the Town of Mt. Pleasant, Racine County, Wisconsin*, April 2003, 81 pages
- No. 246, *Waukesha Area Transit System Development Plan: 2000-2004*, October 2003, 197 pages
- No. 268, *A Land Use Plan for the Town of Bloomfield: 2020, Walworth County, Wisconsin*, August 2003, 107 pages
- No. 270, *A Park and Open Space Plan for the City of Racine: 2020, Racine County, Wisconsin*, July 2003, 85 pages
- No. 271, *A Park and Open Space Plan for the Village of Union Grove, Racine County, Wisconsin*, July 2003, 74 pages

- No. 276, *Kenosha-Racine-Milwaukee Corridor Transit Study: Summary Report and Recommended Plan*, August 2003, 109 pages
- No. 277, *A Land Use Plan for the Village of Union Grove and the Town of Yorkville: 2020, Racine County, Wisconsin*, December 2003, 115 pages

MEMORANDUM REPORTS

- No. 144, *An Aquatic Plant and Recreational Use Management Plan for Booth Lake, Walworth County, Wisconsin*, September 2003, 92 pages
- No. 148, *A Lake Protection Plan for Middle Genesee Lake, Waukesha County, Wisconsin*, August 2003, 136 pages
- No. 154, *Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation Plan System 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, 230 pages
- No. 157, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*, April 2003, 78 pages

NEWSLETTERS

- Vol. 41, No. 1, 32 pages
- Vol. 41, No. 2, 20 pages
- Vol. 41, No. 3, 24 pages
- Vol. 41, No. 4, 16 pages

OTHER

- *Amendment to the Regional Water Quality Management Plan, Village of Jackson*, June 2003, 50 pages
- *Record of Public Comments, Regional Freeway System Reconstruction Study for Southeastern Wisconsin, Vol. 3, September 1, 2002 – March 12, 2003*, March 2003, 109 pages

- *Record of Public Comments, Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*, April 2003, 79 pages
- *Record of Public Comments, A Comprehensive Plan for the Des Plaines River Watershed*, April 2003, 26 pages
- *Record of Public Comments, Kenosha-Racine-Milwaukee Corridor Transit Study*, June 2003, 243 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Mukwonago*, September 2003, 5 pages
- *Amendment to the Regional Water Quality Management Plan, Town of Salem*, September 2003, 9 pages
- *Amendment to the Regional Water Quality Management Plan, Pell Lake Sanitary District No. 1*, September 2003, 3 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Slinger*, September 2003, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of Waukesha, Exhibit A*, September 2003, 1 page
- *Amendment to the Regional Water Quality Management Plan, City of Whitewater*, September 2003, 8 pages
- *Amendment to the Regional Water Quality Management Plan, Waterford/Rochester Area*, December 2003, 33 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Germantown*, December 2003, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Allenton Sanitary District*, December 2003, 3 pages
- *Amendment to the Regional Water Quality Management Plan, City of Port Washington*, December 2003, 9 pages



GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support services not only to the Commission's planning divisions, but also to county and local governments in the development of automated land information systems. Since the mid-1970s, the Division has had a computer mapping capability that has provided the foundation for a still-evolving regional geographic information system (GIS). A geographic information system is defined as a computer-based system of capturing, storing, retrieving, analyzing, and reproducing geographically based data such as land use, soils, wildlife habitat, and floodplain boundaries and associated attribute information. The system thus identifies and maps characteristics of areas without regard to real-property ownership. In the Commission's GIS, the basis for the control of these data sets is the U.S. Public Land Survey System tied to the State Plane Coordinate System by accurate horizontal control surveys.

A land information system (LIS) is conceptually different from a GIS only in that an important new component is added—real-property boundary lines with definitions of ownership parcels. The data in an LIS are therefore all parcel-related. Since such cultural information is also directly related to the U.S. Public Land Survey System, it is possible to integrate fully the Commission's regional GIS database with the additional information being developed under the county land information systems within the Region. As counties complete these land information systems, it may be expected that the regional GIS in Southeastern Wisconsin will, in effect, be merged with the seven county land information systems into a single computer-based system. Such a system would contain a wide range of planning data pertaining both to the physical characteristics of the land and environment and the cultural characteristics of how the land is owned and managed.

The following sections present a technical description of the Commission computer mapping capabilities, a discussion of the status of the regional GIS, and a review of the status of the seven county land information systems under development within Southeastern Wisconsin.

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 sets of map 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, ArcView, and GenaMap GIS software and AutoCAD and MicroStation CAD software. The ArcInfo and GenaMap software supports a wide variety of data collection, map analysis, and map production tasks. To supplement this GIS functionality, the ArcView, 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 the mid-1970s, the Commission has had under development 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 for the 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
- Land Use: 1963, 1970, 1975, 1980, 1985, 1990, 1995, 2000
- Soil Mapping Units
- Historical Urban Growth: 1995, 2000
- Vegetation: 1985, 1995
- Wildlife Habitat: 1985, 1995
- 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 Plan: 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
- Soil Attenuation
- Contamination Potential

Many of these data sets are in development and have not been fully converted to digital format. The

Commission continues to work annually toward building and enhancing the computerized regional planning database. 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.

In 2003, the Commission continued the development of a regional geographic information system with the creation of a land information web site. The Southeastern Wisconsin Regional Land Information web site (<http://www.sewrpc.org/regionallandinfo/>) is a cooperative effort between the Commission and the Land Information Officers and staffs of the seven counties. The web site provides access to land and control survey documents, aerial orthophotography, and regional planning maps. Users can search for two types of survey documents—control station (dossier) sheets for all U.S. Public Land Survey System corners in the Region, and Control Survey Summary Diagrams showing survey information for six-square-mile areas—which can be viewed and printed. The orthophotography portion of the site allows users to view current aerial photo images of the Region, and provides an order form to use in purchasing orthophoto files delivered on CD-ROM disk. Another portion of the web site, the Regional Map Server, is a mapping application providing access to planning and resource maps of the Region, including detailed and generalized land use maps, soils maps, and parcel mapping contributed by a number of counties.

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 for development 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-foot or one-inch-equals-200-foot scales, with two-foot contour intervals.
4. The completion of cadastral overlay maps in digital and hardcopy form at similar one-inch-equals-100-foot or one-inch-equals-200-foot 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 by the initiation in 1990 of the Wisconsin Land Information Program. This program, overseen by the Wisconsin Land Infor-

mation 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. Recently, all counties in the Region have revised their initial plans 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 following summarizes the major activities carried out during 2003 with the assistance of the Commission in the implementation of the initial and updated county plans.

Kenosha County

The first Kenosha County land records modernization plan is documented in SEWRPC Community Assistance Planning Report No. 185, *A Plan for the Creation of an Automated Mapping and Parcel-Based Land Information System for Kenosha County*, August 1990. The plan formalized a work effort that had begun in the mid-1980s following a land information system demonstration project undertaken jointly by the Commission and Kenosha County using the Town of Randall as a demonstration area. Based on that pilot project, the initial Kenosha County plan followed the aforementioned model for land information systems development and envisioned the completion of land and control surveys, the completion of large-scale digital topographic mapping and large-scale digital cadastral overlays, and the completion of a series of parcel-related map files of planning data. The land and control surveys and the topographic mapping in hardcopy form were completed prior to the preparation of the initial County plan. Kenosha County subsequently updated its land records modernization plan in 1999 for submittal to the Wisconsin Land Information Board.

In 2003, the Commission continued to assist in the implementation of the Kenosha County plan and the completion of the initially defined County land information system. Work was completed on the final phase of a multi-year mapping project covering the City

of Kenosha and surrounding areas. This portion of the project resulted in the preparation of one-inch-equals-100-foot scale, one-foot contour interval, digital topographic mapping and accompanying digital terrain model files for an area of approximately 32 square miles in the eastern part of the City. Floodplain mapping for an area of seven square miles in western Kenosha County was finished in 2003. In addition, work was substantially completed on a project that will acquire large-scale digital topographic mapping and digital terrain models for an area of 12 square miles in the County.

The initial land information system was completed for the entirety of Kenosha County in 1995. The system includes automated base mapping, cadastral overlays, and planning and zoning overlays for an area of approximately 278 square miles, containing nearly 60,000 ownership parcels. During 1996, Kenosha County undertook the maintenance and updating of the digital cadastral and zoning map files and related hardcopy maps contained in the County land information system. This ongoing effort will involve updating files as necessary and maintenance in a current condition of the digital data for all land information system applications.

Milwaukee County

The first Milwaukee County land records modernization plan is documented in SEWRPC Community Assistance Planning Report No. 177, *Feasibility Study for a Milwaukee County Automated Mapping and Land Information System*, October 1989. The plan proposed the creation of an automated digital mapping base for the entire County based upon Commission-recommended control survey and mapping specifications. The mapping was intended to build upon historical base mapping efforts carried out by Milwaukee County, the Milwaukee Metropolitan Sewerage District, a number of the cities and villages in the County, and the Commission. The Milwaukee County plan also proposed the creation of a public-private partnership to jointly develop, own, and manage the automated base map. In 1999, the original 1989 Milwaukee County land records modernization plan was updated and was accepted by the Wisconsin Land Information Board the following year.

A number of major steps have been taken to implement the Milwaukee County land information system plan. These steps include the execution in 1990 of a cooperative agreement between Milwaukee County,

Wisconsin Bell (now known as SBC), the Wisconsin Electric Power Company, and the Wisconsin Gas Company to jointly develop and maintain the recommended land information system. During 1993, an addendum to the cooperative agreement was executed that added the Milwaukee Metropolitan Sewerage District as a full partner in the development and management of the land information system. The development of that system, known by the acronym MCAMLIS, is being overseen by a Steering Committee, which in turn has contracted with the Commission to provide for the day-to-day technical management of the program.

The initial MCAMLIS work program, as refined in an implementation study completed in 1991, envisions the completion of land surveys and remonumentation of all U.S. Public Land Survey corners and quarter-section corners, including the centers of sections and meander corners in the County, as well as the completion of high-order horizontal and vertical control surveys of these corners. The work program also envisions the completion of large-scale digital and hardcopy topographic and cadastral overlay mapping. In addition, the work program calls for the creation of a data set containing address information for structures and parcels identified in the mapping program. Prior to 1992, all recommended land and control survey work had been completed and steps had been undertaken to prepare the digital topographic base mapping and cadastral overlays.

During 2003, a number of major steps were taken toward completion of the MCAMLIS-recommended work program. Work was completed on a project that prepared new large-scale digital and hardcopy topographic mapping and digital terrain model files for an eight-square-mile area along Lincoln Creek and Southbranch Creek in the County. The Commission, on behalf of the MCAMLIS Steering Committee, completed an Internet pilot project designed to explore the integration of various types of map data covering Milwaukee County. Three phases of a multi-year cadastral mapping project carried out jointly between the Commission and the City of Milwaukee were completed in 2003. These three projects involved the transformation of existing City digital cadastral map files to conform to current control survey information. As of the end of 2003, approximately 53 square miles of this transformed cadastral mapping had been completed. In addition, the final three phases of the multi-year cadastral mapping transformation project with the City of Milwaukee were placed under contract

and initiated in 2003. These projects will complete the remaining 12 square miles of mapping to be transformed within the City.

Also during 2003, the Commission continued in its role of providing assistance and administration to the MCAMLIS program, preparing progress and financial reports and administering grant awards and related contracts for Wisconsin Land Information Board grant award projects. The Commission staff also provided a liaison between the MCAMLIS Steering Committee and the Milwaukee County Department of Administration concerning budgeting, fiscal administration, and program audit issues.

Ozaukee County

The first Ozaukee County land records modernization plan was completed in 1992. The plan is documented in SEWRPC Community Assistance Planning Report No. 142, *A Land Information System Plan for Ozaukee County*, April 1992. The plan builds upon prior limited topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan envisions the completion of land and control surveys for the County, the completion of topographic base mapping at a scale of one-inch-equals-200-feet, and the completion of complementary cadastral overlay mapping at a scale of one-inch-equals-200-feet. Ozaukee County subsequently updated its land information system plan for submittal to the Wisconsin Land Information Board.

The Commission worked with Ozaukee County and the City of Mequon in developing an initial project to facilitate the implementation of the initial County land information system plan. The project involved the conduct of land and control surveys and digital topographic base mapping for an area of approximately 46 square miles, encompassing most of the City of Mequon, all of the Village of Thiensville, and that portion of the Village of Bayside lying within the County. This project was completed in 1994.

Following completion of the Mequon project, the Ozaukee County Land Information Office assumed full responsibility for carrying out additional projects to complete implementation of the initial County land information system plan.

Racine County

The first Racine County land records modernization plan is documented in SEWRPC Community Assistance Planning Report No. 194, *A Land Information System Plan for Racine County*, August 1991. The plan built upon control survey and conventional base mapping work completed by Racine County based upon Commission-recommended mapping specifications. Indeed, Racine County was the first county within the Region to complete the Commission-recommended control survey and topographic mapping program, in 1976. The Racine County plan recommended the completion of land and control surveys, which were actually completed prior to the preparation of the plan. In addition, the plan recommended that conventional large-scale topographic maps that were completed for the entirety of the County be converted to digital format, and that digital cadastral overlay mapping be prepared to complement the topographic mapping. The plan calls for the completion of an initial series of planning-related digital files, including parcel ownership, land use, soils, and zoning data. Finally, the plan recommended the establishment of a computerized image indexing, storage, retrieval, transmittal, and copying system in the County Register of Deeds office.

The Racine County land information system plan was updated in 1999 to reiterate the plan objectives of control surveys accompanied by large-scale base mapping, and emphasized the development of a variety of planning-related data to be accessed by users of the County land information system. The Commission staff assisted Racine County in the preparation of the updated plan for submittal to the Wisconsin Land Information Board.

In 2003, the Commission assisted Racine County in a number of activities toward complete implementation of the initial and revised Racine County land information system plans. Work was finished on two topographic mapping projects that added 20 square miles of large-scale base mapping to the area of completed mapping in the County. The projects acquired digital and hardcopy topographic mapping, digital terrain model files, and floodplain mapping. A similar project that will involve the acquisition of large-scale topographic maps and digital terrain model files for a 10-square-mile area in eastern Racine County was initiated.

During 2003, the Commission worked on two projects made possible by grant awards from the Wisconsin Land Information Board. The first project resulted in the collection of contour and elevation features in digital format from hardcopy topographic maps for an area of approximately 17 square miles. The second grant award project, initiated in 2003, will acquire similar digital mapping for a 45-square-mile area. A related project, initiated in 2003 without grant award funding, will obtain digital elevation mapping for an area of approximately 54 square miles. The Commission also completed an address system project for Racine County during this period. This project prepared digital reference files of road center line segments and address ranges.

Also during 2003, Commission staff continued to provide technical assistance to Racine County by attending the County's regularly scheduled CORAGIS Advisory Committee meetings.

Walworth County

The first Walworth County land records modernization plan is documented in SEWRPC Community Assistance Planning Report No. 139, *A Land Information System Plan for Walworth County*, September 1991. The plan builds upon prior limited topographic base mapping efforts completed by local units of government within the County to Commission-recommended specifications. Specifically, the plan envisions the completion of land and control surveys for all U.S. Public Land Survey corners in the County, and the completion of digital and hardcopy topographic base mapping and complementary cadastral overlay mapping. The plan also calls for the creation of an automated tract index for land records modernization purposes.

The Walworth County land records modernization plan was updated in 1999 with the assistance of the Commission staff for submittal to the Wisconsin Land Information Board. The updated plan focuses on the completion of land and control surveys with attendant large-scale topographic and cadastral base mapping, and outlines the development of planning-related information to be added to the County land information system.

In 2003, the Commission and the County 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 topographic mapping, and completed with the creation of cadastral mapping for the project area. Following this procedure, topographic mapping and digital terrain model files were completed for two project areas in 2003 resulting in the acquisition of digital and hardcopy topographic maps covering an area of approximately 150 square miles. Work continued on the topographic mapping portion of another project that will prepare mapping for an additional 76 square mile area in the County.

In 2003, the Commission initiated a mapping project with Walworth County that will complete the integrated mapping for the remainder of the County. This project, covering the northern portion of the County and the City of Whitewater area, will complete the survey work, topographic mapping, and cadastral mapping for the final 196 square miles not yet mapped in Walworth County. During 2003, work began on the land and control survey work in this area. Finally, the Commission continued work on a special mapping project that involves the preparation of digital and hardcopy zoning maps for those areas of Walworth County that are under countywide zoning.

Washington County

The first Washington County land records modernization plan was completed in 1992, and is documented in SEWRPC Community Assistance Planning Report No. 184, *A Land Information System Plan for Washington County*, March 1992. Building upon prior topographic base mapping efforts completed to Commission-recommended specifications, the plan calls for the completion of land and control surveys for all U.S. Public Land Survey corners in the County. In addition, the plan envisions the completion of topographic maps in digital and hardcopy formats at a scale of one-inch-equals-200-feet, as well as the completion of digital and hardcopy cadastral mapping at a similar scale. Washington County has since updated its land records modernization plan for submittal to the Wisconsin Land Information Board.

In 2003, the Commission initiated several projects with Washington County that will contribute to implementation of the County's land records modernization plan. The Commission began a mapping project that will acquire new large-scale digital and hardcopy topographic mapping and digital terrain model files for an area of approximately 18 square miles in the

Towns of Polk and Richfield. A related project will conduct structure surveys and prepare detailed floodplain hydrologic and hydraulic analysis and floodplain mapping for an area of approximately 30 square miles along the Oconomowoc River. In addition, the Commission initiated a vertical control survey project that will obtain elevations for a total of 863 U.S. Public Land Survey System corners and their attendant reference benchmarks in the County.

Waukesha County

The first Waukesha County land records modernization plan is documented in SEWRPC Community Assistance Planning Report No. 193, *A Land Information System Plan for Waukesha County*, April 1991. The plan built upon prior topographic and cadastral base mapping efforts completed to Commission-recommended specifications by the local units of government concerned and the Commission. More specifically, the plan envisions the completion of

land and control surveys to locate and remonument all U.S. Public Land Survey corners and quarter-section corners, including the center of sections and meander corners in the County. The plan also recommends the completion of large-scale digital and hardcopy topographic mapping, and the conversion to digital format of approximately 60 percent of the County for which topographic mapping had been previously completed. Finally, the plan recommends the completion of large-scale digital cadastral overlay mapping, and further recommends that the existing hardcopy cadastral maps that had been completed by local municipalities be converted to digital form over time. Waukesha County has since updated its land records modernization plan for submittal to the Wisconsin Land Information Board.

During 2003, 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 2003 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 2003, 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 2003, the Division distributed a total of 9,087 copies of Commission publications. These included the following: 30 prospectuses, 527 planning reports, 182 amendments to planning reports, 45 technical

reports, 802 community assistance planning reports, 166 memorandum reports, nine technical records, 563 annual reports, 6,578 newsletters, 26 transportation improvement programs, one study design, 103 planning guides, 52 records of public comments, and three lake use reports. In addition, the Division distributed 3,398 aerial photographs, 15 soils maps, 115 topographic maps, 2,516 control survey station dossiers and control survey summary diagrams, and nine maps from the Commission's base map series.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
 COMMISSIONERS AND COMMITTEES: DECEMBER 2003

COMMISSIONERS

COMMITTEES

	Term Expires
KENOSHA COUNTY	
*** Leon T. Dreger	2006
* Thomas J. Gorlinski	2004
** Sheila M. Siegler	2004
MILWAUKEE COUNTY	
** Daniel J. Diliberti	2004
*** William R. Drew, Vice-Chairman	2008
* Linda J. Seemeyer	2008
OZAUKEE COUNTY	
* Robert A. Brooks	2008
** Thomas H. Buestrin, Chairman	2008
*** Gustav W. Wirth, Jr.	2006
RACINE COUNTY	
*** Richard A. Hansen, Secretary	2004
* Jean M. Jacobson	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	2004
*** Vacancy	2006
WAUKESHA COUNTY	
*** Duane H. Bluemke, Treasurer	2004
* Kenneth C. Herro	2006
** Paul G. Vrakas	2004

- * 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.

EXECUTIVE COMMITTEE

Thomas H. Buestrin, Chairman
 William R. Drew, Vice-Chairman
 Duane H. Bluemke
 Daniel J. Diliberti
 Richard A. Hansen
 Allen L. Morrison
 Daniel S. Schmidt
 Sheila M. Siegler
 Gustav W. Wirth, Jr.

ADMINISTRATIVE COMMITTEE

Sheila M. Siegler, Chairman
 Paul G. Vrakas, Vice-Chairman
 Duane H. Bluemke
 Thomas H. Buestrin
 William R. Drew
 Richard A. Hansen
 Jean M. Jacobson
 Allen L. Morrison
 Daniel S. Schmidt
 Linda J. Seemeyer
 Gustav W. Wirth, Jr.

**INTERGOVERNMENTAL AND
 PUBLIC RELATIONS COMMITTEE**

Daniel J. Diliberti, Chairman
 Kenneth C. Herro, Vice-Chairman
 Robert A. Brooks
 Thomas H. Buestrin
 Thomas J. Gorlinski
 Jean M. Jacobson
 Kenneth F. Miller
 Allen L. Morrison
 Linda J. Seemeyer
 Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
 Duane H. Bluemke, Vice-Chairman
 Anthony F. Balestrieri
 Robert A. Brooks
 Thomas H. Buestrin
 Daniel J. Diliberti
 Leon T. Dreger
 Kenneth C. Herro
 Gregory L. Holden
 Kenneth F. Miller
 James E. Moyer
 Paul G. Vrakas

Appendix B

COMMISSION ADVISORY COMMITTEES: 2003

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

Duane H. Bluemke 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
Robert S. Demski Owner, Sylvania Airport, Town of Yorkville
Justin Drew City Planner, City of Hartford
Major Steven Ford Base Civil Engineer, Wisconsin National Guard
Thomas J. Gorlinski Supervisor, Kenosha County Board
David M. Greene Director, Bureau of Aeronautics,
Wisconsin Department of Transportation
Thomas C. Kenney Deputy Director, Department of Parks and
Public Infrastructure, Milwaukee County
N. David Mann Vice President and General Manager,
Batten Airport, Racine
Keith Markland Airport Manager, Waukesha County-Crites Field
George E. Meicher Director, Department of Planning and
Development, Kenosha County
Daniel J. Millenacker Community Planner,
U.S. Department of Transportation,
Federal Aviation Administration
Lois Mitchell Owner, Capitol Airport, City of Brookfield
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
Earl E. Vorpagel, 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
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Jeff Albrecht President, Village of Silver Lake
John M. Antaramian Mayor, City of Kenosha
Nickolas E. Arnold Administrator, City of Kenosha
Shirley Boening Chairman, Town of Salem
David Buehn President, Village of Paddock Lake
David Cox Administrator, Village of Twin Lakes
Wade Eide Chairman, Town of Bristol
Dennis Elverman Chairman, Kenosha County
Highway and Parks Committee;
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Carol J. Fischer Chairman, Town of Somers
Raymond A. Forgianni, Jr. Director, Department of City Development,
City of Kenosha
Lauren A. Fox Chairman, Town of Randall
Virgil Gentz Chairman, Town of Paris
Barry S. Goad President, Village of Genoa City
Thomas W. Kerkman Chairman, Town of Brighton
Dwight E. McComb Planning and Program Development Engineer,
Federal Highway Administration,
U.S. Department of Transportation
George E. Meicher Director, Department of Planning and
Development, Kenosha County
Michael R. Polfocoff Administrator, Village of Pleasant Prairie
Donald Smitz Chairman, Town of Wheatland

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Glenn M. Lampark Director of Public Works,
Chairman Racine County
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Julie A. Anderson Director of Planning and Development,
Racine County
Norman A. Anderson Chairman, Town of Raymond
Gary J. Beck Chairman, Town of Rochester
Gary Becker Mayor, City of Racine
Christopher Denman President, Village of Rochester
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Mark M. Gleason Chairman, Town of Mt. Pleasant
Susan Greenfield Chairman, Town of Caledonia
William J. Hassey Chairman, Town of Norway
Steven Jansen President, Village of Sturtevant
Richard M. Jones Commissioner of Public Works,
City of Racine
Gerald M. Kaul Chairman, Town of Burlington
John W. Knuteson President, Village of Wind Point
Robert E. Langmesser Chairman, Town of Waterford
Thomas P. Lembcke Chairman, Town of Dover
Claude Lois Mayor, City of Burlington
Dennis C. Mahoney President, Village of North Bay
Dwight E. McComb Planning and Program Development Engineer,
Federal Highway Administration,
U.S. Department of Transportation
Cecil F. Mehring Manager of Planning and Engineering Services,
Public Works Division, Racine County
James E. Moyer Chairman, Town of Yorkville
Robert Orre President, Village of Union Grove
David Richmond President, Village of Waterford
Audrey Viau President, Village of Elmwood Park

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow Highway Commissioner,
Chairman Ozaukee County
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Lester A. Bartel, Jr. Chairman, Town of Grafton
James Brunnuell President, Village of Grafton
Barbara Dickman President, Village of Saukville
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Robert M. Gehrke Public Works Director/
Weed Commissioner,
Village of Thiensville
Walter B. Grotelueschen, Jr. President, Village of Newburg
Terry Hoffman Chairman, Town of Saukville
Frederick Kaul Chairman, Ozaukee County
Highway Committee
Francis J. Kleckner Chairman, Town of Belgium
Dwight E. McComb Planning and Program
Development Engineer,
Federal Highway Administration,
U.S. Department of Transportation
Gregory P. Meyers Mayor, City of Cedarburg
Richard Mueller Chairman, Town of Fredonia
Christine Nuernberg Mayor, City of Mequon
William Rath sack President, Village of Fredonia
Lee E. Schlienvogt 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

**WALWORTH COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Gail P. Swaine Director of Public Works, Walworth County
Chairman
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Lester A. Bartel, Jr. Chairman, Town of Grafton
Gary W. Boden City Manager, City of Whitewater
David Bollweg Chairman, Town of Linn
Donna L. Brown Systems Planning Manager, District 2,
Wisconsin Department of Transportation
Robert Carlson President, Village of Sharon
Barry S. Goad President, Village of Genoa City
David Heilmeier Chairman, Town of LaGrange
Marvin Herman Chairman, Town of Delavan
John Kendall Chairman, Town of Troy
Joseph F. Kopecky Chairman, Town of Geneva
Richard Lauderdale Chairman, Town of LaFayette
William 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,
Federal Highway Administration,
U.S. Department of Transportation
Kenneth Monroe Chairman, Town of Bloomfield
Clayton O. Montez Chairman, Town of East Troy
Pauline A. Parker Supervisor, Walworth County Board;
Chairman, Walworth County
Transportation & Parks Committee
Wayne Redenius Chairman, Town of Richmond
Michael Roberts Mayor, City of Elkhorn
Charles Rude Mayor, City of Lake Geneva
James C. Simons Chairman, Town of Spring Prairie
Edward Vander Veen Chairman, Town of Sharon
Diane Voss Chairman, Town of Walworth
James O. Wagner President, Village of Mukwonago
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
Donald Weyhrauch President, Village of Williams Bay
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
Russell C. Abel Chairman, Town of Barton
Jerry Becker Chairman, Town of Richfield
Robert A. Bingen Chairman, Town of Addison
Donna L. Brown Systems Planning Manager, District 2,
Wisconsin Department of Transportation
Bert Caverson Director of Public Works,
Village of Germantown
John B. Capelle Director of Community Development,
City of West Bend
Patrick A. Degrave Administrator, Village of Slinger
Jim Dieringer Chairman, Town of Farmington
Justin Drew City Planner, City of Hartford
Joseph C. Gonnering Chairman, Town of Trenton
Frederick E. Gierach Supervisor, Washington County Board
Peter L. Gonnering Supervisor, Washington County Board
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Charles J. Hargan President, Village of Germantown
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Willard F. Heppe Chairman, Town of Polk
Leander Herriges Chairman, Town of Wayne
Patricia Hoerth Chairman, Town of Hartford
Dennis Kenealy Chairman, Town of Erin
Donald O. Klug Chairman, Town of Jackson
Michael Lettow Chairman, Town of Kewaskum
Bruce E. Matzke Wisconsin Division Administrator,
U.S. Department of Transportation,
Federal Highway Administration
Paul J. Metz Chairman, Town of Germantown
Kenneth F. Miller Chairman, Washington County Board
Michael R. Miller Mayor, City of West Bend
Scott A. Mittelstaedt President, Village of Jackson
Paul E. Mueller Administrator, Washington County
Land Use and Park Department
Judith A. Neu City Engineer, City of West Bend
Evan Nickodem Village Engineer, Village of Germantown
Daniel S. Schmidt Administrator, Village of Kewaskum
Robert Seebach Chairman, Town of West Bend

**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
Richard A. Bolte Director of Transportation, Waukesha County
Thomas Calder President, Village of Pewaukee
Harlan E. Clinkenbeard Administrator/Planner, City of Pewaukee
Paul Craig Mayor, City of Delafield
Jefferson E. Davis President, Village of Menomonee Falls
David Dubey Chairman, Town of Mukwonago
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Department of Transportation
Paul A. Feller Director of Public Works, City of Waukesha
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Raymond O. Foster, Jr. President, Village of Oconomowoc Lake
Susan Freedy President, Village of Elm Grove
Keith Henderson Chairman, Town of Brookfield
Brian Hense President, Village of Big Bend
Vytautas P. Janusonis Chairman, Town of Ottawa
Paul Kanter Chairman, Town of Delafield
Greg Kessler Director, Department of Development,
City of New Berlin
Michael M. Knapp President, Village of Sussex
Gary Kohlenberg Mayor, City of Oconomowoc
Alan Kunert Chairman, Town of Vernon
David C. Lamerand President, Village of Hartland
Richard Lartz President, Village of Nashotah
Sharon L. Leair Chairman, Town of Genesee
Dwight E. McComb Planning and Program
Development Engineer,
Federal Highway Administration,
U.S. Department of Transportation
Richard Morris Chairman, Town of Merton
Joseph St. Thomas Chairman, Town of Oconomowoc
Gerald J. Schmitz Chairman, Town of Lisbon
Mark Siocum Mayor, City of Muskego
Jeff R. Speaker Mayor, City of Brookfield
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Donald Wilton Chairman, Town of Eagle
Robert R. Winter President, Village of Lannon
Walter J. Woloszyk President, Village of Butler
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
James J. Blazek City Engineer, City of Racine
Steven P. Compton Administrator, Village of Sturtevant
Jon J. Dederich Plan Commissioner,
Village of Elmwood Park
Joel P. Ettinger Area Director, Federal
Transit Administration,
U.S. Department of Transportation
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Michael J. Glasheen Transit Planner, City of Racine
Frederick A. Haerter Town Engineer, Town of Caledonia
John W. Knuteson President, Village of Wind Point
Linda A. Lovejoy Chief, Public Transit Section,
Bureau of Transit and Local Roads,
Wisconsin Department of Transportation
Dennis C. Mahoney President, Village of North Bay
Bruce E. Matzke Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
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
Federal Highway Administration,
U.S. Department of Transportation
Sandra K. Beaupre Director, Bureau of Planning, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Ronald L. Bursek Director, Public Works Department,
City of Kenosha
Joel P. Ettinger Area Director, Federal Transit Administration,
U.S. Department of Transportation
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Raymond A. Forgianni, Jr. Director, Department of City Development,
City of Kenosha
Michael J. Lemens Director of Engineering, City of Kenosha
Linda A. Lovejoy Chief, Public Transit Section,
Bureau of Transit and Local Roads,
Wisconsin Department of Transportation
Bruce E. Matzke Wisconsin Division Administrator,
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**

Thomas C. Kenney Deputy Director, Department of Parks and
Chairman Public Infrastructure, Milwaukee County
Richard A. Bolte Director of Transportation, Waukesha County
Patrick T. Curley Director, Intergovernmental Relations
Division, City of Milwaukee
Robert R. Dreblow Highway Commissioner, Ozaukee County
Thomas M. Grisa Director, Public Works, City of Brookfield
Steven J. Jacquart Policy Director, Office of the Mayor,
City of Milwaukee
Robert C. Johnson Transit Coordinator, City of Waukesha
Transit System Utility
William A. Kappel Engineering Administrator,
City of Wauwatosa
Michael G. Lewis City Engineer, City of West Allis
Michael J. Martin Director of Public Works,
Village of Hales Corners
Julie A. Penman Commissioner, Department of City
Development, City of Milwaukee
Jeffrey S. Polenske City Engineer, City of Milwaukee
Mariano A. Schifalacqua Commissioner of Public Works,
Department of Public Works,
City of Milwaukee
Scott K. Walker Milwaukee County Executive
Dr. James G. White Supervisor, Milwaukee County Board

Nonvoting Technical Staff Members

Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Rodney A. Clark Chief, State Highways and
Local Assistance Section,
Office of Policy and Budget,
Wisconsin Department of Transportation
Joel P. Ettinger Area Director, Federal Transit Administration,
U.S. Department of Transportation
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Thomas P. Kujawa Managing Director, Milwaukee
County Transit System
Linda A. Lovejoy Chief, Public Transit Section,
Bureau of Transit and Local Roads,
Wisconsin Department of Transportation
Bruce E. Matzke Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Michael Pjevach President, Wisconsin Coach Lines, Inc.

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

Frederick J. Patrie Director of Public Works, Kenosha County
Chairman
Philip C. Evenson Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Victor M. Austin Community Planner, Region V,
Federal Transit Administration,
U.S. Department of Transportation
Peter W. Beitzel Vice-President of International Trade,
Transportation, and Business Development,
Metropolitan Milwaukee Association of Commerce
John M. Bennett City Engineer, City of Franklin
Richard A. Bolte Director of Transportation, Waukesha County
Leonard Brandrup Director, City of Kenosha
Department of Public Works
Robert Cook Executive Director, Transportation
Development Association of Wisconsin
Robert R. Dreblow Highway Commissioner, Ozaukee County
Lloyd L. Eagan Director, Bureau of Air Management,
Wisconsin Department of Natural Resources
Leslie J. Fafard District Director, Wisconsin
Department of Transportation
Paul A. Feller Director of Public Works, City of Waukesha
Michael J. Glasheen Transit Planner, City of Racine
Thomas M. Grisa Director of Public Works, City of Brookfield
Thomas A. Howells President, Wisconsin Motor Carriers Association
Steven J. Jacquart Policy Director, Office of the Mayor,
City of Milwaukee
Robert C. Johnson Transit Coordinator, City of Waukesha
Transit System Utility
Thomas C. Kenney Deputy Director, Department of Parks and
Public Infrastructure, Milwaukee County
David A. Kuemmel Associate Professor, Civil and Environmental
Engineering, Marquette University
Thomas P. Kujawa Managing Director, Milwaukee
County Transit System
Glenn M. Lampark Director of Public Works, Racine County
Michael M. Lemens Director of Engineering, City of Kenosha
Kenneth J. Leonard Deputy Administrator, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Michael G. Lewis City Engineer, City of West Allis
Bruce E. Matzke Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Kenneth M. Pesch Highway Commissioner, Washington County
Michael Pjevach President, Wisconsin Coach Lines, Inc.
Mariano A. Schifalacqua Commissioner of Public Works,
Department of Public Works,
City of Milwaukee
Gail P. Swaine Highway Commissioner, Walworth County

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

Thomas W. Meaux Administrative Coordinator, 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
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, District 2,
Wisconsin Department of Transportation
Mark A. Piotrowicz Assistant Director of Community Development,
City of West Bend
Jeffrey S. Polenske City Engineer, City of Milwaukee

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

Linda Roessl..... President, Bay View Bicycle Club
 Ronald J. Rutkowski..... Director, Transportation Planning
 and Development, Milwaukee
 Department of Public Works
 Paul S. Sandgren..... Forest Superintendent, Kettle Moraine
 State Forest, Southern Unit
 Mariano A. Schifalacqua..... Commissioner, City of Milwaukee
 Department of Public Works
 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

**SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM ADVISORY COMMITTEE**

William R. Drew..... Vice-Chairman, SEWRPC
 Chairman
 Frank Busalacchi..... Secretary/Treasurer, Teamsters Local 200
 Robert Cook..... Executive Director, Transportation
 Development Association of Wisconsin
 James T. Dwyer..... Chairperson, Waukesha County
 Board of Supervisors
 Theresa Estnes..... Mayor, City of Wauwatosa
 Leslie J. Fafard..... Director, District 2, Wisconsin
 Department of Transportation
 Daniel M. Finley..... Waukesha County Executive
 Lee Holloway..... Chairman, Milwaukee County
 Board of Supervisors
 Jean M. Jacobson..... Racine County Executive
 Allan K. Kehl..... Kenosha County Executive
 Kenneth J. Leonard..... Deputy Administrator, Division of
 Transportation Investment Management,
 Wisconsin Department of Transportation
 Bruce E. Matzke..... Wisconsin Division Administrator,
 Federal Highway Administration
 Gloria L. McCutcheon..... Southeast Regional Director,
 Wisconsin Department of Natural Resources
 Kenneth F. Miller..... Chairperson, Washington County
 Board of Supervisors
 William M. Norem..... Chairperson, Walworth County
 Board of Supervisors
 John O. Norquist..... Mayor, City of Milwaukee
 Betty Pearson..... Executive Vice President (Retired),
 West Bend Chamber of Commerce
 Marvin E. Pratt..... President, City of Milwaukee Common Council
 Dale J. Richards..... Mayor, City of Oak Creek
 Tim Sheehy..... President, Metropolitan Milwaukee
 Association of Commerce
 Jeff R. Speaker..... Mayor, City of Brookfield
 Scott K. Walker..... Milwaukee County Executive
 James G. White..... Milwaukee County Board of Supervisors
 Gus W. Wirth..... Chairperson, Ozaukee County
 Board of Supervisors
 Thomas H. Buestrin (Ex-officio)..... Chairman, SEWRPC

**KENOSHA-RACINE-MILWAUKEE CORRIDOR
TRANSIT STUDY ADVISORY COMMITTEE**

Frederick J. Patrie..... Director of Public Works, Kenosha County
 Chairman
 Philip C. Evenson..... Executive Director, Southeastern Wisconsin
 Regional Planning Commission
 Victor M. Austin..... Community Planner,
 Federal Transit Administration,
 U.S. Department of Transportation
 John Bechler..... President, Kenosha Area Business Alliance, Inc.
 Gary Becker..... Mayor, City of Racine
 Peter Beitzel..... Vice President, International
 Trade, Transportation, and
 Business Development, Metropolitan
 Milwaukee Association of Commerce
 Leonard Brandrup..... Director, Department of Transportation,
 City of Kenosha
 Donna L. Brown..... Systems Planning Manager, District 2,
 Wisconsin Department of Transportation
 Roger Caron..... Executive Director, Racine Area
 Manufacturers and Commerce
 E. Craig Faucett..... Director of Engineering, City of Cudahy
 Carol Fischer..... Chairman, Town of Somers
 Gary A. Foyle..... Director of Planning and Analysis, Metra
 Mark M. Gleason..... Chairman, Town of Mt. Pleasant
 Susan S. Greenfield..... Supervisor, Town of Caledonia

**KENOSHA-RACINE-MILWAUKEE CORRIDOR
TRANSIT STUDY ADVISORY COMMITTEE
(continued)**

Thomas C. Kenney..... Acting Director, Department of Parks and,
 Public Infrastructure, Milwaukee County
 Donald Kopec..... Associate Executive Director,
 Chicago Area Transportation Study
 Thomas P. Kujawa..... Managing Director,
 Milwaukee County Transit System
 Glenn M. Lampark..... Director of Public Works, Racine County
 Kenneth J. Leonard..... Deputy Administrator,
 Division of Transportation
 Investment Management, Wisconsin
 Department of Transportation
 Dwight E. McComb..... Planning and Program Development Engineer,
 Federal Highway Administration
 U. S. Department of Transportation
 Judith A. Mitchell..... Manager, Commercial Development,
 Canadian Pacific Railway
 Micheal W. Payette..... Assistant Vice President,
 Government Affairs: Central Region
 Union Pacific Railroad
 Michael Pjevach..... President, Wisconsin Coach Lines
 Jeff T. Plafe..... State Senator, District 7
 Mariano A. Schifalacqua..... Commissioner, Department of
 Public Works, City of Milwaukee
 Jack Schultz..... City Engineer, City of St. Francis
 Michael J. Sullivan..... Design Engineer, City of Oak Creek
 Kyle E. Vandercar..... City Engineer, City of South Milwaukee
 Dr. James G. White..... 1st District Supervisor,
 Milwaukee County Board of Supervisors

PIKE RIVER WATERSHED COMMITTEE

George E. Melcher..... Director of Planning and
 Chairman Development, Kenosha County
 Sonny K. Havn..... President, Mt. Pleasant
 Vice-Chairman Stormwater Drainage District No. 1
 Philip C. Evenson..... Executive Director, Southeastern
 Secretary Wisconsin Regional Planning Commission
 Julie A. Anderson..... Director of Planning and Development,
 Racine County
 Michael Callawaert..... Highway Supervisor,
 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 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
 Chelvadurai Manogaran..... Associate Professor,
 Department of Geography,
 University of Wisconsin-Parkside
 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
 Barry Thomas..... Conservation Chairman,
 John Muir Chapter, Sierra Club
 James M. Turek..... Chairman, Village of Mt. Pleasant

**DES PLAINES RIVER
WATERSHED COMMITTEE**

George E. Melcher..... Director, Office of Planning and
 Chairman Development, Kenosha County
 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..... Illinois Fox Basin Team Leader,
 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

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

Wayne E. Koessl Representative, WISPARK Corporation
 Ward S. Miller Executive Director, Lake County Stormwater
 Management Commission
 Douglas J. Noble Supervisor, Kenosha County Board
 Michael R. Pollocoff Administrator, Village of Pleasant Prairie
 Edward St. Peter General Manager, City of Kenosha Water Utility
 Phil H. Sander Member, Des Plaines
 Wetland Conservancy, Inc.
 Ronald 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 L. Baldwin Director of Parks, Recreation and
 Vice-Chairman Culture, Milwaukee County
 Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
 Secretary Regional Planning Commission
 Hubert J. Albert Representative,
 Port Washington Yacht Club
 E. Craig Faucett Director of Engineering, City of Cudahy
 Scott A. Huebner Mayor, City of Port Washington
 Tammy LaBorde Administrative Coordinator,
 City of South Milwaukee
 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
 Mariano A. Schifalacqua Commissioner of Public Works,
 Department of Public Works,
 City of Milwaukee
 Charles L. Seeger County Conservationist,
 Racine County
 Kevin L. Shafer, P.E. Executive Director, Milwaukee
 Metropolitan Sewerage District
 Kenneth J. Szallai Municipal Port Director, Port of Milwaukee

**TECHNICAL ADVISORY COMMITTEE ON
REGIONAL GROUNDWATER RESOURCES**

Brian S. Barrett BSB Technical Services
 Chairman
 Philip C. Evenson Executive Director, Southeastern Wisconsin
 Secretary Regional Planning Commission
 Julie A. Anderson Director, Racine County
 Planning and Development Division
 Douglas S. Cherkauer Professor of Geology,
 University of Wisconsin-Milwaukee
 Daniel S. Duchniak Director of Public Works,
 Water Utility, Vehicle Maintenance,
 City of Waukesha
 Francis G. Fuja Water Supply Municipal Engineer, Wisconsin
 Department of Natural Resources
 Ronald G. Hennings Assistant Director Emeritus, Wisconsin
 Geological and Natural History Survey
 James P. Hurley Assistant Director for Research,
 University of Wisconsin--
 Water Resources Institute
 Marlin R. Johnson Associate Professor Emeritus,
 Department of Biological
 Sciences, University of Wisconsin--Waukesha
 Terrance H. Kiekhaefer Director, Public Works, Water Utility,
 Vehicle Maintenance, City of West Bend
 Thomas J. Krueger Water and Wastewater Utility Director,
 Village of Grafton
 Michael D. Lemcke Chief, Groundwater Management Section,
 Wisconsin Department of Natural Resources
 George E. Melcher Director, Kenosha County Department
 of Planning and Development
 Evan P. Nickodem Village Engineer, Village of Germantown
 Charles A. Peters District Chief, U.S. Geological Survey
 Michael P. Rau General Manager, We Energies Water Services
 Thomas Rossmiller Director of Public Works, Village of East Troy
 Shuichi Sasaki Production Manager, Kikkoman Foods, Inc.
 Steven H. Schultz Manager, Water Supply Department,
 Ruekert & Mielke, Inc.
 Mark D. Simon Water Superintendent, City of Brookfield
 Larry R. Wilms Division Engineer--Utilities, City of New Berlin
 Constance Wilson Utility Manager, Burlington Water Utility

**TECHNICAL COORDINATING
AND ADVISORY COMMITTEE ON
REGIONAL LAND USE PLANNING**

George E. Melcher Director, Office of Planning and
 Chairman Development, Kenosha County
 Phillip C. Evenson Executive Director, Southeastern
 Secretary Wisconsin Regional Planning Commission
 Julie A. Anderson Director, Planning and Development Division,
 Racine County
 Robert E. Bartholomew President, Waukesha County Farm Bureau
 Susan Black Director, Milwaukee County Department of Parks,
 Recreation and Culture, Milwaukee County
 Donna L. Brown Systems Planning Group Manager, District 2,
 Wisconsin Department of Transportation
 John B. Capelle Director of Community Development,
 City of West Bend
 Harlan E. Clinkenbeard Administrator/Planner,
 City of Pewaukee
 Michael P. Cotter Director, Walworth County Land Use and
 Resource Management Department
 Steve Crandell Director of Community Development,
 City of Waukesha
 Mark J. Eppi Robert B. Bell Chair in Real Estate
 College of Business Administration,
 Marquette University
 Daniel F. Ertl Director of Planning and Zoning,
 City of Brookfield
 Raymond A. Forgianni, Jr. Director of City Development,
 City of Kenosha
 Chris Goebel Executive Director, Geneva Lake Conservancy
 Scott Hassett (or designee) Secretary, Wisconsin Department
 of Natural Resources
 Matt Moroney Executive Director, Metropolitan Builders Association
 Paul E. Mueller Administrator, Washington County
 Land Use and Park Department
 Brian F. O'Connell Director of City Development, City of Racine
 Representative Department of City Development
 City of Milwaukee
 Mike Ruzicka President, Greater Milwaukee Association of Realtors
 Douglas Seymour Director of Community Development,
 City of Oak Creek
 Dale R. Shaver Director, Waukesha County Parks
 and Land Use Department
 James Siepmann President, Siepmann Realty Corporation
 and Supervisor, Town of Summit
 Brad Lee G. Steinke Director of Community Development, City of Mequon
 Andrew T. Struck Planner/Conservationist, Ozaukee County Planning,
 Resources, and Land Management Department
 Jean M. Werbie Community Development Director,
 Village of Pleasant Prairie
 Dan A. Wilson Community Development Educator/
 Department Head, University of Wisconsin--Extension,
 Washington County

**TECHNICAL ADVISORY COMMITTEE FOR THE
PROTECTION AND MANAGEMENT OF NATURAL
AREAS IN SOUTHEASTERN WISCONSIN**

Dr. Donald M. Reed Chief Biologist, Southeastern Wisconsin
 Secretary Regional Planning Commission
 Dr. Kurt W. Bauer Executive Director Emeritus,
 Southeastern Wisconsin
 Regional Planning Commission
 John E. Bielefeldt Naturalist, Racine County Parks Department
 Dr. Martyn J. Dibben Former Executive Director,
 Schlitz Audubon Center
 Andrew A. Holschbach Land Conservation Director,
 Ozaukee County
 Marlin P. Johnson Associate Professor Emeritus,
 Department of Biological Sciences,
 University of Wisconsin--
 Waukesha Center
 G. Andrew Larsen Executive Director, Emeritus
 Riveredge Nature Center,
 Ozaukee County
 Dr. Diane S. Lindsley Horticulture Director,
 Milwaukee County
 Department of Parks,
 Recreation and Culture
 Paul E. Matthiae Former Chief, Natural Areas Section,
 Wisconsin Department of
 Natural Resources-Madison
 Peter E. McKeever Former State Director, The Nature
 Conservancy, Wisconsin Chapter
 James P. Morrissey Land/Facilities Supervisor,
 Wisconsin Department of Natural
 Resources-Southeast Region
 Paul E. Mueller Administrator, Washington County
 Land Use and Park Department
 Dr. David F. Overstreet Principal Investigator, Great Lakes
 Archaeological Research Center

**TECHNICAL ADVISORY COMMITTEE FOR THE
PROTECTION AND MANAGEMENT OF NATURAL
AREAS IN SOUTHEASTERN WISCONSIN
(continued)**

Jerry A. Schwarzmeier Park Naturalist, Retzer Nature Center,
Waukesha County
Dr. S. Galen Smith Professor Emeritus,
Department of Biology,
University of Wisconsin-Whitewater
David W. White Director, YWCA River Bend
Nature Center, Racine
Dan A. Wilson Community Development Educator/
Department Head, University of Wisconsin-Extension,
Washington County

**REGIONAL WATER SUPPLY PLANNING
ADVISORY COMMITTEE**

Kurt W. Bauer, Chairman Executive Director Emeritus, SEWRPC
Robert P. Biebel, Secretary Chief Environmental Planner, SEWRPC
Brian S. Barrett Chairman, SEWRPC Technical
Advisory Committee
for Groundwater Resources
Daniel A. Barthold Environmental and Energy
Engineering Director,
Miller Brewing Company
Lee H. Boushon Chief, Drinking Water Systems Section,
Wisconsin Department of
Natural Resources, Madison
Thomas J. Bunker General Manager, Water and
Wastewater Utility, City of Racine
Douglas S. Cherkauer Professor of Geology,
University of Wisconsin-Milwaukee
Charles A. Czarkowski Regional Water Program Expert,
Wisconsin Department of
Natural Resources, Southeastern
Wisconsin Region
Frank Ericson Manager, Environmental Operations,
S. C. Johnson & Son, Inc.
David Ewig Water Superintendent,
City of Port Washington
Ronald G. Hennings Assistant Director Emeritus,
Wisconsin Geological
and Natural History Survey
Roger Johnson Manager,
North Shore Water Commission
Terrence H. Kiekhaefer Director, Public Works, Water Utility,
Vehicle Maintenance, City of West Bend
Lawrie J. Kobza Attorney at Law,
Boardman Law Firm, Madison
James T. Krohelski Hydrologist,
U.S. Geological Survey
Thomas J. Krueger Water and Wastewater Director,
Village of Grafton
Michael P. Rau General Manager,
We Energies, Water Services
Thomas Roberts District Manager,
Layne Christiansen Company
Layne Northwest Division
Edward St. Peter General Manager,
Water Utility, City of Kenosha

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

Mariano A. Schifalacqua Commissioner, Department of Public Works,
City of Milwaukee
Steven H. Schultz Manager, Water Supply Department,
Ruekert & Mielke, Inc.
Mark D. Simon Water Superintendent,
City of Brookfield
Daniel Warren President, Water Utility Commission,
City of Waukesha
Daniel S. Winkler Director of Public Works and Utilities,
City of Lake Geneva
Telesfore P. Wysocki Mayor, City of New Berlin
Steve Yttri General Manager, Water and Sewer Utility,
City of Oak Creek

**ADVISORY COMMITTEE ON REGIONAL
TELECOMMUNICATIONS PLANNING**

Kurt W. Bauer Executive Director Emeritus, SEWRPC
Chairman
William R. Drew Vice-Chairman, SEWRPC, and
Vice-Chairman
Executive Director,
Milwaukee County Research Park
Kenneth Brown District Manager, Nextel Communications, Inc.
Roger Caron President, Racine Area
Manufacturers and Commerce
Bob Chernow Chairman,
Regional Telecommunications Commission
Randy Cicatello Vice President-Engineering, Time Warner Cable
Charles L. Colman President, The Colman Group, Inc.
David L. DeAngelis Village Manager, Village of Elm Grove
Ralph E. Evans, III Manager, New Business Development,
Evans Associates
Brahim Gaddour Director of Network Operations,
Time Warner Telecom of Wisconsin
Barry Gatz Network Supervisor, CenturyTel
Nicholas Harteau Director of Technology, CoreComm, Inc.
Michael E. Klases Director of Regulatory Affairs, SBC
J. Michael Long Attorney at Law, Murn and Martin, SC
Jody McCann Director of Technology Research, Wisconsin
Department of Administration, BadgerNet
George E. Melcher Director, Office of Planning and
Development, Kenosha County
Paul E. Mueller Administrator, Washington County
Land Use and Park Department
William T. Parch Radio Frequency Engineer,
Cingular Wireless, Inc.
Mariano A. Schifalacqua Commissioner, Department of Public Works,
City of Milwaukee
Mark Schoeppel Vice President, Global IT Infrastructure,
Johnson Controls, Inc.
Paul R. Schumacher Program Manager,
Tricounty Business Partnerships
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. Chairman, Ozaukee County
Board of Supervisors; SEWRPC Commissioner

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2003

EXECUTIVE DIVISION

Philip C. Evenson, AICP
Executive Director

Kenneth R. Yunker, PE
Deputy Director

Wendy J. Bradshaw
Executive Secretary

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

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

John G. McDougall
Geographic Information Systems Manager

Thomas D. Patterson
MCAMLIS 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
Rosemary K. Wilcenski
Geographic Information Systems Technicians

James M. Kocher
Web Technician

Sandra L. Wasson
Clerk

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson
Chief Community Assistance Planner

Richard R. Kania, AICP, RLA
Principal Planner

Robbie L. Robinson
Planner

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

Michael J. Coghian, Jr.
Matthew B. Dahlen
Frank G. Fierek, Jr.
Nathan B. Goldberg
Brian A. Wiedenhoef
Land Use Mapping Specialists

Nicola E. Hopp
Research Analyst

ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen
Business Manager

Marcia L. Hayd
Loretta Watson
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
Senior Engineer

Patrick A. Pittenger
Senior Planner

David M. Jolicoeur
Engineer

Rebecca K. Horne
Planner

Jahi A. Faucette
Reginald L. Mason
Stephen W. Waldorf
Research Analysts

Kelli J. Koeckritz
Secretary

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Leland H. Kreblin, RLS
Chief Planning Illustrator

Jean C. Johnson
Nancee A. Nejedlo
Donald P. Simon
Principal Planning Draftsmen

LuAnn Sakale
Senior Planning Draftsman

Christel A. Syrrakos
Planning Draftsman

Dolores M. Knezinek
Print Shop Supervisor

John T. Washburn, RLS
Senior Specialist-Land Surveyor

David J. Schopp
Andrew J. Traeger
Land Survey Assistants

Richard J. Wazny
Graphic Arts Technician

Holly V. Halbrucker
Secretary

ENVIRONMENTAL PLANNING DIVISION

Robert P. Biebel, PE, PH
Chief Environmental Engineer

Dr. Donald M. Reed
Chief Specialist-Biologist

Michael G. Hahn, PE, PH
Ronald J. Printz, PE
Principal Engineers

Jeffrey A. Thornton, CLM, PH
Principal Planner

Thomas M. Slawski
Senior Planner

Lawrence A. Leitner
Senior Specialist

Daniel R. Treloar
Land and Water Conservation Specialist

Tae I. Kim
Joshua A. Murray
Dhruva N. Vangipuram
Engineers

Christopher J. Jors
Specialist

Jennifer J. Rodwell
Edward J. Schmidt
Research Analysts

Patricia M. Kokan
Secretary

ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland
Chief Economic Development Planner

Tina M. Chitwood
Planner

Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2003

PROSPECTUSES

Regional Planning Program, April 1962*

Root River Watershed Planning Program, March 1963*

Fox River Watershed Planning Program, October 1964*

Continuing Land Use-Transportation Study, May 1965

Milwaukee River Watershed Planning Program, September 1966*

Comprehensive Library Planning Program, April 1968

Community Shelter Planning Program, August 1968

Racine Urban Planning District Comprehensive Planning Program, November 1968

Regional Sanitary Sewerage System Planning Program, December 1968*

Menomonee River Watershed Planning Program, November 1969

Comprehensive Regional Airport Planning Program, December 1969*

Regional Housing Study, December 1969

Deep Sandstone Aquifer Simulation Modeling Program, October 1972

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

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

Kinnickinnic River Watershed Planning Program Prospectus, November 1974*

Regional Air Quality Maintenance Planning Program Prospectus, November 1974

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

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

Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978

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

Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978

Pike River Watershed Planning Program Prospectus, April 1979

Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979

Oak Creek Watershed Planning Program Prospectus, December 1979

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

Milwaukee River Priority Watersheds Program Prospectus, March 1985

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

Infrastructure Study for the Southeastern Wisconsin Region, June 1986

Milwaukee High Lake Level Impact Study Prospectus, December 1987

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

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

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

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

Des Plaines River Watershed Planning Program Prospectus, September 1991

PROSPECTUSES—continued

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

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning
Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981,
December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning
Commission: 1978-1982, December 1977
Overall Work Program—1979, Southeastern Wisconsin Regional Planning Commission, October 1978
Overall Work Program—1980, Southeastern Wisconsin Regional Planning Commission, November 1979
Overall Work Program—1981, Southeastern Wisconsin Regional Planning Commission, November 1980
Overall Work Program—1982, Southeastern Wisconsin Regional Planning Commission, November 1981
Overall Work Program—1983, Southeastern Wisconsin Regional Planning Commission, October 1982
Overall Work Program—1984, Southeastern Wisconsin Regional Planning Commission, November 1983
Overall Work Program—1985, Southeastern Wisconsin Regional Planning Commission, October 1984
Overall Work Program—1986, Southeastern Wisconsin Regional Planning Commission, October 1985
Overall Work Program—1987, Southeastern Wisconsin Regional Planning Commission, September 1986
Overall Work Program—1988, Southeastern Wisconsin Regional Planning Commission, November 1987
Overall Work Program—1989, Southeastern Wisconsin Regional Planning Commission, November 1988
Overall Work Program—1990, Southeastern Wisconsin Regional Planning Commission, November 1989
Overall Work Program—1991, Southeastern Wisconsin Regional Planning Commission, November 1990
Overall Work Program—1992, Southeastern Wisconsin Regional Planning Commission, December 1991
Overall Work Program—1993, Southeastern Wisconsin Regional Planning Commission, December 1992
Overall Work Program—1994, Southeastern Wisconsin Regional Planning Commission, November 1993
Overall Work Program—1995, Southeastern Wisconsin Regional Planning Commission, November 1994
Overall Work Program—1996, Southeastern Wisconsin Regional Planning Commission, December 1995
Overall Work Program—1997, Southeastern Wisconsin Regional Planning Commission, December 1996
Overall Work Program—1998, Southeastern Wisconsin Regional Planning Commission, November 1997
Overall Work Program—1999, Southeastern Wisconsin Regional Planning Commission, October 1998
Overall Work Program—2000, Southeastern Wisconsin Regional Planning Commission, October 1999
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- No. 103 - Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994
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- No. 126 - Traffic Engineering Study of Selected Intersections along Fond du Lac Avenue (USH 45) in the Village of Kewaskum: 1997, Washington County, Wisconsin, July 1998
- No. 127 - A Transportation Study for the Core Area of the City of Delafield, Waukesha County, Wisconsin, November 1998
- No. 128 - Assessment of Travel through the Neighborhood Bounded by W. Silver Spring Drive, N. Port Washington Road, N. Lydell Avenue, and W. Henry Clay Street in the City of Glendale: 1997, Milwaukee County, Wisconsin, April 1998
- No. 129 - Inventory of Fire Protection and Emergency Medical Services for Western Racine County, December 1998
- No. 130 - A Lake and Watershed Inventory for Nagawicka Lake, Waukesha County, Wisconsin, March 1999*
- No. 131 - Environmental Analysis of the Lands at the Headwaters of Gilbert Lake and Big Cedar Lake, Washington County, Wisconsin, March 1999
- No. 132 - Highway Maintenance Facility Location Study, Washington County, Wisconsin, December 1998
- No. 134 - An Aquatic Plant Management Plan for Fowler Lake, Waukesha County, Wisconsin, October 2000
- No. 135 - A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin, October 2000
- No. 136 - Racine County Industrial Park Land Absorption Study, July 1999
- No. 137 - A Water Quality Protection and Stormwater Management Plan for Big Cedar Lake, Volumes I and II, August 2001
- No. 138 - Assessment of Conformity of the Year 2000-2002 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area, March 2000
- No. 139 - Surface-Water Resources of Washington County, Wisconsin, Lake and Stream Classification Project: 2000, September 2001
- No. 140 - A Lake Protection Plan for Benedict and Tombeau Lakes, Kenosha and Walworth Counties, Wisconsin, May 2001
- No. 141 - Analysis of Alternative Plans for Removal of the Concrete Lining in Underwood Creek in the City of Wauwatosa, Milwaukee County, Wisconsin, November 2000
- No. 143 - An Aquatic Plant Management Plan for the Lauderdale Lakes, Walworth County, Wisconsin, August 2001
- No. 144 - An Aquatic Plant and Recreational Use Management Plan for Booth Lake, September 2003
- No. 147 - Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation system Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2001
- No. 148 - A Lake Protection Plan for Middle Genesee Lake, August 2003
- No. 150 - Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, April 2002
- No. 151 - Stream Channel Stability and Biological Assessment of Quaas Creek: 2002, 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

MEMORANDUM REPORTS—continued

No. 157 - Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025, April 2003

ECONOMIC DEVELOPMENT PROFILES

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

Kenosha County
City of Kenosha
Village of Pleasant Prairie
Town of Bristol

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

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

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

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

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

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

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County

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

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

Racine County

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

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

Walworth County

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

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

Waukesha County

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

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

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County

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

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. Kuemmel, P.E., Transportation Planning Engineer
A Backward Glance: The Man-Made Ice Age
by Richard E. Rehberg, Editor

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

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

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

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

Volume 1-No. 6, August-September 1964

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

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

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

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

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

Volume 2-No. 3, February-March 1965

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

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

Volume 3-No. 4, September 1971

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

by Sheldon W. Sullivan, Chief of Data Collection

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

by Wayne H. Faust, Associate Planner

A Backward Glance: The Development of General Mitchell Field

by Sheldon W. Sullivan, Chief of Data Collection

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. Welsh, 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. Welsh, 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, and 2002

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, Volumes 2 through 41
- SEWRPC Freeway System Study Newsletter, Nos. 1 through 5

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

TRANSPORTATION IMPROVEMENT PROGRAMS—continued

- 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

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.

Appendix E

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

TELEPHONE
(262) 542-8401
FAX 542-8713

MEMBER
WISCONSIN INSTITUTE 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, 2003, 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 generally accepted auditing standards 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, 2003, 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 6, 2003, 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.

David L. Scrima, S.C.
Waukesha, Wisconsin
March 18, 2004

Southeastern Wisconsin Regional Planning Commission
Combined Balance Sheet - All Fund Types and Account Groups
December 31, 2003

	Governmental Fund Types			Account Groups		(Memorandum Only)	
	General	Special	Debt	General	General Long-	2003 Total	2002 Total
		Revenue	Service	Fixed Assets	Term Debt		
Assets							
Pooled cash and cash equivalents	\$ 3,122,958					\$ 3,122,958	\$ 2,256,023
Grants receivable		718,405				718,405	681,146
Contracts and service agreements receivable	585,873					585,873	712,832
Prepaid expense	136,734					136,734	200,815
Property and equipment				4,892,268		4,892,268	5,135,546
Deferred bond expenses			106,906			106,906	113,250
Due from other funds	994,445					994,445	887,923
Amount to be provided for retirement of bonds					2,910,000	2,910,000	3,000,000
Restricted assets:							
Cash with fiscal agent			236,850			236,850	230,533
Total Assets	\$ 4,840,010	\$ 718,405	\$ 343,756	\$ 4,892,268	\$ 2,910,000	\$ 13,704,439	\$ 13,218,068
Liabilities							
State sales tax	\$ 148					\$ 148	\$ 195
Accounts payable	703,615	21,449				725,064	574,502
Vacation accrual	192,610					192,610	190,414
Deferred revenue	689,054					689,054	565,530
Sick pay accrual	58,578					58,578	43,797
Due to other funds		696,956	297,489			994,445	887,923
Accrued payroll and taxes	206,120					206,120	204,383
Deposits and advance rents	3,333					3,333	7,085
General long-term debt					2,910,000	2,910,000	3,000,000
Accrued interest payable			46,267			46,267	47,946
Total Liabilities	1,853,458	718,405	343,756		2,910,000	5,825,619	5,521,775
Fund Equity							
Investments in fixed assets				4,892,268		4,892,268	5,135,546
Fund Balances - designated	1,610,747					1,610,747	1,600,000
- undesignated	1,375,805					1,375,805	960,747
Total Fund Equity	2,986,552			4,892,268		7,878,820	7,696,293
Total Liabilities and Fund Equity	\$ 4,840,010	\$ 718,405	\$ 343,756	\$ 4,892,268	\$ 2,910,000	\$ 13,704,439	\$ 13,218,068

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, 2003

	Governmental Fund Types			
	General	Special Revenue	Total (Memorandum Only)	
			2003	2002
Revenues				
Contributions from counties	\$ 2,317,515	\$	\$ 2,317,515	\$ 2,244,785
Grant revenues		2,917,502	2,917,502	4,599,909
Contract and service grants	1,488,507	1,031,528	2,520,035	2,184,602
Pass-through grants	1,449,537		1,449,537	1,272,996
Interest on invested funds	35,506		35,506	49,462
Other income	119,439		119,439	174,286
Rental income	46,038		46,038	44,698
Total Revenues	5,456,542	3,949,030	9,405,572	10,570,738
Expenditures				
Salaries and fringe benefits	2,736,721	2,115,774	4,852,495	4,704,365
Office and other expenses:				
Technical consultants	1,055,935	341,577	1,397,512	2,970,352
Technical consultants - pass-through	1,449,537		1,449,537	1,272,996
Office supplies	77,231	1,004	78,235	82,397
Insurance, audit, legal fees	59,428		59,428	69,074
Library acquisition and dues	49,905	9,201	59,106	30,782
Printing and graphics supplies	68,496	20,914	89,410	110,680
Newsletter	117		117	
Postage expense	10,124		10,124	92,439
Travel expense	23,647	13,912	37,559	47,290
Telephone expense	46,545	685	47,230	43,238
Building expense	307,460		307,460	270,080
Annual report	12,876		12,876	880
Other operating expenses	155,555	23,824	179,379	116,014
Unemployment compensation expense	19,996		19,996	9,703
Auto, office equipment, maintenance	157,781	1,891	159,672	203,994
Capital outlay	80,778		80,778	155,289
Interest expense	138,853		138,853	82,440
Total Expenditures	6,450,985	2,528,782	8,979,767	10,262,013
Excess (Deficit) Revenues Over Expenditures	(994,443)	1,420,248	425,805	308,725
Indirect Expense Allocation	1,420,248	(1,420,248)		
Fund Balance - beginning of year	2,560,747		2,560,747	2,252,022
Fund Balance - end of year	\$ 2,986,552	\$ -0-	\$ 2,986,552	\$ 2,560,747

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, 2003

Southeastern Wisconsin Regional Planning Commission
Combined Notes to the Financial Statements
For the Year Ended December 31, 2003

Revenues	Budget	Actual	Variance Favorable (Unfavorable)
Contributions from counties	\$ 2,317,515	\$ 2,317,515	\$
Grant revenues	2,890,662	2,917,502	26,840
Contract and service grants	1,445,400	2,520,035	1,074,635
Pass-through grants		1,449,537	1,449,537
Interest on invested funds		35,506	35,506
Other income		119,439	119,439
Rental income	46,040	46,038	(2)
Total Revenues	6,699,617	9,405,572	2,705,955
Expenditures			
Salaries and fringe benefits	5,088,580	4,852,495	236,085
Office and other expenses:			
Technical consultants	608,975	1,397,512	(788,537)
Technical consultants - pass-through		1,449,537	(1,449,537)
Office supplies	75,000	78,235	(3,235)
Insurance, audit, legal fees	59,500	59,428	72
Library acquisition and dues	35,000	59,106	(24,106)
Printing and graphics supplies	85,000	89,410	(4,410)
Newsletter	5,000	117	4,883
Postage expense	25,000	10,124	14,876
Travel expense	40,000	37,559	2,441
Telephone expense	35,000	47,230	(12,230)
Building expense	220,802	307,460	(86,658)
Annual report	6,500	12,876	(6,376)
Other operating expenses	20,000	179,379	(159,379)
Unemployment compensation expense	3,000	19,996	(16,996)
Auto, office equipment, maintenance	158,727	159,672	(945)
Capital outlay	90,000	80,778	9,222
Regional conference	3,000		3,000
Interest expense	140,533	138,853	1,680
Total Expenditures	6,699,617	8,979,767	(2,280,150)
Excess Revenues Over Expenditures	\$ -0-	425,805	\$ 425,805
Fund Balance - beginning of year		2,560,747	
Fund Balance - end of year		<u>\$ 2,986,552</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, 2003

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, 2003 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, 2003

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.

	2003	2002
Land and improvements	\$ 377,900	\$ 400,000
Building and improvements	3,211,582	3,211,582
Office furniture	259,191	274,180
Computers and related equipment	458,176	523,889
Office equipment	356,658	479,984
Automobiles	191,220	205,152
Field equipment	37,541	40,759
	<u>\$ 4,892,268</u>	<u>\$ 5,135,546</u>

Note 3 - Employee Retirement Plan

All eligible Southeastern Wisconsin Regional Planning Commission employees participate in the Wisconsin Retirement System, a cost-sharing multiple-employer public employee retirement system (PERS). The payroll for employees covered by the system for the year ended December 31, 2003 was \$3,407,685, the employer's total payroll was \$3,478,552.

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 5.2% of their salary (3.9% for Executives and Elected Officials, 3.8% for Protective Occupations with Social Security, and 3.3% for Protective Occupations without Social Security), to the plan. Employers may make these contributions to the plan on behalf of employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. Total contributions for the years ending December 31, 2003 and 2002 were \$331,492 and \$314,918, 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, (\$0 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 invested.

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

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

Note 4 - Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit CDs	\$ 1,043,318
Temporary cash investments	<u>2,079,640</u>
	<u>\$ 3,122,958</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 1.00% as of December 31, 2003.

Note 5 - Cognizant Agency

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

Note 6 - Commitments

Rent

The Commission leased space from Waukesha County under a lease agreement that ran through December 31, 2002. The Commission paid \$47,487 for the first quarter 2002 and \$20,000 for the settlement of the final nine months.

Note 7 - 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	285,747
Bond Redemption	500,000
Program Development Fund	<u>350,000</u>
	<u>\$ 1,610,747</u>

Note 8 - 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>
2004	\$ 100,000	\$ 136,850
2005	100,000	132,925
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>\$2,910,000</u>	<u>\$1,512,023</u>

The commission has an option to prepay the balance of the bonds, at par, commencing March 1, 2011.

Note 9 - 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 \$631,130. 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.